

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-695-2

Relating to Exemptions Under Section 27156  
of the California Vehicle Code

Sprintex Ltd.  
Supercharger Kit  
P/Ns 260A1023 and 260A1011

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-14-012;

IT IS ORDERED AND RESOLVED: That the installation of the Supercharger Kit, manufactured and marketed by Sprintex Ltd., 183 Mulgul Road, Malaga, Western Australia 6090, has been found not to reduce the effectiveness of the applicable vehicle pollution control systems and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for 2012 to 2016 model year Subaru BRZ and Scion FR-S, and 2017 model year Subaru BRZ and Toyota GT86.

The Supercharger Kit consists of following main components: Sprintex S5-210 screw type compressor with a 69 mm diameter pulley, intake manifold, bypass valve, intercooler, and a reflashed ECM (no user adjustments). Boost is limited to 12.0 pounds per square inch. The stock air cleaner housing, crankshaft pulley, fuel injectors, MAP sensor, and thermostat are retained. Breather hoses may be replaced with an SAE30R9 rated hose or a stock replacement. Premium only label included for inside of fuel door.

This Executive Order is valid provided that the installation instructions for the Supercharger Kit will not recommend tuning the vehicle to specifications different from those of Sprintex Ltd.

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

This exemption is issued based on submitted emissions test data, from the SEMA Garage, Diamond Bar, California, on a 2017 model year Toyota 86, certified to the LEV II LEV emission standards and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle and the Supplemental Federal Test Procedure (SFTP US06/SC03 (AC2 test + 20%)) test cycle.

2.

Useful Life FTP Emission Level (w/ df applied, 3 test avg)	NMOG+NOx	CO	HCHO	PM (at ATDS)
	0.082	1.5	0.001	0.01
Standards	0.160	4.2	0.018	0.00

Useful Life SFTP Emission Level (Composite w/ df)	NMOG+NOx	CO
	0.072	3.2
Standards	0.110 (BIN)	4.2

HWFET– NMOG+NOx	
Standard	0.160
Device w/df	0.029

Boost pressure gain was measured at 12.2 psi.

Test results showed that the Supercharger Kit when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission standards during the FTP and SFTP. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The Supercharger Kit when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

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 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 SUPERCHARGER KIT.

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 is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 14<sup>TH</sup> day of April 2017.



 Annette Hebert, Chief  
Emissions Compliance, Automotive Regulations and Science Division

