

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-708-1

Relating to Exemptions Under Section 27156
of the California Vehicle Code

ATS Diesel
Co-Pilot Automatic Transmission Controller

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 Co-Pilot Automatic Transmission Controller (Co-Pilot), manufactured and marketed by ATS Diesel, 5293 Ward Road, Unit 11, Arvada, Colorado 80002, 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 diesel applications:

<u>Model Year</u>	<u>Engine Displacement</u>	<u>Kit Part Number</u>	<u>Make</u>
1999 to 2003	7.3L	601-900-3224	Ford
2001 to 2005	6.6L	601-902-4248	GM
2006 to 2007	6.6L	601-900-4308	GM
2008 to 2011	6.6L	601-900-4326	GM
1998.5 to 2002	5.9L	601-900-2218	Dodge
2003	5.9L	601-900-2272	Dodge
2004 to 2005	5.9L	601-900-2284	Dodge
2006	5.9L	601-900-2308	Dodge
2006.5 to 2007	5.9L	601-900-2217	Dodge
2007 to 2009	6.7L	601-900-2326	Dodge
2010 to 2012	6.7L	601-900-2356	Dodge

The Co-Pilot is an add-on controller designed to control the torque converter clutch lock up and shifting firmness of the transmission. No changes are made to the vehicle's stock fuel calibration or any emission related components. The Co-Pilot is not a programmer but a separate hardwired controller that monitors various engine operating parameters to modify transmission shifting. The On Board Diagnostic (OBD) port is not utilized for this installation.

This Executive Order is valid provided that the installation instructions for the ATS Co-Pilot will not recommend tuning the vehicle to specifications different from those of ATS Diesel.

Changes made to the design or operating conditions of the ATS Co-Pilot, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

This exemption is issued based on an engineering evaluation, OBD II testing, and information supplied by ATS Diesel. OBD II testing was conducted on a 2011 model year Dodge Ram 3500 and a Chevrolet C2500 with the Co-Pilot set at worst case setting. Examination of the OBD II system, showed no effect on the vehicles' OBD II system operation. The same OBD II test results would be expected with the Co-Pilot installed on the other requested vehicles.

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 ATS CO-PILOT.

Marketing of the ATS Co-Pilot using any identification other than that shown in this Executive Order or marketing of the ATS Co-Pilot for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

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 23rd day of March 2015.


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