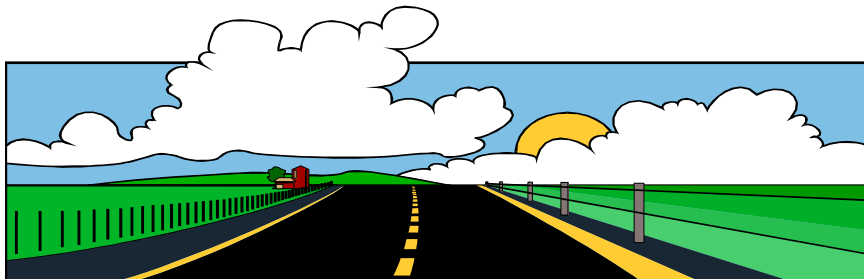


Clean Technologies Forum



January 2005

PUBLIC AGENCY & UTILITIES FLEET REGULATION DRAFT

The California Air Resources Board (CARB) announced that it has revised its draft particulate matter control measure for on-road heavy-duty diesel fleet vehicles owned/operated by public agencies and utilities regulation. The draft is available at www.arb.ca.gov/msprog/publicfleets/publicfleets.htm. Although no workshop is being planned for this draft, CARB is requesting comments by **January 21, 2005**.

OFF-ROAD DIESEL ENGINES WORKGROUP MEETING

As reported in the November Clean Technologies Forum, the California Air Resources Board (CARB) began the rulemaking process to reduce diesel particulate matter emissions from in-use mobile off-road diesel-fueled engines greater than 25 horsepower (including construction, mining, airport ground support, logging, and industrial equipment such as forklifts).

CARB's next meeting in this rulemaking process is scheduled for **Wednesday, February 16, 2005 from 9:30-noon**. The meeting may be attended in person or by teleconference. The agenda for the meeting and details on how to participate can be found at the following website: www.arb.ca.gov/msprog/ordiesel/ordiesel.htm or by contacting Zerguy Maazouddin at 916-323-2809.

CARB ENACTS SOFTWARE UPGRADE REGULATION

After a voluntary program showed slow progress, the California Air Resources Board (CARB) decided at its December 9th meeting to enact a regulation requiring owners of 1993 – 1999 heavy-duty trucks, school buses and diesel powered motor homes to upgrade their engine computer software.

The software upgrade, called reflash, prevents the release of excess nitrogen oxide emissions from these engines. The excess emissions and subsequent need for reflashes were part of a settlement between engine manufacturers, the U.S. EPA and CARB. Manufacturers were going to reflash at engine overhaul (about 350,000 miles), but by March 2004 only 13% of the applicable engines had been reflashed. In an effort to work with manufacturers, CARB allowed the voluntary reflash program, but only one manufacturer, Detroit Diesel Corporation (DDC), was successful at meeting the 35% reflash goal during the six month voluntary program. DDC is being allowed to continue its voluntary program, while the other manufacturers are being required to have all their engines reflashed by December 2006 regardless of engine overhaul.

Reflash schedule

ENGINE YEARS	DUE DATE
1993-94	April 30, 2005
1995-96	August 31, 2005
1997-98	December 31, 2005
1997-98 medium heavy duty	December 31, 2006

There is no cost to the owner of a vehicle to have the engine computer software reflashed. Contact a local engine manufacturer to make an appointment today!

SPOTLIGHT ON SAC INTERNATIONAL AIRPORT

The Sacramento International Airport (SMF) actively participates in the Federal Aviation Administration's (FAA) Inherently Low Emission Airport Vehicle program (ILEAV). SMF was one of ten airports that received an ILEAV grant in September 2001. The goal of ILEAV is to demonstrate the environmental benefits and economic viability of making clean fuel technologies an integral part of the vehicle fleet mix at commercial airports. ILEAV success will result in regional air quality benefits and provide a model for other airports to follow. The equipment being deployed under the SMF ILEAV program is shown below.

TASKS	COMPLETION DATE
20 CNG buses (14 already running)	Spring 2005
New CNG fueling station	March 2005
14 electric baggage tugs (8 already running)	March 2005
24 electric belt loaders (16 already running)	March 2005
17 electric superchargers (8 already running)	June 2005
2 Neighborhood electric vehicles	July 2005

The ILEAV program participants include the County of Sacramento, Southwest Airlines (SWA), United Airlines (UAL) and America West Airlines (AWA).

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Sacramento Metropolitan Air Quality Management District
Mobile Source Division
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Sacramento, CA 95814-1908

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An innovative aspect of the program not originally anticipated by the FAA has been the conversion of gasoline-powered belt loaders to electric power. SWA led the way by converting its 16 belt loaders, and the same approach is being contemplated by AWA.

For more information on ILEAV visit <http://www.sacairports.org/int/about/environment.html> or contact Mr. Greg Rowe at (916) 874-0698.

NEW VERIFICATION OFF-ROAD PM CONTROL

Lubrizol Engine Control System's Unikat Combifilter has been verified by the California Air Resources Board as a Level 3 particulate matter control device, which means an 85% reduction of particulate matter. The verification covers use of the Combifilter on model years 1996-2004 off-road diesel engines utilizing CARB diesel or ultra low sulfur diesel. Details on specific engine families covered under the verification and the executive order can be found at www.arb.ca.gov/diesel/verdev/verdev.htm.

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