



EXECUTIVE ORDER D-802-1

Relating to Exemptions Under Section 27156 of the California Vehicle Code

Powerteq, Inc.
Pulsar Module

Pursuant to the authority vested in the California 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 Pulsar Module, manufactured by Powerteq, Inc., 1080 South Depot Drive, Ogden, Utah 94404, and marketed by Powerteq Inc.'s subsidiaries DiabloSport, Edge Products, and Superchips, Inc. 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 vehicles listed in Exhibit A.

The Pulsar Module is an inline modular designed to enhance the vehicle's performance feel by altering the ramp rate of the accelerator pedal position sensor along with ignition timing, without reprogramming the stock ECU. The Pulsar Module includes an engine compartment module that is attached to the ECU's wiring harness ports; the stock wiring harness is attached to the Pulsar Module. The Pulsar Module has 8 user adjustment levels, 4 levels retaining stock cylinder deactivation and another 4 levels which keep the vehicle from going into a cylinder deactivation mode. Stock, economy, mild, and aggressive are the adjustment categories. The vehicle's stock dash display and steering controls are used to adjust the Pulsar Module between modes. Emission-related data files cannot be modified by the end user.

This Executive Order is valid provided that the installation instructions for the Pulsar Module will not recommend tuning the vehicle to specifications different from those of Powerteq, Inc.

Changes made to the design or operating conditions of the Pulsar Module, as exempt by the California Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Pulsar Module using any identification other than that shown in this Executive Order or marketing of the Pulsar Module 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.

This Executive Order does not constitute any opinion as to the effect the use of the Pulsar Module 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 2018 model year 5.7L Dodge Ram certified to the LEV II ULEV emission standards, modified with aggressive setting along with cylinder deactivation off mode, and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle and the Supplemental Federal Test Procedure (SFTP US06/SC03 (AC2 test + 20%)) test cycle.

Useful Life FTP Emission Level (w/ df applied, 2 test avg)	NMOG+NOx	CO	HCHO
	0.085	0.8	0.001
Standards	0.110	2.1	0.004
	US06/SC03		
	NMHC+NOx	CO	
Standards 4k	0.40/0.31	10.5/3.5	
Device	0.04/0.06	6.4/0.7	
Useful Life SFTP Emission Level (Composite w/ df)	NMOG+NOx		
	0.082		
Standards	0.110 (BIN)		

Test results showed that the Pulsar Module, when installed on the vehicle in the worst-case configuration did not cause exhaust emissions to exceed the applicable emission standards during the FTP and SFTP. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The Pulsar Module 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 in Exhibit A.

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 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 PULSAR MODULE.

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.

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 20th day of April 2018.



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

Exhibit A

PN	Engine Desc	Make	Model	Class	Model Year
32450 32451	5.7L NA	Ram/Dodge/Jeep	1500/Durango/Grand Cherokee	LDT	2016-18 2015-16
		Ram	2500 Cab Chassis	MDV	2017-18 2016
		Ram	2500 PU	MDV	2017-18 2015-16
		Ram	2500/3500 Cab Chassis	MDV	2015
		Ram	3500 PU/3500 Cab Chassis	MDV	2017-18 2015-16
32452	6.4L NA	Jeep/Dodge	Grand Cherokee SRT/Durango SRT	LDT	2018
		Jeep	Grand Cherokee SRT8	LDT	2015-17
		Ram	3500 PU/3500 Cab Chassis	MDV	2017-18 2015-16
		Ram	2500 PU/2500 Cab Chassis	MDV	2017-18 2015-16
		Ram	3500 Cab Chassis	MDV	2017-18 2017-18 2015-16
		Ram	3500 Cab Chassis	MDEV	2015-18

