

**JOHNSON MATTHEY, INC.**  
380 LAPP ROAD, MALVERN, PA 19355 - 1210 USA  
T + 484 RX FOR AIR F + 484.320.2306



Martin Lassen  
08-11-3

## Johnson Matthey Catalysts

Statement  
Of  
Johnson Matthey, Inc.  
On The  
California Air Resources Board Hearing Agenda Item 08-11-3  
Public Hearing to Consider Adoption of a Proposed Regulation to Reduce Emissions from  
In-Use, On-Road Diesel Vehicles and Amendments Regarding Other Vehicles Included in Previous Rules

---

Good morning Madam 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 will be a major supplier to the engine OE's on the second phase of the rule for further NOx reductions in 2010. At the same time, Johnson Matthey is working with a number of 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. In fact Johnson Matthey has retrofit over 150,000 vehicles over the past 12 years.

Johnson Matthey has existing verified Level 3 technology available for school buses and early implementers of other fleets within the Private Fleet Rule. Additionally, JM has a combined NOx-PM verification application in place with ARB for on-road engine model years 1998 to 2006. This technology is very likely to be verified in the next few months as a Mark 4 system (70-84% NOx reduction) for 1998 to 2003 model year engines and a Mark 2, 3 or 4 system (40 - 55% NOx reduction for Mark 2, 56 to 69% for Mark 3 and 70-84% for Mark 4) for 2004-2006 model year engines. In all cases, this would result in emission levels for NOx equivalent to model year 2007 engines. This means that the use of this retrofit system would allow Legacy Fleet vehicles from MY 1998 to 2006 to remain in service until 2020 at which time they would need to meet the 2010 model year NOx emission standard. This Retrofit System is a fraction of the cost of a new vehicle purchase resulting in a viable and cost-effective means to meet the requirements of this proposed Rule. The SCRT System is available for inspection in the ARB street showcase here today.

Thank you,

Marty Lassen  
Johnson Matthey, Inc.