

# NEWS



## Manufacturers of Emission Controls Association

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### FOR IMMEDIATE RELEASE

August 1, 2013

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### **Retrofit Sales for Trucks and Buses in California Remain Lower Than Projected**

**Washington, D.C.** – Sales of diesel particulate filters (DPFs) for in-use, on-road, heavy-duty diesel vehicles operating in California remain lower than projected, according to the results of a survey released today by the Manufacturers of Emission Controls Association (MECA). The total number of verified DPFs sold by MECA member companies for in-use, on-road, heavy-duty diesel vehicles operating in California in the first half of 2013 (January 1, 2013 to June 30, 2013) was 3,508 (includes both passive and active DPFs). Under ARB's truck and bus regulation, the agency projected that approximately 59,500 DPFs would need to be installed in 2013 (to meet a January 1, 2014 compliance deadline). These latest numbers follow sales of 6,261 DPFs for in-use, on-road, heavy-duty diesel vehicles in California in 2012, which was less than the 8,400 projected by ARB for last year. Overall, ARB has projected that approximately 76,500 DPFs would need to be installed from 2011 to 2015 to meet the requirements of the truck and bus regulation. (Note: These projected retrofit numbers by ARB take into consideration other compliance options available to meet the requirements of the truck and bus regulation, including extensions, credits, and the purchase of new or used DPF-equipped trucks.)

The upcoming January 1, 2014 compliance deadline applies to heavy-weight vehicles (gross vehicle weight rating greater than 26,000 pounds) with 2005 to 2006 model year engines. Once retrofitted with a DPF, these vehicles will not need to be replaced (with a vehicle with a 2010 model year engine or newer) until January 1, 2022. Small fleets (three or fewer total vehicles) are required to demonstrate that at least one of their vehicles (any model year) has a DPF (originally equipped or retrofit) by the January 1, 2014 deadline. (Note: In order to qualify for the manufacturer delay extension for the January 1, 2014 deadline, fleet owners must make DPF purchases on or before September 1, 2013.)

Installing DPFs on diesel vehicles is one of the most cost-effective ways to comply with California's regulations to reduce particulate matter (PM) emissions from the existing diesel fleet. DPFs can reduce overall PM emissions by more than 90%, including significant reductions

in black carbon, ultrafine PM, and lube oil ash, and are less costly than purchasing a new vehicle or repowering a used vehicle. To date, more than 300,000 on-road vehicles and 50,000 off-road pieces of equipment have been retrofitted with DPFs around the world. In the U.S., based on previous MECA retrofit sales survey results, approximately 90,000 DPFs have been sold since 2001 for both on-road and off-road vehicles.

In California, DPFs have been used to successfully retrofit over 40,000 on-road and off-road vehicles since 2002. Moreover, retrofit installations in California have had an excellent performance record. In response to California legislative action in early 2012, ARB staff reviewed retrofit field experience since 2002. Of the 25,000 DPFs deployed in the state during that time, ARB found less than 15 cases where the devices failed to the point of unsafe vehicle operation, and all of these failures were shown to be attributed to either poor engine or device maintenance, misapplication of the device, or the ignoring of warning alarms by the vehicle operator (see “Bill Analysis” report on SB 1230 at: [www.leginfo.ca.gov/pub/11-12/bill/sen/sb\\_1201-1250/sb\\_1230\\_cfa\\_20120409\\_115325\\_sen\\_comm.html](http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb_1201-1250/sb_1230_cfa_20120409_115325_sen_comm.html)). Currently, there are 43 verified Level 3 DPFs ( $\geq 85\%$  PM reduction) available in California covering a range of on-road and off-road applications.

“Despite the sluggish retrofit sales for trucks and buses in California, DPFs remain a proven, cost-effective option for trucking fleets to meet the requirements of ARB’s truck and bus regulation. This year is an important compliance year for the regulation as many small fleet owners will need to demonstrate compliance ahead of the January 1, 2014 deadline. We continue to encourage ARB to provide helpful outreach and effective enforcement of the truck and bus regulation to ensure full compliance by fleet owners,” said MECA’s Executive Director, Joseph Kubsh. “Going forward, MECA member companies remain committed to bringing cost-effective, verified DPFs to the marketplace.”

Founded in 1976, MECA is a national association of companies that manufacture a variety of emission control technologies for cars, trucks, buses, and off-road vehicles and equipment, as well as stationary internal combustion engines. For more information on exhaust and evaporative emission control technologies, please visit MECA’s website at: [www.meca.org](http://www.meca.org). (Note: The MECA website has been recently redesigned to improve the look and functionality of the site, as well as to provide easier access to the latest MECA news and site updates.)

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