

## Enclosure

### HUSS FS-MK 40S and 50S DPF Conditional Verification July 2, 2010

Using the "Verification procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines (Procedure)", Air Resources Board (ARB) staff reviewed your application for verification and your request for conditional verification of the HUSS FS-MK 40S and 50S Diesel Particulate Filters (DPF). Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, ARB hereby finds that HUSS FS-MK 40S and 50S DPF reduces emissions of diesel particulate matter (PM) consistent with a Level 3 plus device (greater than or equal to an 85 percent reduction and compliant with the 2009 nitrogen dioxide standard). ARB also finds that the HUSS FS-MK 40S and 50S DPF satisfactorily completed at least 33 percent (333 hours) of a durability demonstration period for the Transport Refrigeration Unit (TRU) applications. Accordingly, ARB determines that the system merits conditional verification and, subject to the terms and conditions specified below, classifies the HUSS FS-MK 40S and 50S DPF as a Level 3 Plus system for TRU applications that use diesel engines from the engine families listed in Attachment 1.

The aforementioned conditional verification is subject to the following terms and conditions:

- The HUSS FS-MK 40S and 50S DPF is conditionally verified for a period not to exceed one year from the date of this letter;
- For the HUSS FS-MK 40S and 50S DPF to be considered for full verification, HUSS must complete all remaining requirements, as specified in 10-434-0323-001, within one year of the date of this letter;
- Conditional verification is equivalent to verification for the purposes of satisfying the requirements of in-use emission control regulations;
- The verification is restricted to only those engine families and models listed in Attachment 1 used in TRU applications;
- The engine must not employ exhaust gas recirculation;
- The engine must not have a pre-existing oxidation catalyst from the original equipment manufacturer unless the following conditions are met:
  - The original equipment diesel oxidation catalyst is left in place and not removed;
  - The FS-MK filters are installed downstream of the diesel oxidation catalyst; and
  - The backpressure sensor is installed upstream of the diesel oxidation catalyst.
- The engine must not have a pre-existing diesel particulate filter from the original equipment manufacturer;