

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-728

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Honda Performance Developments
HPD CR-Z Supercharger System

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-14-012;

IT IS ORDERED AND RESOLVED: That the installation of the HPD CR-Z Supercharger System, manufactured and marketed by Honda Performance Developments, 25145 Anza Drive, Santa Clarita, California 91355, 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 2011 to 2014 model year Honda CR-Z passenger car with a 1.5L engine.

The HPD CR-Z Supercharger System consists of the following main components: Rotrex C30-64 supercharger with a 105 mm diameter supercharger pulley, intake manifold, bypass valve, high flow injectors, intercooler, air intake tubing with a new closed element air box, and a reflashed ECM. **Boost is limited to 9.0 pounds per square inch.** The stock crankshaft pulley, throttlebody, mass air flow sensor, and thermostat are retained. Stock mass air flow sensor is installed in the new intake tubing in a stock location. Breather hoses may be replaced with an SAE30R9 rated hose using OEM – equivalent connectors.

This Executive Order is valid provided that the installation instructions for the Honda CR-Z Supercharger System will not recommend tuning the vehicle to specifications different from those of the kit manufacturer.

Changes made to the design or operating conditions of the HPD CR-Z Supercharger System, 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 is granted based on submitted emission test data generated on one test vehicle modified with the HPD CR-Z Supercharger System. Test results showed that emission levels, with the supercharger kit installed, met the applicable emission standards when tested using the Cold-Start UDDS followed by a Hot-Start UDDS hybrid test cycle and the Supplemental Federal Test Procedure (SFTP) test cycle. Examination of the OBD II system showed that the supercharger kit did not affect OBD II system operation.

Results from emissions testing conducted at Quantum Technologies, Lake Forest, California are listed below with deterioration factors applied.

2012 model year CRZ	CVS-75 FTP			
	NMOG	CO	NOx	HCHO
Standards, UL	0.010	1.0	0.02	0.004
Device Test w/df	0.007	0.4	0.01	0.000

	US06/SC03	
	NMHC+NOx	CO
Standards 4k	0.14/0.20	8.0/2.7
Device	0.01/0.003	4.4/0.9

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 HPD CR-Z SUPERCHARGER SYSTEM.

This Executive Order shall not apply to any HPD CR-Z Supercharger System 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 HPD CR-Z Supercharger System using any identification other than that shown in this Executive Order or marketing of the HPD CR-Z Supercharger System for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

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 30 day of May 2014.



Annette Hebert, Chief

Emissions Compliance, Automotive Regulations and Science Division