

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-571

Relating to Exemptions Under Section 27156
of the Vehicle Code

Air Jet Flow System
Air Jet Flow System D-3000

Pursuant to the authority vested in the 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-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the Air Jet Flow System D-3000, manufactured and marketed by Air Jet Flow System, 25904 Viana Avenue, #15, Lomita, California 90717 has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for 1998 through 2003 model-year Ford passenger cars equipped with the 4.6L engine.

The Air Jet Flow System D-3000 is an air-intake device with an electrically driven motor and fan housed in a plastic case. The maximum power consumption is approximately 2.9 amps and 34.8 watts. The Air Jet Flow System D-3000 is installed into the air intake passage between the air filter and the throttle body.

This Executive Order is valid provided the installation instructions for the Air Jet Flow System D-3000 will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

This Executive Order shall not apply to any Air Jet Flow System D-3000 advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Changes made to the design or operating conditions of the Air Jet Flow System D-3000, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Air Jet Flow System D-3000 using any identification other than that shown in this Executive Order or marketing of the Air Jet Flow System D-3000 for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

Exemption of the Air Jet Flow System D-3000 shall not be construed as an exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect the use of the Air Jet Flow System D-3000 may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on an examination of the On-Board Diagnostic II (OBD-II) system of a 2003 model-year Mercury Grand Marquis (engine family 3FMXV04.6VG5) in the modified configuration, and an engineering evaluation of the emissions impact of the device if measured using the Cold-Start CVS-75 Federal Test Procedure.

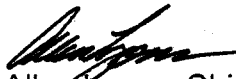
The ARB reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF AIR JET FLOW SYSTEM'S AIR JET FLOW SYSTEM D-3000.

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 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 19th day of August 2003.


Allen Lyons, Chief
Mobile Source Operations Division