



EXECUTIVE ORDER D-834-1

Relating to Exemptions Under Section 27156  
of the California Vehicle Code

Fleece Performance Engineering, Inc.  
LML CP3 Conversion Kit w/CP3

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-19-095;

IT IS ORDERED AND RESOLVED: That the installation of the LML CP3 Conversion Kit w/CP3, produced and marketed by Fleece Performance Engineering, Inc., of 2400 Commerce Way, Pittsboro, Indiana 46167, 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 GM 6.6L diesel pickup trucks listed below.

Part No.	Make	Model-Year	Model	Engine	Max. GVWR
FPE-LML-CP3-NP, FPE-LML-CP3-WP	Chevrolet/ GMC	2011- 2016	Silverado 2500/ Sierra 2500 pickup truck	6.6L Turbodiesel	10,000 lb

The LML CP3 Conversion Kit w/CP3 is designed to replace the stock fuel pump, CP4, with an older model General Motors 6.6L diesel fuel pump, model number CP3. The new pump is driven by the crankshaft, similar to stock, and there is no change in stock fuel pressure, which is maintained by the stock fuel pressure regulator. The LML CP3 Conversion Kit w/CP3 has no mechanical or electrical user adjustments. No changes are made to any component of the stock engine, including engine calibration.

This Executive Order is valid provided that the installation instructions for the LML CP3 Conversion Kit w/CP3 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 LML CP3 Conversion Kit w/CP3, 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.

This Executive Order shall not apply to any LML CP3 Conversion Kit w/CP3 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 LML CP3 Conversion Kit w/CP3 using any identification other than that shown in this Executive Order or marketing of the LML CP3 Conversion Kit w/CP3 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 LML CP3 Conversion Kit w/CP3 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 Cold-Start CVS-75 Federal Test Procedure, Supplemental Federal Test Procedure (US06 & SC03), and an examination of the On-Board Diagnostic II (OBD II) systems. A 2015 Chevrolet Silverado 2500 pickup truck equipped with a 6.6L diesel engine (FGMXD06.6355, LEV2 ULEV, GVWR 10,000 lb) was used for the evaluation of the LML CP3 Conversion Kit w/CP3. Results from emissions testing conducted at the SEMA Garage, Diamond Bar, California, are shown below (in grams per mile with deterioration factors applied):

			FTP		
	NMHC	CO	NOx	PM	HCHO
Device	0.053	0.6	0.18	0.002	0.000
Standard	0.143	6.4	0.2	0.06	0.016

The emission test results in the modified configuration were below the applicable certification standards. Examination of the OBD II system showed the LML CP3 Conversion Kit w/CP3 do not affect OBD II operation. Therefore, based on the test results, the staff concludes that the LML CP3 Conversion Kit w/CP3 meets the criteria for exempting general criteria parts.

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. Further, if test results or other evidence provides the California Air Resources Board with reason to suspect that the LML CP3 Conversion Kit w/CP3 will affect the durability of emission control systems, Fleece Performance Engineering 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 CALIFORNIA AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE FLEECE PERFORMANCE ENGINEERING LML CP3 CONVERSION KIT W/CP3.

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 on this 10th day of January 2022.



Allen Lyons, Chief  
Emissions Certification and Compliance Division