

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-645-3

Relating to Exemptions Under Section 27156
of the California Vehicle Code

SCT LLC
SF3 Power Flash and iTSX

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 SF3 Power Flash, part number 3015EO and the iTSX, part number 4015EO, manufactured and marketed by SCT LLC, 976 Florida Central Parkway, Suite 136, Longwood, Florida 32750, 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 applicable 1996 to 2013 model year Ford gasoline vehicles as listed in Exhibit A.

The SF3 Power Flash, part number 3015EO is a hand held programmer designed to reprogram the FLASH memory chip located in the vehicle's ECU module. The SF3 Power Flash has three main stages of enhancement: economy, 87 octane, and 91 octane. The SF3 Power Flash is designed to download OEM calibration updates, non emission related upgrades, and patches or fixes in the firmware. SF3 Power Flash data files cannot be modified by the end user.

The iTSX, part number 4015EO is a programmer which uses an OBD II wireless interface module and a smart phone to program the vehicle's ECU. Available tunes are: Economy, 87 octane, and a 91 octane performance tune. The wireless interface module is removed from the OBD II connector when the programming has been completed. The iTSX, part number 4015EO is designed to download OEM calibration updates, non-emission related upgrades, and patches or fixes in the firmware. Emission-related data files cannot be modified by the end user nor can other data files be added.

This Executive Order is valid provided that the installation instructions for the SF3 and iTSX will not recommend tuning the vehicle to specifications different from those submitted by the device manufacturer.

Changes made to the design or operating conditions of the SF3 and iTSX, as exempt by the 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 SF3 and iTSX 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 SF3 and iTSX using any identification other than that shown in this Executive Order or marketing of the SF3 and iTSX for an application other than those

listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

This Executive Order does not constitute any opinion as to the effect the use of the SF3 and iTSX may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on a recent emissions test conducted on a 2011 model year 5.0L Ford Mustang, certified to the Low Emission Vehicle II Ultra Low Emission Vehicle (LEV II ULEV) emission standards, and prior submitted emission test data generated on two Ford vehicles, 2008 model year 4.6L Mustang certified to the LEV II ULEV emission standards and a 2007 model year 5.4L Shelby certified to the LEV II ULEV emission standards. Test results showed that emission levels, with the SF3 (prior testing) and iTSX (recent testing), all with the 91 octane program installed, met the applicable emission standards when tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle, 2008 model year Mustang only, and the Supplemental Federal Test Procedure (SFTP US06) test cycle, Shelby and 2011 model year Mustang. Examination of the OBD II system showed the SF3 and iTSX did not affect OBD II system operation. Results from emissions testing conducted at Automotive Testing and Development Services, Inc., located in Ontario, California, are shown below (in grams per mile with deterioration factors applied).

2008 Mustang	CVS-75 FTP			
	NMOG	CO	NOx	HCHO
Standards, 50k	0.040	1.7	0.05	0.008
Device Test	0.023	0.4	0.01	0.000
2007 Shelby	SFTP US06			
	NMHC+NOx		CO	
Standards	0.14		8.0	
Device Test	0.08		0.7	
2011 Mustang	SFTP US06			
	NMHC+NOx		CO	
Standards	0.14		8.0	
Device Test	0.04		0.4	

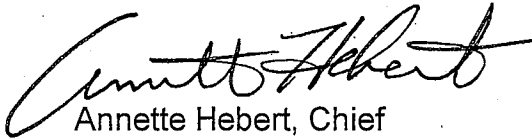
The Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE SF3 and iTSX.

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 18 day of December 2012.

A handwritten signature in black ink, appearing to read "Annette Hebert", is written over the printed name.

Annette Hebert, Chief
Mobile Source Operations Division

Exhibit A

Make	Model	Model Year	Engine Size	HP Gain
Ford	Mustang	2004 - 2010	3.9L / 4.0L	9 whp
Ford	Mustang	2005 - 2010	4.6L 3V	14 whp
Ford	Shelby GT500	2007 - 2012	5.4L 4V	48 whp
Ford	Mustang	1996 - 2004	3.8L	16 whp
Ford	Mustang	1996 - 2004	4.6L 2V	9 whp
Ford	Mustang	2011 - 2013	5.0L	10 whp
Ford	Mustang Cobra	1996 - 2001	4.6L 4V	13 whp
Ford	Mustang Cobra	2003 - 2004	4.6L 4V S/C	25 whp
Mercury	Marauder	2003 - 2004	4.6L 4V	22 whp
Ford	Mustang Mach I	2003 - 2004	4.6L 4V	8 whp
Ford	Crown Victoria	1999 - 2008	4.6L 2V	9 whp
Ford	Thunderbird	2002 - 2005	3.9L	12 whp
Lincoln	LS	2000 - 2006	3.9L	12 whp
Ford	Taurus SHO	1996 - 1999	3.4L	10 whp
Ford	Edge	2007 - 2009	3.5L	14 whp
Ford	Excursion	2000 - 2005	5.4L 2V	18 whp
Ford	Lightning - Harley Truck	1999 - 2004	5.4L 2V / 4V S/C	21 whp
Ford	GT Supercar	2005-2006	5.4L 2V / 4V S/C	28 whp
Ford	Focus Zetec	1999 - 2004	2.0L	6 whp
Ford	SVT Focus	2003 - 2004	2.0L	8 whp
Ford	Fusion	2006 - 2009	2.3L	14 whp
Ford	Fusion	2006 - 2010	3.0L	14 whp
Ford	F-150 Truck	2004 - 2008	4.2L	12 whp
Ford	F-150 Truck	1997 - 2008	4.6L	9 whp
Ford	F-150/250 Truck	1997 - 2009	5.4L	19 whp
Ford	F-250 Truck	2004 - 2009	6.8L	26 whp
Ford	Explorer	1997 - 2007	3.8L / 4.0L	9 whp
Ford	Explorer	2002 - 2006	4.6L	9 whp

