

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-436-5
Relating to Exemptions Under Section 27156
of the Vehicle Code

STEVE MILLEN SPORTPARTS, INC.
STILLEN HONDA HEADER, PART NO. 505000

Pursuant to the authority vested in the Air Resources Board (ARB) by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-9;

IT IS ORDERED AND RESOLVED: That installation of the Stillen Honda Header, manufactured by Steve Millen Sportparts, Inc. of 3176 Airway Avenue, Costa Mesa, California 92626, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore, the Stillen Honda Header, part no. 505000, is exempt from the prohibitions of Section 27156 of the Vehicle Code for installation on 1992-1998 model-year 1.6 liter Honda Civic Ex's. This exemption excludes all Civics that have been certified to any of the low-emission vehicle exhaust emission standards.

This exemption is based on an emission test conducted by Steve Millen Sportparts, Inc. on a 1997 model-year 1.6 liter Civic EX. Steve Millen Sportparts, Inc. submitted the following Cold-Start CVS-75 Federal Test Procedure emission results:

	NMHC	CO	NOx
	<u>(grams per mile)</u>		
With Header	0.164	2.819	0.364
DF-Applied	0.197	3.335	0.364
50,000 Mile Standards	0.25	3.4	0.4

The test data show that the Stillen Honda Header, part no. 505000, did not adversely affect the exhaust emissions of the 1997 model-year Honda Civic EX. The same emissions impact is expected when the Stillen Honda Header is installed on the vehicles for which the exemption is requested.

This Executive Order is valid provided that installation instructions for the Stillen Honda Header not recommend tuning the vehicles to specifications different from those of the vehicle manufacturer.

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Changes made to the design or operating conditions of the Stillen Honda Header, as exempt by the ARB, which adversely affect the performance of the vehicles' pollution control system shall invalidate this Executive Order.

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

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 California Code of Regulations, Title 13, Section 2222, et seq.

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

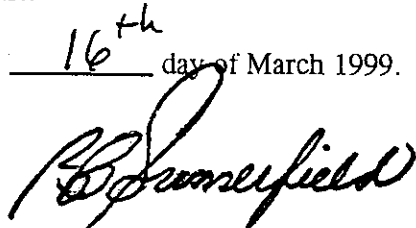
This Executive Order shall not apply to any Stillen Honda Header advertised, offered for sale, or sold with or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

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 STEVE MILLEN SPORTPARTS, INC.'S STILLEN HONDA HEADER, PART NO. 505000.

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 Executive Order. The Executive Order may be revoked only after a ten-day written notice of intention to revoke the Executive Order, in which period the holder of the Executive 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 Executive Order may not be revoked until a determination after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 16th day of March 1999.



R. B. Summerfield, Chief
Mobile Source Operations Division

State of California
AIR RESOURCES BOARD

EVALUATION OF STEVE MILLEN SPORTPARTS, INC.'S
STILLEN HONDA HEADER, PART NO. 505000
FOR EXEMPTION FROM THE PROHIBITIONS OF VEHICLE CODE
SECTION 27156 IN ACCORDANCE WITH SECTION 2222, TITLE 13 OF THE
CALIFORNIA CODE OF REGULATIONS

March 1999

by

Mobile Source Operations Division
Aftermarket Parts Section
9528 Telstar Avenue
El Monte, CA 91731-2990

(This report has been reviewed by the staff of the California Air Resources Board and approved for publication. Approval does not signify that the contents necessarily reflect the views and policies of the Air Resources Board nor does the mention of trade names or commercial products constitute endorsement or recommendation for use.)

SUMMARY

Steve Millen Sportparts, Inc. (Steve Millen) of 3176 Airway Avenue, Costa Mesa, California 92626 has applied for an exemption from the prohibitions of Section 27156 of the California Vehicle Code for their Stillen Honda Header, part no. 505000. The Honda Header is designed for use on 1992-1998 model-year 1.6 liter Honda Civic EX's.

Based on the test results submitted by Steve Millen, staff concludes that their headers, part no. 505000, will not adversely affect the exhaust emissions or the on-board diagnostic monitoring systems of the vehicles for which the exemption is requested. This vehicle application excludes all vehicles that have been certified to any of the low-emission vehicle exhaust emission standards, including Transitional Low-Emission Vehicle and Low-Emission Vehicle emission standards.

Staff recommends that Steve Millen be granted an exemption for their headers as requested and that Executive Order No. D-436-5 be issued.

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EVALUATION OF STEVE MILLEN SPORTPARTS, INC.'S
STILLEN HONDA HEADER, PART NO. 505000
FOR EXEMPTION FROM THE PROHIBITIONS OF VEHICLE CODE
SECTION 27156 IN ACCORDANCE WITH SECTION 2222, TITLE 13 OF THE
CALIFORNIA CODE OF REGULATIONS

I. INTRODUCTION

Steve Millen Sportparts, Inc. (Steve Millen) of 3176 Airway Avenue, Costa Mesa, California 92626 has applied for an exemption from the prohibitions of Section 27156 of the California Vehicle Code for their Stillen Honda Header, part no. 505000. The Honda Header is designed for installation on 1992-1998 model-year 1.6 liter Honda Civic EX's. Steve Millen has submitted all the required information including drawings and installation instructions for their headers. Steve Millen has also submitted CVS-75 Federal Test Procedure emission test results and on-board diagnostic (OBD II) system test results for evaluation.

II. CONCLUSION

Based on the test data submitted by Steve Millen, staff concludes that Steve Millen's Honda Header, part no. 505000, will not adversely affect the exhaust emissions or the OBD II monitoring systems of the vehicles for which the exemption is requested.

III. RECOMMENDATION

The staff recommends that Steve Millen be granted an exemption as requested, permitting advertisement, sale, and installation of their headers, part no. 505000, on 1992-1998 model-year 1.6 liter Honda Civic EX's. These vehicles have been certified to California Tier-1 exhaust emission standards (0.25 grams/mile non-methane hydrocarbons), and the applicable vehicles exclude all low-

emission vehicles, including Transitional Low-Emission and Low-Emission Vehicles.

IV. DEVICE DESCRIPTION AND OPERATION

Steve Millen has designed their headers for installation on 1992-1998 model-year 1.6 liter Honda Civic EX's. The purpose of the headers is to increase the vehicle's performance and power output by reducing backpressure through use of individual tubes running from each cylinder for less restrictive air flow out of the combustion chamber.

The original exhaust manifold/pipe assembly consists of a one-piece manifold and a Y-shape exhaust pipe. In the original configuration, the oxygen sensor was located at the collector outlet of the exhaust manifold upstream of the Y-pipe. Steve Millen's one-piece mild steel Honda Header replaces the stock two-piece manifold/pipe assembly. The primary tubes measure 1.5 inches in diameter, 0.065 inches in thickness, and 30 inches in length. The four tubes merge at a common collector with a 2-inch diameter. The header is ceramic-coated primarily for cosmetic purposes, and the coating has no significant impact on the headers' heat transfer characteristics. The Honda Header requires relocation of the oxygen sensor from the stock manifold collector (upstream of the stock Y-pipe) to the collector end of the four primary pipes, approximately 14-15 inches downstream from the original location. An extension harness, supplied by Sumitomo Wiring Systems (the OEM supplier, or supplier to Honda, for the connector), for the oxygen sensor is used for the sensor relocation. All other emission control systems are retained without modification.

V. DEVICE EVALUATION AND DISCUSSION

Steve Millen tested a 1997 model-year 1.6 liter Civic EX (engine family VHN1.6VJGKEK; 4035 miles) for demonstration of emission compliance. Automotive Testing and Development Services, Inc. (ATDS) in Ontario, California tested the vehicle at a test weight of 2,875 lbs. and a

horsepower of 7.5 hp. ATDS conducted one Cold-Start CVS-75 Federal Test Procedure with the Honda Header and a diagnostic check of the vehicle's OBD II system.

The following results were reported by ATDS:

	NMHC	CO	NOx
	<u>(grams per mile)</u>		
With Device	0.164	2.819	0.364
DF-Applied	0.197	3.335	0.364
50,000 Mile Standards	0.25	3.4	0.4

Results of the emission test conducted at ATDS showed that the deteriorated exhaust emissions of the vehicle with the Honda Header are below the applicable emission standards.

The vehicle was also checked for its OBD II system status. Upon delivery to ATDS, all of the vehicle's OBD II system monitors had set to complete, and no diagnostic trouble codes (DTC's) were found. At the completion of the emission test, ATDS again checked the OBD II system and found that all monitors had set to complete and that no DTC's were set. The vehicle was brought in to the Haagen Smit laboratory for OBD II system confirmatory testing. Staff initially returned the vehicle to Steve Millen and ATDS and requested a re-check of the vehicle's OBD II system because the vehicle's oxygen sensor, catalyst, and evaporative system monitors had not set to complete. ATDS cold-soaked and drove the vehicle and was successful in setting all of the readiness codes.

Upon receipt of the vehicle (the second time), staff checked the on-board computer and found that all of the monitors had set to complete and no DTC's were present. Staff then cleared all of the codes and drove the vehicle in an effort to set the monitors to completion. After a short drive, staff was able to set all of the monitors to completion except the evaporative system monitor (the evaporative system monitor requires a cold-start for completion). Based on the above, staff concluded that the Honda Header does not have an adverse impact on the vehicle's exhaust emissions or its OBD II system.