CALIFORNIA
AIR RESOURCES BOARD

EXECUTIVE ORDER D- 802-2

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Powerteq, Inc.
AMP'd Throttle Booster

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 AMP'd Throttle Booster, marketed by Powerteq, Inc., 1080 South Depot Drive Ogden, Utah 84404, and its subsidiaries DiabloSport, Edge Products, and Superchips, Inc. 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 vehicles:

PN	Make	Model	Model Years	Engine
18852-D	Ford	F-250, F-350 Trucks	2011 to 2018	6.7L diesel
18862-D	Ford	F-250, F-350 Trucks	2011 to 2018	6.7L diesel
18854-D	Ford	F-250, F-350 Trucks	2008 to 2010	6.4L diesel
18854-D	Ford	F-250, F-350 Trucks	2005 to 2007	6.0L diesel
18854-D	Ford	Excursion	2005	6.0L diesel

The AMP'd Throttle Booster is an inline module designed to enhance the vehicle's performance feel by altering the ramp rate of the Accelerator Pedal Position Sensor (APPS). The AMP'd Throttle Booster utilizes factory style connectors and connects inline between the stock APPS and the stock ECU wiring harness that is connected to the APPS. The module has up to six user selectable levels when used with the optional selector switch. Emission-related data files cannot be modified by the end user.

This Executive Order is valid provided that the installation instructions for the AMP'd Throttle Booster will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the AMP'd Throttle Booster, 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.

Marketing of the AMP'd Throttle Booster using any identification other than that shown in this Executive Order or marketing of the AMP'd Throttle Booster for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the California Air Resources Board.

This Executive Order does not constitute any opinion as to the effect the use of the AMP'd Throttle Booster may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on submitted emission test data generated on a 2018 model year Ford F-250 6.7L (JFMXD06.761B, LEV II ULEV, MDV), modified with the AMP'd Throttle Booster set on the most aggressive setting and tested using the Cold-Start CVS-75 Federal Test Procedure test cycle. Results from emission testing conducted at the SEMA Garage, Diamond Bar, California, are shown below, in grams per mile, with deterioration factors (df) applied.

Useful Life FTP Emission Level (w/ df applied)	NMHC	CO	NOx	HCHO	PM
	0.045	0.1	0.2	0.001	0.01
Standards	0.143	6.4	0.2	0.016	0.06

Test results showed that the AMP'd Throttle Booster, when installed on the vehicle in the worst-case configuration did not cause exhaust emissions to exceed the applicable emission standards during the FTP test cycle. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The AMP'd Throttle Booster, when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring. Similar results would be expected from the other vehicles listed in this Executive Order.

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 AMP'D THROTTLE BOOSTER.

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 21 day of December 2018.

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