

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-739

Relating to Exemptions Under Section 27156  
of the California Vehicle Code

Catalyzed Fuel Technologies, LLC  
Phoenix Fuel Converter

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 Phoenix Fuel Converter, marketed and produced by Catalyzed Fuel Technologies, LLC of 6879 Speedway Boulevard, Suite V-109, Las Vegas, Nevada 89115, 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 1985 to 2014 model year vehicles with either diesel or fuel-injected gasoline engines with 4, 6 or 8 cylinders. The Phoenix Fuel Converter part numbers correlates with the number of cylinders as designated in the following table.

| Part Number | # of Cylinders |
|-------------|----------------|
| CFT 100     | 4 or 6         |
| CFT 200     | 8              |

The Phoenix Fuel Converter is designed for the engine coolant to flow through the center of the tube, while the fuel flows around the tube containing the engine coolant. The fuel passes through screens that are plated with a proprietary blend of catalyst. The Phoenix Fuel Converter has no user adjustments.

This Executive Order is valid provided that the installation instructions for the Phoenix Fuel Converter 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 Phoenix Fuel Converter, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Phoenix Fuel Converter using any identification other than that shown is this Executive Order or marketing of the Phoenix Fuel Converter for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

This Executive Order does not constitute an opinion as to the effect the use of the Phoenix Fuel Converter may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on an engineering evaluation, Federal Test Procedure (FTP) tests, Supplemental Federal Test Procedure (US06) tests, 2-Day Diurnal Evaporative Emission tests, and On-Board Diagnostic II (OBD II) system tests conducted at an independent laboratory using on a 2014 model year Toyota Camry (test group ETYXV02.5HE2), a 2011 Honda Civic (test group BHNXV01.8HB9) and a 2007 Dodge Ram 3500 (test group 7CEXK040848W) which determined that this device has no effect on emissions.

If evidence provides the Air Resources Board with reason to suspect that the Phoenix Fuel Converter will affect the durability of emission control systems, Catalyzed Fuel Technologies, LLC shall be required to submit durability data to show that the durability of vehicle emission control systems are not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

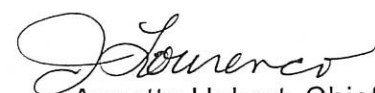
The Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

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 PHOENIX FUEL CONVERTER.

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 28<sup>th</sup> day of May 2015.



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