CALIFORNIA
AIR RESOURCES BOARD

EXECUTIVE ORDER D-418-40

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Roush CleanTech
Injector Voltage Control 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-19-095;

IT IS ORDERED AND RESOLVED: That installation of the Injector Voltage Control Module, manufactured and marketed by Roush CleanTech, 12170 Globe Street Livonia, Michigan 48150, 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 vehicle applications listed in Exhibit A equipped with the Roush Industries LPG system.

The Injector Voltage Control Module (IVCM) is an add on device to both Roush 6.8L vehicles equipped with the Roush Industries LPG system and Ford vehicles that have been retrofit with the Roush Industries LPG system listed in Exhibit A. The IVCM is designed to increase fuel pressure to the fuel injectors to allow increased fuel flow at higher temperatures. A new ECM calibration is included.

This Executive Order is valid provided that the installation instructions for the Injector Voltage Control Module will not recommend tuning the vehicle to specifications different from those specified by Roush CleanTech.

Changes made to the design or operating conditions of the Injector Voltage Control Module, as exempted by the California Air Resources Board, that adversely affect the performance of the vehicle's emission control system shall invalidate this Executive Order.

This Executive Order shall not apply to any Injector Voltage Control Module 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 Injector Voltage Control Module using any identification other than those shown in this Executive Order or marketing of the Injector Voltage Control Module 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 Injector Voltage Control Module may have on any warranty either expressed or implied by the vehicle manufacturer.

Exemption of the Injector Voltage Control Module 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 information submitted by Roush CleanTech, including emissions test data.

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 INJECTOR VOLTAGE CONTROL 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 on this 13th day of November 2020.

Allen Lyons, Chief
Emissions Certification and Compliance Division

Exhibit A

Roush Industries vehicles with LPG system factory equipped prior to sale

Model Years	Models	Test Groups/ Engine Families
2018-2019	E-350	JRIID06.87CV; KRIID06.87CV
2016-2019	E-450	GRIIE06.8BWZ; HRIIE06.8BWZ; JRIIE06.8BWZ; KRIIE06.8BWZ
2016	F650/750, F-53/59	FRIIE06.8BW6; GRIIE06.8BWL
2017-2019	F-450/550/650/750, F-53/59	HRIIE06.8BWL; JRIIE06.8BWL; JRIIE06.8BW2; KRIIE06.8BWL; KRIIE06.8BW2

Ford vehicles converted to LPG using Roush Industries exempt systems

Model Years	Models	Test Groups/ Engine Families
2018-2019	E-350	JFMXD06.87CV; KFMXD06.87CV
2016-2019	E-450	GFMXE06.8BWZ; HFMXE06.8BWZ; JFMXE06.8BWZ; KFMXE06.8BWZ
2016	F650/750, F-53/59	FFMXE06.8BW6; GFMXE06.8BW6
2017-2019	F-450/550/650/750, F-53/59	HFMXE06.8BW6; JFMXE06.8BW6; JFMXE06.8BW6; KFMXE06.8BW6; KFMXE06.8BW6