

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-671

Relating to Exemptions under  
Section 27156 of the Vehicle Code

TranCert Marketing Inc.  
InterCharger

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 Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: That installation of the InterCharger, manufactured by TranCert Marketing Inc. (2295 Berry Lane, Suite 888, Point Roberts, Washington 98281), has been found not to reduce the effectiveness of the applicable vehicle pollution control systems, and therefore, the InterCharger device is exempt from the prohibitions in Section 27156 of the Vehicle Code for installation on the following vehicle applications:

Model Number	Vehicle Application
FCS-R-V	1963-2009 model year passenger cars and light/medium-duty trucks with gasoline engines and a closed crankcase ventilation system
FCS-R-V, FCS-P-V, FCS-G-V	1998-2009 model year passenger cars and light/medium-duty trucks with diesel engines up to 8.2 liters and a closed crankcase ventilation system

The InterCharger devices consist of a metallic cylindrical housing with hose fittings on each end for the crankcase hose connections.

This Executive Order is based on Cold-Start CVS-75 Federal Test Procedure tests, Supplemental Federal Test Procedure tests, and On-Board Diagnostic II System tests conducted by TranCert Marketing Inc. with the InterCharger device.

If evidence provides the Air Resources Board with reasons to suspect that the InterCharger device will affect the durability of the emission control system, TranCert Marketing 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 parts demonstrate adequate durability.

This Executive Order is valid provided that installation instructions for the InterCharger device do not recommend tuning the vehicles to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the InterCharger device, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's emission control system, shall invalidate this Executive Order.

Marketing of the InterCharger device using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

Exemption of the InterCharger device 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 shall not apply to any InterCharger device advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

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

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.

In addition to the foregoing, the Air Resources Board 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 California Code of Regulations, Title 13, 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 TRANCERT MARKETING INC.'S INTERCHARGER DEVICE.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order. The Executive Order may be revoked only after a ten day written notice of intention to revoke the Executive Order, in which period the holder of the Executive 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 Executive Order may not be revoked until a determination is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 22<sup>nd</sup> day of December 2009.

*M. Hebert FOR AOM*

Annette Hebert, Chief  
Mobile Source Operations Division

## EVALUATION SUMMARY

Manufacturer Name: TranCert Marketing Inc.

Name of Device: InterCharger

Background:

TranCert Marketing Inc. of 2295 Berry Lane, Suite 888, Point Roberts, Washington 98281 has applied for exemption from the prohibitions in Section 27156 of the California Vehicle Code for its InterCharger. The device is designed for use on 1963-2009 model year passenger cars and light/medium-duty trucks with gasoline engines and a closed crankcase ventilation system and 1998-2009 model year passenger cars and light/medium-duty trucks with diesel engines up to 8.2 liters and a closed crankcase ventilation system.

Recommendation:

Grant exemption to TranCert Marketing Inc. as requested and issue Executive Order D-671.

Device Description:

The various InterCharger models consist of a metallic cylindrical housing of varying diameters and are closed on each end with serrated hose fittings. The internal material composition for the InterCharger is the same for each device model. The InterCharger device is installed in line with the crankcase ventilation hose between the positive crankcase ventilation valve and the air intake system.

Discussion/Basis for the Recommendation:

This exemption is based on: FTP, SFTP, and OBD II System tests conducted on a 2007 model year 1.8 liter Honda Civic EX sedan LEV II ULEV, a 2007 model year 6.0 liter Chevrolet Corvette LEV II LEV, and a 2008 model year 6.7 liter Dodge Ram 3500 diesel truck LEV II LEV to evaluate the impact of the InterCharger device on emissions. Testing was conducted on these vehicles modified with TranCert Marketing Inc.'s InterCharger device. Results are shown below:

FTP, SFTP, and OBD II System tests on a 2007 MY 1.8 liter Honda Civic EX sedan

	FTP Emissions (grams/mile)				SFTP Emissions (grams/mile)	
	NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Test Results	0.022	0.399	0.012	0.000		
Test Results w/50K DF	<b>0.023</b>	<b>0.40</b>	<b>0.02</b>	<b>0.000</b>		
50K Standards	<b>0.040</b>	<b>1.7</b>	<b>0.05</b>	<b>0.008</b>		
Pass/Fail	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>		
Test Results w/120K DF	<b>0.031</b>	<b>0.40</b>	<b>0.03</b>	<b>0.000</b>		
120K Standards	<b>0.055</b>	<b>2.1</b>	<b>0.07</b>	<b>0.011</b>		
Pass/Fail	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>		
Test Results					<b>0.02</b>	<b>4.4</b>
4K Standards					<b>0.14</b>	<b>8.0</b>
Pass/Fail					<b>Pass</b>	<b>Pass</b>

	OBD II System Results	
	Readiness Indicator	Trouble Code
At vehicle receipt	All complete	None
After 1 <sup>st</sup> 50 mile drive	All complete except evaporative system	None
After TranCert Marketing InterCharger device FTP and SFTP tests	All complete except evaporative system	None
After additional drive sequence to complete EVAP monitor testing	All complete	None

FTP, SFTP, and OBD II System tests on a 2007 MY 6.0 liter Chevrolet Corvette

	FTP Emissions (grams/mile)				SFTP Emissions (grams/mile)	
	NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Test Results	0.036	1.326	0.045	0.000		
Test Results w/50K DF	<b>0.036</b>	<b>1.33</b>	<b>0.045</b>	<b>0.000</b>		
50K Standards	<b>0.075</b>	<b>3.4</b>	<b>0.05</b>	<b>0.015</b>		
Pass/Fail	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>		
Test Results w/120K DF	<b>0.036</b>	<b>1.33</b>	<b>0.045</b>	<b>0.000</b>		
150K Standards	<b>0.090</b>	<b>4.2</b>	<b>0.07</b>	<b>0.018</b>		
Pass/Fail	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>		
Test Results					<b>0.14</b>	<b>0.4</b>
4K Standards					<b>0.14</b>	<b>8.0</b>
Pass/Fail					<b>Pass</b>	<b>Pass</b>

	OBD II System Results	
	Readiness Indicator	Trouble Code
At vehicle receipt	All complete	None
After 1 <sup>st</sup> 50 mile drive	All complete except evaporative system	None
After TranCert Marketing InterCharger device FTP and SFTP tests	All complete except evaporative system	None
After GM EVAP Service Bay Procedure to complete EVAP monitor testing	All complete	None

**FTP and OBD II System tests on a 2008 MY 6.7 liter Dodge Ram 3500 diesel 2WD**

	FTP Emissions (grams/mile)			
	NMOG	CO	NOx	PM
Test Results	0.156	0.229	0.245	0.000
Test Results w/120K DF	<b>0.189</b>	<b>1.85</b>	<b>0.337</b>	<b>0.000</b>
120K Standards	<b>0.230</b>	<b>7.3</b>	<b>0.4</b>	<b>0.02</b>
Pass/Fail	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>

	OBD II System Results	
	Readiness Indicator	Trouble Code
At vehicle receipt	All complete	None
After 1 <sup>st</sup> 50 mile drive	All complete except O2 sensor system	None
After TranCert Marketing InterCharger device FTP test	All complete	None

**Notes:**

1. Honda Civic coupe test vehicle – Test group 7HNXV01.8MKR (LEV II ULEV); evaporative family 7HNXR0106BBY (LEV II evap.); odometer reading 38,876 miles.  
Chevrolet Corvette test vehicle – Test group 7GMXV06.0081 (LEV II LEV); evaporative family 7GMXR0133880 (LEV II evap.); odometer reading 11,124 miles.  
Dodge Ram 3500 diesel test vehicle – Test group 8CEXK06.7UXW (LEV II LEV); odometer reading 5,125 miles.
2. Testing laboratory – Automotive Testing and Development Services, Inc. (ATDS) in Ontario, California.
3. Honda Civic OBD II System Results – One additional drive sequence was required to successfully complete EVAP monitor testing.
4. Chevrolet Corvette OBD II System Results – A GM EVAP Service Bay Procedure was required to successfully complete EVAP monitor testing.

FTP and SFTP emission results showed that the modified vehicles meet the exhaust emission standards. Testing also showed that the modification does not have any adverse impact on the vehicle's OBD II System. Similar results are expected when TranCert Marketing Inc.'s InterCharger device is used on the 1963-2009 model year passenger cars and light/medium-duty trucks with gasoline engines and 1998-2009 model year passenger cars and light/medium-duty trucks with diesel engines (up to 8.2 liters) listed in this application.