

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-550-10

Relating to Exemptions Under Section 27156  
of the California Vehicle Code

Advanced Flow Engineering  
BladeRunner Charged Air Manifold

Pursuant to the authority vested in the Air Resources Board (ARB) 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 BladeRunner Charged Air Manifold, manufactured and marketed by Advanced Flow Engineering, 252 Granite Street, Corona, CA 92879, 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 the diesel pick-up trucks listed below.

Part No.	Model-Year	MFR	Model	Engine
46-10011	2003-2007	Dodge	Ram pick-up truck	Diesel 5.9L L6 Cummins
46-10021	1998-2002	Dodge	Ram pick-up truck	Diesel 5.9L L6 Cummins
46-10031	2003-2004	Ford	F-series pick-up truck	Diesel 6.0 L V8 Power Stroke
46-10041	2005-2007	Ford	F-series pick-up truck	Diesel 6.0 L V8 Power Stroke
46-10051	1994-1998	Dodge	Ram pick-up truck	Diesel 5.9L L6 Cummins
46-10061	1999-2003	Ford	F-series pick-up truck	Diesel 7.3 L V8 Power Stroke

The BladeRunner Charged Air Manifold is installed in place of the stock intake manifold inlet. Installation consists of removal of the existing intake manifold inlet and replacement with the BladeRunner Charged Air Manifold. Design of the part is for increased flow into the intake ports of the engine for the purpose of increased vehicle performance.

This Executive Order is valid provided that the installation instructions for the BladeRunner Charged Air Manifold 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 BladeRunner Charged Air Manifold, as exempt by ARB, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the BladeRunner Charged Air Manifold using any identification other than that shown in this Executive Order or marketing of the BladeRunner Charged Air Manifold 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 BladeRunner Charged Air Manifold may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on engineering evaluation, comparative Supplemental Federal Test Procedure testing and On-Board Diagnostic II (OBD II) system testing conducted at an independent laboratory using a 2005 model-year 5.9L Dodge Ram pick-up truck (test group 5CEXA0359BAE, LEV1 ULEV).

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. Further, if test results or other evidence provides ARB with reason to suspect that the BladeRunner Charged Air Manifold will affect the durability of emission control systems, Advanced Flow Engineering shall be required to submit durability data to show that the durability of vehicle emission control systems are not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

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 ADVANCED FLOW ENGINEERING BLADERUNNER CHARGED AIR MANIFOLD.

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 3<sup>rd</sup> day of July 2013.



<sup>for</sup> Erik White, Chief  
Mobile Source Operations Division