

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-161-85

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Gale Banks Engineering
Banks Stinger

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-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the Banks Stinger, 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 2001 to 2004 model year General Motors trucks equipped with a 6.6L diesel engine:

<u>Part #</u>	<u>Description</u>
48950	2001-2004, std cab, long bed, non-cat, single exhaust
48951	2001-2004, ext/crew cab, short bed, non-cat, single exhaust
48952	2001-2004, ext/crew cab, long bed, non-cat, single exhaust
48953	2002-2004, std cab, long bed, with cat, single exhaust
48954	2002-2004, ext/crew cab, short bed, with cat, single exhaust
48955	2002-2004, ext/crew cab, long bed, with cat, single exhaust
48956	2001-2004, std cab, long bed, non-cat, dual exhaust
48957	2001-2004, ext/crew cab, short bed, non-cat, dual exhaust
48958	2001-2004, ext/crew cab, long bed, non-cat, dual exhaust
48959	2002-2004, std cab, long bed, with cat, dual exhaust
48960	2002-2004, ext/crew cab, short bed, with cat, dual exhaust
48961	2002-2004, ext/crew cab, long bed, with cat, dual exhaust

The Banks Stinger includes an add-on control module installed in series with the factory control module, exhaust head pipe (non-catalyst models), exhaust system down stream of the catalyst, wastegate actuator, and a modified air cleaner housing (Ram Air Intake).

This Executive Order is valid provided that the installation instructions for the Banks Stinger will not recommend tuning the vehicle to specifications different from those submitted by the device manufacturer.

Changes made to the design or operating conditions of the Banks Stinger, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Banks Stinger using any identification other than that shown in this Executive Order or marketing of the Banks Stinger for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

This Executive Order does not constitute any opinion as to the effect the use of the Banks Stinger may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on previously submitted emissions and OBD II test data that was generated in support of Executive Order D-161-72. The test vehicle was a 2002 model year 6.6L General Motors truck certified to the Low Emission Vehicle I Low Emission Vehicle emission standards.

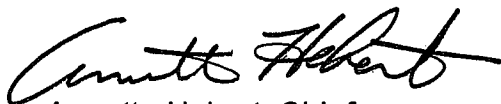
The Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

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 BANKS STINGER.

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 8 day of April 2011.



Annette Hebert, Chief
Mobile Source Operations Division