

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-161-72

Relating to Exemptions Under Section 27156
of the Vehicle Code

Gale Banks Engineering.
Duramax Stinger TLC

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 Duramax Stinger TLC, 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 the following applicable 2001 through 2003 model-year General Motors trucks equipped with the 6.6L diesel engine.

<u>Part No.</u>	<u>Applications</u>
48676	Non-catalyst, std. cab, long bed
48677	Non-catalyst, ext/crew cab, short bed
48678	Non-catalyst, ext/crew cab, long bed
48679	With-catalyst, std. cab, long bed
48680	With-catalyst, ext/crew cab, short bed
48681	With-catalyst, ext/crew cab, long bed

The Duramax Stinger TLC is a performance package that includes an add-on control module installed in series with the factory control module, exhaust head pipe (non-catalyst models), exhaust system down stream of the catalyst, wastegate actuator, and a replacement K&N style air filter.

This Executive Order shall not apply to any Gale Banks Engineering's Duramax Stinger TLC 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 Duramax Stinger TLC 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 Duramax Stinger TLC, 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 Duramax Stinger TLC using any identification other than that shown in this Executive Order or marketing of the Duramax Stinger TLC 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 Duramax Stinger TLC 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 Duramax Stinger TLC 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 Duramax Stinger TLC 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%
Device	0.15	1.278	4.472	0.093	19%
Difference	0.02	0.040	0.191	0.030	
% Change	15%	0.3%	0.4%	47%	

Exhaust emissions during comparative Cold Start 505 Federal Test Procedure showed that the Duramax Stinger TLC 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 Duramax Stinger TLC 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 Duramax Stinger TLC 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 Duramax Stinger TLC 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 Duramax Stinger TLC 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 DURAMAX STINGER TLC.

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 17TH day of July 2003.



Allen Lyons, Chief
Mobile Source Operations Division