

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-195-20

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Paxton Automotive Corporation
Supercharger System

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-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the Supercharger System, manufactured and marketed by Paxton Automotive Corporation, 1650 Pacific Avenue, Oxnard, California 93033, 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 vehicle applications listed in Exhibit A which is attached hereto and incorporated herein.

The Supercharger System for Ford Vehicles includes the following main parts: Centrifugal supercharger, intercooler (optional), supercharger by-pass valve, air intake tubing, open element air cleaner, ECU upgrade, mass air flow sensor housing, and replacement high flow fuel pump and fuel injectors. The stock radiator thermostat is retained. The breather hose may be replaced with an SAE30R9 rated hose.

The Supercharger System for General Motors Vehicles includes the following main parts: Centrifugal supercharger, intercooler (optional), supercharger by-pass valve, replacement high flow fuel injectors, air intake tubing, and reprogramming of the vehicle's computer. The stock air filter housing and radiator thermostat are retained. The breather hose may be replaced with an SAE30R9 rated hose. On 2000 through 2003 model year vehicles, fuel or vacuum lines may be modified and an SAE30R9 rated hose will be supplied for these modifications.

This Executive Order is valid provided that the installation instructions for the Supercharger System will not recommend tuning the vehicle to specifications different from those submitted by the device manufacturer.

Changes made to the design or operating conditions of the Supercharger System, 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 Executive Order shall not apply to any Supercharger System advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

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

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

This Executive Order is granted based on previously submitted emission test data and emission test data generated on a 2006 model year 4.6L Ford Mustang certified to the Low Emission Vehicle II Low Emission Vehicle (LEV II LEV) emission standards, and a 2006 model year 5.3L Chevrolet C1500 truck certified to the Low Emission Vehicle I Super Ultra Low Emission Vehicle (LEV I SULEV) emission standards. Test results on the Mustang and Chevrolet C1500 truck showed emission levels, with the supercharger and intercooler installed, met the applicable emission standards when tested using the Cold-Start CVS-75 Federal Test Procedure, and the Supplemental Federal Test Procedure (US06/SC03) test cycles. Examination of the OBD II system showed the Supercharger System does not affect the proper function of the OBD II system. Results from emission testing conducted at Quantum Technologies, located at Lake Forest, California, are shown below, in grams per mile, with deterioration factors (df) applied to Cold-Start CVS-75 Federal Test Procedure modified test results.

Mustang		CVS-75				US06/SC03	
		NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Standards	50k	0.075	3.4	0.05	0.015	0.14/0.20	8.0/2.7
Device	w/df	0.053	2.1	0.04	0.000	0.03/0.001	1.9/1.5

C1500		CVS-75				US06/SC03	
		NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Standards	50k	0.125	3.4	0.14	0.015	0.4/0.31	10.5/3.5
Device	w/df	0.075	1.6	0.08	0.000	0.3/0.08	2.8/2.0

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 2323, 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 SYSTEM.

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 28th day of April 2006.


Allen Lyons, Chief

Mobile Source Operations Division

Ford Motor Company							
Part Number	Model years	Vehicle type/model	Engine size (liters)	Crank pulley dia. (in.)	S/C pulley dia. (in.)	Maximum manifold boost pressure (psig)	Supercharger model
1001834	2001-2004	Mustang 2V	4.6	6.60 (Stock)	3.25	9	Novi 1000
1001836	2003-2004	Mustang 4V Mach 1	4.6	6.60 (Stock)	3.5	9	Novi 1000
1001838	2001	Mustang 2V Bullitt	4.6	6.60 (Stock)	3.25	9	Novi 1000
1001911	1999-2006	Super duty truck/SUV	6.8	7.5	3.75	8	Novi 2000
1001915	1997-2004	F-series truck/Exped.	4.6	7.5	3.5	8	Novi 2000
1001919	1999-2004	F-series truck/Exped/Nav 2V	5.4	7.5	3.75	8	Novi 2000
1001850	2005-2006	Mustang GT 3V w/charge cooler (air/air)	4.6	6.60 (Stock)	3.33	10	Novi 2200*****
1001851	2005-2006	Mustang GT 3V	4.6	6.60 (Stock)	3.8	9	Novi 1200****
General Motors							
Part Number	Model years	Vehicle type/model	Engine size (liters)	Crank pulley dia. (in.)	S/C pulley dia. (in.)	Maximum manifold boost pressure (psig)	Supercharger model
1101210*	1999-2002	Mid-size truck/SUV LS1 w/charge cooler	4.8/5.3/6.0	7.54 (Stock)	3.33	9	Novi 1200****
1101211**	2003	Mid-size truck/SUV LS1 w/charge cooler	4.8/5.3/6.0	7.54 (Stock)	3.33	9	Novi 1200****
1101212**	2004	Mid-size truck/SUV LS1 w/charge cooler	4.8/5.3/6.0	7.54 (Stock)	3.33	9	Novi 1200****
1101213**	2005-2006	Mid-size truck/SUV LS1 w/charge cooler	4.8/5.3/6.0	7.54 (Stock)	3.33	9	Novi 1200****
1101215	01/03/04/05/06	Truck/SUV w/charge cooler	8.1	7.75 (Stock)	3.33	9	Novi 1200****
1101216	2002	Truck/SUV w/charge cooler	8.1	7.75 (Stock)	3.33	9	Novi 1200****
1101220***	2003	Hummer H2 w/charge cooler	6	7.54 (Stock)	3.33	9	Novi 1200****
1101221***	2004	Hummer H2 w/charge cooler	6	7.54 (Stock)	3.33	9	Novi 1200****
1101222***	2005-2006	Hummer H2 w/charge cooler	6	7.54 (Stock)	3.33	9	Novi 1200****
*same as Vortech 4GL218-060 (re-labeled as Paxton kit)							
**same as Vortech 4GL218-080 (re-labeled as Paxton kit)							
***same as Vortech 4GL218-090 (re-labeled as Paxton kit)							
****same as Vortech V1/V2 supercharger (re-labeled as Paxton unit)							
*****same as Vortech V7 supercharger (re-labeled as Paxton unit)							
Note: Adding a "-P" at the end of the part number denotes polished finish							