

May 31, 2001

Mr. Kevin Hallstrom
Engelhard Corporation
101 Wood Avenue
P.O. Box 770
Iselin, New Jersey 08830-0770

Dear Kevin:

I am pleased to inform you that the voluntary mobile source emissions reduction program (VMEP) Retrofit Program review committee has approved the Engelhard DPX particulate filter for inclusion in the EPA VMEP retrofit program. The committee has approved the DPX for use in all highway heavy-duty diesel engines including 4-stroke, turbocharged or naturally aspirated engines provided the required operating criteria are met as described below. As a result, states will be allowed to claim state implementation plan (SIP) credits for retrofitting heavy-duty diesels with the DPX (subject to approval by the regional EPA offices). The credit states will be allowed to claim from retrofitting diesels with the DPX will be a 60 percent reduction in PM, CO, and HC emissions. Our understanding is that there will be approximately a 1 to 3 percent fuel economy penalty associated with the use of the Engelhard DPX particulate filter.

The following operating criteria must be met in order for states to claim SIP credits for retrofitting engines with the DPX:

1. The engine must be operated with a fuel that contains a sulfur content of no more than 30 ppm.
2. The engine exhaust temperature must be at least 250 degrees C for at least 30 percent of the duty cycle. (Engelhard will ensure that these criteria are met for each application to be retrofitted. Engelhard has indicated they will make the above determination by measuring the exhaust temperature profile of some candidate engines from each application while they are operated over the expected duty cycle.)

3. The engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer;
4. Engelhard installs a backpressure monitor and malfunction indicator light on all vehicles equipped with a DPX filter. In some cases Engelhard in conjunction with the engine manufacturer will connect the backpressure monitor to the electronic control module (ECM) which will record a trouble code if backpressure increases.

Information on the DPX product, percent reduction, applicable engines, and in-use testing program will be posted on the EPA Voluntary Diesel Retrofit website. As you know, Engelhard will be responsible for completing the in-use testing that has been outlined in the application packet and for submitting all in-use testing data to EPA as a requirement of the program. This information should be submitted to Anthony Erb. He can be reached at (202) 564-9259.

Thank you for submitting your application to the EPA VMEP retrofit program.

Very truly yours,

Coralie Cooper
Mobile Source Analyst

Cc: Jason Grumet
Gregory Green
Anthony Erb
Mitch Greenberg
Jim Blubaugh
Cliff Dean