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Johnson Matthey  
Catalysts

07-5-6

Statement  
Of  
Johnson Matthey  
On The  
California Air Resources Board Hearing Agenda Item 07-5-6  
Public Hearing to Consider Adoption of a Proposed Regulation for In-Use Off-Road Diesel Vehicles

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Good morning Ms. Chairman and Members of the Board. My name is Marty Lassen and I am the Director of Commercial Development for Johnson Matthey's heavy-duty diesel business in North America. Johnson Matthey appreciates the opportunity to provide comments on the proposed regulation for In-Use Off-Road diesel vehicles.

Johnson Matthey is a technology company that has been providing advanced catalytic solutions to reduce emissions for over thirty years. We have worked with both the ARB and EPA to develop and provide ever increasingly advanced technology solutions to reduce emissions from both mobile and stationary sources. Johnson Matthey fully supports the goal of the ARB's Diesel Risk Reduction Program to significantly reduce particulate matter from California's inventory of existing diesel engines.

Johnson Matthey has existing business relationships with a number of North American diesel engine manufacturers. We are a major supplier of emission control technology for the EPA's 2007 on-road rule and we are working with the engine OE's on the second phase of the rule for further NOx reductions in 2010. At the same time, Johnson Matthey is already working with several non-road diesel engine and machine manufacturers for application of emission control technology for the EPA's Non-Road rule for Tier 4 engines.

With regard to retrofit, Johnson Matthey technology has been verified by both ARB and EPA for retrofit of on-road legacy vehicles. Additionally, Johnson Matthey retrofit technology has approval from governmental bodies in both Europe and the Far East. These approvals are not only for on-road applications, but for non-road applications as well. In fact Johnson Matthey has retrofit over 150,000 vehicles and machines over the past 12 years.

Johnson Matthey has several verification applications in place with ARB for technology that reduces both PA and NOx from non-road machines. We recognize that non-road applications are not the same as on-road applications. Do we think retrofitting non-road vehicles will be easy and straightforward? Maybe it will be easy on some applications, but certainly not on all applications. There is no doubt that special attention will have to be paid to things such as duty cycle, space constraints, line of sight, safety, vibration and other issues specific to non-road machines. And in some cases we may not be able to retrofit certain applications.

We know that uncertainty is not a good thing for business, both ours and the businesses represented at this Board Hearing. However, we are confident that with the effort, smart engineering and the right technology, a solution is available for the non-road market.

Thank you.