



## EXECUTIVE ORDER D-161-122

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

#### Gale Banks Engineering Boost Tube Upgrade Kit

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-19-095;

IT IS ORDERED AND RESOLVED: That the installation of the Boost Tube Upgrade Kit, 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 Dodge Ram 2500/3500 6.7L diesel vehicle applications:

Model Year	Model	Engine	Driver Side Part Number	System Part Number
2007 to 2009	Ram 2500/3500	6.7L	25991 <sup>1</sup>	25990
2010 to 2012	Ram 2500/3501	6.7L	25997 <sup>1</sup> , 25964* <sup>1</sup>	25998, 25965*
2013 to 2018	Ram 2500/3502	6.7L	25994 <sup>1</sup> , 25996* <sup>1</sup>	25992, 25995*

\*Raw finish, all other part numbers are powder coated

<sup>1</sup>Only driver side boost tube included. Passenger side boost tube remains stock.

The Boost Tube Upgrade Kit consists of the following main components: Driver side connecting tube from intercooler outlet to intake manifold and on the passenger side from turbocharger outlet to intercooler inlet (System part numbers only) along with necessary connecting hoses and hose clamps as outlined above. No changes are made to any other components of the stock engine, including engine calibration.

This Executive Order is valid provided that the installation instructions for the Boost Tube Upgrade Kit 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 Boost Tube Upgrade Kit, 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 Boost Tube Upgrade Kit 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 Boost Tube Upgrade Kit using any identification other than that shown in this Executive Order or marketing of the Boost Tube Upgrade Kit 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 Boost Tube Upgrade Kit may have on any warranty either expressed or implied by the vehicle manufacturer.

Exemption of the Boost Tube Upgrade Kit shall not be construed as an exemption to sell, offer for sale, or advertise any component of the assembly as individual devices.

This Executive Order is granted based on an engineering evaluation of information supplied by Gale Banks Engineering on the Boost Tube Upgrade Kit.

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 BOOST TUBE UPGRADE KIT.

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 16<sup>TH</sup> day of August 2019.



Allen Lyons, Chief  
Emissions Certification and Compliance Division