

## EXECUTIVE ORDER D- 215-104

Relating to Exemptions Under Section 27156  
of the California Vehicle CodeEdelbrock, LLC  
Edelbrock E-Force Supercharger

Pursuant to the authority vested in the California 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 Edelbrock E-Force Supercharger, manufactured and marketed by Edelbrock, LLC, 2700 California Street Torrance, California 90503, 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 vehicles listed below:

<u>Part Number</u>	<u>Model Years</u>	<u>Vehicle Application</u>	<u>Engine Size</u>
15832, 158320	2018 to 2019	Ford Mustang	5.0L
15836, 158360	2018	Ford F-150	5.0L

The Edelbrock E-Force Supercharger consists of the following main components: Eaton supercharger Eaton supercharger R2650 with a 3.25" (Mustang) or 3.50" (F-150) diameter pulley, intake manifold, bypass valve, high flow fuel injectors, intercooler, and a reflashed ECM. For the F-150, a new complete air cleaner housing with an air cleaner lid modified with hydrocarbon pad (stock Ford part in stock location and orientation, and heat staked in place) which is the same as stock. Mustang uses the stock air cleaner housing. Boost is limited to 13 pounds per square inch for the Mustang and 15.5 pounds per square inch for the F-150. The stock crankshaft pulley and thermostat is retained.

This Executive Order is valid provided that the installation instructions for the Edelbrock E-Force 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 Edelbrock E-Force Supercharger, as exempt by the California 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 Edelbrock E-Force Supercharger 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 Edelbrock E-Force Supercharger using any identification other than that shown in this Executive Order or marketing of the Edelbrock E-Force Supercharger for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the California Air Resources Board.

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

This exemption is issued based on previously submitted emissions test data from both the SEMA Garage located in Diamond Bar, California and Automotive Testing and Development Services, Inc. located in Ontario, California, along with additional information supplied by Edelbrock, on a 2018 model year Ford 5.0L F-150 certified to the LEV III ULEV 125 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+NO <sub>x</sub>	CO	HCHO	PM
Standards, UL	0.125	2.1	0.004	0.003
Device Test w/df	0.064	1.2	0.001	0.001
	US06	SFTP COMPOSITE		
	PM	NMOG+NO <sub>x</sub>	CO	
Standards, UL	0.010	0.100 (BIN)	4.2	
Device Test w/df	0.001	0.068	1.2	

Test results showed that the 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 supercharger kit when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

The California 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 CALIFORNIA AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE EDELBROCK E-FORCE SUPERCHARGER.

No claim of any kind, such as "Approved by the California 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 30<sup>TH</sup> day of October 2018.



FOR Annette Hebert, Chief

Emissions Compliance, Automotive Regulations and Science Division