

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-769

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Wagner Tuning
EVO Intercooler 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 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 EVO Intercooler Kit, manufactured and marketed by Wagner Tuning, 5694 East Clinton Avenue, Fresno, California 93727, 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 the following Ford vehicles listed:

Part No.	Vehicle	Engine	Device
200001073	2015 and 2016 Mustang	2.3L Turbo	EVO Competition
200010074	2015 and 2016 Mustang	2.3L Turbo	EVO II
200001027	2011 and 2012 F-150	3.5L Turbo	EVO
200001041	2013 and 2014 F-150	3.5L Turbo	EVO
200001070	2013 to 2016 Fiesta	1.6L Turbo	EVO
200001068	2012 to 2016 Focus	2.0L Turbo	EVO

The EVO Intercooler Kit consists of an air to air intercooler only. There are no user adjustments for proper installation and no sensors are moved or modified. No changes are made to the ECU calibration with installation. Stock air cleaner housing and connecting pipes are not modified with installation.

This Executive Order is valid provided that the installation instructions for the EVO Intercooler Kit will not recommend tuning the vehicle to specifications different from those of Wagner Tuning.

Changes made to the design or operating conditions of the EVO Intercooler Kit, 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 exemption is issued based on submitted emissions test data, from the SEMA Garage, Diamond Bar, California, on a 2015 model year Ford 2.3L Turbo Mustang certified to the LEV 3 ULEV 70 emission standards and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle and the Supplemental Federal Test Procedure (SFTP US06/SC03 (AC2 test + 20%)) test cycle.

Useful Life FTP Emission Level (w/ df applied, 2 test avg)	NMOG+NOx	CO	HCHO
	0.063	0.5	0.000
Standards	0.070	1.7	0.004

Useful Life SFTP Emission Level (Composite w/ df)	NMOG+NOx 0.03	CO 0.3
Standards	0.11	4.2

Test results showed that the EVO Intercooler Kit when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission standards during the FTP and SFTP. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The EVO Intercooler Kit when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

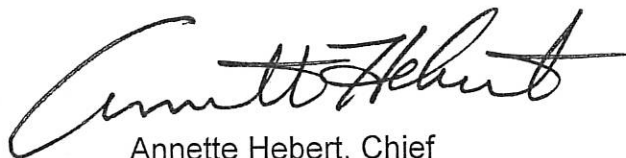
The Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

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 EVO INTERCOOLER KIT.

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 25 day of May 2016.



Annette Hebert, Chief
Emissions Compliance, Automotive Regulations and Science Division