CALIFORNIA
AIR RESOURCES BOARD

EXECUTIVE ORDER D-721-6

Relating to Exemptions under
Section 27156 of the California Vehicle Code

Sinister Manufacturing Company, Inc.
Sinister Diesel Intake Elbow 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 Intake Elbow 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 Intake Elbow 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 Intake Elbow for Ford Trucks are designed by Sinister Manufacturing Company, Inc. to direct air from the intercooler charge pipe tube into the intake manifold. The Sinister Diesel Intake Elbow 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 Intake Elbow for Ford Trucks are available in a polished and powder coated finish, in color blue and gray; and includes necessary hardware for installation.

This exemption is based on evaluation of the Sinister Diesel Intake Elbow 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 emission test data generated on a 2006 model year 6.0L Ford F-250 (6FMXA06.0AED, LEV1 ULEV) modified with the Sinister Diesel Intake Elbow for Ford Trucks. Results demonstrated that the emission level of 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. Examinations of the OBD II system on the vehicle showed the Sinister Diesel Intake Elbow for Ford Trucks does 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	0.4990	2.0964	3.7686	0.0780	0.0100
% Difference	-9	-7	2	6	-9

Exemption of the Sinister Diesel Intake Elbow for Ford Trucks 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 Sinister Diesel Intake Elbow 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 Intake Elbow 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 Intake Elbow 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 Intake Elbow for Ford Trucks using identification other than that shown in this Executive Order or marketing of the Sinister Diesel Intake Elbow 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 Intake Elbow 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 INTAKE ELBOW 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 20th day of February 2020.

Allen Lyons, Chief
Emissions Certification and Compliance Division

Exhibit A

Make	Model	Model Year	Engine Displacement (L)	Test Group	Part Number
Ford	F250/350	2007	6.0L	(6NVXH06.0AED)	SD-INTEL-6.0, SDG-INTEL-6.0
Ford	F250/350	2006	6.0L	(6NVXH06.0AED)	SD-INTEL-6.0, SDG-INTEL-6.0
Ford	F250/350, Excursion	2005	6.0L	(5NVXH06.0AED)	SD-INTEL-6.0, SDG-INTEL-6.0