

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-783

Relating to Exemptions Under Section 27156
of the California Vehicle Code

APR LLC
Stage 1 ECU Upgrade

Pursuant to the authority vested in the Air Resources Board (ARB) by Section 27156 of the Vehicle Code (VC); 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 installation of the Stage 1 ECU Upgrade, produced and marketed by APR LLC (APR) of 4800 US HWY 280 West, Opelika, Alabama 36801, 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 the vehicles listed in the attached Exhibit A.

The Stage 1 ECU Upgrade is an Engine Control Module (ECM) software re-calibration, known as a re-flash, and may only be installed by an approved APR dealer using APR's Cheetah cable to transfer the vehicle specific electronic data from a personal computer into the vehicle's ECM. There are no user adjustable parameters. The vehicle may run on a recommended maximum 91 octane fuel, but may also use the minimum octane fuel recommended by the Original Equipment Manufacturer (OEM).

This Executive Order is valid provided that installation instructions for the Stage 1 ECU Upgrade will not recommend tuning the vehicle to specifications different from those of APR.

Changes made to the design or operating conditions of the Stage 1 ECU Upgrade, as exempt by ARB, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

This Executive Order shall not apply to any Stage 1 ECU Upgrade advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Marketing of the Stage 1 ECU Upgrade using any identification other than that shown in this Executive Order or marketing of the Stage 1 ECU Upgrade for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from ARB.

This Executive Order does not constitute any opinion as to the effect the use of the Stage 1 ECU Upgrade may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on emission test results in the modified configuration using the Federal Test Procedure (FTP) and Supplemental Federal Test Procedure (SFTP), and an examination of the On-Board Diagnostic II (OBD II) system. A 2016 Volkswagen GTI equipped with a 2.0 liter turbocharged engine (GVGAV02.0APA, LEV-II SULEV) was used for the evaluation of the Stage 1 ECU Upgrade. Results from emissions testing conducted at Automotive Testing & Development Services, Inc., are shown below (in grams per mile):

2016 Volkswagen GTI 2.0 liter turbocharged (modified)

FTP	150,000 mi. Emission Level (DF applied) STD	NMOG	CO	NOx	HCHO
		0.004	0.1	0.01	0.0001
		0.010	1.0	0.02	0.008
		NMHC + NOx		CO	
SFTP US06	Emission Level	0.09		0.02	
	STD	0.14		8.0	
SFTP SC03	Emission Level	0.11		0.2	
	STD	0.20		2.7	

Emission test results in the modified configuration were below the applicable certification standards. Examination of the OBD II system showed the Stage 1 ECU Upgrade does not affect OBD II operation. Therefore, based on the test results, the staff concludes that the Stage 1 ECU Upgrade meets the criteria for exemption.

ARB 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. Further, if test results or other evidence provides ARB with reason to suspect that the Stage 1 ECU Upgrade will affect the durability of emission control systems, APR 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.

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 APR STAGE 1 ECU UPGRADE.

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 23rd day of September 2016.


Annette Hebert, Chief

Emissions Compliance, Automotive Regulations and Science Division

Exhibit A

Part Number	Year	Engine	Make	Model(s)*
DPP-2.0TSI-GN3-MK6-SP	2013-2015	2.0L turbocharged	Volkswagen	GLI, New Beetle
DPP-2.0T-MQB-IS20-SP	2015-2016	2.0L turbocharged	Volkswagen	GTI
	2015-2016	2.0L turbocharged	Audi	A3, TT
DPP-2.0T-MQB-IS38-SP	2015	2.0L turbocharged	Volkswagen	Golf R
	2015	2.0L turbocharged	Audi	S3

*Models may include trim level suffix: Quattro, Cabriolet, Coupe, and/or Roadster.