State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-455-16

Relating to Exemptions Under Section 27156
of the Vehicle Code

Comptech Machine
Comptech Supercharger

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-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the Comptech Supercharger manufactured and marketed by Comptech Machine of 4717 Golden Foothill Parkway, El Dorado Hills, CA 95762 has been found not to reduce the effectiveness of required motor vehicle pollution control devices and, therefore, is exempt from the prohibitions of Section 27156 of the California Vehicle Code for 2003 and earlier Honda Motor Corporation NSX and S-2000 vehicles, **excluding any vehicle certified to Ultra Low Emission Vehicle (ULEV) or lower emission standards**.

The Comptech Supercharger includes the following main components: NOVI 1000 supercharger, Comptech air intake box (S-2000 only), intake manifold (NSX only), Walbro fuel pump (S-2000 only), and Comptech fuel pressure regulator. For both vehicle models, the stock fuel pressure regulators are replaced with the higher-pressure Comptech regulator. The S-2000's factory fuel pump is replaced, and the stock air intake box is replaced with the kit's smaller intake box in order to accommodate the supercharger. The NSX's stock intake manifold is replaced with the combination supercharger and intake manifold assembly. The stock NSX fuel pump is modified with a regulator unit to increase the voltage to it, and the stock 15 amp fuel pump fuse is replaced with a 20 amp fuse. For 2002 and later models of both vehicles, an optional controller may be installed in lieu of standard mechanical bypasses and vacuum line modifications. All other emission-related components are in the stock location relative to the throttle body. The following are the supercharger pulley specifications: The NSX 3.2L engine uses a 3.8" diameter pulley, the NSX 3.0L engine uses a 4.2" diameter pulley, and the S-2000 2.0L engine uses a 4.8" diameter pulley. Maximum boost is limited to 6 psi.

This Executive Order shall not apply to any Comptech Supercharger 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 supercharger will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the device, as exempted by the Air Resources Board (ARB), that adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

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

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

This exemption is issued based on submitted emissions test data from an independent laboratory on a 2000 model-year S-2000 vehicle certified to the Low Emission Vehicle (LEV) standards:

	NMOG	CO	NOX	HCHO
Standards (g/mi)	0.075	3.4	0.2	0.015
Device (g/mi) with df's applied	0.068	0.8	0.1	0.002

Test results showed that the Comptech Supercharger when installed on the vehicle did not cause tailpipe emissions to exceed the applicable emission standards during the Cold Start CVS-75 Federal Test Procedure. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. Test data showed that the Comptech Supercharger when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

However, the ARB finds that reasonable grounds exist to believe that use of the Comptech Supercharger may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the previously prescribed test procedures. 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 Comptech Supercharger adversely affects emissions during off-cycle conditions (defined as those conditions which are beyond the parameters of the Cold-Start CVS-75 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 Comptech Supercharger will affect durability of the emission control systems, Comptech Machine 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 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 THE COMPTECH SUPERCHARGER.

No claims 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 14TH day of November 2002.

Allen Lyons, Chief
Mobile Source Operations Division