

**Comment 1 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: marjorie

Last Name: rivera

Email Address: mrivera433@msn.com

Affiliation:

Subject: Emissions from diesel engines on ships along our coast

Comment:

Just read in the Long Beach Press Telegram article by Kris Hanson that the Pacific Merchant Shipping Assn. has been granted a hearing over our rule that freight ships use ultra-low sulfur fuels in both their main and auxillary engines when traversing the coast and while visiting ports.

Please do not let them pollute our air.

Keep up the fight.

Our health depends on it.

marjorie rivera

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2009-12-15 11:34:02

No Duplicates.

**Comment 2 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Barbara

Last Name: Graham

Email Address: bgraham@water.ca.gov

Affiliation:

Subject: Concerned with job situation in California

Comment:

I am writing to you because I'm very concerned with the job situation in California. My tenant works in the trucking industry and I'm very concerned that if the strict environmental regulations go into effect that he will lose his job. The trucking firm he works for has already expressed that they may leave California due to the bad economy and not being able to afford to comply with any more strict regulations to do business here. I finally get a good tenant after so many years of bad tenants and now I worry about losing them. With Arnold's furloughs I'm only bringing home \$1,300 a month so I can't afford to keep up two households on that amount. It would not only devastate my tenants, but my financial situation as well. Please do whatever you can to save jobs in California and put a hold on these regulations until the economy can afford them. Thank you.

Sincerely, Barbara

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2009-12-21 13:48:58

No Duplicates.

### **Comment 3 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Richard  
Last Name: LoGuercio  
Email Address: richard@tacer.biz  
Affiliation:

Subject: Diesel truck emmissions CARB  
Comment:

I am the owner of a company in Van Nuys that employs over 250 hard working people and operates a fleet of 34 well maintained trucks of which 90% were purchased new within the last five years.

I have been in business for the last 30 years and have put up and coped with all the high taxes, over regulation and worker comp issues and still held on although many times I thought of leaving the State and ending all of the misery. This time I mean it! How much more can we take!!

Business is bad enough, we are down 30% and we are lucky we can just keep the doors open, last year we had 300 employees now 250 and going down. We are hoping for a a better year in 2010.

Now you decide that the air isn't quite clean enough and that I should destroy all of my perfectly running trucks over the next few years or pay money I don't have to have them retofitted.

I DON'T HAVE THE MONEY!!!!!!! NOBODY IS GOING TO WANT TO BUY MY OUTLAWED TRUCKS!!!!!! I just purchased trucks last year that cost \$80,000 and with CARB I have been told that I couldn't get more than \$20,000 at the very most out of state. THI SI NUTS!!!

The state politicians talk about job's,job's, job's! If these new regulations are passed I am sad to say that I will look to another state to move my company or consider early retirement and you guy's can put another 250 people on the un-employment roles.

Richard LoGuercio  
President  
Town & Country Event Rentals

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-15 09:33:28

No Duplicates.



**Comment 4 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Ford

Last Name: SeBastian

Email Address: drspyne@sdcoxmail.com

Affiliation:

Subject: Your diesel emmissions regs

Comment:

Please stop trying to kill California's economy. Our diesels are clean as they sit, they in fact could be instrumental in using less fossil fuel.

You people are the epitome of what is bad with this state. You and your board are evil.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-16 18:48:14

No Duplicates.

## **Comment 5 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: calvin  
Last Name: taylor  
Email Address: inkjunkie61@yahoo.com  
Affiliation:

Subject: YOU'RE KILLING THE TRUCKING INDUSTRY  
Comment:

PLEASE RETHINK THIS. YOU ARE RUNNING THE TRUCKING INDUSTRY OUT OF CALIFORNIA, AND WITH IT GOES MANY RELATED JOBS.. HAVE YOU ALL GONE MAD? THIS IS LUNACY! NOT TO MENTION THE DEBACLE DESCRIBED IN THIS ARTICLE...

A year ago, high officials of the California Air Resources Board learned that the author of a statistical study on diesel soot effects had falsified his academic credentials.

The researcher, Hien Tran, acknowledged the deception and agreed to be demoted, but after his data were given another peer review, they remained the basis of highly controversial regulations that will cost owners of trucks, buses and other diesel-powered machinery millions of dollars to upgrade their engines. The Tran study concluded that diesel "particulate matter" was responsible for about 1,000 additional deaths each year.

More from Local and State Contributors and Columnists

- \* Orange Grove: Fannie, Freddie are frauds
- \* Venezia: Cities should at least regulate pot sellers
- \* Dan Walters: Budget riddled with gimmicks
- \* Dan Walters: More jobs creation blah, blah
- \* Orange Grove: 3 Big Lies behind Obamacare

Only recently, with the rules on the verge of final promulgation, did board officials formally acknowledge Tran's falsification, largely because one board member, cardiologist John Telles, did his own investigation and complained about an apparent cover-up.

Telles, in sharp letters to board officials and during last month's CARB meeting, said the chain of events casts a pall over the legitimacy of the vote to proceed with the new rules.

"Failure to reveal this information to the board prior to the vote not only casts doubt on the legitimacy of the truck rule, but also upon the legitimacy of CARB itself," Telles said, adding, however, that he doesn't question the validity of the science.

Industry critics have jumped on the revelation that Tran falsely

claimed he received a doctorate from the University of California, Davis, but the board's staff rejects the complaints.

"What Tran did was bad," James Goldstene, CARB's executive officer, said Tuesday, "but the science was sound."

"Nobody was kept in the dark," Goldstene said in response to Telles. "I don't think his point is valid."

However, Mary Nichols, CARB's chairwoman, told Telles in a Nov. 10 e-mail that the "staff response was a matter of poor judgment, but not deceptive or irresponsible," and she added her personal apologies "for failing to convey information you were entitled to have."

In July 2008, Dr. S. Stanley Young, an official of the National Institute of Statistical Sciences, wrote to Gov. Arnold Schwarzenegger, complaining that, "none of the authors (of the report) are professional statisticians." Four months later, California Environmental Protection Agency Secretary Linda Adams told Young - in a letter drafted by Tran - that the study team was qualified, citing Tran's UC Davis doctorate.

Shortly thereafter, just one day before CARB was to act on the truck rules, board officials learned of the false doctorate after a University of California professor who's critical of the rules told them that Tran lacked the degree, but only a few board members were informed. Although reports of Tran's deception circulated for months, including a couple of brief media mentions, it wasn't until recently that CARB officials publicly acknowledged it.

As Telles says, the apparent cover-up casts a pall over the legitimacy of a very important, and very costly, state policy.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-16 22:58:25

No Duplicates.

**Comment 6 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Steve

Last Name: Burris

Email Address: [steve@floatube.com](mailto:steve@floatube.com)

Affiliation: Petroleum Recovery Services

Subject: Dirty Fuel

Comment:

One of the main contributing factors to emissions is the quality of the fuel, dirty in, dirty out. There can be no doubting that floating suction is the best form of fuel delivery. It is mandatory for aviation fuel storage tanks. By drawing fuel from a point high in the storage column, floating suction ensures that your equipment receives the cleanest portion of your inventory. Current fuel pickup lines extend to the bottom of a storage tank to maximize the tank's capacity, but because this is where sludge and contaminants settle, conventional pickup lines deliver the dirtiest fuel in the tank. The Floatube is an innovative fuel delivery system inside the fuel storage tank that possesses a floating arm capable of maintaining its position relative to the liquid as the volume changes within the tank. It can be installed on suction systems or attached to a submersible pumps. Naturally, clean fuel increases engine performance and fuel efficiency, while reducing maintenance and fuel emissions. It also helps avoid problems with alternative fuels such as phase separation. The California Air Resource Board may consider following the Air Transportation Association lead and require floating suction in all fuel tanks. Its easily implemented and besides helping the ecology, it would protect consumers from receiving bad fuel (water) that kills engines.

Attachment: '[www.arb.ca.gov/lists/verdev2010/11-floatube\\_ad\\_2009.pub](http://www.arb.ca.gov/lists/verdev2010/11-floatube_ad_2009.pub)'

Original File Name: FLOATube ad 2009.pub

Date and Time Comment Was Submitted: 2010-01-20 07:15:42

No Duplicates.

**Comment 7 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: arleen  
Last Name: wallace  
Email Address: bizsmqu2@verizon.net  
Affiliation:

Subject: VERDEV2010  
Comment:

NO  
ALL THESE ADOPTIONS COST US MONEY

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-20 14:31:28

No Duplicates.

**Comment 8 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Hanna

Last Name: Hanson

Email Address: hannahighpoint@gmail.com

Affiliation:

Subject: NEGATIVE IMPACT ON CA ECONOMY

Comment:

As a California resident who was recently laid off, I believe that the decisions of this board are making a negative impact on the California economy. Spain has attempted to implement similar regulations and has lost 2.1 jobs for every "green job" created and now has the worst economy in the EU. A crippled economy, all based on faulty research.

The findings in the report by Mr. Tran should be questioned not by other researchers affiliated with his tainted work, but by scientists who are unbiased and unaffiliated with your board. This decision will effect hundreds if not thousands of working families in a terrible economy in which there are no jobs available.

No other state or country has been this radical in changing emission controls based on research from a FAKE scientist. Californians shouldn't suffer economically because of this man's deceptive business practices.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-20 17:24:33

No Duplicates.

**Comment 9 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: james

Last Name: hakeem

Email Address: jamesahakeem@dslextre.me.com

Affiliation:

Subject: Control Emissions from Diesel Engines

Comment:

Have any of you on this board even looked at the cost to the trucking industry if you put this plan in to effect. Has anyone on this board how many job will be lost if this is put into effect. Have any of you on this board looked at the cost to trucking companies who have to operate in this state to bring their trucks up to your proposed standards for Emissions. A better question would be do you even care that head of you committee doesn't care and is working with bad information that does not support her claims. As a branch of this state Government you need to have a cost impact study done by an independent auditor before adding new environmental rules to any industry in this state.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-20 17:50:04

No Duplicates.

**Comment 10 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Rasto  
Last Name: Brezny  
Email Address: rbrezny@meca.org  
Affiliation: MECA

Subject: MECA's Testimony for Board Item 10-1-3  
Comment:

Please find our attached comments.

Thank you,

Rasto Brezny

Attachment: 'www.arb.ca.gov/lists/verdev2010/15-meca\_verification\_testimony.zip'

Original File Name: MECA Verification Testimony.zip

Date and Time Comment Was Submitted: 2010-01-21 13:42:09

No Duplicates.

**Comment 11 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: mark  
Last Name: whittlesey  
Email Address: mark\_whittlesey@yahoo.com  
Affiliation:

Subject: FORGET IT!!!  
Comment:

You Nazis are unbelievable. The stated unemployment rate in CA is over 10%. The actual rate is closer to 20% and you want to dump this JUNK on us.

CO2 does NOT cause global warming, and I don't care how many idiot pedophiles with degrees from Internet mills you get to say that it does.

THIS will WRECK employment in CA even more than it already is. OFC you losers don't care because you have been sucking on the public teat for your entire lives but those of us in the private sector DO CARE.

STOP THIS. AND JUST RESIGN ALREADY.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-21 15:40:32

No Duplicates.

**Comment 12 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: mark

Last Name: whittlesey

Email Address: mark\_whittlesey@yahoo.com

Affiliation:

Subject: BK TOMORROW. CONGRATULATIONS

Comment:

A construction company is filing bankruptcy tomorrow. 250 people will laid off. 250 families on the public dole just trying to survive and feed themselves.

Great job, fools. All because of your fake scientist with his pedophile degree.

You should be ASHAMED of yourself. But of course you aren't. You have no conscience. You are despicable. I hope those 250 families haunt you for the rest of your life. SHAME ON YOU!!!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-21 16:08:15

No Duplicates.

**Comment 13 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Tristen  
Last Name: Anders  
Email Address: sh0rtys463@hotmail.com  
Affiliation:

Subject: Diesel Emissions  
Comment:

To whom it may concern:

The emissions testing of diesels is not the answer to California's smog problems and limiting the modifications we are able to do to our diesels is not helping either. There are several modifications to be done that will allow more air into the diesel motor and clean up the exhaust leaving the vehicle. The diesel community is really working on cleaning up the sport and keeping the hot heads from polluting the air. The emissions testing is not what's causing this though, it's the people involved in the sport and the people that have a passion for diesel motors that are discouraging the polluting. I am just one voice I realize, but I would like for you to look into this a little further and pull diesel emissions from California. Thank you.

-Tristen Anders

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-21 23:38:45

No Duplicates.

## **Comment 14 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: dale  
Last Name: sarver  
Email Address: dale1108@ca.rr.com  
Affiliation:

Subject: Diesel Emmissions  
Comment:

The data that you used is a fraud. It was made by a person with a mail order PHD that you continue to pay with tax payer money. If you cannot find phony degrees, how can you make important rules regarding peoples lives? If you tolerate this kind of behavior by your employees, what kind of people are you?

The claim that thousands of people die from diesel emissions is preposterous. To prove this you must publish show the list of names of those who have died from this cause every year for the past 10 years. Otherwise this claim is phony.

You are making regulations that will cause millions if not billions of dollars damage to the economy of the state of California during a recession and will provide no benefit to the citizens of California. It has a negative impact on the trucking, busing, agricultural and construction industry. Many businesses have already closed or moved out of the state because of this legislation.

You have a dishonest chairman on this board who has tried to hide the problems with the report on which you base this ruling. She should resign or be fired. Her public statements are nothing but arrogant.

Any findings of this board are not to be trusted. It appears that you have an agenda that will not be influenced by facts.

This is another example of California State government gone array.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-22 09:36:41

No Duplicates.

**Comment 15 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Kevin  
Last Name: Nickerson  
Email Address: knicker5555@yahoo.com  
Affiliation: NONE

Subject: Diesel Smog Regulations  
Comment:

I've been a diesel owner for 7 years now and what you guys are doing is killing these trucks! Prior to the DPF and other smog related items being placed on these trucks they were getting great mileage, now because they are so restricted because of some BOGUS CARB TESTING, the mileage has gone to crap which would obviously burn way more fuel!

The logic behind what CARB/CA wants to do doesn't make any sense, not to mention the fact that the study done was performed by a fraud working at CARB. How can they be trusted? There have been numerous studies with different findings!

Also, the economic impact that this will cause is amazing to me. Please CARB/CA pull your heads out of your rears! CA is hurting yes, so are Californians! Ridiculous taxes, increase in registration and now let's make people retrofit trucks and pay additional money to have them smogged.

[http://www.petitiononline.com/mod\\_perl/signed.cgi?8484](http://www.petitiononline.com/mod_perl/signed.cgi?8484)

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-22 10:50:26

No Duplicates.

**Comment 16 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: bill

Last Name: boyer

Email Address: billgb@roadrunner.com

Affiliation:

Subject: transport refrigeration units

Comment:

please reconsider this new ruling on the study that was not done by person with a phd from a top school. this person bought a degree from the internet. ( should be in jail or at least lose his job which neither was done) this new ruling will put me out of business. these trailers will only be sold at a lost to other states that have not yet been faced with this new ruling. california is already headed for the toilet, why is the ARB forcing this ruling when people need their jobs.

i say shame on all of you for not doing your jobs you are putting more stress on california workers . knowing that your jobs are secure must be nice. i thank you for my added concerns and wish all of you a nice day.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-22 11:26:37

No Duplicates.

**Comment 17 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Jorge  
Last Name: estrada  
Email Address: j\_lestrada@yahoo.com  
Affiliation:

Subject: Great example for the state of california  
Comment:

Dear Board Members,

As a professional and small business owner, it boggles my mind how you can stand behind supposedly "scientific research", when one of your researchers has been proven to be a farce. Are the members of the board also guilty? You know a rotten apple doesn't fall far from the tree.

My main two problems I have with the board's recommendations are:  
1) The research should be redone with actual scientific references to actual studies showing a DIRECT link to premature death. You do know that there might be a direct link to incompetence and higher posts (such as board members)?  
2) Several board members hold stock with coal mines and big oil companies. If you really care about emissions why do you make money on the very companies that are causing the primary pollution?

--jorge

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-22 17:03:24

No Duplicates.

**Comment 18 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Kevin

Last Name: Marcheschi

Email Address: marchesk@msn.com

Affiliation:

Subject: diesel smog testing

Comment:

I hate to this but the diesel smog test is a total complete waist of time and tax payers money. The ARB can't answer simple question about diesels and how they are to be smogged and have no clue as to what has been done to these vehicles. The test it's self is point less and proves nothing, and does nothing for our air. The test speaks for its self. It is so obvious that who ever wrote this test and designed it had absolutely no clue as to what they were doing and probably drives a prius. Most diesels on our roads that are modified acually produce less emissions than stock and get far better fuel economy than stock. When a stock truck that has zero emissions controllls on it, can pass this test with flying colors, then this test does nothing other than take more money from us tax payer and waste it, when thier are much better things the money could be used for.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-22 21:59:42

6 Duplicates.

**Comment 19 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Brian

Last Name: De Grandis

Email Address: sicandtwisted@yahoo.com

Affiliation:

Subject: California diesel emmissions

Comment:

Before passing such regulation the repercussions should be considered. The expense to implement such law would far outway its benefits. The majority of diesel owners meticulously maintain thier vehicles to optimum running condition. Adding further regulation to these vehichles would inhibit thier capabilities and cause them to consume resourses at a higher rate. Furthermore thousands of jobs would be lost in the automotive industry, which has already faced trying times. To bring new restriction to previously unrestricted vehichles will bring great cost to not only the owners of these vehicles, but to the state as well. PLEASE RECONSIDER YOUR SOURCE OF INFORMATION!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-23 07:54:03

No Duplicates.

**Comment 20 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Darren  
Last Name: Lee  
Email Address: dlo@msdhw.com  
Affiliation:

Subject: California Diesel Emissions Legislation  
Comment:

To Whom It May Concern:

Let me begin by saying that I believe in clean air and preserving the environment. I recycle as much as possible and I do what I can to minimize my energy consumption. However, this upcoming diesel legislation that has already gone into effect is simply ridiculous. This entire situation has come about because of an individual who has lied about his education. And for the legislation to be passed based on this bogus expert is down right outrageous.

To pass a law on information that has been obtained from a person who was not qualified for the job is an atrocity. I am thoroughly disgusted with the way state legislation is being run. I urge you to drop this legislation and to force consequences and penalties on this fraudulent individual.

Sincerely,

Darren Lee

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-23 10:25:36

No Duplicates.

**Comment 21 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Charles  
Last Name: Schuppe  
Email Address: rschuppe@msn.com  
Affiliation:

Subject: Diesel smog testing  
Comment:

This is a complete waste of time and money. The suggested changes  
to existing diesels make them less effiecient and the end result is  
they make more smog

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-23 10:59:07

No Duplicates.

**Comment 22 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: William

Last Name: Richason

Email Address: Silverbulletdodge@hotmail.com

Affiliation:

Subject: Diesel Smog tests

Comment:

I have talked to people that live in the 6 other states that test diesel emissions. The tests in the other states are based off real numbers, not what COULD be coming out the tailpipe. The tests that California is using show no real test results and are only based off of the parts under the hood of the truck. We need to care less about the parts under the hood and more about what is coming out the pipe.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-23 11:59:15

No Duplicates.

**Comment 23 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Jacob  
Last Name: Kidd  
Email Address: jacobk@sent.com  
Affiliation:

Subject: diesel engine regulation  
Comment:

I do not wish the government or the ARB to pass further regulations on Diesel or Gasoline engines, both on-road and off-road.

It makes no sense that a 1 ton truck used to get 20+ mpg without all the extra emissions controls, now the same truck gets 12-16mpg.

Has there honestly been a 40% reduction in emissions to justify the wanton waste of fuel? I do not want my tax dollars spent monitoring private individuals or businesses. I do not want or see the need for more emissions products to be forced to be installed on/in vehicles for private individuals, businesses or manufacturers by our government. It is hurting our economy.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-23 12:26:26

5 Duplicates.

**Comment 24 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Tom

Last Name: Gottlieb

Email Address: tower190@yahoo.com

Affiliation:

Subject: Diesel smogging

Comment:

I would like to express my opinions for the new smog requirements. Diesel for a fact run more efficiently than gas motors making them better than most on the road. The state is also doing a disservice to diesel owners by making them spend out of pocket by changing parts on their truck in order to "pass" the test. The money being sunk into the new program can go to more important public works such as fixing our pot hole ridden streets.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-23 13:39:10

No Duplicates.

## **Comment 25 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: John

Last Name: Schuricht

Email Address: jschuricht@anscv.com

Affiliation:

Subject: Light duty diesel smog inspections are only necessary for 2008 and new vehicles

Comment:

I support the idea of improving our air quality, however the current methods being put into place will destroy our economy. The ARB needs to step back and look at the bigger picture of how changes being made to policy will effect usage our natural resources and the economy. Many older light duty diesels on the road have had modifications performed that greatly improve their efficiency, reducing the amount of fuel used and by extension lessening the amount of exhaust gasses expelled. Under the new regulations these modifications will become illegal.

For example, on a model year 2000 Ford light duty diesel truck utilizing a 7.3L Navistar diesel engine approximately 17mpg average was achieved on 500PPM low sulfur diesel fuel. With the switch to 15PPM ultra low sulfur diesel mpg dropped to an average of 14mpg. With slight changes to timing and fuel pressure fuel mileage was brought back up to 17mpg. Thus with the assumption of \$3 per gallon and 35 gallons per fill-up, mileage per tank is reduced from 595 miles per tank to 490 miles per tank. And cost to the consumer has gone from \$1,760 per 10,000 miles to \$2,140 per 10,000 miles. With new regulations requiring inspections on older vehicles and CARB approval for all parts, cost to the consumer will increase by \$380 per 10,000 miles just for fuel. This dose not take into account the money lost from the removal of the modifications, the extra 126 gallons of diesel fuel burned with exhaust gasses entering the atmosphere, and taxpayer money needed to run the new inspection programs.

Diesel smog equipment has been mostly absent until the 2008 model year light duty diesel vehicles, and many pre 2008 light duty diesel vehicles were purchased with now illegal modifications already in place. Change should not be mandated to pre 2008 light duty diesel vehicle owners. These pre 2008 vehicles will slowly phase out due to age, there is no need to waist tax payer money going after such a small minority of vehicles, nor is there a need to waist these vehicle owner's money. New smog regulations should only be put into place for 2008 and newer model year light duty diesel vehicles that already have smog management equipment.

The only possible outcome from smog checking pre 2008 light duty diesel vehicles is to further burden an already decremented economy. The tax payers will spend more on inspections, the owners will spend more on unnecessarily replacing equipment and more fossil fuels will be burned and put into the atmosphere.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-23 15:02:19

No Duplicates.

**Comment 26 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Matthew  
Last Name: Gudorf  
Email Address: mgudorf@uci.edu  
Affiliation:

Subject: Usless and arbitrary  
Comment:

These new rules are based on findings that are disputed by experts in the field.

These new requirements will hurt business in California and drive down prosperity.

These requirements pose an economic hardship at a time when California's economy is the weakest it has ever been.

As a citizen and a voter of California zip 92625 I oppose these  
PROPOSED AMENDMENTS TO THE VERIFICATION PROCEDURE, WARRANTY  
AND IN-USE COMPLIANCE REQUIREMENTS FOR IN-USE STRATEGIES TO  
CONTROL EMISSIONS FROM DIESEL ENGINES

Matt Gudorf

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-23 17:29:15

No Duplicates.

**Comment 27 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Dave

Last Name: Anderson

Email Address: david92117@hotmail.com

Affiliation:

Subject: emission testing and retrofits.

Comment:

Where's the improvement to the atmosphere when the new trucks are getting 25% less economy. Also, let the old trucks die a natural death instead of forcing companies to upgrade or retrofit. If nothing else, delay these new regulations until people are back to work.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-23 18:01:19

No Duplicates.

**Comment 28 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Jason

Last Name: Hawes

Email Address: jasonhawes@att.net

Affiliation:

Subject: California Diesel Smog Laws 2010

Comment:

To Whom It May Concern,

Our economy is in shambles. Many have lost their homes, jobs, healthcare etc. So why are we adding another nail in the coffin of our state economy?

For many many years, diesel emissions we're deemed less harmless than the traditional combustable engine powered by gasoline. Literally overnight, the attitude towards diesel has changed and is now considered a dangerous pollutant to humans. Why?

The diesel powered trucks, off-road equipment and small engines of yesterday would easily surpass the fuel economy of todays gasoline powered vehicles and equipment. And now we've had to retrofit our diesel engines with soot traps and particulate filters that are, without a doubt, choking the performance of these engines and has drastically changed the fuel economy for the worse.

I ask, how are these new emission controls and laws maiking the environment better for our planet and human health if we have to consume more oil to clean up the air?

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-24 08:11:27

No Duplicates.

## **Comment 29 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Michael

Last Name: Cosman

Email Address: mcosman4@pacbell.net

Affiliation:

Subject: Opposition Statement to Implementation of Diesel Engine Smog Inspection

Comment:

I support the idea of improving our air quality, however the current methods being put into place will destroy our economy. The ARB needs to step back and look at the bigger picture of how changes being made to policy will effect usage our natural resources and the economy. Many older light duty diesels on the road have had modifications performed that greatly improve their efficiency, reducing the amount of fuel used and by extension lessening the amount of exhaust gasses expelled. Under the new regulations these modifications will become illegal.

For example, on a model year 2000 Ford light duty diesel truck utilizing a 7.3L Navistar diesel engine approximately 17mpg average was achieved on 500PPM low sulfur diesel fuel. With the switch to 15PPM ultra low sulfur diesel mpg dropped to an average of 14mpg. With slight changes to timing and fuel pressure fuel mileage was brought back up to 17mpg. Thus with the assumption of \$3 per gallon and 35 gallons per fill-up, mileage per tank is reduced from 595 miles per tank to 490 miles per tank. And cost to the consumer has gone from \$1,760 per 10,000 miles to \$2,140 per 10,000 miles. With new regulations requiring inspections on older vehicles and CARB approval for all parts, cost to the consumer will increase by \$380 per 10,000 miles just for fuel. This dose not take into account the money lost from the removal of the modifications, the extra 126 gallons of diesel fuel burned with exhaust gasses entering the atmosphere, and taxpayer money needed to run the new inspection programs.

Diesel smog equipment has been mostly absent until the 2008 model year light duty diesel vehicles, and many pre 2008 light duty diesel vehicles were purchased with now illegal modifications already in place. Change should not be mandated to pre 2008 light duty diesel vehicle owners. These pre 2008 vehicles will slowly phase out due to age, there is no need to waist tax payer money going after such a small minority of vehicles, nor is there a need to waist these vehicle owner's money. New smog regulations should only be put into place for 2008 and newer model year light duty diesel vehicles that already have smog management equipment.

The only possible outcome from smog checking pre 2008 light duty diesel vehicles is to further burden an already decremented economy. The tax payers will spend more on inspections, the owners will spend more on unnecessarily replacing equipment and more fossil fuels will be burned and put into the atmosphere.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-24 08:45:57

No Duplicates.

**Comment 30 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Chuck  
Last Name: Edwards  
Email Address: cowboy770@hotmail.com  
Affiliation: None

Subject: Rural compliance of control emmissions from Diesel Engines  
Comment:

A simple thought;  
if you choose to live and work in heavily populated smog filled areas of California you also have the duty to clean up your own smog issues and hold the rest of California harmless of the financial and political issues the air board is shoving down our throats. Board members are serving in the best interest of all Californians, not for the political agenda of the board or special interest environmental groups. Some Board members knew of a less than honest individual, Mr. Tran. These Board members still allowed decisions to be made based on information provided by Tran. They did not notify other board members of what Tran was all about. Say what you want, but it is clear that these board members obviously have their own agenda and are not working for the best interest of Californians. I have worked for the State of California for 16 years and know how hard it is to get rid of employees who are liars, cheats, and yes, even those who commit crimes. Tran is a perfect example of what the State of California does with employees who fit the above catagory. With the exception of the Chair person, board members are fortunately not State employees and therefor can be replaced with reasonable and logical people who can grasp the whole situation of how strategies to control emissions will effect society's economics, health, and prosperity. The whole picture, rather than a political agenda.  
I am also sending a letter to the governor requesting the removal of the Chair person and all board members who are not serving in the best interest of the public. You know who you are.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-24 10:04:22

No Duplicates.

**Comment 31 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Darryl  
Last Name: Lankford  
Email Address: darford@comcast.net  
Affiliation:

Subject: Diesel Smog Testing  
Comment:

Is testing diesel trucks pre-2008 necessary? Many of those trucks are not equipped with a catalytic converters, none of them have Diesel Particulate Filters (DPF), each only being equipped with the equipment required only for that year. By doing the snap tests, all that is accomplished is to see if they are blowing too much smoke, but it does nothing to reduce SMOG levels from those trucks...and that is only during the testing at a SMOG Station.

Because of the newer emissions requirements, only trucks 2008 and newer are the only trucks equipped to actually reduce SMOG output from the tailpipe.

As an owner of a pre-2008 Diesel-powered pickup truck, all this snap testing does it take money out of my pocket that I could use for other things, especially in this economy.

So...what good does it really do to check pre-2008 trucks?

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-24 17:08:40

No Duplicates.

**Comment 32 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Louis  
Last Name: Minette  
Email Address: lminette1@verizon.net  
Affiliation:

Subject: 2010 Diesel Smog Laws  
Comment:

To Whom This May Concern,

I am all for helping improve the environment but believe that these new diesel smog laws are not the way to do it. Diesel vehicles are proven to be far more fuel efficient than gasoline powered vehicles but the application of new emissions technology has not done anything to improve their mileage. So which is better less emissions or better mileage? I'm inclined to think the later. I do not drive a diesel pickup but I have a few friends who do. Diesel trucks are a small percentage of the pickup truck market so their overall environmental impact compared to the hordes of gasoline powered vehicles is far less. Also the proposed testing is way too subjective. A visual smoke test seriously? If these laws are to be implemented there needs to be a cut and dry test measuring the products of combustion just like there is with regular gasoline vehicles. I think that we are being a little premature in putting this law into motion and need to sit back a rethink this.

Regards,  
Louis Minette

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-25 14:12:26

No Duplicates.

**Comment 33 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Bill

Last Name: Gaines

Email Address: bgaines@transferflow.com

Affiliation: Transfer Flow Inc., Chico, CA

Subject: Comments on Verification Procedure

Comment:

Please read and review the comments in the attached document.

The CARB Board should address several changes to this procedure including the excessive cost of performing the tests, eliminating unnecessary testing, requiring current technologies to validate in-use performance of the system, and recognizing that today's DPFs are a proven technology.

Attachment: 'www.arb.ca.gov/lists/verdev2010/45-10-01-25\_comments\_on\_carb\_verification\_procedure.pdf'

Original File Name: 10-01-25 Comments on CARB Verification Procedure.pdf

Date and Time Comment Was Submitted: 2010-01-25 14:09:45

No Duplicates.

**Comment 34 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Tom

Last Name: Swenson

Email Address: Tom.Swenson@Cleaire.com

Affiliation: Cleaire Adv Emission Controls

Subject: Cleaire Proposal Comments

Comment:

Cleaire verification proceeedure comments

Attachment: 'www.arb.ca.gov/lists/verdev2010/47-  
cleaire\_proposed\_2010\_verification\_regulation\_comments.pdf'

Original File Name: Cleaire proposed 2010 verification regulation comments.pdf

Date and Time Comment Was Submitted: 2010-01-25 16:05:35

No Duplicates.

## **Comment 35 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Rap  
Last Name: Phillips  
Email Address: Wheelnzj@yahoo.com  
Affiliation: none

Subject: Diesel Engine smoging protest.  
Comment:

I support the idea of improving our air quality, however the current methods being put into place will destroy our economy. The ARB needs to step back and look at the bigger picture of how changes being made to policy will effect usage our natural resources and the economy. Many older light duty diesels on the road have had modifications performed that greatly improve their efficiency, reducing the amount of fuel used and by extension lessening the amount of exhaust gasses expelled. Under the new regulations these modifications will become illegal.

Diesel smog equipment has been mostly absent until the 2008 model year light duty diesel vehicles, and many pre 2008 light duty diesel vehicles were purchased with now illegal modifications already in place. Change should not be mandated to pre 2008 light duty diesel vehicle owners. These pre 2008 vehicles will slowly phase out due to age, there is no need to waist tax payer money going after such a small minority of vehicles, nor is there a need to waist these vehicle owner's money. New smog regulations should only be put into place for 2008 and newer model year light duty diesel vehicles that already have smog management equipment.

The only possible outcome from smog checking pre 2008 light duty diesel vehicles is to further burden an already decremented economy. The tax payers will spend more on inspections, the owners will spend more on unnecessarily replacing equipment and more fossil fuels will be burned and put into the atmosphere.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-25 20:36:10

No Duplicates.

## **Comment 36 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Jose

Last Name: Rodiles

Email Address: ferrari\_fx2000@yahoo.com

Affiliation:

Subject: Diesel Engine Emissions

Comment:

I do not wish the government or the ARB to pass further regulations on Diesel engines, both on-road and off-road.

It makes no sense that a 1 ton truck used to get 18-22 mpg without all the extra emissions controls, now the same truck gets 12-16mpg If your lucky. Example, I have an 07 Ford F350 (none DPF truck)and currently get about 18mpg empty and around 11-12mpg towing 15 thousand pounds. A friend has a 08 Ford F250 (DPF equipped truck)and gets 12-14mpg empty and around 7-9mpg towing 10 thousand pounds. My gears are lower, so my RPM's are higher then his at any given speed, truck wieghs more and still gets way better mileage. We switched trucks to see if it was driving habits and that was not the case. Same results no matter who was driving. Seems like your taking steps in the wrong direction.

The transition from Low Sulfur Diesel to ULTRA Low Sulfur Diesel to reduce emissions has caused this along with additional emission equipment. Diesel engines are more efficient and produce less emission than a gas engine in the same truck.

Has there honestly been a 40% reduction in emissions to justify the wanton waste of fuel? I do not want my tax dollars spent monitoring private individuals or businesses. I do not want or see the need for more emissions products to be forced to be installed on/in vehicles for private individuals, businesses or manufacturers by our government. It is hurting our economy.

Do you wish diesel trucks to be bought by everyday users anymore? By placing more emission equipment on diesel trucks it places the increase in cost to buy on the consumer. Would you rather them drive gas hog trucks which get 6-8 MPG? Towing the same load will yield better MPG in a diesel truck, 12-14 MPG. I am no mathematician but  $12-14 \text{ MPG} > 6-8 \text{ MPG} = \text{LESS BURNT FUEL}$  therefore = LESS EMISSIONS! Unloaded and using LSD my truck used to get 22 MPG! It now gets 18 MPG, all because of the transfer to ULSD. No equipment was changed.

I also dont see the point in retrofitting older diesel trucks with DPF systems. This is the equilent of taking a muscle car and saying if you have one, you need to make it pass new car emissions. Never going to happen without alot of money. My truck was built within California Emissions Regulations at the time of production, why will it have to be brought up to todays emissions standards? If this does go into effect, I will sell my truck and buy a gas hog since It will be cheaper, no retrofitting needed, and the emissions

will be SIGNIFICANTLY greater on the gas truck.

Do the math, what is your real objective here? The environment or money?

The people of California are sick and tired of the state gouging their pockets coming and going. As you see now, results of high taxes, unnecessary spending, and unnecessary environmental regulation has hit the state hard, your deficit is huge, and your solution is another hit on the citizen.

This is wrong, and WE THE PEOPLE will not stand for it.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-25 21:38:59

1 Duplicates.

## **Comment 37 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Mark

Last Name: Freie

Email Address: markfreie@gmail.com

Affiliation:

Subject: CARB/Diesel Particulates Regulations/"In Tran We Trust Fraud"

Comment:

Board Members of the CARB,

I listened to a very disturbing radio broadcast on the John and Ken Show, KFI 640, Los Angeles last Friday afternoon. I believe you should be aware of its content. I have provided you with the link below. Also, because of the nature of these regulations, and the concerns I have about the few businesses left in California, I decided to do a little research myself.

[http://media.ccomrcdn.com/media/station\\_content/616/JK0122105P\\_1264215272\\_20292.mp3?CPROG=PCAST&MARKET=LOSANGELES-CA&NG\\_FORMAT=talk&SITE\\_ID=616&STATION\\_ID=KFI-AM&PCAST\\_AUTHOR=KFI\\_AM\\_640&PCAST\\_CAT=Arts\\_and\\_Entertainment&PCAST\\_TITLE=KFI\\_AM\\_640\\_JOHN\\_AND\\_KEN](http://media.ccomrcdn.com/media/station_content/616/JK0122105P_1264215272_20292.mp3?CPROG=PCAST&MARKET=LOSANGELES-CA&NG_FORMAT=talk&SITE_ID=616&STATION_ID=KFI-AM&PCAST_AUTHOR=KFI_AM_640&PCAST_CAT=Arts_and_Entertainment&PCAST_TITLE=KFI_AM_640_JOHN_AND_KEN)

If the substance of this broadcast is accurate, and the data was used by Hien Tran as evidence to reinforce the Board's "idea" of diesel particulate emission premature related deaths, without reasonable peer review, and if he is, indeed, discovered to be a fraud (<http://staBtic.tbc.zope.net/newsroom/pdfs/aircreds.pdf>), then wouldn't it be reasonable for the Board to take action and pause the enforcement of this regulation until the evidence is substantiated? I hope, as Board members, that you didn't have any prior information that Tran was a potential fraud before the regulations were finalized. However if you did, I'm sure you would have voted to halt the passing of this onerous regulation. After all, "common-sense" is among your own Board Chairman's most precious values. Quoting her Bio: "In her return as Chairman, Nichols' priorities include moving the state's landmark climate change program ahead, as well as steering the Board through numerous efforts to curb diesel pollution at ports, and continuing to pass regulations aimed at providing cleaner air for Southern California and the San Joaquin Valley. She values innovation, partnerships and common-sense approaches to addressing the state's air issues". <http://www.arb.ca.gov/board/bio/chair.htm>

Since Tran was the "Lead Author" in what appears to be potentially tainted aggregated data, and since it was his compilation of that data the Board trusted, then it would stand to reason for the Board to exercise a "common-sense" approach, and re-hear the evidence on which this data was based. Of course, it might be prudent to conduct an independent review to lay to rest any ambiguities. Dr. Engstrom at UCLA may be a start. Here is his link <http://www.scientificintegrityinstitute.org/documents.html>. Either way, I would hate to see the continued annihilation of businesses,

and those they employ, under what seems to be another "uncommon-sense" interference of a man's ability to make a living, by forced regulation. If, indeed there is some form of chicanery going on, you as Board members are involved, and if there is no action taken, I would be compelled to name this inquiry the "In Tran We Trust Fraud", or the ITWTF. Of course this is only my suggestion, and opinion.

In closing I would like to share one more tidbit of information. While browsing your website I came across the CARB "Final Statement of Reasons for Rulemaking, Including Summary of Comments and Agency Response (<http://www.arb.ca.gov/regact/2008/ghghdv08/fsor.pdf>.) While scrolling down the ARB document I came to page 3 - Fiscal Impacts.

"The Board has determined that this regulatory action will not have a significant statewide adverse economic impact directly affecting businesses, including the ability of California businesses to compete with businesses in other states, or on representative private persons."

By what basis was this determinations made?

Sincerely,

-Mark Freie

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-26 09:16:15

No Duplicates.

**Comment 38 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Jeff  
Last Name: Solberg  
Email Address: jeffsolberg@gmail.com  
Affiliation:

Subject: Diesel Smog  
Comment:

I do not wish the government or the ARB to pass further regulations  
on Diesel engines, both on-road and off-road.

This is wrong, and WE THE PEOPLE will not stand for it.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-26 12:14:04

No Duplicates.

## **Comment 39 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Sheena

Last Name: Paez

Email Address: sheena.paez@gmail.com

Affiliation:

Subject: Diesel Compliance Regulation – Fraud - My Concern - Suggestion

Comment:

I would like to express my concern for California's economy in respects to the new CARB Diesel on-road/off-road regulations. I seek your assistance and support for a legit method for establishing particulate matter in California. I work for a corporate office in Southern California which operates three companies, one small fleet, one medium fleet, and one large fleet. As the compliance dates get closer, the more I fear I will lose my job along with many other Californians in the diesel industry. I have been following the DOOR's website since mid 2008 and have never once come across anything that revealed the Tran qualifications cover-up. As disappointing as this is, I am not arguing the fact that diesel engines emit carbon into the atmosphere, but I am challenging the basis of the statistical facts this regulation was based on. The Board voted this regulation into play without full knowledge of the Tran qualification cover-up. I feel it is important that all Board Members be aware of all factors prior to voting on something as important as this regulation. The Diesel regulation is very expensive and even with some of the new amendments to the regulation the financial burden will still have a negative affect on my companies, and many other companies in California. I have faith you will reconsider "OUR" position on the regulation due to the detrimental effects it will have on our already damaged economy. Business owners large and small need your help to stay afloat and Californians need these employers to keep their families feed and sheltered. Is compliance of this regulation more important than the jobs and families lives that will be ruined due to the high cost of retrofitting? I believe Senator George Runner said it best in an email to me dated 1/26/2010, "While reducing emissions is extremely important, I agree that the statutory timeline will negatively affect many of the state's construction firms. I have written several letters over the years urging ARB to reconsider its staff recommendation to adopt the regulatory language as originally proposed and instead amend the language with timelines that reflect today's realities." - Senator Runner. My suggestion is to post-pone the compliance dates until qualified statisticians are able to review the Tran teams "Methodology for Establishing Premature Death Associated with Long-Term Exposure to Fine Airborne Particulate Matter in California" and after review, establish an amended regulation with practical compliance steps for ALL fleet owners small or large. To establish and enforce such a regulation, we as Americans, and most importantly as Californians have a responsibility to ourselves and our children, to review the numbers and establish a practical regulation. California needs a regulation that will not only improve our

environment and air quality, but one that will double and in some cases triple our work force. I feel in supporting the quest for alternative fuel such as BIODIESEL and reestablishing the on-road/off-road particulate matter regulations, we can turn California emissions around for the better. I truly hope you and your staff reconsider the affects this regulation will have on the economy and focus on reestablishing the diesel regulation. I look forward to complying with a practical yet earth saving regulation in the near future.

Sincerely,  
Sheena Paez

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-26 14:21:30

No Duplicates.

**Comment 40 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Craig

Last Name: Phillips

Email Address: cphillips@ironmanparts.com

Affiliation:

Subject: Comment for Public HearingConsider Adoption of Amendments to the Verification Procedure, W

Comment:

Please see our comment via the attached PDF letter

Attachment: 'www.arb.ca.gov/lists/verdev2010/55-ironman\_response\_on\_regulation\_for\_verifaction\_procedure\_\_warranty\_and\_in-use\_compliance\_requirements.pdf'

Original File Name: Ironman Response on Regulation for Verifaction Procedure, Warranty and In-Use Compliance Requirements.pdf

Date and Time Comment Was Submitted: 2010-01-26 16:56:54

No Duplicates.

**Comment 41 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: john  
Last Name: chaney  
Email Address: johnchaney3@yahoo.com  
Affiliation:

Subject: Diesel Particulate legislation  
Comment:

As a constituent of the state of California I implore you to stop this legislation immediately until information used to innact the leglsation can be VERIFIED by INDEPENDANT scientific studies...Rather than the current information which I understand to be less than legitimate.  
I also would like to have this department of California to be AUDITED for fraud, and even terrorist like goals to the economy of our state....

John Chaney  
213 925-3755  
7652 Sunset Blvd. 103  
Hollywood CA 90046

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-26 17:14:30

No Duplicates.

**Comment 42 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: David

Last Name: Zimmerman

Email Address: dz\_duck@yahoo.com

Affiliation:

Subject: The diesel regulations don't help

Comment:

The diesel regulations implemented by the ARB aren't helping with pollution or public health, but they are harming the California economy at a time when the economy is already down. The research studies cited in your phony scientist's study show that diesel particulate emissions have no noticeable effect on life expectancy in California. There is a possible link only in some other states. The regulations currently in place are destroying jobs for NO VERIFIABLE BENEFIT.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-26 21:37:20

No Duplicates.

**Comment 43 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: David  
Last Name: Searcy  
Email Address: david@tacer.biz  
Affiliation:

Subject: Town & Country  
Comment:

Please see attached.

Attachment: 'www.arb.ca.gov/lists/verdev2010/60-townandcountry\_.pdf'

Original File Name: townandcountry .pdf

Date and Time Comment Was Submitted: 2010-01-27 08:43:44

No Duplicates.

**Comment 44 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 45 Day.**

First Name: Jacquelin  
Last Name: Balogh  
Email Address: mabeo@cox.net  
Affiliation:

Subject: Re: Diesel emissions regulation & cover-up  
Comment:

To All Members,

Re: Diesel emissions regulation & cover-up

I cannot believe that you are so blatantly corrupt!

You impose unreasonable standards based on fraudulent data  
obviously  
garnered to uphold your environmentalist, wacko agenda. Then to  
make  
things worse, you cover up the deception because of your inability  
to  
see the truth and your blind faith in a ridiculous pseudo-science  
(global warming).

How can you do this to honest hard working people? You are putting  
companies out of business & good people out of jobs. And you BRAG  
on  
your website about imposing fines.

I do not have a diesel truck; I am not in the trucking business; I  
know no one who is in the business...I am a citizen of this once  
Golden  
state who has watched it go slowly down the drain because of  
corrupt &  
insane liberals such as yourselves!

Shame on you! You make me sick! You should all be in jail!

Jacquelin Balogh  
Escondido

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2010-01-27 08:51:30

No Duplicates.

**Comment 45 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Glenn  
Last Name: Luksik  
Email Address: luksik\_glenn\_m@cat.com  
Affiliation: Caterpillar Inc.

Subject: Response to changes to CCR 2700  
Comment:

Please find attached a response to the proposed changes to CCR 2700 series regulations.

Attachment: 'www.arb.ca.gov/lists/verdev2010/62-2010.01.25\_cat\_response\_to\_2700\_.pdf'

Original File Name: 2010.01.25 Cat response to 2700 .pdf

Date and Time Comment Was Submitted: 2010-01-27 08:51:39

No Duplicates.

**Comment 46 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 45 Day.**

First Name: Julian  
Last Name: Imes  
Email Address: Julian.Imes@Donaldson.com  
Affiliation: Donaldson Company Inc

Subject: Donaldson Statement  
Comment:

Donaldson Company, Inc.  
1400 West 94th Street  
Bloomington MN  
55431-2370 Mailing Address:  
PO Box 1299  
Minneapolis MN  
55440-1299 U.S.A. Tel. 952.887.3131  
Fax 952.887.3155  
[www.donaldson.com](http://www.donaldson.com)

STATEMENT FROM DONALDSON COMPANY, INC.  
ON THE AI RESOURCES BOARD'S  
PROPOSED REGULATORY AMENDMENTS TO THE  
VERIFICATIUN PROCEDURE, WARRANTY AND IN-USE  
COMPLIANCE REQUIREMENTS FOR IN-USE STRATEGIES TO  
CONTROL EMISSIONS FROM DIESEL ENGINES

January 27, 2010

Donaldson Company, Inc. is pleased to provide testimony in overall support of ARB's proposed amendments to the verification procedure, warranty and in-use compliance requirements for existing on-road, off-road and stationary diesel-fueled vehicles and equipment.

Donaldson is headquartered in Minneapolis, Minnesota, and is a leading worldwide provider of filtration systems and replacement parts. The Company serves Customers in the industrial and engine markets with a product mix which includes air and liquid filters and exhaust and emission control markets.

Donaldson is also a member of the Manufacturers of Emission Control Association (MECA) and has been actively working with EPA and California ARB staff to develop and provide diesel retrofit control technology in support of ARB's Diesel Risk Reduction Plan (DRRP) and EPA's Voluntary Diesel Retrofit Program (VDR). Donaldson presently has Verified retrofit technologies and is a leading supplier for both ARB's DRRP program and for EPA's VDRP. Specific reference and background to Donaldson's emission control technologies may be accessed from our corporate web site at [www.donaldson.com/emissions](http://www.donaldson.com/emissions).

Donaldson supports overall MECA comments or positions regarding ARB's proposed amendments. Donaldson does wish to provide, however, additional comments concerning certain aspects of ARB's staff proposal.

Specifically, Donaldson has concerns over aspects of proposed changes to the maintenance requirements, Section 2706(h) for VDECS.

In subsection (2) proposed changes require that applicants provide detailed maintenance information sufficient to enable an owner to properly maintain the VDECS without requiring services be provided exclusively by the applicant or the applicant's distributor.

MECA and Donaldson have previously shared our concerns with ARB relating to the use of independent third party cleaning services with some type of approval process by the VDECS supplier. Donaldson is concerned about potential damage that improper cleaning can cause VDECS cores by untrained personnel using inappropriate cleaning equipment. We believe ARB should create an approval process to minimize VDECS damage risk.

As an example of this type of approval process, Donaldson now has Certified Dealers in California that currently offer Donaldson approved Level 3 diesel filter cleaning services. These dealers are Donaldson Certified, have Donaldson cleaning equipment and have been trained to provide Donaldson approved cleaning services for Level 3 diesel filters.

End users who seek to complete Donaldson approved in-house Level 3 Diesel filter cleaning need to work through a Donaldson Certified Dealer in California. The Donaldson Certified Dealer will offer Donaldson cleaning equipment and provide necessary training to end users to gain Donaldson approval of the Level 3 diesel filter cleaning process.

Donaldson also suggests responsibility clarifications for the proposed change in Section 2706(t) relating to pre-installation compatibility assessment. In subsection (4), ARB indicates the need for installers to conduct a proper due diligence of the engine prior to installing a VDECS and maintaining all records associated with the conclusion of compatibility. Donaldson supports MECA statement comments that flexibility should be allowed in these requirements but also suggests that pre-installation assessments and associated documentation requirements be mutual responsibilities of the equipment owner and the VDECS installer.

In closing, we commend the Air Resources Board and its staff members for continuing efforts with healthy air quality and in implementing the Diesel Risk Reduction Plan. Donaldson intends to provide continued commitment and support of ARB's objectives and looks for continued cooperative effort with ARB staff and other stakeholders.

Sincerely,

Donaldson Company, Inc.

Julian Imes  
Director, Advanced Technology  
and Government Affairs

Exhaust/Emissions

Julian.Imes@Donaldson.com  
Office: 952/887-3730

Attachment: 'www.arb.ca.gov/lists/verdev2010/64-donaldson\_statement.pdf'

Original File Name: DONALDSON STATEMENT.PDF

Date and Time Comment Was Submitted: 2010-01-27 11:15:51

No Duplicates.

**Comment 1 for Verification Procedures, Warranty and In-Use Compliance (verdev2010). (At Hearing)**

First Name: Kevin

Last Name: Brown

Email Address: Non-web submitted comment

Affiliation:

Subject: Engine Control Systems

Comment:

Please see attached.

Attachment: [www.arb.ca.gov/lists/verdev2010/66-kevin.pdf](http://www.arb.ca.gov/lists/verdev2010/66-kevin.pdf)

Original File Name: Kevin.pdf

Date and Time Comment Was Submitted: 2010-01-29 15:49:24

No Duplicates.

## **Comment 1 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 15-1.**

First Name: Don

Last Name: Tran

Email Address: trangen@gmail.com

Affiliation: SoCal Freeway Smog Patrol

Subject: Metrolink Diesel Electric Trains

Comment:

Something needs to be done about Metrolink Diesel Electric Trains, They are GROSS POLLUTERS AND IDLE for long periods of time at LAX Union Station, in Downtown LA. Their smog fills the entire Union Station with diesel smog and soot. It is unbearable and breathable inside Union Station.

Further, they travel the LA - San Bernardino / Riverside corridor along the 10 Fwy East/West Bound and emit TONS of Visible black soot.

Eliminate these Diesel/Electric commuter trains and make them use Light Rail or pure electric vehicles.

It is terrible along the Freeway when ever these Metrolink commuter trains pass by.

These trains need to be eliminated and replaced with pure electric.

Moreover, in the mean time, they also need to comply with the same passenger and semi-tractor trailer diesel truck emission standards. NO EXEMPTION.

This goes for all trains, especially in the City of Commerce where there is a HUGE train yard of freight trains.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2010-09-24 10:13:45

No Duplicates.

**Comment 2 for Verification Procedures, Warranty and In-Use Compliance (verdev2010) - 15-1.**

First Name: Rasto  
Last Name: Brezny  
Email Address: rbrezny@meca.org  
Affiliation: MECA

Subject: MECA's Comments to 15 Day Changes  
Comment:

Please find attached comments and recommendations from the Manufacturers of Emission Controls Association on ARB's 15 Day changes to the Amendments to the Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines.

If you have any questions please let me know.

Rasto Brezny  
Deputy Director  
Manufacturers of Emission Controls Association

Attachment: [www.arb.ca.gov/lists/verdev2010/71-meca\\_15-day\\_changes\\_comments\\_10-7-10.pdf](http://www.arb.ca.gov/lists/verdev2010/71-meca_15-day_changes_comments_10-7-10.pdf)

Original File Name: MECA 15-day Changes Comments 10-7-10.pdf

Date and Time Comment Was Submitted: 2010-10-07 13:01:44

No Duplicates.

**Comment 3 for Verification Procedures, Warranty and In-Use Compliance  
(verdev2010) - 15-1.**

First Name: Kevin

Last Name: Brown

Email Address: kfb@enginecontrolsystems.com

Affiliation: Engine Control Systems

Subject: ECS Comments on 15 day changes

Comment:

please see attached

Attachment: [www.arb.ca.gov/lists/verdev2010/72-ecs\\_comments\\_on\\_verification\\_procedure\\_changes\\_oct\\_7\\_10.pdf](http://www.arb.ca.gov/lists/verdev2010/72-ecs_comments_on_verification_procedure_changes_oct_7_10.pdf)

Original File Name: ECS comments on verification procedure changes oct 7 10.pdf

Date and Time Comment Was Submitted: 2010-10-07 16:05:51

No Duplicates.