State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER DE-08-009-03

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 section 39515 and 39516 and Executive Order G-02-003;

This action relates to Verification under sections 2700 through 2710 of title 13 of the California Code of Regulations

Johnson Matthey Inc.
CRT(+) Diesel Particulate Filter

ARB has reviewed the request by Johnson Matthey Inc. for verification of the CRT(+) diesel particulate filter (DPF). Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of the ARB hereby finds that the CRT(+) DPF 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 section 2708) and complies with the ARB January 1, 2009, nitrogen dioxide (NO_2) 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 CRT(+) DPF as a Level 3 Plus system, for use with stationary emergency standby and prime generators 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 emergency standby or prime generators.
- The engines are model years 1996 or newer having the engine family names listed in Attachment 1.
- The engine must be a Tier 1, Tier 2, or Tier 3 certified off-road 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 diesel particulate filter.
- The engine must be four-stroke.
- The engine can be turbocharged or naturally-aspirated.
- The engine must be certified in California.
- Johnson Matthey Inc. must review actual operating conditions (duty cycle, baseline emissions, exhaust temperature profiles, and engine backpressure) prior to retrofitting an engine with the CRT(+) DPF 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 engine 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 other terms and conditions specified in Table 1.

Table 1: Conditions for the CRT(+) DPF

Parameter	Value
Application	Stationary Emergency Standby and Prime Power Generation
Engine Type	Diesel, with or without turbocharger, without exhaust gas recirculation (EGR), mechanically or electronically controlled, Tier 1, Tier 2, or Tier 3 certified off-road engines meeting 0.2 g/bhp-hr diesel PM or less based on certification or in-use emissions testing.
Minimum Exhaust Temperature for Filter Regeneration	The engine must operate at the load level required to achieve 240 degrees Celsius (°C) for a minimum of 40 percent of the engine's operating time and an oxides of nitrogen (NOx)/PM ratio of 15 @ ≥ 300°C and 20 @ ≤ 300°C. Operation at lower temperatures is allowed, but only for a limited duration as specified below.
Maximum Consecutive Minutes Operating Below Passive Regeneration Temperature	720 Minutes
NOx/PM Ratio Requirements	NOx/PM ratio of at least 8 with a preference for 20 or higher.
Number of Consecutive Cold Starts and 30 Minute Idle Sessions before Regeneration Required	24
Number of Months of Operation Before Cleaning of Filter Required	Filter cleaning is not required till after 150 half-hour cold starts with associated regenerations or 1000 hours of emergency/standby use or 6 to 12 months of prime operation depending on hours of operation, maintenance practice, and oil used. The CRTdm, which monitors engine exhaust back pressure and temperature will determine the actual cleaning interval and provide an alert when filter cleaning is required.
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 D6751, the diesel portion of the blend complies with Title 13 (CCR), sections 2281 and 2282, and the blend contains no more than 20 percent biodiesel by volume. Other alternative diesel fuels such as, but not limited to, ethanol diesel blends and water emulsified diesel fuel are excluded from this Executive Order.
Verification Level	Level 3 Plus Verification: • PM - at least 85% reduction • NO_2 - meets January 2009 limit

The CRT(+) DPF consists of an oxidation catalyst and diesel particulate filter, referred to as a catalyzed passive continuously regenerated diesel particulate filter, and a backpressure monitor and data logger combination, CRTdm. 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 CRT(+) DPF do not recommend tuning the engine to specifications different from those of the engine manufacturer. The product must not be used with any other systems or engine modifications without ARB and manufacturer written approval.

Changes made to the design or operating conditions of the CRT(+) DPF, 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.

If Johnson Matthey Inc. plans to make changes to the design of CRT(+) DPF, the ARB must be notified in writing of any changes to any part of the CRT(+) DPF. Any changes to the device must be evaluated and approved in writing by ARB. Failure to do so shall invalidate this Executive Order.

Marketing of the CRT(+) DPF 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.

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

CA/JMI/2008/PM3+/N00/ST/DPF01

Additionally, as stated in the Diesel Emission Control Strategy Verification Procedure, Johnson Matthey Inc. is responsible for record keeping requirements (section 2702), honoring the required warranty (section 2707), and conducting in-use compliance testing (section 2709).

Johnson Matthey Inc. must ensure that the installation of the CRT(+) DPF system conforms to all applicable industrial safety requirements.

A copy of this Executive Order must be provided to the ultimate purchaser at the time of sale.

Proper engine maintenance is critical for the proper functioning of the diesel emission control strategy. The owner and/or operator of the vehicle 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.

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 2710.

Systems verified under this Executive Order shall conform to all applicable California emissions regulations.

This Executive Order does not release Johnson Matthey Inc. 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-08-009-02 is hereby superseded and is of no further force and effect.

Executed at Sacramento, California, this 31st day of August, 2011.

James N. Goldstene
Executive Officer
by

Richard W. Corey, Chief
Stationary Source Division

Attachment1 with 2011 Engine Families included.
Attachment 2: Label