CALIFORNIA
AIR RESOURCES BOARD

EXECUTIVE ORDER D-721-5

Relating to Exemptions under
Section 27156 of the California Vehicle Code

Sinister Manufacturing Company, Inc.
Sinister Diesel Intercooler Charge Pipes for Ford Trucks

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 Sinister Diesel Intercooler Charge Pipes for Ford Trucks, manufactured by Sinister Manufacturing Company, Inc., 2025 Opportunity Drive, Roseville, California 95678, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore, the Sinister Diesel Intercooler Charge Pipes for Ford Trucks are exempt from the prohibitions in Section 27156 of the California Vehicle code for the Ford medium-duty turbo diesel trucks as listed in the attached Exhibit A.

The Sinister Diesel Intercooler Charge Pipes for Ford Trucks are designed by Sinister Manufacturing Company, Inc. to transfer the compressed air from the turbocharger to the intercooler, and then to transfer the cooled air from the intercooler to the engine. The Sinister Diesel Intercooler Charge Pipes for Ford Trucks have 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 Sinister Diesel Intercooler Charge Pipes for Ford Trucks are available in a polished and powder coated finish, in color blue; and includes necessary hardware for installation. The Sinister Diesel Intercooler Charge Pipes for Ford Trucks for the cold side has the following main components: one cold side charge pipe, two 3" straight silicone boots (5 3/8" long and 4 ¼" long), and four 84-92mm hose clamps. The Sinister Diesel Intercooler Charge Pipes for Ford Trucks for the hot side has the following main components: one hot cold side charge pipe, one 2.5"silicone boot with 45° angle, one 3"-3.25"straight silicone boot 5 3/8" long, two 72-80mm hose clamps, one 84-92mm hose clamp, and one 90-98mm hose clamp.

This exemption is based on evaluation of the Sinister Diesel Intercooler Charge Pipes for Ford Trucks under the "Procedures for Exemption of Add-On and Modified Parts", last amended June 1, 1990.

This Executive Order is granted based on the emission test data generated on a 2006 model year 6.0L Ford F-250 (6FMXA06.0AED, LEV1 ULEV) modified with the Sinister Diesel Intercooler Charge Pipes for Ford Trucks for both the cold and hot sides. Test results showed that emission level for each constituent in the modified configuration was less than 10 percent above the baseline emission level when tested using Cold-Start CVS-75 Federal Test Procedure test cycle, for both the cold and the hot side pipes. Examinations of the OBD II system on the above vehicle showed the Sinister Diesel Intercooler Charge Pipes for Ford Trucks do not affect OBD II operation. Results from emission testing conducted at the SEMA Compliance Center in Diamond Bar, California, are shown in the results table, in grams per mile.

	NMHC	CO	NOx	PM	HCHO
Baseline	0.5502	2.2501	3.6878	0.0734	0.0110
Device (Cold Side)	0.0000	2.0131	3.8699	0.0787	0.0000
% Difference	-100	-11	5	7	-100
Device (Hot Side)	0.5004	2.1152	3.6276	0.0777	0.0100
% Difference	-9	-6	-2	6	-9

Exemption of the Sinister Diesel Intercooler Charge Pipes for Ford Trucks shall be an exemption to sell, offer for sale, or advertise, sale of the cold and hot pipes either individually or as a set.

This Executive Order shall not apply to any Sinister Diesel Intercooler Charge Pipes for Ford Trucks 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 Sinister Diesel Intercooler Charge Pipes for Ford Trucks 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 Sinister Diesel Intercooler Charge Pipes for Ford Trucks, as exempt by the California Air Resources Board, which adversely affect the performance of the vehicle's emission control system, shall invalidate this Executive Order.

Marketing of the Sinister Diesel Intercooler Charge Pipes for Ford Trucks using identification other than that shown in this Executive Order or marketing of the Sinister Diesel Intercooler Charge Pipes for Ford Trucks 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 Sinister Diesel Intercooler Charge Pipes for Ford Trucks 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 SINISTER DIESEL INTERCOOLER CHARGE PIPE FOR FORD TRUCKS.

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 21ST day of January 2020.

Allen Lyons, Chief
Emissions Certification and Compliance Division

Exhibit A

Model	Model Year	Engine Displacement (L)	Test Group	Part Number
F250/350	2007	6.0L	(6NVXH06.0AED)	SD-INTRPIPE-6.0-COLD
				SD-INTRPIPE-6.0-HOT
				SD-INTRPIPE-6.0-KIT
F250/350	2006	6.0L	(6NVXH06.0AED)	SD-INTRPIPE-6.0-COLD
				SD-INTRPIPE-6.0-HOT
				SD-INTRPIPE-6.0-KIT
F250/350, Excursion	2005	6.0L	(5NVXH06.0AED)	SD-INTRPIPE-6.0-COLD
				SD-INTRPIPE-6.0-HOT
				SD-INTRPIPE-6.0-KIT
F250/350, Excursion	2004	6.0L	(4NVXH06.0AED)	SD-INTRPIPE-6.0-COLD
				SD-INTRPIPE-6.0-HOT
				SD-INTRPIPE-6.0-KIT
F250/350, Excursion		6.0L	(3NVXH06.0AEC)	SD-INTRPIPE-6.0-COLD
				SD-INTRPIPE-6.0-HOT
				SD-INTRPIPE-6.0-KIT
F250/350, Excursion	2003	6.0L	(3NVXH06.AEC)	SD-INTRPIPE-6.0-COLD
				SD-INTRPIPE-6.0-HOT
				SD-INTRPIPE-6.0-KIT