



Offroad Diesel Retrofit Program **UPDATE**

Volume I, Number 1

January 2005

TECHNOLOGY & RETROFIT PRODUCTS:

Clean Diesel Technologies, Inc. (CDTI) has announced the marketing of a DPF system which uses CDTI's Fuel-Borne Catalyst with the Mitsui/PUREarth Catalyzed Wire Mesh filter product. This system has been verified by EPA to reduce PM by 76% when used with ultra-low sulfur diesel fuel, and by 55% when used with conventional highway diesel fuel. The system is applicable to 1991 to 2003 model year diesel engines. CARB verification is underway, and is being sought for designation as a Level 2 system.

CARB has verified the Lubrizol Engine Control Systems Unikat Combifilter DPF system for model year 1996 to 2004 diesel engines used in offroad applications. This system uses an actively regenerated DPF to achieve 85% PM reduction. Regeneration is required to be performed daily, and is accomplished by parking the vehicle and connecting the filter to a regeneration station that provides electrically heated air for regeneration.

PROGRAMS:

The \$20 million Supplemental Environmental Project being funded by Toyota, as part of the consent decree associated with settlement of an enforcement action brought on behalf of the U.S. EPA, has reached the milestone of conducting the lottery to select the eligible entities that will be invited to submit funding applications for purchase of DPFs and ULSD for school buses. A total of 62 entities were selected. Within the WRAP region, two school districts were selected from Arizona, and nine from California. Final selections will be made after receipt and review of the funding applications. Final selections are likely to be made in the Spring of 2005.

The Tennessee branch of ALCOA (Aluminum Company of America) has adopted the use of Biodiesel B20 for use in 550 of its commercial vehicles and diesel engine industrial equipment. The East Tennessee Clean Fuels Coalition provided information assistance to support ALCOA's efforts.

FUNDING OPPORTUNITIES IN THE WRAP REGION:

The Bay Area Air Quality Management District (CA) is now accepting applications for projects to reduce NOx emissions from public and private refuse haulers. Incentive funding of \$3.5 million has been made to fund these projects. Funds can be used to purchase Level 3 (85% reduction) PM diesel retrofit strategies that also reduce NOx by 25%, or to purchase natural gas refuse hauling vehicles that have been certified to CARB's 1.8 gr/bhp-hr NOx standard. Program guidelines are available at www.baaqmd.gov.

The State of California has increased the funding levels available to support an expansion of its Carl Moyer incentive program to include PM and HC reduction projects. The emphasis of the Carl Moyer program has, and will continue to focus on NOx reductions, but additional weight will now be given to projects that also include diesel PM emission reductions. Total incentive funding programs in California are now expected to reach \$140 million annually beginning in FY 2005/2006.

The Federal Aviation Administration (FAA) has announced that it will be accepting applications for grants to fund emission reduction projects for airport ground support equipment and ground service vehicles (e.g., parking lot shuttle buses). These projects will be funded under FAA's Voluntary AIRPORT Low Emission (VALE) Program. The program will provide 10 airports with grants of up to \$500,000 per airport. While the program is primarily oriented toward funding of clean fuel projects, a special pilot program has been established specifically for funding of retrofit projects for existing airport ground support equipment. There are 211 airports within the WRAP region that qualify for program consideration: AK-85, AZ-12, CA-30, CO-13, ID-6, MT-9, ND-7, NM-7, NV-4, OR-7, SD-5, UT-3, WA-14, WY-9. Detailed program guideline information and related documents are available at www.faa.gov/arp/environmental.