

May 20, 2018



It's not the Diesel Engine, it's the DPF

Before the mandated Diesel Particulate Filter, DPF was used to “control” emissions from diesel truck exhaust there were 3 components to the exhaust, Water, Carbon Dioxide and Particulate Matter. The DPF converts the CO₂ into NO_x during combustion and then attempts to reconvert it into CO₂ using EGR and SCR technology after combustion. This alchemy can only occur under high temperature conditions in the engine. Without the heat the DPF does not work, it does not convert. It is a gross polluter.

Approximately 40 to 50 percent of all trucks never or only rarely come up to this required temperature. Long haul trucks after 30 to 45 minutes under load do achieve the required temperature. The DPF trades CO₂ for NO_x, rated 298 times more lethal than Carbon Dioxide by the US. EPA. A non DPF diesel engine is far less polluting and more reliable, gets better fuel economy, operates cheaper, safer and has greater longevity than a DPF equipped engine.

Don't listen to us read or view the Southwest Research Lab Inc. Report, www.allianceforca.org. a paper endorsed by CARB and paid for by CARB, Engine Manufacturers Association and MECCA, the DPF manufacturers. It cost \$1.3 million and CARB awarded another \$1 million for further research and possible solutions.

In addition, air quality studies comparing the Cottonwood Scales on HWY 5 versus the Port of Los Angeles confirmed the results of the Southwest report. The study was done by University of Denver, the majority of trucks passing through the Cottonwood scales are long haul high temperature, while those at the Port are urban or low temperature.

<http://www.greencarcongress.com/2018/04/20180430-haugen.html>

There are more studies done in greater London and Zurich as well as Amsterdam that show greater pollution from the DPF and degradation of the air quality.

This is the latest and by far the largest blunder CARB has committed. Tens of thousands of businesses destroyed and air contaminated. Who can forget, reformulated diesel fuel, MTBE, Vapor Recovery Nozzles, more than once, arithmetic miscalculations on emissions from many sources.

Hank de Carbonnel
Executive Board Member