

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-550-24

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Advanced Flow Engineering, Inc.
Air Intake Systems

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 Air Intake Systems , manufactured and marketed by Advanced Flow Engineering, Inc., 252 Granite Street Corona, California 92879, 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 Ford vehicles equipped with a 6.0L to 7.3L diesel engine, as listed in Exhibit A.

The Air Intake Systems consists of the following main components: Open or closed element air filter, air intake tubing from throttle body to filter, and all necessary mounting hardware for proper installation. **Installation of the Air Intake System requires the removal of the stock air filter housing and all 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 Air Intake Systems 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 Air Intake Systems, 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 Automotive Testing and Development Services, Inc. located in Ontario, California on a 2017 model year Ford 6.7L F-250 certified to the LEV II ULEV emission standards and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle.

	CVS-75 FTP				
	NMHC	CO	NOx	HCHO	PM
Standards, 120K	0.143	6.4	0.2	0.016	0.06
Device	0.080	0.2	0.2	0.001	0.03

Test results showed that the Air Intake Systems did not cause exhaust emissions to exceed the applicable emission standards during the FTP. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The Air Intake Systems 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 AIR INTAKE SYSTEMS.

This Executive Order shall not apply to any Air Intake Systems 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 Air Intake Systems using any identification other than that shown in this Executive Order or marketing of the Air Intake Systems for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

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 30 day of August 2017.



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

Exhibit A

<u>P/N</u>	<u>Years</u>	<u>Engine</u>	<u>Vehicle</u>
51-73006 54-73006 75-73006 51-73006-E	2017	6.7 Turbo Diesel	F250/F350/F450
54-81872-1 51-81872-1 75-81872-1 51-81872-E 54-11872 51-11872-1 75-11872-1 75-11872-0V 50-73005-1 51-73005-1 51-73005-E 54-11872-1 51-11872-1 75-11872-1	2011-16	6.7 Turbo Diesel	F250/F350/F450
51-11122 75-81262 75-81262-0V	2008-10	6.4 Turbo Diesel	F450/F550
54-71262 51-71262 75-71262 50-73004 51-73004 75-73004 54-73004 54-11262 51-11262 75-11262 75-11262-0V 54-81262 51-81262 51-81262-E 54-41262 51-41262 75-41262 51-73004-E 75-81265	2008-10	6.4 Turbo Diesel	F250/F350
54-81022 51-81022 75-81022 75-81022-0V 51-81022-E 50-73003 51-73003 75-73003 51-73003-E 51-10391 75-10391 51-80392 75-80392 75-80392-0V F1-03003	2003-07	6.0 Turbo Diesel	F250/F350, Excursion (03-05)

Exhibit A

<u>P/N</u>	<u>Years</u>	<u>Engine</u>	<u>Vehicle</u>
51-80392 75-80392 75-80392-0V	2003-07	6.0 Turbo Diesel	F450/F550
50-73002 51-73002 75-73002 54-73002 51-10062-E 51-73002-E 54-10061 51-10061 75-10061-1 54-10061-1 51-10061-1	2003	7.3 Turbo Diesel	F250/F350
50-73002 51-73002 75-73002 54-73002 51-10062-E 51-73002-E 54-10061 51-10061 75-10061-1 54-10061-1 51-10061-1	1999-02	7.3 Turbo Diesel	F250/F350/F450/F550
51-10061 75-10061-1	2000-02	7.3 Turbo Diesel	Excursion
50-73002 51-73002 75-73002 54-73002	1998	7.3 Turbo Diesel	F250/F350/F450/F550
F1-03001 50-73002 51-73002 75-73002 54-73002 51-10792-E	1995-97	7.3 Turbo Diesel	F250/F350/F450/F550
F1-03001 51-10792-E	1994	7.3 Turbo Diesel	F250/F350/F450/F550