

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-660-6

Relating to Exemptions Under Section 27156  
of the California Vehicle Code

Cobb Tuning  
Stage 1 Package, Stage 2 Package, Stage 2+ Package and the Accessport V3  
Programmer

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 Stage 1 Package, Stage 2  
Package, Stage 2+ Package and the Accessport V3 Programmer, manufactured and  
marketed by Cobb Tuning, 2311 West Rundberg Lane, Suite 500, Austin, Texas 78758,  
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 vehicle applications:

<u>Model</u>	<u>Year</u>	<u>Engine</u>	<u>PN</u>	<u>Description</u>
Mustang	2015-17	2.3L Turbo	AP3-FOR-003	Accessport
			6M1X01	Stage 1 Package
			6M1X02	Stage 2 Package
Fiesta ST	2014-16	1.6L Turbo	AP3-FOR-001	Accessport
			62FX11	Stage 1 Package
			62FX12	Stage 2 Package
Focus ST	2013-16	2.0L Turbo	AP3-FOR-001	Accessport
			61FX11	Stage 1 Package
			61FX21	Stage 2 Package
			691X02CARB	Stage 2+ Package
Focus RS	2016-17	2.3L Turbo	AP3-FOR-004	Accessport
Fusion	2013-14	2.0L Turbo	AP3-FOR-002	Accessport

The Stage 1 Package consists of the following main components: Direct fit air filter  
cartridge and a reflashed ECM (no user adjustments). The Stage 2 Package consists of a  
conical open element air filter with an air intake tube, intercooler, and a reflashed ECM (no  
user adjustments). The Stage 2+ Package consists of a conical open element air filter with  
an air intake tube, intercooler, catalyst back exhaust system, and a reflashed ECM (no user  
adjustments). The Accessport V3 Programmer consists of a reflashed ECM with no user  
adjustments. The stock air temperature sensor is retained in its stock location and

orientation. No other changes are made for proper installation. **Installation of the new air intake requires the removal of the stock air filter housing and intake air tubing. If the stock air filter housing contains the vehicle's tune-up & emissions control decal, a replacement decal must be placed in a similar location.**

This Executive Order is valid provided that the installation instructions for the Stage 1 Package, Stage 2 Package, Stage 2+ Package and the Accessport V3 Programmer 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 Stage 1 Package, Stage 2 Package, Stage 2+ Package and the Accessport V3 Programmer, 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, modified with Stage 2 Package, 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	0.3	0.000
Standards	0.070	1.7	0.004

  

Useful Life SFTP Emission Level (Composite w/ df)	NMOG+NOx	CO
	0.030	0.3
Standards	0.090 (BIN)	4.2

Horsepower gain was measured at 61hp.

Test results showed that the worst case configuration, the Stage 2 Package, 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 Stage 2 Package 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 kits listed.

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 STAGE 1 PACKAGE, STAGE 2 PACKAGE, STAGE 2+ PACKAGE AND THE ACCESSPORT V3 PROGRAMMER .

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 27 day of June 2017.

A handwritten signature in black ink, appearing to read "Annette Hebert". The signature is fluid and cursive, with a large initial "A" and "H".

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

