



EXECUTIVE ORDER D-215-95

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Edelbrock, LLC
E-Force Supercharger, P/Ns 1554 and 15540

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 E-Force Supercharger, manufactured and marketed by Edelbrock, LLC, 2700 California Street, Torrance, California 90509-2936, 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 2016 to 2018 model year 2.0L Mazda Miatas.

The E-Force Supercharger, part numbers 1554 and 15540 includes the following main components: Eaton TVS R900 supercharger, intake manifold, bypass valve, intercooler, intake tubing, crankshaft pulley, and a reflashed ECM. The throttle body, mass air flow sensor, air filter box, crankshaft pulley, and radiator thermostat are retained. Supercharger pulley diameter is 2.75". The tuner's emission-related data files cannot be modified by the end user. All supplied fuel hoses are Avon's CADbar 9000 series, and fuel and vapor line connectors supplied with the kit are OEM – equivalent parts. Breather hoses may be replaced with an SAE30R9 rated hose. Maximum boost is rated up to 8.25 psi.

This Executive Order is valid provided that the installation instructions for the E-Force Supercharger 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 E-Force Supercharger 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 E-Force Supercharger using any identification other than that shown in this Executive Order or marketing of the E-Force Supercharger 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 E-Force Supercharger may have on any warranty either expressed or implied by the vehicle manufacturer.

This exemption is issued based on submitted emissions test data from both the SEMA Garage located in Diamond Bar, California and Automotive Testing and Development Services, Inc. located in Ontario, California, on a 2.0L 2017 model year Mazda Miata, certified to the LEV II ULEV with option certifying to LEV III ULEV NMOG+NOx emission standards and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle, and Supplemental Federal Test Procedure (SFTP US06/SC03) test cycles.

Useful Life FTP Emission Level (w/ df applied)	NMOG+NOx	CO	HCHO
	0.054	0.6	0.000
Standards	0.125	2.1	0.004

Useful Life SFTP Emission Level (Composite w/ df)	NMOG+NOx
	0.062
Standards	0.120 (BIN)

Standards 4k Device	US06/SC03 (AC2 Alternative)	
	NMHC+NOx	CO
	0.14/0.20	8.0/2.7
	0.04/0.04	0.8/0.4

Maximum Boost measured at 15 psi.

Test results showed that the E-Force Supercharger when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission levels during the FTP, and SFTP test cycles. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The E-Force Supercharger when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring. Similar results would be expected when installed on the other vehicles listed.

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 E-FORCE SUPERCHARGER.

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 24TH day of January 2018.



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

