

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-488-12

Relating to Exemptions Under Section 27156
of the Vehicle Code

Magnuson Products, Inc.
M/P 112 C6 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-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the M/P 112 C6 Supercharger Kit manufactured and marketed by Magnuson Products, Inc. of 1990 Knoll Drive, Ventura, CA 93003 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 General Motors Corporation vehicle applications listed below:

| <u>Model-Year</u> | <u>Model</u> | <u>Eng. Disp.</u> | <u>Kit Part Number</u> | <u>Kit Pulley Size (in.)</u> |
|-------------------|----------------|-------------------|------------------------|------------------------------|
| 2005-2007 | Corvette | 6.0L | 01-10-58-051-SL, -PO | 3.4 |
| | | | 01-10-58-053-SL, -PO | 3.4 |
| | | | 01-10-58-057-SL, -PO | 3.4 |
| 2005-2006 | GTO | 6.0L | 01-12-60-133-SL, -PO | 2.8 |
| 2005-2006 | SSR | 6.0L | 01-12-60-103-SL, -PO | 3.0 |
| 2005-2006 | CTS-V | 6.0L | 01-12-60-123-SL, -PO | 2.8 |
| 2006-2007 | Trailblazer SS | 6.0L | 01-12-60-105-SL, -PO | 3.0 |

The M/P 112 C6 Supercharger Kit includes the following main components: Eaton supercharger and intake manifold plenum, new air intake filter element and tube assembly, air-to-water intercooler, and new fuel and timing map calibrations. A longer intake air temperature harness is used in conjunction with the relocated sensor on the supercharger manifold, the stock fuel pump is complemented with a voltage booster, and the throttle body is moved to the supercharger inlet. All other emission-related components are in the stock location relative to the throttle body. All crankshaft pulleys are stock and maximum boost is limited to 7 psi.

This Executive Order shall not apply to any M/P 112 C6 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 M/P 112 C6 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 device, as exempted by the Air Resources Board, 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 Air Resources Board.

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 emissions test data from an independent laboratory on a 2007 model year General Motors Corporation Corvette vehicle (Test Group 7GMXV06.0081) certified to the Low Emission Vehicle II Low Emission Vehicle (LEV II LEV) and Supplemental Federal Test Procedure (SFTP) standards:

Federal Test Procedure:

| | <u>NMOG</u> | <u>CO</u> | <u>NOX</u> |
|---------------------------------|-------------|-----------|------------|
| Standards (g/mi) | 0.075 | 3.4 | 0.05 |
| Device (g/mi) with df's applied | 0.059 | 1.5 | 0.01 |

SFTP (US06 Cycle):

| | <u>NMHC+NOX</u> | <u>CO</u> |
|------------------|-----------------|-----------|
| Standards (glmi) | 0.14 | 8.0 |
| Device (glmi) | 0.04 | 3.8 |

SFTP (SC03 Alternative AC2 Cycle):

| | <u>NMHC+NOX</u> | <u>CO</u> |
|------------------|-----------------|-----------|
| Standards (glmi) | 0.20 | 2.7 |
| Device (glmi) | 0.06 | 1.3 |

Test results showed that the M/P 112 C6 Supercharger Kit when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission standards during the Cold Start CVS-75 Federal Test Procedure or SFTP cycles. This Executive Order is

also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The M/P 112 C6 Supercharger Kit when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

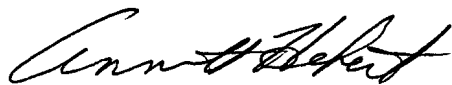
In addition, the ARB reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

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 M/P 112 C6 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 30 day of April 2007.



Annette Hebert, Chief
Mobile Source Operations Division