

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-187-25

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Street Legal Performance
Performance Pac Level 1, Performance Tunes, and SLP Cold Air Induction Kits

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 Performance Pac Level 1, Performance Tunes, and SLP Cold Air Induction Kits, manufactured and marketed by Street Legal Performance (SLP), 39555 Schoolcraft Road, Plymouth Township, Michigan 48170, 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 gasoline powered General Motors pickup trucks and SUVs:

<u>PN</u>	<u>Description</u>	<u>Year</u>	<u>Engine</u>
21051	Cold Air Induction Kit	2002-06	4.8L/5.3L/6.0L
21052	Cold Air Induction Kit	2007-08	4.8L/5.3L/6.0L/6.2L
21053	Cold Air Induction Kit	2009-14	4.8L/5.3L/6.0L/6.2L
620064	Cold Air Induction Kit	2014-15	5.3L/6.2L
620069	Performance Tune	2014-15	5.3L/6.2L
620070	Performance Pac Level 1	2014-15	5.3L/6.2L
620064	Cold Air Induction Kit	2016	6.2L
620069	Performance Tune	2016	6.2L
620070	Performance Pac Level 1	2016	6.2L

The Performance Pac Level 1, Performance Tunes, and SLP Cold Air Induction Kits consist of the following main components: The Performance Pac Level 1 consists of an open element conical air filter with intake air tubing and a reflashed ECM (no user adjustments). The Cold Air Induction Kit consists of a conical element air filter in a closed air box with intake air tubing. The Performance Tune consists of a reflashed ECM with no user adjustments. The stock mass air flow sensor is retained in its stock location and orientation. No other changes are made for proper installation. Horsepower gains are: Performance Pac Level 1 at 14 hp., Performance Tune at 7 hp., and Cold Air Induction Kit at 0 hp. All vapor line connectors supplied with the kit are OEM – equivalent parts. Breather hoses may be replaced with an SAE30R9 rated hose. **Installation of the new air intake requires the removal of the stock air filter housing and intake air tubing. If the stock air filter housing contains the vehicle's tune-up & emissions control decal, a replacement decal must be placed in a similar location.**

Changes made to the design or operating conditions of the Performance Pac Level 1, Performance Tunes, and SLP Cold Air Induction Kits 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 Performance Pac Level 1, Performance Tunes, and SLP Cold Air Induction Kits using any identification other than that shown in this Executive Order or marketing of the Performance Pac Level 1, Performance Tunes, and SLP Cold Air Induction Kits 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 Performance Pac Level 1, Performance Tunes, and SLP Cold Air Induction Kits may have on any warranty either expressed or implied by the vehicle manufacturer.

This exemption is issued based on submitted emissions test data, from the SEMA Garage, Diamond Bar, California, on a 2015 model year 5.3L GMC Sierra certified to the LEV II ULEV emission standards, engine test group FGMXT06.2374, and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle and the Supplemental Federal Test Procedure (SFTP US06) test cycle.

	CVS-75 FTP			
	NMOG	CO	NOx	HCHO
Standards, UL	0.070	2.1	0.04	0.011
Device Test w/df, 2 test avg.	0.044	0.8	0.01	0.001

	US06	
	NMHC+NOx	CO
Standards 4k	0.40	10.5
Device	0.02	0.3

Horsepower was safely measured at around 12 hp.

Test results showed that the worst case configuration, Performance Pac Level 1, when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission standards during the FTP and SFTP. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The Performance Pac Level 1 when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring. Similar results would be expected from the other kits associated with this Executive Order.

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.

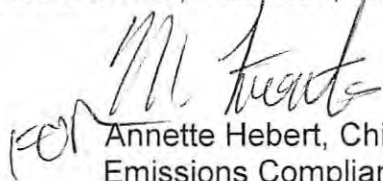
THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE PERFORMANCE PAC LEVEL 1, PERFORMANCE TUNES, AND SLP COLD AIR INDUCTION KITS.

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.

This Executive Order shall not apply to any Supercharger Kit advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

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 9th day of December 2016.



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