

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-69-5
Relating to Exemptions Under Section 27156
of the Vehicle Code

CONDENSATOR, INC.
"CONDENSATOR SUPPLEMENTARY CARBURETOR"

WHEREAS, Vehicle Code Section 27156 and Title 13 California Code of Regulations (hereafter "CCR") Section 2222, authorize the California Air Resources Board (ARB) and its Executive Officer to exempt aftermarket devices from the prohibitions in Vehicle Code Section 27156.

WHEREAS, Condensator, Inc. of 2010 Trimble Way, Sacramento, California 95825, has applied to the ARB for exemption from the prohibitions in Vehicle Code Section 27156 for their Condensator Supplementary Carburetor (Condensator) for the following application:

<u>Condensator</u>	<u>Vehicle Application</u>
Model A	1991 and older model-year vehicles with engine displacement greater than 2.3L (140 CID), and not equipped with catalytic converter or feedback system.
Model B	1991 and older model-year vehicles not equipped with catalytic converter or feedback system.
Model C	1991 and older model-year vehicles.

WHEREAS, pursuant to the authority vested in the Executive Officer by Health and Safety Code Section 39515 and in the Chief, Mobile Source Division by Health and Safety Code Section 39516 and Executive Order G-45-5, the Air Resources Board finds that the above models of Condensator comply with the California Vehicle Code Section 27156 and Title 13, California Code of Regulations, Section 2222.

IT IS HEREBY RESOLVED that the above models of Condensator are exempt from the prohibitions in Vehicle Code Section 27156 for installation on the approved application vehicles subject to the following conditions:

1. No changes are permitted to the Condensator models as described in the application for exemption. Any changes to the Condensator or any of its components, applicable model year, or other factors addressed in this order must be evaluated and approved by the Air Resources Board prior to marketing in California.
2. Marketing of the Condensator using identifications other than those shown in the exemption application or marketing of the Condensator for application other than those listed above shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of this product shall not be construed as an exemption to sell, offer for sale, or advertise any components of the Condensator as individual devices.

3. Any oral or written references to this Executive Order or its content by Condensator, Inc., its principals, agents, employees, distributors, dealers, or other representatives must include the disclaimer that the Executive Order or the exemption it provides is not an endorsement or approval of any emissions reduction claims for the Condensator and is only a finding that the Condensator is exempt from the prohibitions in Vehicle Code Section 27156.

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.

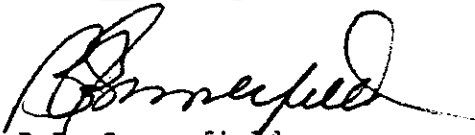
Section 17500 of the Business and Professions Code makes untrue or misleading advertising unlawful, and Section 17534 makes violation punishable as a misdemeanor.

43644. (a) No person shall install, sell, offer for sale, or advertise, or, except in an application to the state board for certification of a device, represent, any device as a motor vehicle pollution control device for use on any used motor vehicle unless that device has been certified by the state board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as a certified device which, in fact, is not a certified device. Any violation of this subdivision is a misdemeanor."

Executive Order D-69-4, dated July 11, 1989, is supersead and of no further force and effect.

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 it, during 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 15th day of January, 1992.



R.B. Summerfield
Assistant Division Chief
Mobile Source Division

State of California
AIR RESOURCES BOARD

EVALUATION OF CONDENSATOR, INC.'S CONDENSATOR SUPPLEMENTARY CARBURETOR
MODEL NUMBERS A, B, AND C FROM THE PROHIBITIONS IN VEHICLE CODE SECTION
27156 AND TITLE 13, SECTION 2222, CALIFORNIA CODE OF REGULATIONS

January, 1992

EVALUATION OF CONDENSATOR, INC.'S CONDENSATOR SUPPLEMENTARY CARBURETOR
MODEL NUMBERS A, B, AND C FROM THE PROHIBITIONS IN VEHICLE CODE SECTION
27156 AND TITLE 13, SECTION 2222, CALIFORNIA CODE OF REGULATIONS

by

Mobile Source Division

State of California
AIR RESOURCES BOARD
9528 Telstar Avenue
El Monte, CA 91731-2990

(This report has been reviewed by the staff of the California Air Resources Board and approved for publication. Approval does not signify that the contents necessarily reflect the views and policies of the Air Resources Board, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.)

SUMMARY

Condensator, Inc. of 2010 Trimble Way, Sacramento, California 95825 has requested an update to their Executive Order D-69-4 for the Condensator Supplementary Carburetor (Condensator) to include the following vehicle applications:

<u>Condensator</u>	<u>Vehicle Application</u>
Model A	1991 and older model-year vehicles with engine displacement greater than 2.3L (140 CID), and not equipped with catalytic converter or feedback system.
Model B	1991 and older model-year vehicles not equipped with catalytic converter or feedback system.
Model C	1991 and older model-year vehicles.

The Air Resources Board had previously evaluated the Condensator and found it not to reduce the effectiveness of the pollution control systems of the applicable vehicles. Consequently, the Condensator was exempted from the prohibitions in Vehicle Code Section 27156. There has been no design changes to the Condensator, and 1990-1991 model-year vehicles are carry-over from previous model-year applications. Based on the above, staff recommends that the exemption update be granted as requested.

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I. INTRODUCTION

Condensator, Inc. of 2010 Trimble Way, Sacramento, California 95825 has requested an update to the Executive Order D-69-4 for the Condensator Supplementary Carburetor (Condensator) to include the following vehicle applications:

<u>Condensator</u>	<u>Vehicle application</u>
Model A	1991 and older model-year vehicles with engine displacement greater than 2.3L (140 CID), and not equipped with catalytic converter or feedback system.
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Model C	1991 and older model-year vehicles

II. CONCLUSION

The Air Resources Board (ARB) has previously evaluated the Condensator and found it not to reduce the effectiveness of the pollution control systems of applicable vehicles. There has been no design changes to the Condensator to require new testing. Based on the above, staff concludes that the Condensator will not cause any adverse effect to the pollution control systems of the applicable vehicles.

III. RECOMMENDATION

The staff recommends that the exemption update be granted as requested and that Executive Order No. D-69-5 be issued, permitting the advertisement, sale and installation of the Condensator on vehicles shown above.

IV. DEVICE DESCRIPTION

The Condensator consists of a closed glass jar with threaded neck onto which a cap carrying three passages is screwed. Tubings connect two of the passages respectively to the PCV valve and the intake manifold. The third passage is left open to draw in fresh air to mix with blow-by gases from the crankcase. The air bleed passage has a 0.04 inch fixed orifice. In Condensator Model C which acts only as an oil separator, the air bleed passage is sealed. A wire mesh holding absorbent beads is inserted in the jar as a separator.

In operation, blow-by gases from the crankcase which normally are pulled into the intake manifold are routed through the Condensator. The crankcase gases combined with suspended oil particles are separated as they circulate in the device. The entrapped oil is accumulated at the bottom of the jar while the gases are drawn into the intake manifold. The manifold vacuum also draws air into the Condensator through the air bleed passage for Models A and B. The mixture of the bled air and the crankcase gases then combines with normal fresh air/fuel mixture and gets burned in the combustion chamber.

V. DEVICE EVALUATION

The ARB has previously tested Condensator Models A and B and found them not to reduce the effectiveness of the pollution control systems of non-catalyst equipped test vehicles. Model C was not involved in the testing since it is an oil separator. Models A and B are not for installation on vehicles equipped with catalytic converter or feedback system because these vehicles are sensitive to the air bleed. The ARB's tests did not show significant emissions or fuel economy benefits for the Condensator. There has been no design changes to the Condensator. Furthermore, 1990-1991 model-year vehicles are carry-over from previous model-years for which an exemption has been granted. Based on the above, no additional testing is necessary.