

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-480
Relating to Exemptions Under Section 27156
of the Vehicle Code

JAMES IMPORT CORPORATION
POWERJET USA

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 PowerJet USA, marketed by James Import Corporation, 10300 S.W. 72th Street, Suite 158, Miami, Florida 33173 and manufactured by Daishin Industrial Co., LTD. has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for all light and medium-duty 1998 and older gasoline vehicles that are certified to a Tier 0 or Tier 1 emission standards.

The PowerJet USA is an air bleed-type device that is attached to an intake manifold vacuum source. The PowerJet USA has three main parts: a metal filter cap, round cylindrical housing, and internal magnets which control vacuum flow. Vacuum flow is preset by the manufacturer.

This Executive Order is valid provided that the installation instructions for the PowerJet USA 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 PowerJet USA, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the PowerJet USA using any identification other than that shown in this Executive Order or marketing of the PowerJet USA for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of the PowerJet USA shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

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

This Executive Order shall not apply to any James Import Corporation's PowerJet USA advertised, offered for sale, sold with, or installed on, a motor vehicle prior to or concurrent with its transfer to an ultimate purchaser.

This Executive Order is granted based on the following emissions test data conducted on a 1986 Toyota Pickup, 1996 GMC C1500 Pickup, 1997 Ford Mustang, and a 1998 Nissan Maxima:

	1986 Toyota, 2.4L			1996 GMC C1500, 5.7L		
	HC	CO	NOX	HC	CO	NOX
Baseline	0.39	6.0	1.5	0.17	2.3	0.18
DF6	0.36	5.6	1.6	0.19	2.2	0.15
	1997 Ford Mustang, 3.8L			1998 Nissan Maxima, 3.0L		
	HC	CO	NOX	HC	CO	NOX
Baseline	0.12	1.5	0.1	0.1	0.6	0.2
DF6	0.11	1.2	0.1	0.1	0.5	0.2

Test results showed that the device when installed on the vehicles were either below the vehicle's baseline emission levels or within the allowable increases of 0.1 grams/mile or 10 percent on HC or NOX, and 1.0 grams/mile or 15 percent on CO during a Cold Start CVS-75 Federal Test Procedure. This Executive Order is also based on On Board Diagnostic II (OBD II) testing conducted on the 1996 GMC C1500, 1997 Ford Mustang, and the 1998 Nissan Maxima. Test data showed that the device when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

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 JAMES IMPORT CORPORATION'S POWERJET USA.

No claim 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 after hearing that grounds for revocation exist.

Executed at El Monte, California, this 8th day of February 2000.



R. B. Summerfield, Chief
Mobile Source Operations Division