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State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-365-3

Relating to Exemptions Under Section 27156
of the Vehicle Code

Accessible Technologies, Inc.
P600B/P-1SC/P-1SC-1 Supercharger Kit

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39515 and Section 39516 of the Health and Safety Code and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the P600B/P-1SC/P-1SC-1 Supercharger Kit manufactured and marketed by Accessible Technologies, Inc. of 14801 W. 114th Terrace, Lenexa, KS 66215 has been found not to reduce the effectiveness of required motor vehicle pollution control devices and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for the General Motors and Ford Motor Company vehicles listed in Exhibit A, **excluding any vehicle certified to Ultra Low Emission Vehicle (ULEV) or lower emission standards.**

The P600B/P-1SC/P-1SC-1 Supercharger Kit includes the following main components: ProCharger supercharger unit (2 blowers for different boost pressures), intake air assembly, air-to-air intercooler (excluding kit numbers 1FA100-06S, 1FA100-09S, 1FB100-06S, and 1FB100-09S), fuel management unit, and a high-pressure, in-line fuel pump. The following modifications are done to the covered vehicles: the stock air intake system is replaced, the on-board computer is relocated, (in 4-wheel drive applications), the stock fuel pressure regulator is complemented with the high-pressure fuel management unit, the stock fuel pump is complemented with a high flow, high pressure fuel pump external to the fuel tank, and an air-to-air intercooler is placed in front of the vehicles to cool the pressurized air charge. The supercharger pulley specifications are listed in Exhibit A. Maximum boost is 14 psi.

This Executive Order shall not apply to any P600B/P-1SC/P-1SC-1 Supercharger Kit advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order is valid provided that the installation instructions for the P600B/P-1SC/P-1SC-1 Supercharger Kit will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the devices, as exempted by the Air Resources Board (ARB), that adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of these devices using any identification other than that shown in this Executive Order or marketing of this device for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the ARB.

This Executive Order does not constitute any opinion as to the effect that the use of these devices may have on any warranty either expressed or implied by the vehicle manufacturer.

This exemption is issued based on submitted emissions test data from an independent laboratory on a 2001 model year General Motors Tahoe vehicle (Test Group 1GMXE05.3184) and a 2001 model year Ford F-150 truck (Test Group 1FMXA05.4JFC), both certified to the Low Emission Vehicle (LEV) standards:

Test Group 1GMXE05.3184 with 7.5 psi Supercharger Unit:

	<u>NMOG</u>	<u>CO</u>	<u>NOX</u>	<u>HCHO</u>
Standards (g/mi)	0.195	5.0	0.6	0.022
Device (g/mi) with df's applied	0.131	2.1	0.3	0.001

Test Group 1GMXE05.3184 with 10.0 psi Supercharger Unit:

	<u>NMOG</u>	<u>CO</u>	<u>NOX</u>	<u>HCHO</u>
Standards (g/mi)	0.195	5.0	0.6	0.022
Device (g/mi) with df's applied	0.150	2.5	0.3	0.001

Test Group 1FMXA05.4JFC:

	<u>NMOG</u>	<u>CO</u>	<u>NOX</u>	<u>HCHO</u>
Standards (g/mi)	0.160	4.4	0.4	0.018
Device (g/mi) with df's applied	0.098	2.4	0.1	0.001

Test results showed that the P600B/P-1SC/P-1SC-1 ProCharger Kit when installed on the vehicle did not cause tailpipe emissions to exceed the applicable emission standards during the Cold Start CVS-75 Federal Test Procedure. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the

same test vehicle. The secondary air system monitor failed to set during the two Cold-Start CVS-75 FTPs for the 7.5 psi supercharger, but did set following an additional mileage accumulation at a lower altitude. It was determined that the testing laboratory's location in Colorado was not allowing the monitor to meet the requisite enable criteria for barometric pressure. A similar incident was not experienced during the OBD II testing with the 10 psi supercharger installed. Consequently, test data showed that the P600B/P-1SC/P-1SC-1 Supercharger Kit when installed as aforementioned on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

However, the ARB finds that reasonable grounds exist to believe that use of P600B/P-1SC/P-1SC-1 Supercharger Kit may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the previously prescribed test procedures. Accordingly, the ARB reserves the right to conduct additional emission tests, in the future, as such tests are developed, that will more adequately measure emissions from all cycle phases. If such test results demonstrate that the P600B/P-1SC/P-1SC-1 Supercharger Kit adversely affects emissions during off-cycle conditions (defined as those conditions which are beyond the parameters of the Cold-Start CVS-75 Federal Test Procedure), this Executive Order shall be effectively rescinded as of the date the test results are validated. Further, if such test results or other evidence provides the ARB with reason to suspect that the P600B/P-1SC/P-1SC-1 Supercharger Kit will affect durability of the emission control systems, Accessible Technologies, Inc. shall be required to submit durability data to show that the durability of the vehicle emission control system is not, in fact, affected and/or that the add-on modified part demonstrates adequate durability.

In addition to the foregoing, the ARB reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE P600B/P-1SC/P-1SC-1 SUPERCHARGER KIT.

No claims of any kind, such as "Approved by the Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a ten day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to

contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 23RD day of December 2002.

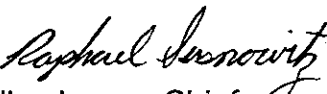

for Allen Lyons, Chief
Mobile Source Operations Division

Exhibit A
(EO# D-365-3)

<u>GM Applications</u>	<u>Part #</u>	<u>Description</u>	<u>Intercooled</u>	<u>P600B pulley size</u>	<u>P-1SC pulley size</u>	<u>P-1SC-1 pulley size</u>
1999-2001 GM 5.3 and 6.0 truck/suv	1GI212-SCI	HO Intercooled, 9 psi	yes	n/a	4.0	3.8
1996-2000 GM 5.7 truck/suv	1GH212-SCI	HO Intercooled, 9 psi	yes	n/a	3.4	3.2
1996-2000 GM 7.4 truck/suv	1GG212-SCI	HO Intercooled, 9 psi	yes	n/a	3.4	3.2
1988-1995 GM 5.7 TBI truck/suv	1GD212-SCI	HO Intercooled, 9 psi	yes	2.7	3.6	3.4
1988-1995 GM 7.4 TBI truck/suv	1GE212-SCI	HO Intercooled, 9 psi	yes	2.7	3.6	3.4
1998-2001 GM LS1 F-body	1GJ214-SCI	HO Intercooled, 5 psi	yes	n/a	4.8	4.6
1997-2001 GM LS1 Corvette	1GK211-SCI	HO Intercooled, 5 psi	yes	n/a	4.6	4.4
1985-1991 TPI Corvette	1GB212-08I	HO Intercooled, 8 psi	yes	2.67	n/a	n/a
1988-1992 TPI F-body	1GC211-09I	HO Intercooled, 9 psi	yes	3.15	4.3	4.0
1993-95 LT1 F-body	1GA211-07I	HO Intercooled, 7 psi	yes	3.2	4.3	4.1
1993-95 LT1 F-body	1GA211-09I	HO Intercooled, 9 psi	yes	3	4	3.8
1992-95 Corvette	1GE211-07I	HO Intercooled, 7 psi	yes	3.2	4.3	4.1
1992-95 Corvette	1GGE211-09I	HO Intercooled, 9 psi	yes	3	4	3.8
<u>Ford Applications</u>	<u>Part #</u>	<u>Description</u>	<u>Intercooled</u>	<u>P600B pulley size</u>	<u>P-1SC pulley size</u>	
1986-93 5.0 Mustang	1FA100-06S	Standard, 6 psi	no	3.8	5.1	
1986-93 5.0 Mustang	1FA100-09S	High Output, 9 psi	no	3.5	4.7	
1986-93 5.0 Mustang	1FA100-09I	HO Intercooled, 9 psi	yes	3.2	4.3	
1986-93 5.0 Mustang	1FA100-11I	HO Intercooled, 11 psi	yes	2.9	3.9	

Ford Applications	<u>Part #</u>	<u>Description</u>	<u>Intercooled</u>	<u>P600B pulley size</u>	<u>P-1SC pulley size</u>
1986-93 5.0 Mustang	1FA100-14I	HO Intercooled, 14 psi	yes	2.7	3.6
1994-95 5.0 Mustang	1FB100-06S	Standard, 6 psi	no	3.50	4.75
1994-95 5.0 Mustang	1FB100-09S	High Output, 9 psi	no	3.25	4.35
1994-95 5.0 Mustang	1FB100-09I	HO Intercooled, 9 psi	yes	3.00	4.00
1994-95 5.0 Mustang	1FB100-11I	HO Intercooled, 11 psi	yes	2.75	3.50
1994-95 5.0 Mustang	1FB100-14I	HO Intercooled, 14 psi	yes	2.55	3.35
1997-2001 5.4 truck	1FG211-SCI	HO Intercooled, 9 psi	yes	n/a	3.7
1996-1998 4.6 Cobra	1FC211-10I	HO Intercooled, 10 psi	yes	3.2	3.9
1996-1998 4.6 GT	1FD211-10I	HO Intercooled, 10 psi	yes	2.95	3.4
1994-98 V6 Mustang	1FJ212-SCI	HO Intercooled, 11 psi	yes	n/a	3.4