

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-161-104

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Gale Banks Engineering
Banks Ram-Air Intake System

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 Banks Ram-Air Intake System, manufactured and marketed by Gale Banks Engineering, 546 Duggan Avenue, Azusa, California 91702, 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 Ford Vehicles equipped with a gasoline engine:

<u>P/N</u>	<u>Vehicle</u>
41884	2015 and 2016 F-150 with a 2.7 or 3.5L turbo engine
41884-D	2015 and 2016 F-150 with a 2.7 or 3.5L turbo engine
41888	2015 and 2016 F-150 with a 5.0L engine
41888 -D	2015 and 2016 F-150 with a 5.0L engine

The Banks Ram-Air Intake System consists of following main components: Conical element air filter, air intake tubing from throttle body to filter, integrated air filter box and ram air inlet, and all necessary mounting hardware for proper installation. The stock air temperature sensor is retained in its stock location and orientation. No other changes are made for proper installation. **Installation of the Ram-Air requires the removal of the stock air filter housing and intake air tubing. If the stock air filter housing contains the vehicle's tune-up & emissions control decal, a replacement decal must be placed in a similar location. Kit does not require an ECU upgrade.**

This Executive Order is valid provided that the installation instructions for the Banks Ram-Air Intake System will not recommend tuning the vehicle to specifications different from those of Gale Banks Engineering.

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

This exemption is issued based on submitted comparable emissions test data, from the SEMA Garage, Diamond Bar, California, on a 2.7L turbocharged 2015 model year Ford F-150, certified to the LEV III ULEV 70 emission standards and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle and the Supplemental Federal Test Procedure (SFTP US06/SC03) test cycles.

	CVS-75 FTP			
	NMOG	CO	NOx	HCHO
Baseline, 2 test average	0.076	0.5	0.012	0.002
Device, 2 test average	0.060	0.4	0.008	0.001

	US06/SC03	
	NMHC+NOx	CO
Baseline	0.06/0.01	0.6/0.01
Device	0.04/0.01	0.5/0.00

Test results showed that the Banks Ram-Air Intake System when installed on the vehicle did not cause exhaust emissions to exceed the baseline emission levels during the FTP and SFTP test cycles. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The Banks Ram-Air Intake System when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

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 BANKS RAM-AIR INTAKE SYSTEM.

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 29th day of June 2016.


FOR Annette Hebert, Chief

Emissions Compliance, Automotive Regulations and Science Division