**STATEMENT
OF THE
MANUFACTURERS OF EMISSION CONTROLS ASSOCIATION
ON THE AIR RESOURCES BOARD'S CONSIDERATION OF
AMENDMENTS TO THE DIESEL EMISSION CONTROL STRATEGY
VERIFICATION PROCEDURES, WARRANTY, AND IN-USE COMPLIANCE
REQUIREMENTS**

December 11, 2003

The Manufacturers of Emission Controls Association (MECA) is pleased to provide comments in support of the Air Resources Board's proposed amendments to the regulations established for verification procedures, warranty, and in-use compliance requirements for in-use diesel emission control strategies to control emissions from diesel engines.

We wish to take this opportunity to thank the ARB staff for its willingness to work with MECA, our members, and the other stakeholders in developing the proposed amendments and for its efforts to develop an effective program.

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 technologies for a wide variety of on- and off-road vehicles and equipment in both original equipment (OE) and retrofit. ARB's Diesel Risk Reduction Plan (DRRP) has served to stimulate significant efforts on the part of our members and others in the development, optimization, manufacture, and commercial application of diesel retrofit emission control technology. The end result of these efforts will be a growing number of technology options for a growing number of retrofit applications. These technologies will help ARB meet the objectives of the DRRP.

Discussion

An effective diesel emission control verification and in-use compliance program must address two critical elements. First, the program must ensure that the technology verification procedures and in-use performance are sufficiently rigorous to ensure that the technologies and strategies approved by ARB meet the emission control performance levels not only initially, but in-use as well. Second, the procedures should not be overly burdensome such that manufacturers with effective technology that could provide significant PM reductions are dissuaded from attempting to verify their technologies in California.

Warranty Requirements

Our members continue to believe in general that details of providing product warranty should be left to the marketplace and their commercial activities. However, if a

mandatory warranty is required, our members' opinions differ on what the details of the warranty should contain. Individual MECA members have discussed their views on warranty coverage with ARB staff. Our members strongly agree that the removal of the vehicle and equipment from the mandatory warranty is a step in the right direction.

NO_2 Limit

MECA strongly supports postponing a NO_2 emission limit from January 1, 2004 to January 1, 2007. This will not only give our members more time to develop products to address this issue, but also provide all parties additional time to better understand this complex issue and to define appropriate limits. Although manufacturers continue to develop catalyst formulations and systems to minimize the production of NO_2, the current requirements in Section 2706, which include engine out NO_2 emissions, largely takes meeting the current requirement outside of the retrofit technology manufacturer's control and therefore impedes progress towards meeting it. Delaying this requirement will have little, if any, adverse impact on California's air quality and will allow the continued introduction of diesel emission control strategies and provide the associated air quality benefits to the citizens of California while the issue is being fully understood. We welcome the opportunity to work with ARB to investigate:

- baseline engine-out NO_2 emissions,
- market penetration rates of control strategies that can produce NO_2,
- the technological extent to which catalyst-based strategies can be made to minimize NO_2 formation,
- methods to minimize test to test variations and appropriate test methods, and
- other items associated with this very complex issue.

We look forward to working with ARB to effectively address this issue.

Section 2702(b)

MECA agrees that a diesel emission control strategy needs to be based on sound principles of science and engineering and agrees that an adequate demonstration of this is essential.

Harmonization of Durability Requirements

MECA strongly supports ARB's efforts to harmonize verification requirements with the U.S. EPA Voluntary Diesel Retrofit Program and would welcome the opportunity to work with staff and EPA to fully harmonize the two programs. Full harmonization of these two different retrofit technology verification programs would greatly streamline and minimize the resources required by technology developers to bring verified technologies to the marketplace. This in turn ensures the widest range of verified technologies is available to support the broad spectrum of diesel engine applications in California.

Limits on Other Pollutants

Recently, as members have looked at the verification requirements for the wide variety of sources in California, it has come to our attention that putting a 10% cap on increases in CO emissions when using a diesel emission reduction strategy is problematic – especially in the case of stationary engines which are characterized by very low engine-out levels. Variability in test and measurement methods may make the demonstration of meeting this cap difficult. We would welcome the opportunity to work with ARB staff to investigate this issue further.

Conclusion

In closing, we commend the Air Resources Board for its continuing efforts to provide the people of California with healthy air quality and for demonstrating true leadership in implementing the Diesel Risk Reduction Plan and in establishing an innovative verification and in-use compliance program. Our industry pledges its continued commitment to support ARB's initiatives and to ensure that technologies and strategies are available to help achieve the objectives of the Diesel Risk Reduction Plan.

Thank you.

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