

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-397-7  
Relating to Exemptions Under Section 27156  
of the Vehicle Code

GREDDY PERFORMANCE PRODUCTS, INC.  
"TURBOCHARGER 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-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the Turbocharger Kit manufactured and marketed by GReddy Performance Products, Inc. of 9 Vanderbilt, Irvine, California 92618, 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 California Vehicle Code for the following applications, except for vehicles equipped with close-coupled catalysts, and vehicles certified to the Low Emission Vehicle (LEV) or more stringent standards:

Vehicle Make & Model	Mode-year	Eng. Size (Liter)	Engine No./Cam Type
Acura Integra GSR	1993 - 2000	1.8	B18CI DOHC VTEC
Acura Integra GS	1990 - 2000	1.8	B18b1 DOHC VTEC
Acura Integra LS	1990 - 2000	1.8	B18B1 DOHC
Acura Integra RS	1990 - 1997	1.8	B18B1 DOHC
Acura Integra Type R	1997 - 2000	1.8	B18C5 DOHC VTEC
Honda Civic Si Coupe	1999 - 2000	1.6	B16A2 DOHC VTEC
Honda CRV	1998 - 2000	2.0	DOHC VTEC
Honda Civic EX/Si	1996 - 2000	1.6	SOHC VTEC

This Executive Order shall not apply to any GReddy Performance Products, Inc.'s Turbocharger 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 the installation instructions for the Turbocharger 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 device, 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 this device 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 this device may have on any warranty either expressed or implied by the vehicle manufacturer.

This exemption is issued based on submitted cold-start CVS-75 emissions test data conducted at California Environmental Engineering, Santa Ana, California, which showed that the Turbocharger Kit did not adversely affect exhaust emissions of the tested vehicle. The test results are shown below.

	<u>2000 Honda Civic Si Coupe w/ a 1.6L Gasoline Engine</u>			
	<u>NMHC (g/mi)</u>	<u>CO (g/mi)</u>	<u>NOx (g/mi)</u>	<u>HCHO (g/mi)</u>
Standard	0.125	3.4	0.4	0.015
Device	0.111	1.3	0.3	0.003

The above emissions test results showed that the test vehicle emission levels are below the new vehicle certification standards and, therefore, meet the requirements specified in the "Procedures for Exemption of Add-on and Modified Parts." This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. Test data showed that the Turbocharger Kit when installed 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 the GReddy Performance Products, Inc.'s Turbocharger 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 Turbocharger 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 Turbocharger Kit will affect durability of the emission control systems, GReddy Performance Products, 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 ensure 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.

GREDDY PERFORMANCE PRODUCTS, INC.  
"TURBOCHARGER KIT"

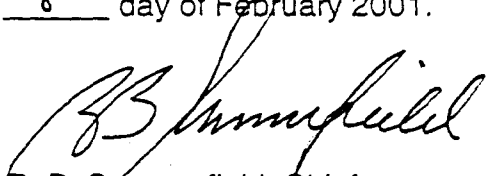
EXECUTIVE ORDER D-397-7  
(Page 3 of 3)

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 GREDDY PERFORMANCE PRODUCTS, INC.'S TURBOCHARGER 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 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 8<sup>th</sup> day of February 2001.

  
R. B. Summerfield, Chief  
Mobile Source Operations Division