State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-541-13

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Edge Products
CS, CTS, and EvoHT
Part Numbers 85101, 85201, 85301, 85401, 16130, 16430

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-14-012;

IT IS ORDERED AND RESOLVED: That the installation of the CS, CTS, and EvoHT, part numbers 85101, 85201, 85301, 85401, 16130, 16430, manufactured and marketed by Edge Products, 1080 South Depot Drive, Ogden, Utah 84404, has been found not to reduce the effectiveness of the applicable vehicle pollution control systems and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for 1994 through 2007 model year Ford trucks equipped with either a 6.0L or a 7.3L diesel engine.

The CS, CTS, and EvoHT are all programmers designed to reprogram the FLASH memory chip located in the vehicle's ECU module. Emission-related data files cannot be modified by the end user. The EvoHT is a hand held programmer, the CS and CTS use an LCD mini tablet to program and display engine operating parameters.

This Executive Order is valid provided that the installation instructions for the CS, CTS, and EvoHT, part numbers 85101, 85201, 85301, 85401, 16130, 16430 will not recommend tuning the vehicle to specifications different from those of Edge Products.

Changes made to the design or operating conditions of the CS, CTS, and EvoHT 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 CS, CTS, and EvoHT programmer using any identification other than that shown in this Executive Order or marketing of the CS, CTS, and EvoHT 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.

This Executive Order does not constitute any opinion as to the effect the use of the CS, CTS, and EvoHT programmer may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on an engineering evaluation and comparative Cold-Start Federal Test Procedure test, Supplemental Federal Test Procedure test, steady-state tests and On-Board Diagnostic II (OBD II) system tests conducted at an independent laboratory using a 2006 model year 6.0L Ford F-250 truck (test group 6FMXA06.0AED).

Installation of the CS, CTS, and EvoHT programmer shall not block or prohibit the communication of all required emission related messages from the vehicle's OBD II system to a scan tool used for the Smog Check Inspection program in California.

The Air Resources Board 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 THE CS, CTS, and EvoHT 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 4 day of February 2015.

Annette Hebert, Chief
Emissions Compliance, Automotive Regulations and Science Division