

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER DE-09-011-01

Pursuant to the authority vested in the California Air Resources Board (ARB) by Health and Safety Code, Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code sections 39515 and 39616 and Executive Order G-14-012;

This action relates to Verification under sections 2700 through 2711 of title 13 of the California Code of Regulations:

GTE Industries
GTE Purity™ Diesel Particulate Filter System

ARB has reviewed the request by GTE Industries for verification of the GTE Purity™ diesel particulate filter (DPF) filter. Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of ARB hereby finds that the GTE Purity™ DPF System reduces emissions of diesel particulate matter (PM) consistent with a Level 3 device (greater than or equal to 85 percent reductions) (California Code of Regulations (CCR), title 13, sections 2702 (f) and (g) and section 2708) and complies with the ARB January 1, 2009, NO₂ limit (CCR, title 13, section 2702 (f) and section 2706 (a)). Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies the GTE Purity™ DPF System as a Level 3 Plus system, for use with stationary prime and emergency standby generators and prime and emergency standby pumps using engine families listed in Attachment 1.

This verification is subject to the following terms and conditions:

- The engine must be used in a stationary application associated with prime or emergency standby generators or pumps.
- The engine must be certified for use in California or certified by the United States Environmental Protection Agency and the engine must be in its original certified configuration.
- The engine must be certified Tier 1, Tier 2, or Tier 3 nonroad or stationary diesel engine meeting 0.2 grams per brake horsepower hour (g/bhp-hr) diesel particulate matter (PM) or less based on certification or in-use emissions testing (as tested on an appropriate steady-state certification cycle outlined in the ARB off-road regulations – similar to ISO 8178 D2).
- The engine must be in its original certified configuration.
- The engine must not employ exhaust gas recirculation.
- The engine must not have a pre-existing oxidation catalyst.
- The engine must not have a pre-existing diesel particulate filter.
- The engine must not have a pre-existing selective catalytic reduction.

- The engine must be four-stroke.
- The engine can be turbocharged or naturally-aspirated.
- GTE Industries must review actual operating conditions (duty cycle, baseline emissions, exhaust temperature profiles, and engine backpressure) prior to retrofitting an engine with the GTE Purity™ DPF System to ensure compatibility.
- The engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- The product must not be operated with fuel additives, as defined in section 2701 of title 13, of the CCR, unless explicitly verified for use with fuel additive(s).
- The product must not be used with any other systems or engine modifications without ARB and manufacturer approval.
- Other terms and conditions are specified below.

Table 1: Conditions for the GTE Purity™ DPF System

Parameter	Value
Application	Stationary Prime and Emergency Standby Power Generation and Stationary Prime and Emergency Standby Pumping
Engine Type	Diesel, with or without turbocharger, without Exhaust-Gas Recirculation (EGR), mechanically or electronically controlled, certified off-road engines meeting 0.2 g/bhp-hr diesel PM or less based on certification or in-use emission testing.
Minimum Exhaust Temperature for Filter Regeneration	The engine must operate at the load level required to achieve 400 degrees Celsius (°C) for a minimum of 30 minutes. Operation at lower temperatures is allowed, but only for a limited duration, as specified below.
Maximum Consecutive Minutes Operating Below Passive Regeneration Temperature	300 Minutes
Number of Cold Start and 30 Minute Idle Sessions before Regeneration Required	10
Number of Hours of Operation Before Cleaning of Filter Required	2,000 when using diesel with <15 ppm sulfur.
Fuel	California diesel fuel with less than or equal to 15 ppm sulfur or a biodiesel blend provided that the biodiesel portion of the blend complies with ASTM International D6751 (15 ppm sulfur), the diesel portion of the blend complies with CCR, title 13, sections 2281 and 2282 and the blend contains no more than 20 percent biodiesel by volume.

PM Verification Level	Level 3 Plus Verification: <ul style="list-style-type: none"> • PM – at least 85% reduction • NO₂ – meets January 2009 limit
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The GTE Purity™ DPF System consists of a catalyzed passive DPF, a differential pressure controller, and a backpressure monitor. A schematic of the approved label is shown in Attachment 2. Labels attached to the DPF and the engine must be identical.

This Executive Order is valid provided that installation instructions for the GTE Purity™ DPF System do not recommend tuning the engine to specifications different from those of the engine manufacturer.

Prior to the sale of a GTE Purity™ DPF System, GTE industries must provide each prospective owner/purchaser of the GTE Purity™ DPF System with a written estimate of the number of hours of engine operation that will typically elapse before regeneration is required. GTE Industries must also provide, in writing, the length of time of a typical regeneration event.

Changes made to the design or operating conditions of the GTE Purity™ DPF System, as exempted by ARB, which adversely affect the performance of the engine's pollution control system, shall invalidate this Executive Order. As such, no changes are permitted to the device.

Changes to the GTE Industries GTE Purity™ DPF System are not permitted without ARB approval. The ARB must be notified in writing of any changes to any part of the GTE Purity™ DPF System. Any changes to the device must be evaluated and approved by ARB. Failure to do so shall invalidate this Executive Order.

Marketing of the GTE Purity™ DPF System using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order shall be prohibited unless prior approval is obtained from ARB.

This Executive Order shall not apply to any GTE Purity™ DPF System advertised, offered for sale, sold with, or installed on a new engine.

As specified in the Diesel Emission Control Strategy Verification Procedure (CCR, title 13, section 2706 (i)), ARB assigns each Diesel Emission Control Strategy a family name. The designated family name for the verification as outlined above is:

CA/GTE/2009/PM3+/N00/ST/DPF01

This designated family name must be used in reference to this Executive Order as part of the system labeling requirement. Labels attached to the GTE Purity™ DPF System and the engine must be identical.

Proper engine maintenance is critical for the proper functioning of the diesel emission control strategy. The owner of the equipment on which the diesel emission control

strategy is installed is strongly advised to adhere to all good engine maintenance practices. Failure to document proper engine maintenance, including keeping records of the engine's oil consumption, may be grounds for denial of a warranty claim.

The terms and conditions of this Executive Order must be satisfied regardless of where the system is sold in order for the system to be considered verified. Systems sold as verified, or which carry an ARB-approved label, must satisfy all the terms and conditions of this Executive Order.

Additionally, as stated in the Diesel Emission Control Strategy Verification Procedure, GTE Industries is responsible for recordkeeping requirements (CCR, title 13, section 2702), honoring the required warranty (section 2707), conducting in-use compliance testing (section 2709), and complying with the system labeling requirements (CCR, title 13, section 2706 (j)).

This Executive Order is valid provided that the diesel fuel used in conjunction with the device complies with CCR, title 13, sections 2281 and 2282, and if biodiesel is used, the biodiesel blend shall be 20 percent or less subject to the following conditions:

- The biodiesel portion of the blend complies with the American Society for Testing and Materials International specification D6751 applicable for 15 parts per million sulfur content, and
- The diesel fuel portion of the blend complies with CCR, title 13, sections 2281 and 2282.

Other alternative fuels such as, but not limited to, ethanol diesel blends and water emulsified diesel fuel are excluded from this Executive Order.

In addition, ARB reserves the right in the future to review this Executive Order and verification provided herein to assure that the verified add-on or modified part continues to meet the standards and procedures of CCR, title 13, section 2222, et seq and CCR, title 13, sections 2700 through 2711.

Systems verified under this Executive Order shall conform to all applicable California emissions regulations. This Executive Order does not release GTE Industries from complying with all other applicable regulations.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order.

Executive Order DE-09-011 is hereby superseded and is of no further force and effect.

Executed at Sacramento, California, this 21st day of August 2014.

Richard W. Corey
Executive Officer
by

A handwritten signature in blue ink, appearing to be 'C. Marv', written over a horizontal line.

Cynthia Marvin, Chief
Transportation and Toxics Division

Attachment 1: GTE DPF System, Off-Road Certified Engine Family List
($0 \leq 0.2$ g/bhp-hr PM)

Attachment 2: Label for GTE Industries GTE Purity™ DPF System