

**State of California
AIR RESOURCES BOARD**

EXECUTIVE ORDER DE-08-006-05

The diesel emission control strategy described herein qualifies as a potential compliance option for the Air Resources Board's (ARB) in-use diesel fleet rules.

Pursuant to the authority vested in ARB by the *Health and Safety Code*, Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by *Health and Safety Code* Sections 39515 and 39516 and Executive Order G-02-003;

Relating to Exemptions under Section 27156 of the *Vehicle Code*, and Verification under Sections 2700 to 2711 of Title 13 of the *California Code of Regulations* (CCR)

ESW CleanTech, Incorporated (ESW CleanTech)
Longview Diesel Particulate Filter System (Longview)

ARB has reviewed ESW CleanTech's request for verification of the Longview system. 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 Longview system reduces emissions of diesel particulate matter (PM) consistent with a Level 3 device (greater than or equal to an 85 percent reduction), reduces emissions of oxides of nitrogen (NOx) consistent with a Mark 1 device (greater than or equal to a 25 percent reduction) (Title 13, CCR, Sections 2702 (f) and 2708), and is compliant with the 2009 nitrogen dioxide emissions limit. Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies the Longview system as a Level 3 Plus, Mark 1 system for heavy-duty on-road vehicles that use certain heavy-duty engines. Engines for which the Longview system is verified, the verified parts list, the verified labels, swapping and re-designation information, and other product information can be found here:

<http://www.arb.ca.gov/diesel/verdev/companies/esw/longview.htm>.

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

- The engine must be originally manufactured from model year 1993 through 2006.
- 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 be certified for on-road applications.
- The engine must not employ exhaust gas recirculation.
- The engine's displacement must not exceed 14 liters.

- The engine must have a power rating of at most 450 horsepower.
- The application must have a duty cycle with a temperature profile greater than 260 degrees Celsius for at least 25 percent of the time.
- The engine must be in its original certified configuration.
- The engine must not be certified to have a pre-existing original equipment manufacturer (OEM) diesel particulate filter (DPF).
- The engine must not be certified to have a pre-existing OEM diesel oxidation catalyst.
- For model years 1994 and newer, the engine must have a PM certification level of at most 0.1 grams per brake horsepower-hour (g/bhp-hr), and greater than 0.01 g/bhp-hr.
- The engine must have a four-stroke combustion cycle.
- The engine must be turbocharged.
- 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 engine must be operated on fuel that has a sulfur content of no more than 15 parts per million by weight.
- 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 system must not be used with any other systems or engine modifications without approval from ARB and the manufacturer.
- The system must be installed with a backpressure monitor to notify the operator when the backpressure limit is reached. The notification must occur and be clearly visible to the operator while the vehicle or equipment is in use.
- The other terms and conditions specified below.

IT IS ALSO ORDERED AND RESOLVED: That installation of the Longview system, manufactured by ESW CleanTech Incorporated, 6755 Mira Mesa Boulevard, Suite 123-122, San Diego, California 92121, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore the Longview system is exempt from the prohibitions in Section 27156 of the *Vehicle Code*

for installation on heavy-duty on-road vehicles. This exemption is only valid provided the engines meet the aforementioned conditions.

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 2711.

The Longview system consists of the following major system components, listed in order from exhaust inlet to outlet as they are arranged within the exhaust system of the vehicle: one fuel injector, one static mixer, one inlet cone, two lean NOx catalyst modules, one catalyzed wall-flow DPF, and one outlet cone. The Longview system also includes a backpressure monitor and warning system. The major components of the Longview system are identified in the parts list. The parts list and schematics of the approved product and engine labels are available on the website shown above.

The Longview system is comprised of two lean NOx catalyst modules and a single catalyzed wall-flow DPF designed to filter the exhaust from a single engine. Longview systems with multiple DPFs, including designs with two or more filter components canned together or multiple individually-canned filter components in parallel or in series (or any combination thereof), are not valid under this Executive Order. Channeling exhaust from a single engine through multiple Longview systems, deployed in parallel or in series or any combination thereof, is also not valid under this Executive Order.

No changes are permitted to the system. ARB must be notified, in writing, of any changes to any part of the Longview system. Any changes to the system must be evaluated and approved in writing by ARB. Failure to do so shall invalidate this Executive Order.

ESW CleanTech must ensure that the installation of the Longview system conforms to all applicable industrial safety requirements.

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

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

Marketing of the Longview system using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order is prohibited unless prior written approval is obtained from ARB.

This Executive Order does not apply to any Longview system advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

A copy of this Executive Order must be provided to the ultimate purchaser at the time of sale.

As specified in Section 2706(j) (Title 13, CCR) of the *Verification Procedure, Warranty, and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines* (Procedure), ARB assigns each diesel emission control strategy a family name. The designated family name for the verification as outlined above is:

CA/ECT/2008/PM3+/N25/ON/LNF01

The designated family name CA/ECT/2008/PM3+/N25/ON/LNF01 replaces the previous name CA/CLE/2008/PM3+/N25/ON/LNF01.

As stated in the Procedure, ESW CleanTech is responsible for recordkeeping requirements (Section 2702), honoring the required warranty (Section 2707), and conducting in-use compliance testing (Section 2709).

Proper engine maintenance is critical for the proper functioning of the diesel emission control strategy. The owner of the vehicle on which the diesel emission control strategy is installed is strongly advised to adhere to all good engine maintenance practices. Failure to document proper engine maintenance, including keeping records of the engine's oil consumption, may be grounds for denial of a warranty claim.

Use of system parts or replacement parts not authorized by ESW CleanTech may be grounds for denial of a warranty claim.

This Executive Order is valid provided that the diesel fuel used in conjunction with the device complies with Title 13, CCR, Sections 2281 and 2282, and if biodiesel is used, the biodiesel blend shall be 20 percent or less subject to the following conditions:

- The biodiesel portion of the blend complies with the American Society for Testing and Materials specification D6751 applicable for 15 parts per million sulfur content; and
- The diesel fuel portion of the blend complies with Title 13, CCR, Sections 2281 and 2282.

Other alternative diesel fuels such as, but not limited to, ethanol diesel blends and water emulsified diesel fuel are excluded from this Executive Order.

The Longview system must not be located over any occupied space (e.g., driver or passenger compartments) or any other location deemed unacceptable by

ESW CleanTech, and must not be installed in a way which would result in noncompliance with any applicable safety standards including but not limited to Federal Motor Carrier Safety Administration, Subpart G, *Miscellaneous Parts and Accessories*, Section 393.83 *Exhaust Systems*.

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

The terms and conditions of this Executive Order must be satisfied regardless of where the system is sold in order for the system to be considered verified.

Systems sold as verified, or which carry the ARB-approved label, must satisfy all the terms and conditions of this Executive Order.

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

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

This Executive Order hereby supersedes Executive Order DE-08-006-04 (dated June 16, 2011), Executive Order DE-08-006-03 (dated January 18, 2011), Executive Order DE-08-006-02 (dated January 14, 2010), Executive Order DE-08-006-01 (dated February 27, 2009), and Executive Order DE-08-006 (dated December 9, 2008).

Executed at El Monte, California, and effective this 13th day of June 2013.


Annette Hebert, Chief
Mobile Source Control Division