



EXECUTIVE ORDER D-279-11

Relating to Exemptions Under Section 27156
of the California Vehicle Code

COMP Performance Group
Stage 1 Camshaft

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 Stage 1 Camshaft, manufactured and marketed by COMP Performance Group, 3406 Democrat Road Memphis, Tennessee 38118, 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 following vehicle applications:

<u>Part Number</u>	<u>Model-Year</u>	<u>Engine Disp. (L)</u>	<u>Vehicle</u>
54-103-11	2009 to 2014	6.2	Corvette
54-103-11, 689-190-13	2010 to 2015	6.2	Camaro
54-103-11	2009 to 2010	6.2	G8
54-103-11	2009 to 2015	6.2	CTS V and Wagon
54-103-11	1995 and older	6.2	E-Rod Engine

The Stage 1 Camshaft is a direct fit camshaft. No modifications are made to any original equipment part for proper installation, including the ECU.

This Executive Order is valid provided that the installation instructions for the Stage 1 Camshaft 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 Stage 1 Camshaft, 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 Stage 1 Camshaft 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 Stage 1 Camshaft using any identification other than that shown in this Executive Order or marketing of the Stage 1 Camshaft 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 Stage 1 Camshaft may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on submitted emission test data generated on a 2015 model year Chevrolet Camaro (FGMXV06.2089, LEV II ULEV, PC), modified with the Stage 1 Camshaft. Test results showed that emission levels, with the Stage 1 Camshaft installed, were below the emission standards when tested using Cold-Start CVS-75 Federal Test Procedure and the Supplemental Federal Test Procedure (US06/SC03) test cycles. Results from emission testing conducted at the SEMA Garage, Diamond Bar, California, are shown below, in grams per mile, with deterioration factors (df) applied.

	CVS-75				US06/SC03	
	NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Standards	0.070	2.1	0.04	0.011	0.14/0.20	8.0/2.7
Device	0.052	1.2	0.02	0.002	0.05/0.01	0.1/1.3

Examination of the OBD II system showed the Stage 1 Camshaft does not affect OBD II system operation.

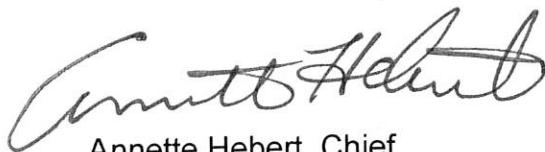
The California Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

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 STAGE 1 CAMSHAFT.

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 27 day of March 2018.



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