

State of California
CALIFORNIA AIR RESOURCES BOARD

EXECUTIVE ORDER D-161-108

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Gale Banks Engineering
Banks Derringer Tuner Module

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 Banks Derringer Tuner Module, manufactured and marketed by Gale Banks Engineering, 546 Duggan Avenue, Azusa, California 91702, 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 equipped with a gasoline engine:

<u>P/N</u>	<u>Vehicle</u>
61312-17	2017 F-150 Raptor with a 3.5L turbo engine
61312-12	2015 - 2017 F-150 with a 3.5L turbo engine
61312-10	2011 - 2014 F-150 with a 3.5L turbo engine
61312-13	2014 - 2017 Fiesta with a 1.6L turbo engine
61312-14	2014 - 2017 Focus with a 2.0L turbo engine
61312-16	2014 - 2017 Focus with a 2.0L turbo engine

The Derringer Tuner Module is an inline modular designed to enhance the vehicle's performance without reprogramming the stock ECU. The Derringer Tuner Module includes an engine compartment module only. A three position in-cab activation switch is also included. Modification levels are stock, plus, and sport, the sport is the highest horsepower setting. Internal data files cannot be modified by the end user.

This Executive Order is valid provided that the installation instructions for the Banks Derringer Tuner Module will not recommend tuning the vehicle to specifications different from those of Gale Banks Engineering.

Changes made to the design or operating conditions of the Banks Derringer Tuner Module, 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 3.5L turbocharged 2016 model year Ford F-150, certified to the LEV III 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) test cycles.

Useful Life FTP Emission Level (w/ df applied, 2 test avg)	NMOG+NOx	CO	HCHO
	0.112	0.9	0.001
Standards	0.125	2.1	0.004

Useful Life SFTP Emission Level (Composite w/ df)	NMOG+NOx	CO
	0.093	0.5
Standards	0.130 (BIN)	4.2

HWFET- NMOG+NOx
Standard 0.125
Device w/df 0.054

Horsepower gain was measured at 42hp.

Test results showed that the Banks Derringer Tuner Module when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission levels during the FTP, SFTP, and HWFET test cycles. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The Banks Derringer Tuner Module 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.

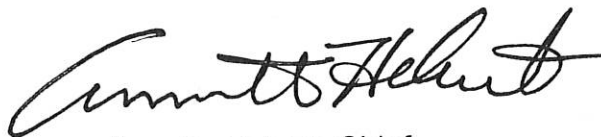
The California Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

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 BANKS DERRINGER TUNER MODULE.

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 22 day of November 2017.



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