State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER K-007-1

Relating to Exemptions of Aftermarket Critical Emission Control Parts for Highway Motorcycles under Sections 27156 and 38391 of the Vehicle Code

Harley-Davidson
Screamin' Eagle High-Flow Exhaust System with Cannon Mufflers,
P/Ns 64800043 and 64800044

WHEREAS, Pursuant to the authority vested in the Air Resources Board (ARB) by Sections 27156 and 38391 of the Vehicle Code and Title 13, California Code of Regulations (hereafter "CCR") Section 2222(j); and

WHEREAS, Harley-Davidson has applied to ARB for an exemption from the prohibitions of Vehicle Code sections 27156 and 38391 to market its Screamin' Eagle High-Flow Exhaust System with Cannon Mufflers on selected 2010 through 2015 model year Harley-Davidson highway motorcycle engine families; and

WHEREAS, Pursuant to the authority vested in the undersigned by Sections 39515 and Section 39516 of the Health and Safety Code and by Executive Order G-14-012;

IT IS ORDERED AND RESOLVED: That the Screamin' Eagle High-Flow Exhaust System with Cannon Mufflers, manufactured by Harley-Davidson of 3700 West Juneau Avenue Milwaukee, Wisconsin 53208, has been found not to reduce the effectiveness of any required vehicle pollution control system or to cause the vehicle emissions to exceed applicable emission standards, and is therefore exempt from the prohibitions of Sections 27156 and 38391 of the Vehicle Code, as described below for the following 2010 through 2015 model year Harley-Davidson motorcycle engine families:

Engine Family:	Displacement:
AHDXC1.80AED	1802cc (110 Cubic Inches)
BHDXC1.80AED	1688cc (103 Cubic Inches)
CHDXC1.80AED	1584cc (96 Cubic Inches)
DHDXC1.80AED	
EHDXC1.80AED	
EHDXC1.80AEF	
FHDXC1.80AED	
FHDXC1.80AEF	

Fuel Type: Gasoline

The Screamin' Eagle High-Flow Exhaust System with Cannon Mufflers is a complete replacement exhaust system made of chrome plated steel or a black finish. The installed headers on each cylinder bank merge into a single muffler containing a three-way catalytic muffler. The stock oxygen sensors are reinstalled into threaded ports on each of the replacement header pipes.

The following are the applicable exhaust hydrocarbon plus oxides of nitrogen (HC + NOx) and carbon monoxide (CO) emission standards, in grams per kilometer (g/km):

HC + NOx (designated)	CO
0.5	12

The following are Harley-Davidson's HC + NOx and CO exemption emission values for this engine family in grams per kilometer (g/km):

HC + NOx	CO
0.3	1.1

BE IT FURTHER RESOLVED: That Harley-Davidson has submitted materials demonstrating compliance with the emissions defects warranty requirements of section (c)(2) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles."

BE IT FURTHER RESOLVED: That Harley-Davidson must permanently identify its exempted aftermarket critical emission control part by direct stamping, embossment, or label as required under section (c)(3) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles."

BE IT FURTHER RESOLVED: That Harley-Davidson must retain records as required by section (c)(2)(D) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles," and to report warranty claim records for each part covered by this Executive Order, as required by section (c)(6) of said procedures.

BE IT FURTHER RESOLVED: That Harley-Davidson must submit production reports for the exempted aftermarket critical emission control part as required by section (c)(5)(A) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles."

BE IT FURTHER RESOLVED: That Harley-Davidson may be subjected to inspection and audit testing pursuant to section (c)(5)(B) of the "California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles."

The production aftermarket critical emission control part shall be in all material respect the same as those for which exemption is granted.

Marketing of the Screamin' Eagle High-Flow Exhaust System with Cannon Mufflers using any identification other than that shown in this Executive Order or marketing of the Screamin' Eagle High-Flow Exhaust System with Cannon Mufflers 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 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 Screamin' Eagle High-Flow Exhaust System with Cannon Mufflers.

The aftermarket critical emission control part exempted under this Executive Order must conform to all applicable California emission regulations. This exemption does not constitute an exemption to sell, offer for sale, or advertise any components of the part as individual devices.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a 30-day written notice of intention to revoke it, during 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 30 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 May 2015.

M. Ingram

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