Manufacturers of Emission Controls Association
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March 23, 2006

VIA E-MAIL TO: http://listserv.arb.ca.gov/major/comm/email.php

Clerk of the Board
Air Resources Board
1001 I Street, 23rd Floor
Sacramento, CA 95814

RE: ARB Rulemaking to Consider the Proposed Amendments to the Verification Procedure, Warranty, and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines

To Whom It May Concern:

Please find attached a copy of the written testimony submitted by the Manufacturers of Emission Controls Association (MECA) regarding the above-referenced rulemaking.

MECA plans to present oral testimony on this rulemaking at the March 23, 2006 public hearing in Sacramento.

Thank you for your assistance.

Sincerely,

Joseph Kubsh
Executive Director

STATEMENT OF THE
MANUFACTURERS OF EMISSION CONTROLS ASSOCIATION
ON THE AIR RESOURCES BOARD'S
PROPOSED REGULATORY AMENDMENTS TO THE
VERIFICATION PROCEDURE, WARRANTY AND IN-USE COMPLIANCE
REQUIREMENTS FOR IN-USE STRATEGIES TO
CONTROL EMISSIONS FROM DIESEL ENGINES

March 23, 2006

The Manufacturers of Emission Controls Association (MECA) is pleased to provide testimony in support of the Air Resources Board's proposal to revise the NO_2 emission limit for verified diesel emission control systems. We believe the proposal presents a balanced and fair approach that recognizes the importance of limiting NO_2 emissions from verified retrofit technologies and imposes achievable limits on NO_2 emissions from verified diesel retrofit technologies. The proposal also includes a pre-conditioning protocol that allows for the evaluation of NO_2 emissions from diesel retrofit technologies in a condition that is closer to the in-use operation of these devices, provides for continued sale of a broad range of verified products that meet an interim 30 percent maximum increase in NO_2 emissions in the 2007-2009 timeframe, and provides additional time for manufacturers to modify their technologies to comply with a 20 percent maximum increase in NO_2 emissions by January 1, 2009.

MECA is a non-profit association of the world's leading manufacturers of emission control technology for motor vehicles. Our members have decades of experience and a proven track record in developing and manufacturing emission control technology for a wide variety of on-road and off-road vehicles and equipment. A number of our members have extensive experience in the development, manufacture, and application of diesel emission control retrofit technologies. Many of the currently ARB-approved verifications for diesel emission control retrofit technologies were completed by MECA members. Our members have invested and continue to invest significant resources in developing and verifying diesel retrofit technologies for use on the whole range of in-use diesel engines currently operating in California, including on-road, off-road, and stationary sources.

MECA has worked with ARB staff since 2004 on issues related to the emission of NO_2 from diesel retrofit technologies, including chairing one of the workgroups tasked with defining effective and meaningful test protocols that could be use to evaluate NO_2 emissions from diesel engines equipped with retrofit technologies. MECA advocated and supports the proposed revision in the form of the NO_2 emission limit to an increase in NO_2 emissions associated with a given retrofit technology relative to the baseline, engine-out NO_2 level. This is a parameter that is associated directly with the retrofit technology independent of the NO_2 emissions contributed by the engine without a retrofit technology.

MECA supports the timing for implementing the 20 percent maximum NO_2 increase. The proposed January 1, 2009 date gives manufacturers time to modify existing verified products that currently exceed this 20 percent increase or to verify new products with low NO_2 emission characteristics. Manufacturers with currently verified retrofit products that meet the proposed interim 30 percent maximum NO_2 increase but still exceed the longer term 20 percent maximum NO_2 increase are already working towards product improvements that reduce the NO_2 emissions of these devices. The proposed 2009 date for compliance with the 20 percent maximum NO_2 increase allows for the continued sale of a large variety of verified technologies through the end of 2008 with proven reduction efficiencies for diesel particulate matter that meet an interim 30 percent increase in NO_2 emissions. This verified product diversity provides end-users with needed choices to address the large variety of retrofit applications present in California, and for ARB to achieve its ambitious diesel risk reduction goals of reducing in-use diesel PM emissions across the state by 75 percent in 2010 and by 85 percent in 2020.

MECA has also worked closely with staff on the proposed pre-conditioning requirements. This proposed test protocol takes into consideration the relationships between NO_2 emissions and the levels of soot and ash present in a filter that employs a catalyst for soot regeneration. MECA believes that the proposed pre-conditioning requirements more adequately reflect the in-use condition of filters and therefore provide a more consistent measure of the NO_2 emissions associated with filters in real world applications.

The proposal also establishes a new "Plus" designation for verified technologies that meet the 20 percent maximum NO_2 increase in the 2007-2008 timeframe. MECA asks that ARB staff, going forward, should consistently use only the technology designations included within ARB's approved verification procedure to designate the performance characteristics of verified retrofit technologies and not to use more exclusive labels, language, or terms for this purpose.

MECA and its members look forward to working with ARB, the fleet operators, and other interested stakeholders in the successful implementation of verified diesel retrofit technology as a compliance strategy for ARB's landmark Diesel Risk Reduction Plan. Our industry is committed to delivering a variety of retrofit technology options to the end-users of California that provide needed reductions in diesel particulate matter and meet the proposed 20 percent maximum increase in NO_2 emissions relative to engine-out NO_2 emission levels.