

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-677-1

Relating to Exemptions under
Section 27156 of the Vehicle Code

SaviCorp, Inc.
Econo Valve / Dyno Valve Kit

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 Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-14-012;

IT IS ORDERED AND RESOLVED: That installation of the Econo Valve / Dyno Valve Kit, manufactured by SVM Tech, LLC of 3463 Wimbledon Way, Costa Mesa, California, 92626 and marketed by SaviCorp, Inc. of 2530 South Birch Street, Santa Ana, California, 92707 have been found not to reduce the effectiveness of the applicable vehicle pollution control systems, and therefore, the Econo Valve / Dyno Valve Kit is exempt from the prohibitions in Section 27156 of the Vehicle Code for installation on all gasoline powered 2011 through 2016 model-year (MY) passenger cars, light-duty trucks and medium-duty vehicles manufactured by General Motors, Ford and Toyota originally certified to Low Emission Vehicle II (LEV II) certification standards. All vehicles originally certified to LEV II Partial Zero Emission Vehicle (PZEV) standards and Low Emission Vehicle III (LEV III) standards are excluded from coverage under this Executive Order.

The Econo Valve / Dyno Valve Kit consists of an electronic microprocessor controlled PCV valve assembly, flow regulating orifice, tubing to connect to the crankcase and intake manifold vacuum systems, electrical wiring and connections to the fuel injection system and associated mounting hardware.

This Executive Order is granted based on previous emissions test data generated on two vehicles: a 2009 MY 2.0 liter Ford Focus (test group 9FMXV02.0VZX) certified to Low Emission Vehicle II Super Ultra Low Emission Vehicle (LEV II SULEV) emission standards and a 2009 MY 5.7 liter Toyota Tundra (test group 9TYXT05.7BEX) certified to Low Emission Vehicle II Ultra Low Emission Vehicle (LEV II ULEV) emission standards. Test results on both test vehicles showed that emission levels, with SaviCorp, Inc.'s Econo Valve / Dyno Valve Kit installed, met the applicable emission standards when tested using the Cold-Start CVS-75 Federal Test Procedure and Supplemental Federal Test Procedure test cycles. Examination of the OBD II system showed that the Econo Valve / Dyno Valve Kit did not affect OBD II system operation.

The 2009 MY 2.0 liter Ford Focus emission test results are shown below (in grams per mile with deterioration factors applied):

	<u>FTP</u>			
	NMOG	CO	NOx	HCHO
Standards, 150K	0.010	1.0	0.02	0.004
Average emission results	0.010	0.225	0.002	0.0005

	<u>US06</u>	
	NMHC+NOx	CO
Standards, 4K	0.14	8.0
Emission results	0.006	0.049

The 2009 MY 5.7 liter Toyota Tundra emission test results are shown below (in grams per mile with deterioration factors applied):

	<u>FTP</u>			
	NMOG	CO	NOx	HCHO
Standards, 50K	0.040	1.7	0.05	NA
Average emission results	0.021	0.26	0.013	NA
Standards, 120K	0.055	2.1	0.07	NA
Average emission results	0.027	0.33	0.013	NA

	<u>US06</u>	
	NMHC+NOx	CO
Standards, 4K	0.60	11.8
Emission results	0.027	0.25

If evidence provides the Air Resources Board with reasons to suspect that the Econo Valve / Dyno Valve Kit will affect the durability of the emission control system, SaviCorp, Inc. shall be required to submit durability data to show that the durability of the vehicle emission control system is not, in fact, affected and/or that the add-on or modified parts demonstrate adequate durability.

This Executive Order is valid provided that installation instructions for the Econo Valve / Dyno Valve Kit do not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the Econo Valve / Dyno Valve Kit, as exempt by the Air Resources Board, which adversely affect the performance of the vehicles' emission control system, shall invalidate this Executive Order.

Marketing of the Econo Valve / Dyno Valve Kit using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

This Executive Order shall not apply to any Econo Valve / Dyno Valve Kit advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order does not constitute any opinion as to the effect the use of the Econo Valve / Dyno Valve Kit may have on any warranty either expressed or implied by the vehicle manufacturer.

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.

In addition to the foregoing, 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 California Code of Regulations, Title 13, 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 SAVICORP, INC.'S ECONO VALVE / DYNO VALVE KIT.

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 is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 18th day of October 2016.


for Annette Hebert, Chief

Emissions Compliance, Automotive Regulations and Science Division