

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER D-457  
Relating to Exemptions Under Section 27156  
of the Vehicle Code

A-55 LIMITED PARTNERSHIP  
A-55 INJECTOR UPGRADE AND TIMING MODIFICATION

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-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the A-55 Injector Upgrade and Timing Modification, manufactured and marketed by A-55 Limited Partnership, 5270 Neil Road, Reno, Nevada 89502 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 Detroit Diesel engine family group applications equipped with mechanical fuel injection: 6V92TA, 1980-87, excluding engine families GGM0552FZG7, HGM0552FZG6, HDD0552FZG1; 6L71TA, 1988-90; and 8V92TA, pre-1987. The exclusions from the engine family group 6V92TA are due to the introduction of electronically controlled fuel injection.

The A-55 Injector Upgrade and Timing Modification involves the following main modifications for conversion to operate on A-55 fuel: upgraded fuel injectors & nozzles, upgraded fuel pump, and an oxidation catalytic converter. This Executive Order is effective if engines with the A-55 Injector Upgrade and Timing Modification is operated using A-55 fuel in accordance with the fuel specifications submitted by A-55 Limited Partnership, and the injection timing remains at stock settings.

Changes made to the design or operating conditions of the A-55 Injector Upgrade and Timing Modification or the fuel specifications, 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 A-55 Injector Upgrade and Timing Modification using any identification other than that shown in this Executive Order or marketing of the A-55 fuel conversion for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of the A-55 Injector Upgrade and Timing Modification shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect the use of the A-55 Injector Upgrade and Timing Modification may have on any warranty either expressed or implied by the vehicle manufacturer.

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 A-55 LIMITED PARTNERSHIP'S A-55 INJECTOR UPGRADE AND TIMING MODIFICATION.

This Executive Order is granted based on comparison of emissions in the modified configurations with the applicable emissions standards. The engine tested was a 1985 federally certified Detroit Diesel 6V92TA. The emissions results are shown below (in grams per brake-horsepower-hour):

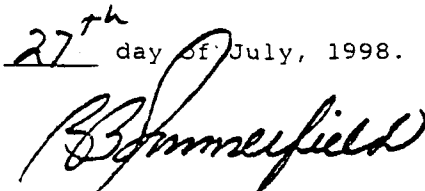
	HC	CO	NOx	PM
A-55 (weighted)	0.79	0.49	7.64	0.087
Federal Standards	1.3	15.5	10.7	0.6

The emissions in the modified configuration were within the applicable standards. The emissions testing was conducted on a federally certified engine, but A-55 submitted development data which predicts the behavior of the applicable California engines. Development data indicate that emission test results in a federally certified engine are representative of California-certified engines. Therefore, based on the test results, the A-55 Injector Upgrade and Timing Modification meets the criteria for exemption of general criteria parts.

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 after hearing that grounds for revocation exist.

Executed at El Monte, California, this 27<sup>th</sup> day of July, 1998.



R. B. Summerfield, Chief  
Mobile Source Operations Division