

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-752

Relating to Exemptions Under Section 27156  
of the California Vehicle Code

Livernois Motorsports and Engineering, LLC  
Livernois Motorsports 4.6L/5.4L Camshaft Phaser Noise Repair 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-14-012;

IT IS ORDERED AND RESOLVED: That the installation of the Livernois Motorsports 4.6L/5.4L Camshaft Phaser Noise Repair Kit, manufactured and marketed by Livernois Motorsports and Engineering, LLC, 2500 South Gully Road, Dearborn Heights, Michigan 48125, 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 all 2004 to 2010 model year Ford vehicles with a 4.6L or 5.4L gasoline engine.

The Livernois Motorsports 4.6L/5.4L Camshaft Phaser Noise Repair Kit for Ford vehicles with a V8 engine includes the following main parts: 2 camshaft phaser inserts which are designed to be inserted into the camshaft phaser sprocket and an ECU upgrade without user adjustments.

This Executive Order is valid provided that the installation instructions for the Livernois Motorsports 4.6L/5.4L Camshaft Phaser Noise Repair Kit will not recommend tuning the vehicle to specifications different from those of Livernois Motorsports and Engineering, LLC.

Changes made to the design or operating conditions of the Livernois Motorsports 4.6L/5.4L Camshaft Phaser Noise Repair 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 ProCat Testing, LLC, Wixom, Michigan, on a 2010 model year Ford Mustang certified to the Low Emission Vehicle II Ultra Low Emission Vehicle standards and tested using the Cold Start Federal Test Procedure (FTP) and Supplemental Federal Test Procedure US06 test cycle:

|                  | CVS-75 FTP |     |      |       |
|------------------|------------|-----|------|-------|
|                  | NMOG       | CO  | NOx  | HCHO  |
| Standards        | 0.075      | 3.4 | 0.05 | 0.015 |
| Device Test w/df | 0.050      | 0.6 | 0.03 | 0.000 |

|              | US06     |     |
|--------------|----------|-----|
|              | NMHC+NOx | CO  |
| Standards 4k | 0.14     | 8.0 |
| Device       | 0.12     | 0.7 |

Test results showed that the Livernois Motorsports 4.6L/5.4L Camshaft Phaser Noise Repair 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 Livernois Motorsports 4.6L/5.4L Camshaft Phaser Noise Repair 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 LIVERNOIS MOTORSPORTS 4.6L/5.4L CAMSHAFT PHASER NOISE REPAIR 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 16 day of December 2015.



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