

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-784-1

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Derive Efficiency, LLC
X3 Economizer, Part No. 3030EO

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 X3 Economizer, manufactured and marketed by Derive Efficiency, LLC, 4150 West Church Street, Suite 1024, Sanford, Florida 32771, 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 following vehicle applications listed in Exhibit A.

The X3 Economizer, part number 3030EO, is a hand held programmer designed to reprogram the FLASH memory chip located in the vehicle's ECU module. The X3 Economizer's only design options are to moderate abusive driving behaviors by modifying drive pedal characteristics and limiting the vehicle's top speed. The X3 Economizer data files cannot be modified by the end user.

This Executive Order is valid provided that the installation instructions for the X3 Economizer 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 X3 Economizer 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 X3 Economizer using any identification other than that shown in this Executive Order or marketing of the X3 Economizer 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 any opinion as to the effect the use of the X3 Economizer may have on any warranty either expressed or implied by the vehicle manufacturer.

This exemption is issued based on submitted emissions test data, from the SEMA Garage, Diamond Bar, California, on a 2016 model year Ford 3.5L Turbo F-150 certified to the LEV 3 ULEV 125 emission standards, modified with the X3 Economizer, part

number 3030EO, and tested using the Federal Test Procedure (FTP), Supplemental Federal Test Procedures (SFTP), and the Highway Fuel Economy (HWFET) test cycles.

Useful Life FTP Emission Level (w/ df applied, 2 test avg)	NMOG+NOx	CO	HCHO	
	0.106	0.5	0.001	
Standards	0.125	2.1	0.004	
Useful Life SFTP Emission Level (Composite w/ df)	NMOG+NOx	CO		HWFET NMOG+NOx
	0.087	0.3		0.052
Standards	0.130 (BIN)	4.2		0.125

Test results showed that the X3 Economizer when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission standards during the FTP, SFTP, and HWFET. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The X3 Economizer when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring. Similar results would be expected from the other vehicles listed.

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 X3 ECONOMIZER.

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 23 day of January 2017.



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

EXHIBIT A

Make	Model	Engine	Year Range
Ford	F-150	3.5L	2015
Ford	F-150	3.5L	2016
Ford	F-150	3.5L Turbo	2015
Ford	F-150	3.5L Turbo	2016
Ford	F-150	5.0L	2015
Ford	F-150	5.0L	2016
Ford	Transit Connect	1.6L Turbo	2015
Ford	Transit Connect	1.6L Turbo	2016
Ford	Transit Connect	2.5L	2015
Ford	Transit Connect	2.5L	2016

