

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-472-2
Relating to Exemption Under Section 27156
of the Vehicle Code

CLEAN AIR FLOW, INC.
CLEAN AIR FLOW CATALYST

WHEREAS, Vehicle Code Section 27156 and Title 13 California Code of Regulations (hereafter "CCR") Section 2222(e), authorize the California Air Resources Board (ARB) and its Executive Officer to exempt add-on and modified parts from the prohibitions of Vehicle Code Section 27156.

WHEREAS, Clean Air Flow, Inc. of 525 Great Southwest Parkway, Arlington, Texas 76011 has applied to the ARB for exemption from the prohibitions of Vehicle Code Section 27156 for the Clean Air Flow Catalyst.

WHEREAS, pursuant to the authority vested in the Executive Officer by Health and Safety Code Section 39515 and in the Chief, Mobile Source Operations Division by Health and Safety Code Section 39516 and Executive Order G-45-9, the ARB finds:

1. The Clean Air Flow Catalyst is an add-on device that is attached to the fuel line in a motor vehicle.
2. The fuel line is part of the required motor vehicle pollution control system.
3. The Clean Air Flow Catalyst is intended for use with a required pollution control system.
4. The Clean Air Flow Catalyst by being installed on the fuel line alters the original design of a motor vehicle pollution control system.
5. The Clean Air Flow Catalyst is a device subject to the prohibitions of Vehicle Code Section 27156, and is an add-on part as defined by Title 13, CCR Section 1900(b)(1).
6. The Clean Air Flow Catalyst does not reduce the effectiveness of any required motor vehicle pollution control device.
7. The ARB, in the exercise of technical judgement, is aware of no basis on which the Clean Air Flow Catalyst will provide either a decrease in emissions or an increase in fuel economy.

8. It has not been determined what effect the use of the Clean Air Flow Catalyst may have on any warranty, either expressed or implied, by the manufacturer or a motor vehicle on which the device is installed.
9. The Clean Air Flow Catalyst is not a certified motor vehicle pollution control device pursuant to Health and Safety Code Section 43644.
10. The ARB by granting an exemption to Clean Air Flow, Inc. for the Clean Air Flow Catalyst does not recommend or endorse in any way the Clean Air Flow Catalyst for emissions reduction, fuel economy, or any other purpose.

IT IS HEREBY RESOLVED that the Clean Air Flow Catalyst is exempt from the prohibitions of Vehicle Code Section 27156 for installation on 1995 and older model-year gasoline powered vehicles, **excluding those vehicles certified to Low-Emission Vehicle (LEV) or Transitional Low-Emission Vehicle (TLEV) standards, or vehicles certified to Enhanced Evaporative Emission Standards.** This exemption is subject to the following conditions:

1. No changes are permitted to the device as described in the application for exemption. Any changes to the device, applicable model year, or other factors addressed in this order must be evaluated and approved by the ARB prior to marketing in California.
2. Marketing of this device using an identification other than that shown in this Executive Order or marketing of this device for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the ARB. Exemption of this product shall not be construed as an exemption to sell, offer for sale, or advertise any component of the product as an individual device.
3. Any oral or written references to this Executive Order or its content by Clean Air Flow, Inc., its principals, agents, employees, distributors, dealers, or other representatives must include the disclaimer that the Executive Order or the exemption it provides is not an endorsement or approval of any fuel economy or emissions reduction claims for the Clean Air Flow Catalyst and is only a finding that the device is exempt from the prohibitions of Vehicle Code Section 27156.
4. No claim of any kind, such as "Approved by the Air Resources Board" may be made with respect to the action taken in any advertising or other oral or written communication.

This exemption is issued based on previous testing of similar devices with the same operating principle which showed that the device when installed on the vehicle did not have any adverse effect on exhaust emissions.

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 after hearing that grounds for revocation exist.

The Bureau of Automotive Repair will be notified by copy of this order.

Executed at El Monte, California, this 24TH day of May 2000

 FOR
R. B. Summerfield, Chief
Mobile Source Operations Division