

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-774

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Specialty Vehicle Engineering
5.7L Supercharger 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 5.7L Supercharger Kit, manufactured and marketed by Specialty Vehicle Engineering, 1501 Industrial Way North, Toms River, New Jersey 08755, 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 the following vehicle applications equipped with a 5.7L engine:

<u>Part No.</u>	<u>Vehicle</u>
94060	2015 to 2017 model year Challenger
94061	2015 to 2017 model year Charger
94062	2015 to 2017 model year Ram Truck

The Dodge 5.7L Supercharger Kit consists of the following main components: Rotrex supercharger, model number C38-92 with a 80mm diameter pulley, intake air tubing, open element air filter, bypass valve, MAP sensor, high flow injectors, intercooler, and a reflashed ECM (no user adjustments). Boost is limited to 10.5 pounds per square inch. The stock crankshaft pulley and thermostat are retained. All supplied fuel hoses are Avon's CADbar 9000 series or a stock replacement, and fuel and vapor line connectors supplied with the kit are OEM – equivalent parts. Breather hoses may be replaced with an SAE30R9 rated hose or a stock replacement.

This Executive Order is valid provided that the installation instructions for the 5.7L Supercharger Kit will not recommend tuning the vehicle to specifications different from those of Specialty Vehicle Engineering.

Changes made to the design or operating conditions of the 5.7L 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 Automotive Testing and Development Services, Inc., Ontario, California, on a 2015 model year Dodge Challenger, certified to the LEV II ULEV 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.

	CVS-75 FTP			
	NMOG	CO	NOx	HCHO
Standards, UL	0.070	2.1	0.040	0.011
Device Test (w/ df applied, 2 test avg)	0.043	0.8	0.040	0.001
	US06/SC03			
	NMHC+NOx	CO		
Standards 4k	0.14/0.20	8.0/2.7		
Device	0.07/0.06	0.4/1.0		

Test results showed that the 5.7L 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 5.7L 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 5.7L 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 22nd day of June 2016.


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