State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-187-13
Relating to Exemptions Under Section 27156
of the Vehicle Code

SLP ENGINEERING, INC.
COLD AIR INDUCTION 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 Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the Cold Air Induction System, manufactured by SLP Engineering, Inc. of 1501 Industrial Way North, Toms River, New Jersey 08755, 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 vehicle applications equipped with the 5.0 or 5.7 liter engine:

Model-Year	Vehicle	Part #	Engine Size	Application
1985-87	Camaro/Firebird	21000	5.0/5.7L	Filter Box with K & N style air filter
1988/89	Camaro/Firebird	21006	5.0/5.7L	Filter Box with K & N style air filter
1997/98	Pontiac Grand Prix	21009	3.8L	Filter Box with K & N style air filter
1990-92	Camaro/Firebird	21010	5.0/5.7L	Filter Box with K & N style air filter
1993	Camaro/Firebird	21012	5.0/5.7L	Dual open element, K & N style air filters
1995-97	Camaro/Firebird	21013	3.8L	Dual open element, K & N style air filters
1994-97	Camaro/Firebird	21014	5.0/5.7L	Open element, K & N style air filter
1994-96	Impala SS	21026	5.0/5.7L	Dual open element, K & N style air filters
1982-92	Camaro/Firebird	21030	5.0/5.7L	Dual filter box with K & N style air filters for speed density applications
1996/97	Blazer, Jimmy, & Bravada	21031	4.3L	Dual open element, K & N style air filters
1985-89	Corvette	21050	5.0/5.7L	Air filter cover with K & N style air filter

The Cold Air Induction Systems are designed to replace or modify the original air filter box with either an open element K&N air filter or a new air filter box with a K&N style air filter that uses tubing to get cold intake air from the bottom of the engine compartment.

This Executive Order is valid provided that installation instructions for this kit will not recommend tuning the vehicles to specifications different from those submitted by SLP Engineering, Inc.

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

Marketing of this device using any identification other than that shown in this Executive Order or marketing of this device 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 any opinion as to the effect the use of the device may have on any warranty either expressed or implied by the vehicles manufacturer.

This Executive Order is granted based on an engineering evaluation which determined that the Cold Air Induction System will have no adverse impact on evaporative or tailpipe emissions if tested in accordance with the Cold-Start CVS-75 Federal Test Procedure. Furthermore, SLP Engineering, Inc. demonstrated, using a 1997 Chevrolet Camaro, that the Cold Air Induction System did not affect the ability of the vehicle's OBD II system to monitor various emission related functions. However, the ARB finds that reasonable grounds exist to believe that use of the Cold Air Induction System may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the previously prescribed test procedures. 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 Cold Air Induction System adversely affect emissions during off-cycle conditions (defined as those conditions which are beyond the parameters of the Cold-Start CVS-75 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 provides the ARB with reason to suspect that the High Flow Cold Air Intake System will affect the durability of the emission control system, SLP Engineering, Inc. 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.

In addition to the foregoing, 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 CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF SLP ENGINEERING, INC.'S COLD AIR INDUCTION 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 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 after hearing that grounds for revocation exist.

Executive Order D-187-12, dated January, 1998, is superseded and of no further force and effect.

Executed at El Monte, California, this 28th day of April 1998.

R. B. Summerfield, Chief
Mobile Source Operations Division