

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-338-82
Relating to Exemptions Under Section 27156
of the Vehicle Code

Harley-Davidson Motor Company
Screamin' Eagle CVO 117ci Big Bore Bolt On Cylinder Kits
Part Numbers 92500054 and 92500055

Pursuant to the authority vested in the Air Resources Board (ARB) by Vehicle Code (VC) Section 27156; 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 Screamin' Eagle CVO 117ci Big Bore Bolt On Cylinder Kits, marketed and manufactured by the Harley-Davidson Motor Company, 3700 W. Juneau Avenue, Milwaukee, Wisconsin 53208 has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of VC Section 27156 for 2014 to 2016 model year Harley-Davidson Touring, Softail, and Dyna motorcycles with an 1802cc engine and engine families EHDXC1.80AEC, EHDXC1.80AED, EHDXC1.80AEF, FHDXC1.80AEC, FHDXC1.80AEF, GHDXC1.80AEC, GHDXC1.80AEB and GHDXC1.80AEF.

The Harley-Davidson Screamin' Eagle CVO 117ci Big Bore Bolt On Cylinder Kits includes the following: Larger bore cylinders, SE259E Cams, fuel injectors, and a 58 mm Induction module. A new ECM calibration is also included (Touring air cooled, p/n 41000462, Touring water cooled, p/n 41000463, Softail, p/n 41000464, and Dyna, p/n 41000539); there are no user adjustments on the new ECM calibration. No other changes are required for proper installation. Listed part numbers represent exterior finish only.

Changes made to the design or operating conditions of the Screamin' Eagle CVO 117ci Big Bore Bolt On Cylinder Kits, as exempted by ARB, which adversely affect the performance of the motorcycle's pollution control system shall invalidate this Executive Order.

Marketing of the Screamin' Eagle CVO 117ci Big Bore Bolt On Cylinder Kits using any identification other than that shown in this Executive Order or marketing of the Screamin' Eagle CVO 117ci Big Bore Bolt On Cylinder Kits for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the ARB.

This Executive Order does not constitute any opinion as to the effect the use of these Screamin' Eagle CVO 117ci Big Bore Bolt On Cylinder Kits may have on any warranty either expressed or implied by the Harley-Davidson Motor Company.

Harley-Davidson submitted three sets of modified motorcycle test results: Two 2014 model year Touring motorcycles (water cooled and air cooled) and one 2015 model year Softail motorcycle. The modified motorcycles met the applicable emission standards when tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle. Results from emissions testing

conducted at the Harley-Davidson Motor Company's emissions laboratory, located in Milwaukee, Wisconsin, are shown below (in grams per kilometer).

2014 1802cc Touring

	CVS-75 FTP	
	HC+NOx	CO
Standards	0.7	12.0
Air cooled modified	0.6	1.4
Water cooled modified	0.5	1.4

2015 1802cc Softail

	CVS-75 FTP	
	HC+NOx	CO
Standards	0.8	12.0
Modified	0.7	2.5

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.

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 HARLEY-DAVIDSON MOTOR COMPANY'S SCREAMIN' EAGLE CVO 117CI BIG BORE BOLT ON CYLINDER 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.

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 18 day of December 2015.



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