



EXECUTIVE ORDER D-879  
Relating to Exemptions Under Section 27156  
of the California Vehicle Code

Pusher Intakes Inc.  
Pusher Powerflow Intake Manifold and Turbo Inlet

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 installation of the Pusher Powerflow Intake Manifold and Turbo Inlet, manufactured and marketed by Pusher Intakes Inc., 9100 16th Place, Vero Beach, Florida 32967, 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 Ford, turbocharged, diesel vehicle applications listed in Exhibit A.

The Pusher Powerflow Intake Manifold and Turbo Inlet consists of the following main components: intake manifold, turbo inlet, silicone couplers, clamps, and connection hardware. The intake manifold and turbo inlet are made of steel. The Engine Control Unit is not modified, and no other modifications are required for installation.

This Executive Order is valid provided that the installation instructions for the Pusher Powerflow Intake Manifold and Turbo Inlet 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 Pusher Powerflow Intake Manifold and Turbo Inlet, as exempted by the California Air Resources Board, that adversely affect the performance of the vehicle's emission control system shall invalidate this Executive Order.

This Executive Order shall not apply to any Pusher Powerflow Intake Manifold and Turbo Inlet 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 Pusher Powerflow Intake Manifold and Turbo Inlet using any identification other than those shown in this Executive Order or marketing of the Pusher Powerflow Intake Manifold and Turbo Inlet 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 Pusher Powerflow Intake Manifold and Turbo Inlet may have on any warranty, either expressed or implied by the vehicle manufacturer; or compliance with any other state, federal, or local law, such as safety equipment requirements or noise limitations.

Exemption of the Pusher Powerflow Intake Manifold and Turbo Inlet shall not be construed as an exemption to sell, offer for sale, or advertise any component of the assembly as individual devices.

This Executive Order is granted based on information submitted by Pusher Intakes Inc., including emissions test data.

The California Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to ensure 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 Pusher Powerflow Intake Manifold and Turbo Inlet will affect the durability of emission control systems, Pusher Intakes Inc. 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 PUSHER POWERFLOW INTAKE MANIFOLD AND TURBO INLET.

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 30<sup>th</sup> day of November 2023.



Robin U. Lang, Chief  
Emissions Certification and Compliance Division

## Exhibit A

<b>Part Number</b>	<b>Model Year</b>	<b>Manufacturer</b>	<b>Model</b>	<b>Engine Displacement</b>
PFP1519ISE*	2015 - 2019	FORD	F-250	6.7L
PFP1519ISE*	2015 - 2019	FORD	F-350	6.7L
PFP1519ISE*	2015 - 2019	FORD	F-450	6.7L
PFP20XXISE*	2020 - 2023	FORD	F-250	6.7L
PFP20XXISE*	2020 - 2023	FORD	F-350	6.7L
PFP20XXISE*	2020 - 2023	FORD	F-450	6.7L

\*There are variants based on color. The part numbers associated with the color, end with an underscore and letter designating the color as follows:

\_N (Natural, raw metal finish)

\_K (Gloss black powder coat)

\_G (Pusher green powder coat)

\_T (Titanium powder coat)

\_R (Gloss red powder coat)

\_W (Gloss white powder coat)

\_U (Gloss blue powder coat)

\_Z (Pusher bronze powder coat)