State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-701-11

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Pacific Performance Engineering
Dual Fueler

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 Dual Fueler manufactured and marketed by Pacific Performance Engineering, 303 North Placentia Avenue, Fullerton, California 92831, 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 following 2001 to 2015 model year trucks equipped with the General Motors 6.6L diesel engine:

P/N	Application
113061000	2002 to 2004 LB7
113061100	2001 LB7
113062000	2004.5 to 2005 LLY
113063000	2006 to 2007 LLY/LBZ
113063500	2007.5 to 2010 LMM
113063600	2011 to 2015 LML

The Dual Fueler's main components include an auxiliary mechanical belt driven fuel pump with a 7.692 inch diameter pulley and a fuel pump controller. Installation consists of installing the Dual Fueler to the engine block and plumbing all fuel ports in parallel to the stock mechanical fuel pump. **The Dual Fueler has no mechanical or electrical user adjustments. No changes are made to any component of the stock engine, including engine calibration.**

This Executive Order is valid provided that the installation instructions for the Dual Fueler 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 Dual Fueler 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 Dual Fueler using any identification other than that shown in this Executive Order or marketing of the Dual Fueler 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 Dual Fueler may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on engineering evaluation and comparative Supplemental Federal Test Procedure tests and On-Board Diagnostic II (OBD II) system test conducted at an independent laboratory using a 2007 model year 6.6L Chevrolet K2500 diesel truck (test group 7GMXH06.690). Pacific Performance Engineering submitted additional OBD II data on a 2011 model year 6.6L Chevrolet K2500 diesel truck. The Dual Fueler did not affect OBD II system operation.

Installation of the Dual Fueler 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 DUAL FUELER.

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 30TH day of April 2015.

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