



EXECUTIVE ORDER D-550-44

Relating to Exemptions under
Section 27156 of the California Vehicle Code

Advanced Flow Engineering
Bladerunner Turbo Inlet Manifold

Pursuant to the authority vested in the California Air Resources Board by Section 27156 of the California Vehicle Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-19-095;

IT IS ORDERED AND RESOLVED: That installation of the Bladerunner Turbo Inlet Manifold, manufactured by Advanced Flow Engineering, 252 Granite Street, Corona, California 92879, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore, the Bladerunner Turbo Inlet Manifold is exempt from the prohibitions in Section 27156 of the California Vehicle code for the GM/Chevrolet medium-duty turbo diesel trucks as listed below.

Part Number	Make	Model	Model Year	Engine Displacement & Code
46-60039-1	GM/Chevrolet	2500/3500 Sierra/Silverado Pickup Truck	2006-2007	Diesel 6.6L V8 LLY/LBZ
46-60039-1	GM/Chevrolet	2500/3500 Sierra/Silverado Pickup Truck	2007-2010	Diesel 6.6L V8 LMM

The Bladerunner Turbo Inlet Manifold is designed by Advanced Flow Engineering to replace the factory turbocharger inlet. It allows air to flow more efficiently into the engine for improved performance. The Bladerunner Turbo Inlet Manifold has no mechanical or electrical user adjustments, and no changes are made to any component of the stock engine for installation, including engine calibration, or any other component of the intake system.

The Bladerunner Turbo Inlet Manifold is a one-piece design update of a previously exempted two-piece product under Executive Order D-550-6.

This exemption is based on evaluation of the Bladerunner Turbo Inlet Manifold under the "Procedures for Exemption of Add-On and Modified Parts", last amended June 1, 1990.

This Executive Order is granted based on an engineering analysis and previously submitted emission test data (Executive Order D-550-6) conducted on a 2009 model year 6.6L GM Silverado 2500 Pick-up Truck (9GMXH06.6590, LEV1 ULEV) modified with the two-piece Bladerunner Turbo Inlet Manifold. Test results demonstrated that the tail pipe emissions met the vehicle's applicable emission standards during a Supplemental Federal Test Procedure, and the vehicle's ability to perform its On Board Diagnostics (OBD) II monitoring was not affected. The same impact on emissions and OBD II monitoring is expected from the one-piece Bladerunner Turbo Inlet Manifold when installed on the vehicles listed in this Executive Order.

Exemption of the Bladerunner Turbo Inlet Manifold shall not be construed as an exemption to sell, offer for sale, or advertise any components of the system as individual devices.

This Executive Order shall not apply to any Bladerunner Turbo Inlet Manifold advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order is valid provided that the installation instructions for the Bladerunner Turbo Inlet Manifold 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 Bladerunner Turbo Inlet Manifold, 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.

Marketing of the Bladerunner Turbo Inlet Manifold using identification other than that shown in this Executive Order or marketing of the Bladerunner Turbo Inlet Manifold 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.

In addition to the foregoing, 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 any opinion as to the effect the use of the Bladerunner Turbo Inlet Manifold may have on any warranty either expressed or implied by the vehicle manufacturer.

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.

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 BLADERUNNER TURBO INLET MANIFOLD.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order. The Executive Order may be revoked only after a ten-day written notice of intention to revoke the Executive Order, in which period the holder of the Executive 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 Executive Order may not be revoked until a determination is made after the hearing that grounds for revocation exist.

Executed at El Monte, California this 8th day of April 2020.



Allen Lyons, Chief
Emissions Certification and Compliance Division