



EXECUTIVE ORDER D-711-1

Relating to Exemptions under  
Section 27156 of the California Vehicle Code

Industrial Injection Diesel Performance  
Clean Diesel Technology 10 Percent Injectors

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 Clean Diesel Technology 10 Percent Injectors, manufactured by Industrial Injection Diesel Performance, 1201 South 700 West, Salt Lake City, Utah 84104, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore, the Clean Diesel Technology 10 Percent Injectors is exempt from the prohibitions in Section 27156 of the California Vehicle code for the Ram medium-duty turbo diesel trucks as listed below.

<b>Part Number</b>	<b>Make</b>	<b>Model</b>	<b>Model Year</b>	<b>Engine Displacement</b>
21D901	Ram	2500/3500 Pickup Truck	2013-2018	6.7L

The Clean Diesel Technology 10 Percent Injectors fit directly in place of factory injectors and provide increased fuel delivery at wide-open throttle. It 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 fuel injection system.

This exemption is based on evaluation of the Clean Diesel Technology 10 Percent Injectors under the "Procedures for Exemption of Add-On and Modified Parts"; last amended June 1, 1990.

This Executive Order is granted based on emission test data conducted on a 2018 model year 6.7L Ram 3500 Pick-up Truck (JCEXD06.78WV, LEV3 ULEV400) modified with the Clean Diesel Technology 10 Percent Injectors. Test results demonstrated that the tail pipe emissions met the vehicle's applicable emission standards during a Federal Test Procedure, Supplemental Federal Test Procedure, Highway Fuel Economy Test, and the vehicle's ability to perform its On Board Diagnostics (OBD) II monitoring was not affected. Additionally, horsepower testing under modified conditions showed a 14 percent gain.

Results from emission testing conducted at the SEMA Compliance Center in Diamond Bar, California, are shown in the table below, in grams per mile.

	FTP				HWFET	SFTP (Composite)	
	(g/mi)						
	NMHC +NO <sub>x</sub>	CO	HCHO	PM	NMHC+ NO <sub>x</sub>	NMHC +NO <sub>x</sub>	CO
Standard	0.400	7.3	0.006	0.06	0.400	0.550	6.0
Device	0.1557	0.1171	0.0001	0.0009	0.0460	0.1002	0.0790

Exemption of the Clean Diesel Technology 10 Percent Injectors 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 Clean Diesel Technology 10 Percent Injectors 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 Clean Diesel Technology 10 Percent Injectors 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 Clean Diesel Technology 10 Percent Injectors, 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 Clean Diesel Technology 10 Percent Injectors using identification other than that shown in this Executive Order or marketing of the Clean Diesel Technology 10 Percent Injectors 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 Clean Diesel Technology 10 Percent Injectors 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 CLEAN DIESEL TECHNOLOGY 10 PERCENT INJECTORS.

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 on this 7<sup>th</sup> day of August 2020.



Allen Lyons, Chief

Emissions Certification and Compliance Division