

## CALIFORNIA SCHOOL BUSES CLEAN UP WITH DPFS

Clean Diesel Technologies gets nearly \$1.3 million in new orders under CARB school bus program



Clean Diesel Technologies' Purifilter Plus diesel particulate filter system is a passive regeneration system that is targeted toward the retrofit of school buses with 1993 to 2010 diesel engines.

**BY DAWN M. GESKE**

**T**he Heavy Duty Diesel Systems division of Clean Diesel Technologies Inc. has received nearly \$1.3 million in new orders for its verified emissions control products under the California Air Resources Board's (CARB's) Lower-Emission School Bus Program. The aftertreatment systems are being used to retrofit

school buses in Northern California. Shipments began in the third quarter and are expected to be completed before the end of the year.

CARB's Lower-Emission School Bus Program provides grant funding for new, safer school buses and puts emissions control equipment such as retrofit devices on buses that are already on the road.

"We've done many school bus programs in the state of California over the years," said Charlie Call, chief executive officer at Clean Diesel Technologies, Ventura, Calif. "We've been working on school bus programs for a number of years.

"This last order was very gratifying. There are only a few thousand (un-retrofitted) school buses left in the

## TECHNOLOGY OF CLEAN AIR

whole state. They've kind of all been retrofitted. This is a good chunk of the remaining buses."

The orders were received from Emissions Retrofit Group, a distributor of Clean Diesel's ECS-branded emissions reduction products based in Sacramento, Calif. The orders consist primarily of Purifilter and Purifilter Plus diesel particulate filters (DPFs).

"It really depends on the engine in the school bus," said Call. "These are all going to use the Purifilter or the Purifilter Plus, depending on the age of the buses and the type of drive cycle they have."

Clean Diesel's Purifilter Plus is engineered to reduce PM by more than 85% and is targeted toward the retrofit of school buses. It has a plug-in regeneration system that can be activated midday for minimal interruption to a typical school bus schedule, the company said. It is approved for use on 1993 to 2010 exhaust gas recirculation (EGR) engines and non-EGR engines up to 16 L and 625 hp.

The Purifilter is a passive DPF approved for use with 1993 to 2006 non-EGR engines up to 16 L and 625 hp, and it is engineered to be compatible with ULSD and B20 biodiesel. The DPF has an exhaust gas requirement of 536°F for at least 25% of the operation. It can reduce particulate matter (PM) by more than 85%, Clean Diesel said.

Both DPF systems are verified by the EPA and CARB (Level 3 Plus). They incorporate Clean Diesel's catalyst and a silicon carbide substrate from Liqtech — one of Clean Diesel's primary substrate providers.


The catalyst for the Purifilter and Purifilter Plus systems are applied in Oxnard, Calif., with system build occurring in Toronto, Ontario, Canada.

Clean Diesel Technologies Inc. also announced that its Heavy Duty Diesel Systems division was awarded orders valued in excess of \$1.7 million for its verified emissions control products under the New Jersey Department of Environmental Protection (NJDEP) Mandatory Diesel Retrofit Program. The program requires the retrofitting of a variety of vehicles and equipment. Clean Diesel said it expects shipments of these orders to occur in the fourth quarter of 2011.

Clean Diesel's ECS-branded Purifilter Plus DPF was approved by the NJDEP for retrofitting under the program, which requires owners of diesel-powered vehicles and equipment such as dump, recycling and tow trucks to install control devices to reduce PM emissions.

Under the program, there is no cost to the owners of regulated vehicles to install the retrofit technology because the purchase and installation cost for the retrofit technology is reimbursed by the NJDEP. **dp**

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