State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-330-6

Relating to Exemptions Under Section 27156
of the Vehicle Code

Superchips, Inc.
Ford Powerstroke 1705 MAX Tuner

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 Ford Powerstroke 1705 MAX Tuner manufactured and marketed by Superchips, Inc., 134 Baywood Avenue, Longwood, Florida 32750 has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for 1994 through 2002 Ford trucks equipped with a 7.3L diesel engine.

This Executive Order shall not apply to any Superchips, Inc.'s Ford Powerstroke 1705 MAX Tuner that is advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order is valid provided that the installation instructions for the Ford Powerstroke 1705 MAX Tuner 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 Ford Powerstroke 1705 MAX Tuner, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Ford Powerstroke 1705 MAX Tuner using any identification other than that shown in this Executive Order or marketing of the Ford Powerstroke 1705 MAX Tuner for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

Exemption of the Ford Powerstroke 1705 MAX Tuner shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect the use of the Ford Powerstroke 1705 MAX Tuner may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on submitted emissions test data which showed that the Ford Powerstroke 1705 MAX Tuner, in calibrations 1 and 2, did not adversely affect

tailpipe emissions during a Cold-Start 505 Federal Test Procedure. A 2001 Ford F-350 with a 7.3L diesel engine, and certified to the Low Emission Vehicle (LEV) emission standards was used as the test vehicle.

Calibration 1

	HC	CO	NOx	PM	Opacity
Stock	0.415	1.356	6.894	0.344	5.0%
Device	0.371	1.357	6.989	0.307	6.7%
Difference	-0.044	0.001	0.095	-0.037	
% Change	-11%	0%	1%	-11%	

Calibration 2

	HC	CO	NOx	PM	Opacity
Stock	0.415	1.356	6.894	0.344	5.0%
Device	0.324	1.540	6.773	0.319	6.9%
Difference	-0.091	0.184	-0.121	-0.025	
% Change	-22%	14%	-2%	-7%	

Test results showed that tailpipe emissions during comparative Cold Start 505 Federal Test Procedure with the Ford Powerstroke 1705 MAX Tuner did not cause exhaust emissions to exceed the baseline emissions by more than the allowed limits of 10 percent or 0.1 grams per mile on hydrocarbon (HC) and oxides of nitrogen (NOx), 15 percent or 1.0 grams per mile carbon monoxide (CO), and 15 percent or 0.03 grams per mile on Particulate Matter (PM) as specified in the "Procedures for Exemption of Add-On and Modified Parts." Opacity tests results were also below their applicable emission standard. This Executive Order is also based on an On-Board Diagnostic II (OBD II) testing conducted on the same vehicle. Test data showed that the Ford Powerstroke 1705 MAX Tuner when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

The ARB finds that reasonable grounds exist to believe that use of the Ford Powerstroke 1705 MAX Tuner may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the Cold-Start 505 Federal Test Procedure. Accordingly, the ARB reserves the right to conduct additional emission tests, in the future, as such tests are developed, that will more adequately measure emissions from all cycle phases. If such test results demonstrate that the Ford Powerstroke 1705 MAX Tuner adversely affect emissions during off-cycle conditions (defined as those conditions which are beyond the parameters of the Cold Start 505 Federal Test Procedure), this Executive Order shall be effectively rescinded as of the date the test results are validated. Further, if such test results or other evidence provides the ARB with reason to suspect that the Ford Powerstroke 1705 MAX Tuner will affect the durability of the emission control system, Superchips, Inc. shall be required to submit durability data to show that the durability of the vehicle emission control system is not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

In addition to the foregoing, the ARB 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 SUPERCHIPS, INC.'S FORD POWERSTROKE 1705 MAX TUNER.

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 25TH day of November 2002.

Allen Lyons, Chief
Mobile Source Operations Division