

E.O.

State of California
AIR RESOURCES BOARD.

EXECUTIVE ORDER D-45
Relating to Exemptions under Section 27156
of the Vehicle Code

DONALD LA VALLEE DBA GAS SAVER
"GAS SAVER"

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 39023 of the Health and Safety Code;

IT IS ORDERED AND RESOLVED: That the installation of the "Gas Saver" air bleed valve manufactured and marketed by Donald La Vallee dba Gas Saver of P. O. Box 534, Paso Robles, California 93446 has been found to not reduce the effectiveness of required motor vehicle pollution control devices and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for 1974 and older model-year vehicles.

This exemption is valid only on those units which meet the following requirements:

- (1) The "Gas Saver" device consists of a ball and spring check valve enclosed in a metallic housing. A styrofoam filter is placed on the metal filter of the device.
- (2) The name "Gas Saver" is permanently stamped at the bottom of the device metallic housing.
- (3) The "Gas Saver" device is inserted in the PCV line between the PCV valve and carburetor.
- (4) The air flow rates permitted by the "Gas Saver" device shall be identical or similar to those flow rates submitted or measured by the Air Resources Board.

This Executive Order is valid provided that installation instructions for this device will not recommend tuning the vehicle to specifications different than those listed by the vehicle manufacturer.

Changes made to the design or operating conditions of the device as originally submitted to the Air Resources Board for evaluation that adversely affect the performance of the vehicle's pollution control devices shall invalidate this Executive Order.

Marketing of this device using an 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 that 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 ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE "GAS SAVER" AIR BLEED VALVE.

No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Section 17500 of the Business and Professions Code makes unlawful, untrue or misleading advertising, and Section 17534 makes violation punishable as a misdemeanor.

Sections 39130 and 39184 of the Health and Safety Code provide as follows:

"39130. No person shall install, sell, offer for sale, or advertise, or, except in an application to the board for certification of a device, represent, any device as a motor vehicle pollution control device unless that device has been certified by the board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as a certified device which, in fact, is not a certified device. Any violation of this section is a misdemeanor."

"39184. (a) No person shall install, sell, offer for sale, or advertise, or, except in an application to the board for accreditation of a device, represent, any device as a motor vehicle pollution control device for use on any used motor vehicle unless that device has been accredited by the board. No person shall sell, offer for sale, advertise, or represent any motor vehicle pollution control device as an accredited device which, in fact, is not an accredited device. Any violation of this subdivision is a misdemeanor."

Any apparent violation of the conditions of this Executive Order will be submitted to the Attorney General of California for such action as he deems advisable.

Executed at Sacramento, California, this 21st day of November, 1974.

WILLIAM SIMMONS
Executive Officer

State of California
AIR RESOURCES BOARD

November 14, 1974

Staff Report

Evaluation of Donald La Valle dba Gas Saver
"Gas Saver" Air Bleed Valve for Compliance
with the Requirements of Section 27156
of the California Motor Vehicle Code

I. Introduction

Donald La Valle dba Gas Saver of P.O. Box 534, Paso Robles, California 93446 has made an application requesting an exemption from the prohibitions of Section 27156 of the California Motor Vehicle Code for the "Gas Saver" Air Bleed Valve. Section 27156 of the Vehicle Code prohibits the advertisement, sale, and installation of any device or mechanism which would adversely affect the performance of the emission control system. The applicant is requesting the exemption be granted on 1974 and older model-year vehicles.

II. Device Description and Function

This device is inserted into the line between the PCV valve and the carburetor (Reference Exhibit A - Installation instruction.) The "Gas Saver" air bleed valve consists of a ball and spring enclosed in a metallic housing and a styrofoam filter (Reference Exhibit B - Schematic of device). The ball acts as a valve in the control of the bleed air. The name "Gas Saver" is permanently stamped at the bottom of the housing (Reference - Exhibit C - August 2, 1974 letter).

The amount of air bleed into the engine is a function of the ball position. High manifold vacuum (deceleration, idle, and steady cruise) displaces the ball in a downward position and thereby reducing the air flow rate. Low manifold vacuum (wide open throttle accelerations and high speed cruises) causes the spring to hold the ball to its fully open position and produces the maximum air flow rate. When the engine is not operating, the ball is in a normally open position and allows air to flow into the engine or allows crankcase vapor to escape into the atmosphere.

According to the applicant, this device is designed to improve fuel economy.

III. System Evaluation

The applicant submitted vibration, high and low temperature, and shock test data. Under these test conditions no visible damage to device was noted. This information is not conclusive in assessing the effect of device's operation on the emission control system.

In addition, the applicant submitted bench flow data on four "Gas Saver" devices. The results indicate no air flow rate with vacuums greater than four inches of mercury (Reference-Exhibit D).

The Vehicle Test and Laboratory Facility at El Monte conducted confirmatory bench flow test on the "Gas Saver" device submitted.

Figure 1 summarizes the test results. At vacuums greater than eight inches of Hg, the maximum flow is 0.20 cubic feet per minute (cfm).

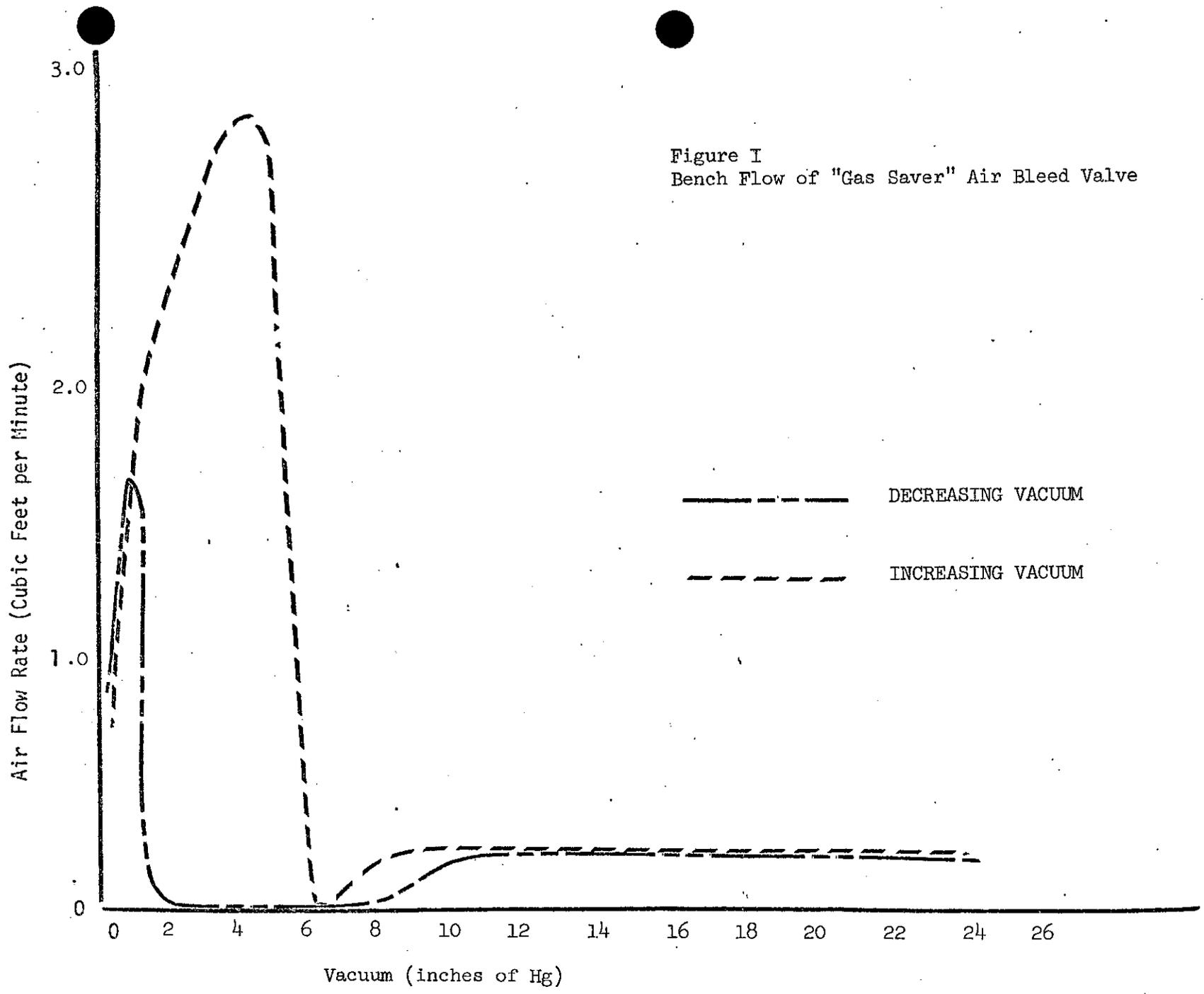
The differences in test result may be due to variations in the sealing ability of the various valves.

The air flow rate permitted by this device is within the limits established by the staff over the vacuum range of normal vehicle operation. The amount of time which the vehicle operates in the low vacuum (abnormal) range is minimal.

VI. Conclusion & Recommendation

The staff is of the opinion that the installation of this device would not have any adverse effect on the emission control system.

Therefore, the staff recommends that Donald La Valle dba Gas Saver be granted an exemption from the provisions of Section 27156 for 1974 and older model-year vehicles for the "Gas Saver" air bleed device.



GAS SAVER

Patent Pending

WOLF-COLEBY

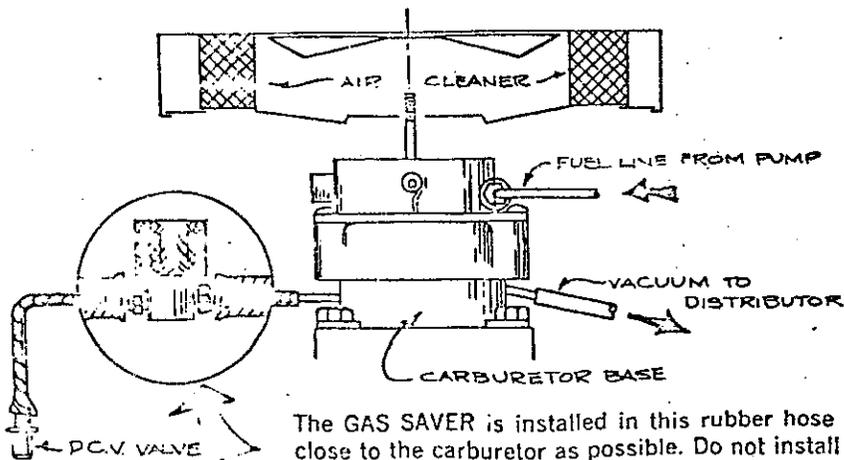
GAS SAVER is guaranteed to improve the gas mileage of your car or you may return it to the dealer from whom you purchased it for a full refund of your purchase price.

Verbal representations are disclaimed.

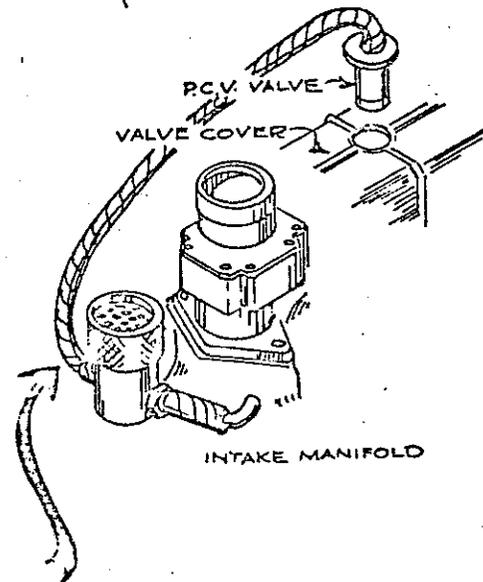
Exhibit A - Installation
Instruction

INSTRUCTIONS FOR INSTALLATION

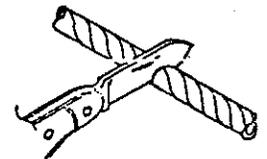
1. Remove air cleaner.
2. Identify the three lines attached to the carburetor
 - a. The fuel line, usually metal
 - b. A small rubber vacuum line to the distributor
 - c. A large rubber hose that connects to the P.C.V. valve



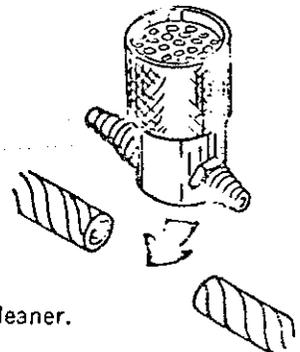
The GAS SAVER is installed in this rubber hose as close to the carburetor as possible. Do not install at the bend.



3. Cut a section one inch long out of the hose and insert the GAS SAVER. If the hose does not fit tight use clamps or tape to eliminate any loss of vacuum.



4. Replace air cleaner.



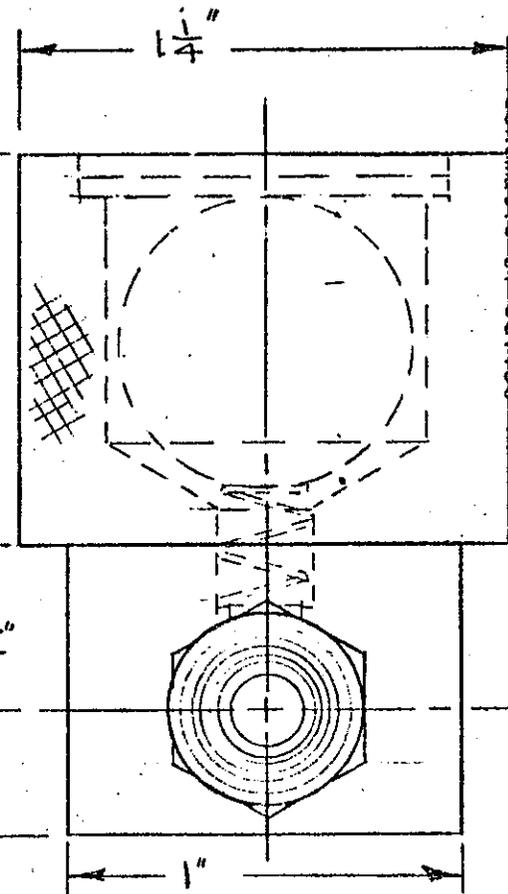
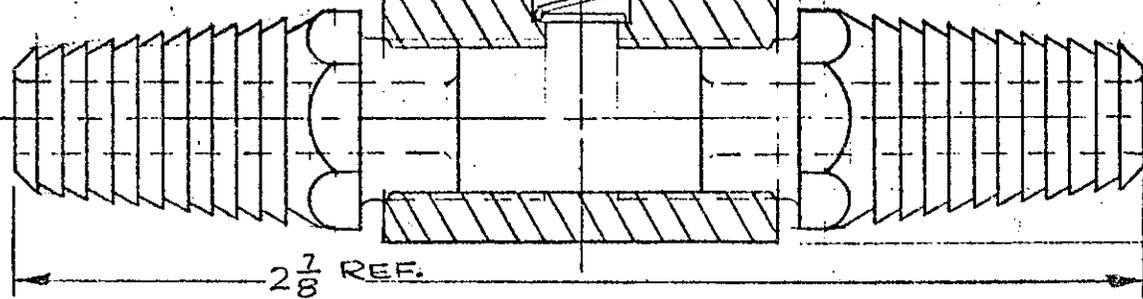
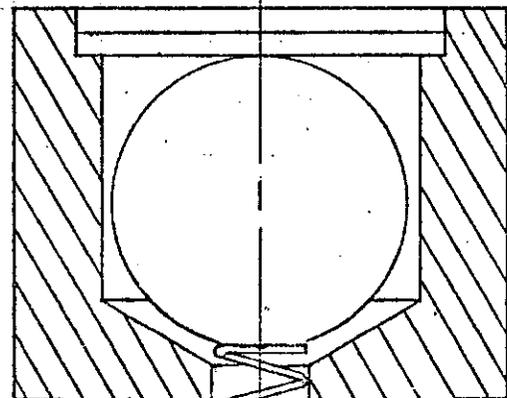
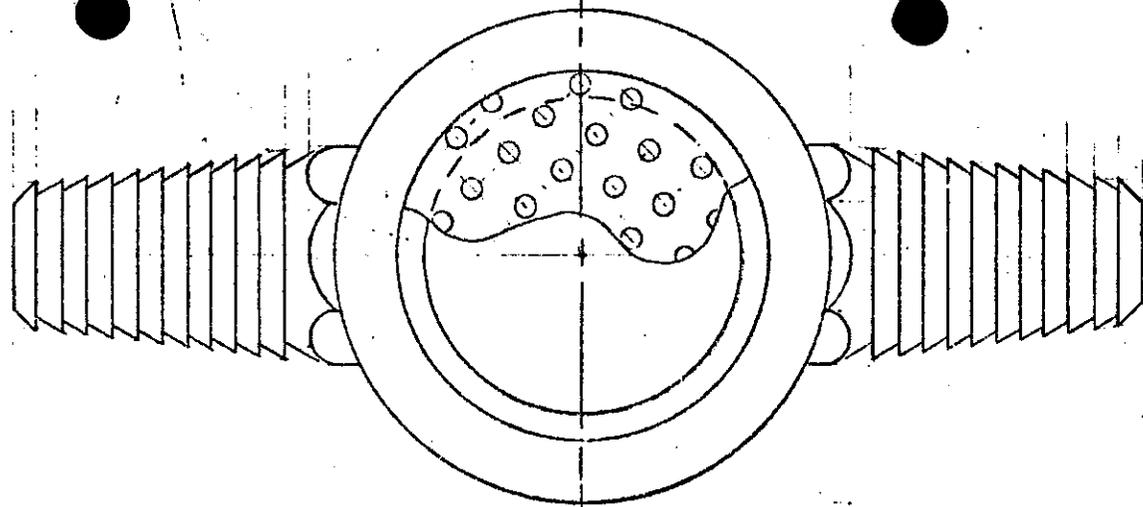


Exhibit B
Schematic of Device

6.

NO.	DESCRIPTION	LENGTH	QUAN.	REVISED DATE	REVISION
	TOL. FRAC. ± DEC. ±				
	SCALE 2=1				
	DRAWN BY REA				
	DATE 11-5-74				
		Exhibit B GAS SAVER GENERAL DIMENSION			

BERNBROCK & FORGETTE*Attorneys at Law*625 SOUTH EUCLID AVENUE
ANAHEIM, CALIFORNIA 92802.JOHN W. BERNBROCK
ALEX J. FORGETTE

August 29, 1974

Air Resources Board Laboratory
9528 Telstar Avenue
El Monte, California

Attn: Joseph C. Calhoun, Chief

Gentlemen:

In response to yours of Aug. 27, 1974 please be advised of the following:

(1) The exemption is requested for vehicles up to and including the model year 1974.

(2) "Gas Saver" will be stamped with a die on the bottom of the unit for identification purposes.

(3) An airfilter disk made of foam will be placed next to the present metal filter and attached thereto.

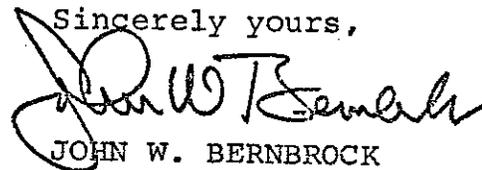
(4) This office represents Mr. Donald LaVallee of P. O. Box 534, Paso Robles, California 93446.

A patent has been applied for and to date it has been determined that this is a simple ball-check valve and not subject to patent. Mr. LaVallee will be manufacturing the device himself.

This information was transmitted telephonically to Mr. Lew, August 20, 1974 and I personally delivered the information in the form of a letter to the Sacramento offices of the Board, August 27, 1974.

Please advise if any additional information is requested.

Sincerely yours,


JOHN W. BERNBROCK

JWB/11

Report No. 74-1928

Page No. _____

Date 17 June 1974

Revision N/C

Exhibit D

ADDENDUM I

FLOW/VACUUM TEST

Exhibit D (Cont'd)

Report Page No. _____
 Job No. 74-1928
 Part No. N/A
 Serial No. 1, 2, 3, 4
 T. P. No. Verbal
 Para No. None

TEST TITLE Flow/Vacuum
 Customer Name Gas Savers

EQUIPMENT LIST

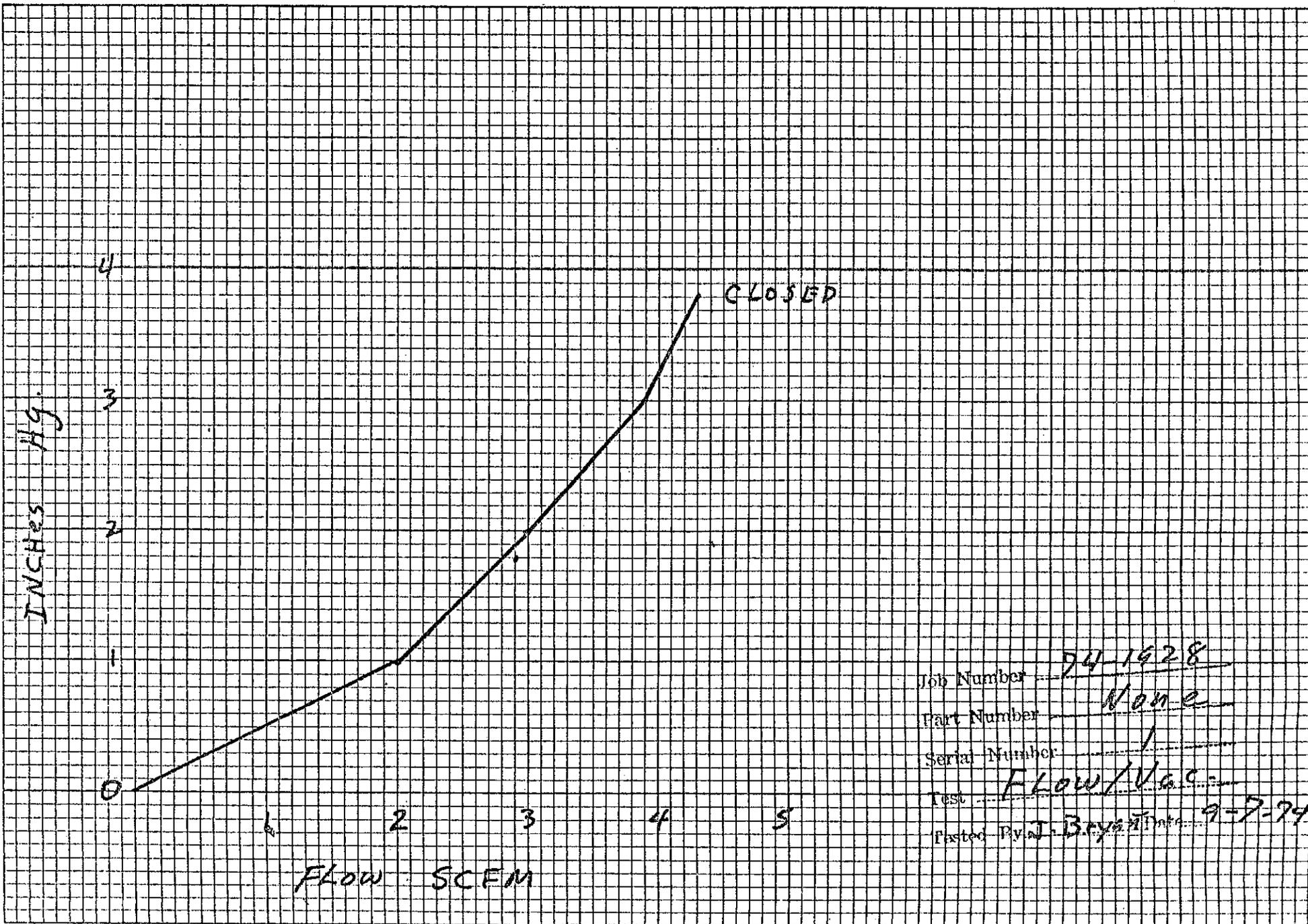
<u>Name</u>	<u>ID No.</u>	<u>Cal. Due</u>	<u>Name</u>	<u>ID No.</u>	<u>Cal. Due</u>
<u>Vacuum Pump</u>	_____	_____	_____	_____	_____
<u>Flow Meter</u>	<u>0180</u>	<u>12-10-74</u>	_____	_____	_____
<u>Manometer</u>	<u>0188</u>	<u>Prior to use</u>	_____	_____	_____
_____	_____	_____	_____	_____	_____

9-7-74

Specimens were installed into a system consisting of a flow meter, vacuum pump, and manometer, as shown in Figure 1. A vacuum, in increments of 1" Hg, was applied to one port with the opposite port plugged. All air entering the system was through the check valve. Flow through the valve was monitored with the flowmeter. The results are shown on the attached flow vs. pressure graphs. All testing was performed at room temperature, +76° F (24, 5° C).

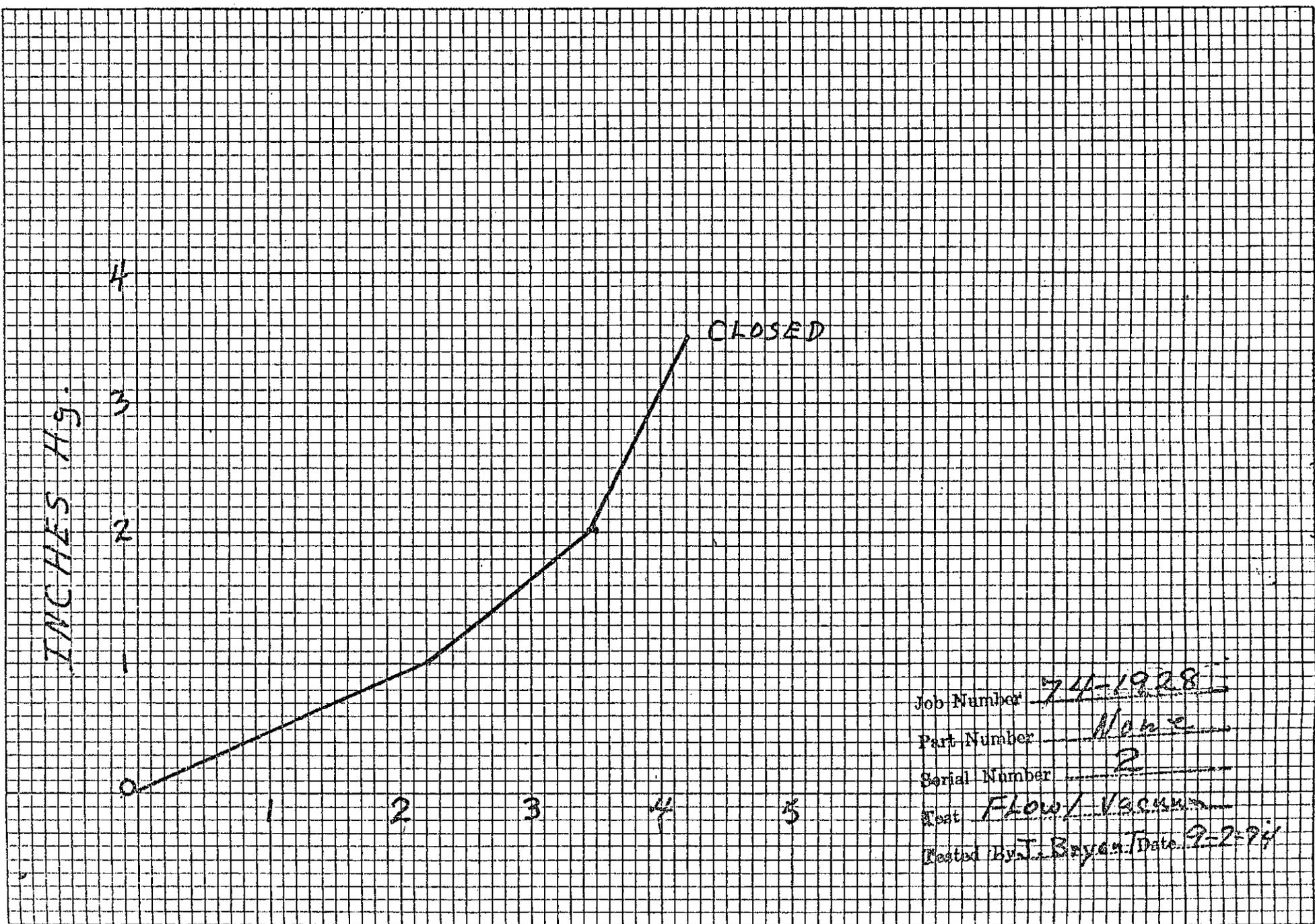
Specimen Complied Yes
 Specimen Deviated No
 Notice of Deviation Written No
 Sheet 1 of 6

Tested By: J. N. Bryant
 Date: 9-7-74
 Witnessed By: _____
 Date: _____



Job Number 74-1428
Part Number None
Serial Number 1
Test Flow/Vac.
Fixed By J. Bryant Date 9-7-74

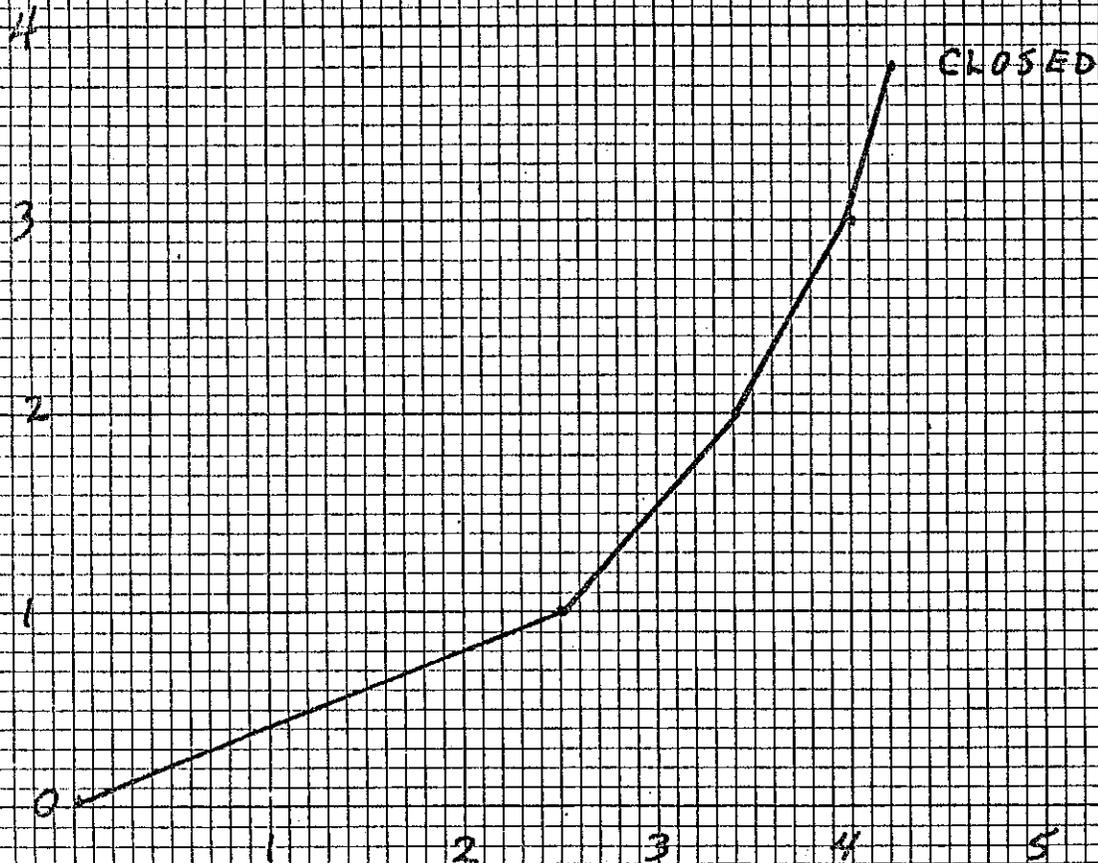
UNITED STATES OF AMERICA



Job Number 74-1928
Part Number None
Serial Number 2
Test Flow/Vacuum
Tested By J. Bryan Date 9-2-74

Exhibit D (Cont'd)

12.
INCHES



Job Number 74-1928
Part Number None
Serial Number 4
Test Photo/Vac
Tested By T. B. + J. B. + D. + S. Date 9-7

INCHES Mercury

5
4
3
2
1
0

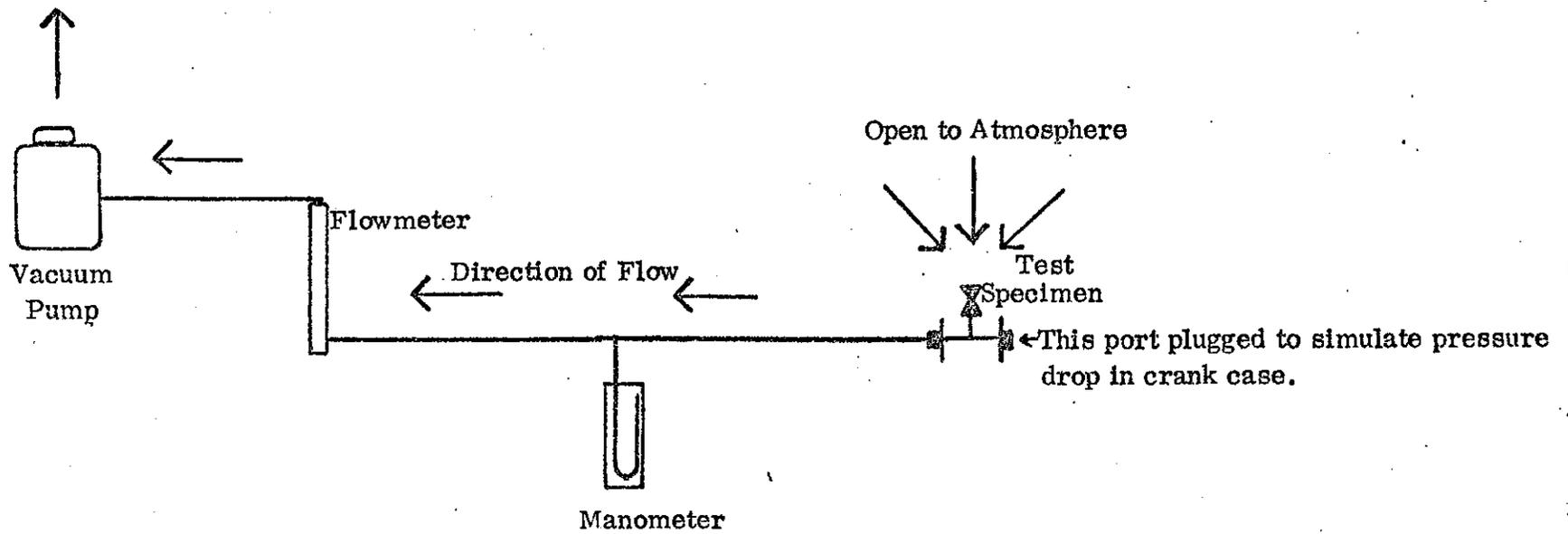
1 2 3 4 5

FLOW SCFM

CLOSED

Job Number 74-1928
Part Number None
Serial Number 3
Test Flow/Vacuum
Tested By J. Bryant Date 9-2-74

Exhibit D (Cont'd)



TEST SET-UP FOR VACUUM/FLOW TEST
FIGURE 1