International Diesel Retrofit Advisory Committee
October 2, 2001

Sheraton Gateway – LAX
6101 West Century Blvd.
Los Angeles, CA 90045

AGENDA

8:30 – 9:00 **Coffee**

9:00 – 9:15 **Welcome and Opening Remarks**

9:15 – 10:00 **MECA Retrofit Probabilities (see attachment)**

At the last meeting, the Manufacturers of Emission Controls Association (MECA) presented an assessment of the probability of successfully retrofitting with passive particulate filters for different applications and engine series. Does the committee agree with MECA's probability table for on and off road applications? Where can the assessment be refined, or revised to reflect current data? Should the table be considered accurate and robust enough to be used by ARB as input for rule adoption sequencing? Could the European IDRAC members provide a comparable list for active based systems?

10:00 – 10:45 **Actively Regenerating Filter Systems**

ARB held a meeting with various European and Japanese active based emission control system manufacturers on September 6 and 7. A report will be presented on the information exchanged at that meeting. Staff would like the IDRAC committee members to share their experiences regarding the advantages and disadvantages of implementing active systems in their different countries, including cost effectiveness, complexity, and user acceptance.

10:45 – 11:00 **BREAK**

11:00 – 11:45 **Diesel Oxidation Catalysts**

There has been interest in using diesel oxidation catalysts to retrofit applications that are not amenable to passive particulate filters. The retrofit verification procedure was recently revised to allow systems that achieve particulate reductions as low as 30 percent. Staff would like the committee to provide comments on whether the 30 percent threshold would be sufficient to allow the use of diesel oxidation catalysts. Staff would also like the committee to provide

information on the advantages and disadvantages of diesel oxidation catalyst use.

11:45 – 1:00 **LUNCH**

1:00 – 1:45 **Retrofit Verification Process (see attachment)**

As members of the committee should be aware, the Air Resources Board (ARB) staff has been reviewing and revising its retrofit verification procedures and has held several workshops with industry and other interested parties. Staff would like for the committee to provide feedback on the verification process, with particular attention to how the process can be hastened without a loss of confidence in the ultimate performance of a verified control system. In addition, staff would like to discuss how to encourage greater participation in the verification process by potential retrofit system manufacturers.

1:45 – 2:30 **Effect of Particulate Control Systems on NO2 emissions**

Some particulate control systems, including some passive filters and diesel oxidation catalysts, operate using a chemical reaction involving the conversion of NO to NO2. This has been shown to shift the percentage of NO2 in diesel exhaust from 10% to as high as 50% of NOx. ARB's staff will give a short presentation on the effect of the NO2 shift, and other changes in emissions, on ambient ozone and fine particle concentrations. Staff would like the committee to share any data and experience related to this issue and offer suggestions for how this effect could be minimized or mitigated.

2:30 – 3:15 **Marketing/Incentives Workgroup Update**

The goal of the marketing and incentives workgroup is to enable the retrofit of in-use diesel engines operating in California through voluntary programs. The objective is to procure funding to offset the costs of retrofit and maximize the number of vehicles that can be reached through such programs. Possible methods include: federal tax credits and grants, state grants, preferential contracting by State of California, and establishment of an advisory body to provide recommendations to the Governor. Staff would like the committee to comment on the effectiveness of these types of programs and to suggest other possible incentives.

3:15 – 3:30 **Closing Remarks**