

**State of California
AIR RESOURCES BOARD**

EXECUTIVE ORDER DE-06-006-01

Pursuant to the authority vested in the Air Resources Board (ARB) by Health and Safety Code, Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Section 39515 and 39616 and Executive Order G-02-003;

Relating to Exemptions under Section 27156 of the Vehicle Code, and Verification under Sections 2700 through 2710 of Title 13 of the California Code of Regulations:

HUSS Umwelttechnik GmbH
FS-MK Series Diesel Particulate Filter

ARB has reviewed HUSS's request for verification of the FS-MK filter. Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of ARB hereby finds that the FS-MK filter reduces emissions of diesel particulate matter consistent with a Level 3 device (greater than or equal to 85 percent reductions) (Title 13 California Code of Regulations (CCR) Sections 2702 (f) and (g) and Section 2708). Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies the FS-MK filter as a Level 3 system for on-road applications that use heavy-duty diesel engines of all model years up through and including 2006, except those belonging to engine families listed in Attachment 1.

The FS-MK filter is compliant with the 2009 nitrogen dioxide emissions limit and as such is designated as a "Plus" system per Section 2702(f).

The aforementioned verification is subject to the following terms and conditions:

- The engine must be model year 2006 or older, and not belong to any of the engine families listed in Attachment 1.
- The engine must be used by an on-road motor vehicle with a manufacturer's Gross Vehicle Weight Rating of over 14,000 pounds.
- The engine must not employ exhaust gas recirculation.
- The engine must not have a pre-existing oxidation catalyst from the original equipment manufacturer unless the following conditions are met:
 - The original equipment diesel oxidation catalyst is left in place and not removed.
 - The FS-MK filter is installed downstream of the diesel oxidation catalyst.
 - The backpressure sensor is installed upstream of the diesel oxidation catalyst.
- The engine must not have a pre-existing diesel particulate filter from the original equipment manufacturer.
- The engine can be mechanically or electronically controlled.

- The engine must be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- Lube oil, or other oil, must not be mixed with the fuel.
- The system must not be operated with fuel additives, as defined in Section 2701 of Title 13, of the CCR, unless explicitly verified for use with the fuel additive(s).
- The product must not be used with any other systems or engine modifications without ARB and manufacturer approval.
- The other terms and conditions specified below.

IT IS ALSO ORDERED AND RESOLVED: That installation of the FS-MK filter, manufactured by HUSS Umwelttechnik GmbH of Nordostpark 74, D-90411 Nürnberg, Germany, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore, the FS-MK filter is exempt from the prohibitions in Section 27156 of the Vehicle Code for installation on all heavy-duty on-road vehicles except for those using engines listed in Attachment 1.

This exemption is only valid provided the engines meet the aforementioned conditions.

The FS-MK filter consists of a wall-flow diesel particulate filter, a diesel fuel burner, and an electronic control system. The major components of the FS-MK filter are identified in Attachment 2. Schematics of the approved product and engine labels are shown in Attachment 3.

This Executive Order is valid provided that installation instructions for the FS-MK filter do not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

No changes are permitted to the device. The ARB must be notified in writing of any changes to any part of the FS-MK filter. Any changes to the device must be evaluated and approved by ARB. Failure to do so shall invalidate this Executive Order.

Changes made to the design or operating conditions of the FS-MK filter, as exempted by ARB, which adversely affect the performance of the vehicle's pollution control system, shall invalidate this Executive Order.

Marketing of the FS-MK filter using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order shall be prohibited unless prior approval is obtained from ARB.

This Executive Order shall not apply to any FS-MK filter advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

As specified in the Diesel Emission Control Strategy Verification Procedure (Title 13 CCR, Section 2706 (g)), the ARB assigns each Diesel Emission Control Strategy a family name. The designated family name for the verification as outlined above is:

CA/HUS/2006/PM3+/N00/ON/DPF01.

Additionally, as stated in the Diesel Emission Control Strategy Verification Procedure, HUSS is responsible for honoring the required warranty (Section 2707) and conducting in-use compliance testing (Section 2709).

In addition to the foregoing, ARB reserves the right in the future to review this Executive Order and the exemption and verification provided herein to assure that the exempted and verified add-on or modified part continues to meet the standards and procedures of CCR, Title 13, Section 2222, et seq and CCR, Title 13, Sections 2700 through 2710.

Systems verified under this Executive Order shall conform to all applicable California emissions regulations.

This Executive Order does not release HUSS from complying with all other applicable regulations.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order.

Executed at El Monte, California, this 25th day of July 2008.

/s/

Robert H. Cross, Chief
Mobile Source Control Division

Attachment 1: Engine Families Excluded from the FS-MK Filter Verification

Attachment 2: Parts List for the FS-MK Filter

Attachment 3: Labels for the FS-MK Filter