



## EXECUTIVE ORDER D-816

### Relating to Exemptions Under Section 27156 of the California Vehicle Code

#### JMS Chip & Performance BoostMAX

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 BoostMAX, manufactured and marketed by JMS Chip & Performance, 3247 Highway 64 South Lucedale, Mississippi 39452, 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 vehicle applications listed in Exhibit A.

The BoostMAX is an in-line device that connects to the Manifold Absolute Pressure (MAP) sensor, the Throttle Inlet Pressure (TIP) sensor, and the Accelerator Pedal Position (APP) sensor and modifies the pressure sensor signals to the ECU causing the turbo boost to increase. An optional rotary dial is available to reduce the amount of boost increase from the otherwise fixed calibration. No other user adjustment is allowed. The BoostMAX does not modify the stock ECU programming and no other vehicle modifications are required for the installation and proper function of the BoostMAX.

This Executive Order is valid provided that the installation instructions for the BoostMAX 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 BoostMAX, 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 Executive Order shall not apply to any BoostMAX 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 BoostMAX using any identification other than that shown in this Executive Order or marketing of the BoostMAX 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 BoostMAX 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-150 2.7L (JFMXT02.73JK, LEV III ULEV 70, LDT), modified with the BoostMAX on the maximum setting. Test results showed that emission levels, with the BoostMAX installed, were below the emission standards when tested using Cold-Start CVS-75 Federal Test Procedure (FTP) and the Supplemental Federal Test Procedure (US06/SC03) test cycles. Results from emission testing conducted at the SEMA Garage, Diamond Bar, California, are shown below, in grams per mile, with deterioration factors (df) applied.

|           | CVS-75   |     |      |       | SFTP Composite |     |
|-----------|----------|-----|------|-------|----------------|-----|
|           | NMOG+NOx | CO  | PM   | HCHO  | NMHC+NOx       | CO  |
| Standards | 0.070    | 1.7 | 0.01 | 0.004 | 0.100 (BIN)    | 4.2 |
| Device    | 0.062    | 1.2 | 0.00 | 0.001 | 0.050          | 1.0 |

Horse Power Gain with BoostMAX installed: 43.4 Hp

Examination of the OBD II system showed the BoostMAX does not affect OBD II system operation.

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 BOOSTMAX.

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 15<sup>th</sup> day of November 2018.



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

Exhibit A

| <b>Part Number</b> | <b>Make</b> | <b>Model</b> | <b>Model Year</b> | <b>Engine</b> |
|--------------------|-------------|--------------|-------------------|---------------|
| BX600035V5         | Ford        | F-150        | 2017 to 2018      | 3.5L Turbo    |
|                    | Ford        | Expedition   | 2018              | 3.5L Turbo    |
| BX600035V4         | Ford        | F-150 Raptor | 2017 to 2018      | 3.5L Turbo    |
|                    | Lincoln     | Navigator    | 2017 to 2018      | 3.5L Turbo    |
| BX600027           | Ford        | F-150        | 2015 to 2018      | 2.7L Turbo    |
| BX600035V2         | Ford        | F-150        | 2015 to 2016      | 3.5L Turbo    |
| BX600035           | Ford        | Expedition   | 2015 to 2017      | 3.5L Turbo    |
|                    | Lincoln     | Navigator    | 2015 to 2017      | 3.5L Turbo    |