

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-161-71

Relating to Exemptions Under Section 27156  
of the Vehicle Code

Gale Banks Engineering,  
Big Hoss Programmer, Part No. 62904

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-02-003;

**IT IS ORDERED AND RESOLVED:** That the installation of the Big Hoss Programmer, Part No. 62904, 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 system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for applicable 2001 through 2003 model-year General Motors trucks equipped with the 6.6L diesel engine.

The Big Hoss Programmer is an add-on control module installed in series with the factory control module. The Big Hoss Programmer is pre-programmed by Gale Banks Engineering, with no user adjustments.

This Executive Order shall not apply to any Gale Banks Engineering's Big Hoss Programmer advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order is valid provided that the installation instructions for the Big Hoss Programmer 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 Big Hoss Programmer, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Big Hoss Programmer using any identification other than that shown in this Executive Order or marketing of the Big Hoss Programmer for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of the Big Hoss Programmer shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect the use of the Big Hoss Programmer may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on submitted emissions test data which showed that the Big Hoss Programmer did not adversely affect tailpipe emissions during a Cold-Start 505 Federal Test Procedure. A 2002 model year General Motors K2500 with a 6.6L diesel engine, and certified to the Low Emission Vehicle (LEV) emission standards was used as the test vehicle.

	HC	CO	NOx	PM	Opacity
Stock	0.13	1.238	4.663	0.063	4.7%
Banks Controller	0.11	1.174	4.743	0.071	11%
Difference	-0.02	-0.064	0.08	0.008	
% Change	-15%	-0.6%	0.2%	0.1%	

Exhaust emissions during comparative Cold Start 505 Federal Test Procedure showed that the Big Hoss Programmer did not cause emissions to exceed baseline levels by more than the allowed limits of 10 percent or 0.1 grams per mile on hydrocarbon (HC) and oxides of nitrogen (NOx), 15 percent or 1.0 grams per mile carbon monoxide (CO), and 15 percent or 0.03 grams per mile on Particulate Matter (PM) as specified in the "Procedures for Exemption of Add-On and Modified Parts." Opacity test results were also below their applicable emission standard. This Executive Order is also based on an On-Board Diagnostic II (OBD II) testing conducted on the same vehicle. Test data showed that the Big Hoss Programmer when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

The ARB finds that reasonable grounds exist to believe that use of the Big Hoss Programmer may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the Cold-Start 505 Federal Test Procedure. Accordingly, the ARB reserves the right to conduct additional emission tests, in the future, as such tests are developed, that will more adequately measure emissions from all cycle phases. If such test results demonstrate that the Big Hoss Programmer adversely affects emissions during off-cycle conditions (defined as those conditions which are beyond the parameters of the Cold Start 505 Federal Test Procedure), this Executive Order shall be effectively rescinded as of the date the test results are validated. Further, if such test results or other evidence provide the ARB with reason to suspect that the Big Hoss Programmer will affect the durability of the emission control system, Gale Banks Engineering shall be required to submit durability data to show that the durability of the vehicle emission control system is not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

The ARB 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 GALE BANKS ENGINEERING'S BIG HOSS PROGRAMMER.

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 17<sup>th</sup> day of July 2003.



Allen Lyons, Chief  
Mobile Source Operations Division