State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-733-1

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Arrow Racing Engines
SCAT PAK Stage 1

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 SCAT PAK Stage 1, manufactured and marketed by Arrow Racing Engines, 3729 Auburn Road, Auburn Hills, Michigan 48326, 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 2011 to 2016 model year Dodge Challenger and Charger, and Chrysler 300, with a 5.7L engine.

The SCAT PAK Stage 1 includes the following main components: Air intake system, catalyst back exhaust system (optional), and a new electronic control unit calibration. The air intake system includes an air intake tube, air box bottom, conical air filter, and rubber hose clamps; the stock air intake temperature sensor is relocated to new intake tube. The new electronic control unit calibration has no user adjustments. **Installation of the SCAT PAK Stage 1 requires the removal of the stock air filter housing and all intake air tubing. If the stock air filter housing contains the vehicle's tune-up & emissions control decal, a replacement decal must be placed in a similar location.**

This Executive Order is valid provided that the installation instructions for the SCAT PAK Stage 1 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 SCAT PAK Stage 1, 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 prior submitted emissions test data, from Chrysler Technology Center, Auburn Hills, Michigan, on a 2014 model year Dodge Charger (Test Group ECRXV05.75P0) certified to the Low Emission Vehicle II Ultra Low Emission Vehicle (LEV II ULEV) standards and tested using the Cold Start Federal Test Procedure and the Supplemental Federal Test Procedure (SFTP US06) test cycle:

	CVS-75 FTP			
	NMOG	CO	NOx	HCHO
Standards, Useful Life*	0.070	2.1	0.04	0.011
Device Test 1 w/df	0.038	0.8	0.04	0.001
Device Test 2 w/df	0.039	0.8	0.04	0.001

	US06	
	NMHC+NOx	CO
Standards 4k	0.14	8.0
Device	0.09	0.5

* USEPA Bin 4, Counted as LEV II ULEV, CVS-75 FTP emissions standards, useful life.

Test results showed that the SCAT PAK Stage 1 when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission standards during the Cold Start Federal Test Procedure and the Supplemental Federal Test Procedure. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The SCAT PAK Stage 1 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 SCAT PAK STAGE 1.

This Executive Order shall not apply to any SCAT PAK Stage 1 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 SCAT PAK Stage 1 using any identification other than that shown in this Executive Order or marketing of the SCAT PAK Stage 1 for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

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 2016.

M. Kurle

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