State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-261-11
Relating to Exemptions Under Section 27156
of the Vehicle Code

ENGINE MANAGEMENT SYSTEMS
FUEL PILOT, MODEL M20-L

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-45-5;

IT IS ORDERED AND RESOLVED: That the installation of the Fuel Pilot, Model M20-L, manufactured by Engine Management Systems, 805-B University Ave., Los Gatos, California 95030 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 1994 engine families using the Impco dedicated/dual-fuel liquefied petroleum gas (LPG) ADP Conversion System certified under Executive Order B-4-49:

Vehicle Make	Engine Family	Vehicle Class
Ford	RFM4.988G0JA	LDT, Tier 0
Ford	RFM5.888G0JA	MDV, Tier 0
Ford	RFM4.988GAJA	LDT, AB965
Ford	RFM3.8V8G1GA	PC, Tier 1
General Motors	R3G4.385GAEA	LDT/MDV, Tier 0
General Motors	R3G4.385GAEB	LDT/MDV, Tier 0
General Motors	R3G4.375GAEA	LDT, Tier 0
General Motors	R3G5.725G1EA	LDT, Tier 1
General Motors	R3G5.785GAEB	MDV, Tier 0
General Motors	RGM5.7C5GAAA	HDE

The Fuel Pilot, Model M20-L is designed to replace the Impco ADP feedback fuel controller. All other components of the Impco kit are retained and are installed according to Impco's installation instructions.

This exemption shall not apply to any device, apparatus, or mechanism advertised, offered for sale or sold with, or installed on, a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order is valid under the following conditions: The Fuel Pilot, Model M20-L must be compatible with the vehicle's on-board-diagnostic system and that installation instructions for this device will not recommend tuning the vehicle to specifications different from those submitted by the vehicle manufacturer.

Changes made to the design or operating conditions of the device, 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 the devices 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 a kit shall not be construed as exemption to sell, offer for sale, or advertise any component of a kit as an individual device.

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

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 ENGINE MANAGEMENT SYSTEMS' FUEL PILOT, MODEL M20-L.

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.

Executed at El Monte, California, this 9th day of February, 1995.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division