

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-516
Relating to Exemptions Under Section 27156
of the Vehicle Code

STREET AND PERFORMANCE ELECTRONICS, INC.
STAGE 4 POWER MODULE

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 Stage 4 Power Module, manufactured and marketed by Street and Performance Electronics, Inc., 304 Smokey Lane, North Little Rock, Arkansas 72117 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 1998 through 2001 Ford Trucks equipped with the 7.3L diesel engine.

The Stage 4 Power Module includes one electronic module and an insert for the vacuum line connected to the waste-gate actuator. The electronic module is plugged into the service port of the Ford electronic control module (ECM) and the insert is installed in the vacuum line of the waste-gate actuator (turbo models only). There are no user adjustments. The Stage 4 Power Module increases engine torque by increasing the fuel flow rate during high engine load conditions and delays the opening of the waste-gate actuator.

This Executive Order is valid provided the installation instructions for the Stage 4 Power Module will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

This Executive Order shall not apply to any Stage 4 Power Module advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Changes made to the design or operating conditions of the Stage 4 Power Module, 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 Stage 4 Power Module using any identification other than that shown in this Executive Order or marketing of the Stage 4 Power Module 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 Stage 4 Power Module 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 Stage 4 Power Module may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on submitted emissions test data, conducted at Automotive Testing and Development Services, Inc., Ontario, California, on a 2000 Ford F-350 with a 7.3L diesel engine, and certified to the low emission vehicle (LEV) emission standards. Testing consisted of comparative Cold Start 505 Federal Test Procedures.

	HC	CO	NOx	PM	Opacity
Stock	0.15	1.2	8.9	0.063	7.9%
Device	0.06	1.2	7.7	0.047	9.6%
Difference	-0.09	0.0	-1.2	-0.016	

Test results showed that tailpipe emissions during comparative Cold Start 505 Federal Test Procedure with the Stage 4 Power Module installed on the vehicle did not cause exhaust emissions to exceed the baseline emissions by more than the allowed limits of 10 percent or 0.1 grams per mile on hydrocarbon (HC) and oxides of nitrogen (NOx), 15 percent or 1.0 grams per mile carbon monoxide (CO), and 15 percent or 0.03 grams per mile on Particulate Matter (PM) as 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 and opacity testing on the same test vehicle. Test data showed that the Diesel Controller when installed on the vehicles did not significantly affect the vehicle's smoke opacity or the ability to perform its OBD II monitoring.

However, the ARB finds that reasonable grounds exist to believe that use of the Street and Performance Electronics, Inc.'s Stage 4 Power Module 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 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 will affect the durability of the emission control systems, Street and Performance Electronics, 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 or 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 STREET AND PERFORMANCE ELECTRONICS, INC.'S STAGE 4 POWER MODULE.

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 has been made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 27th day of February 2001.



R. B. Summerfield, Chief
Mobile Source Operations Division