

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-488-2
Relating to Exemptions Under Section 27156
of the Vehicle Code

MAGNA CHARGER CORPORATION
GENERAL MOTORS 5.3L 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 General Motors 5.3L Supercharger kit manufactured and marketed by Magna Charger Corporation of 3172 Bunsen Avenue, Unit D, Ventura, California 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 1999 model-year 5.3L Chevrolet Silverado and GMC Sierra, part number 153-001 and the 2000 model-year 5.3L Chevrolet Silverado, Tahoe, Suburban and GMC Sierra, Yukon and Yukon XL, part number 153-002.

The General Motors 5.3L Supercharger Kit includes the following main components: Eaton supercharger with a 3.4" pulley, intake manifold plenum and throttle body adapter. New fuel injectors, part number 17113553, are utilized to upgrade the 1999 model-year vehicles in order to have the same injectors as the 2000 model-year vehicles. The throttle body is moved to the supercharger inlet. The EGR valve is relocated onto the inlet duct between the throttle body and the supercharger in order to preserve stock EGR function. All other emission-related components are in the stock location relative to the throttle body.

This Executive Order shall not apply to any Magna Charger General Motors 5.3L 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 supercharger 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 emissions test data from an independent laboratory which showed that the supercharger kit did not adversely affect exhaust emissions of the tested vehicle. The test results are shown below.

Independent Laboratory Test Results

1999 5.3L GMC Serra 1500

	<u>NMOG</u>	<u>CO</u>	<u>NOX</u>	<u>HCHO</u>
Device (g/mi) with df's applied	0.077	1.7	0.2	0.001
Standard (g/mi)	0.160	4.4	0.4	0.018

Test results showed that the supercharger kit when installed on the vehicle did not cause tailpipe emissions to exceed the vehicle's 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. Test data showed that the supercharger 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 Magna Charger Corporation's General Motors 5.3L 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 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 supercharger kit will affect durability of the emission control systems, Magna Charger Corporation 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 MAGNA CHARGER CORPORATION'S GENERAL MOTORS 5.3L 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 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 11th day of May 2000.



R. B. Summerfield, Chief
Mobile Source Operations Division