



EXECUTIVE ORDER D-215-102

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Edelbrock, LLC
Duramax Diesel Cylinder Heads

Pursuant to the authority vested in the California 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 Duramax Diesel Cylinder Heads, manufactured and marketed by Edelbrock, LLC, 2700 California Street, Torrance, California 90509-2936, 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 General Motors V8 diesel engines, as listed.

Part Numbers	Model Year	Engine Displacement (CID)	Engine Code
79009/79029	2001-2004	6.6L	LB7
79039/79059	2004-2006	6.6L	LLY
79069/79089	2006-2011	6.6L	LBZ/LMM
79099/79119	2011-2016	6.6L	LML

Edelbrock, LLC's Duramax Diesel Cylinder Heads are a new set of aluminum cylinder heads with a slight increase in intake and exhaust port volume, all other specifications remain similar to stock. No other changes are required for proper installation other than the removal and replacement of the cylinder head.

This Executive Order is valid provided that the installation instructions for the Duramax Diesel Cylinder Heads 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 Duramax Diesel Cylinder Heads as exempt by the California Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Duramax Diesel Cylinder Heads using any identification other than that shown in this Executive Order or marketing of the Duramax Diesel Cylinder Heads for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the California Air Resources Board.

This Executive Order does not constitute any opinion as to the effect the use of the Duramax Diesel Cylinder Heads may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on submitted emission test data generated on a 2016 model year Chevrolet 2500 (GGMXD06.6355, LEV II ULEV), modified with the Duramax Diesel Cylinder Heads. Test results showed that emission levels, with the Duramax Diesel Cylinder Heads installed, were below the emission standards when tested using Cold-Start CVS-75 Federal Test Procedure test cycles. Results from emission testing conducted at the SEMA Garage, Diamond Bar, California, are shown below, in grams per mile, with deterioration factors (df) applied.

	CVS-75				
	NMHC	CO	NO _x	HCHO	PM
Standards	0.143	6.4	0.2	0.016	0.06
Device w/df	0.071	0.7	0.18	0.002	0.00

Examination of the OBD II system showed the Duramax Diesel Cylinder Heads does not affect OBD II system operation.

The California 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 CALIFORNIA AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE DURAMAX DIESEL CYLINDER HEADS.

No claim of any kind, such as "Approved by the California 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 19 day of July 2018.



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