CALIFORNIA
AIR RESOURCES BOARD

EXECUTIVE ORDER D-418-31

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Roush Industries
Cold Air Induction Kit

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 Cold Air Induction Kit, manufactured and marketed by Roush Industries of 12249 Levan Road, Livonia, Michigan 48150, 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 Ford vehicles:

PN	Model	Engine	Model Year
421827, 422087	Mustang	2.3L Turbo	2015-17
421828	Mustang	3.7L NA	2015-17
421240	Mustang	3.7L NA	2011-14
422152	Mustang	5.0L	2015-17
422086	Mustang	5.0L	2018-19
421642	Focus	2.0L NA	2012-17
422605	Focus ST	2.0L Turbo	2013-17
422605	Focus RS	2.3L Turbo	2016-17
421982	F-150	3.5L NA	2015-17
421641	F-150	3.5L Turbo	2011-14
421237	F-150	3.7L NA	2011-14
421238	F-150	5.0L NA	2011-14
421239	F-150	6.2L NA	2011-14
420118	F-150	4.6/5.4L NA	2009

The Cold Air Induction Kit consists of the following main components: Conical air filter element in a new closed air box with clear lid, air intake tubing from throttle body to filter, and all necessary mounting hardware for proper installation. The MAF sensor element is re-installed in the new MAF tube in a stock location and orientation. The stock HCT is heat staked in stock location and orientation. No other changes are made for proper installation. No modifications are made to stock ECU calibration. **Installation of the Cold Air Induction Kit requires the removal of the stock air filter housing and 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 Cold Air Induction Kit will not recommend tuning the vehicle to specifications different from those of Roush Industries.

Changes made to the design or operating conditions of the Cold Air Induction Kit, 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 Cold Air Induction Kit 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 Cold Air Induction Kit using any identification other than that shown in this Executive Order or marketing of the Cold Air Induction Kit 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 Cold Air Induction Kit may have on any warranty either expressed or implied by the vehicle manufacturer.

This exemption is issued based on **prior** submitted emissions test data, from the SEMA Garage, Diamond Bar, California, on a 2017 model year Ford 2.3L Turbo Mustang certified to the LEV 3 ULEV 70 emission standards, Cold Air Induction Kit, 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.

Useful Life FTP Emission Level (w/ df applied, 2 test avg)	NMOG+NOx	CO	HCHO
	0.060	0.8	0.000
Standards	0.070	1.7	0.004

Useful Life SFTP Emission Level (Composite w/ df)	NMOG+NOx	CO
	0.047	0.5
Standards	0.090 (BIN)	4.2

Test results showed that the Cold Air Induction Kit 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 Cold Air Induction Kit when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring. Similar results would be expected from the other kits listed.

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 ROUSH INDUSTRIES' COLD AIR INDUCTION KIT.

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 31st day of July 2018.

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