

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-794-1

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Honeywell International, Inc.
Garrett Turbocharger

Pursuant to the authority vested in the California 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 Garrett Turbocharger, manufactured and marketed by Honeywell International, Inc., 2525 West 190th Street, 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:

LH Turbo PN	RH Turbo PN	Make	Model	Engine Description	Model Year
855562-5002S	855563-5002S	Ford/Lincoln	Expedition/Navigator	3.5L Turbo	2015-17
		Ford	F-150	3.5L Turbo	2015-16
855562-5002S	855563-5002S	Ford	F-150	3.5L Turbo	2013-14
855562-5001S	855563-5001S	Ford	F-150	3.5L Turbo	2011-12

The Garrett Turbocharger consists of a direct fit turbocharger 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. Maximum boost is increased from 14.68 psi. to 15.25 psi.

This Executive Order is valid provided that the installation instructions for the Garrett Turbocharger will not recommend tuning the vehicle to specifications different from those of Honeywell International, Inc.

Changes made to the design or operating conditions of the Garrett Turbocharger, as exempt by the California 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 2017 model year Ford 3.5L Turbo Expedition certified to the LEV 3 ULEV 125 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
	0.061	0.2	0.001
Standards	0.125	2.1	0.004

Useful Life SFTP	NMOG+NOx	CO
Emission Level		
(Composite w/ df	0.077	0.6
2 test avg)		
Standards	0.100 (BIN)	4.2

Test results showed that the Garrett Turbocharger 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 Garrett Turbocharger when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

The California 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 CALIFORNIA AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE GARRETT TURBOCHARGER.

No claim of any kind, such as "Approved by the California 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 9th day of November 2017.


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