



NEWS

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FUEL FORMULATED BY ARCO AIMED AT SIGNIFICANTLY REDUCING PARTICULATE EMISSIONS
MTA PUTS ENVIRONMENTAL BENEFITS AND RELIABILITY UNDER
MICROSCOPE IN YEAR-LONG TEST OF LOW SULFUR DIESEL FUEL

The MTA began a year-long trial today to determine the environmental benefits of using low sulfur fuel in diesel transit buses. The MTA is one of seven agencies and companies in Southern California which will test ARCO's new EC-Diesel fuel which ARCO says can reduce particulate emissions from diesel engines up to 90 percent when used in conjunction with a device which traps particulate matter.

The trial will employ 20 diesel buses which operate from MTA's Arthur Winston Division in South Los Angeles. Purchased in 1998, they are the newest diesel buses in MTA's active fleet which currently also includes more than 800 buses which operate on Compressed Natural Gas (CNG).

Of the 20 buses, four will operate on EC-Diesel fuel and will be equipped with a Continually Regenerating Trap (CRT) which is designed to reduce the emission of particulate matter. Eight other buses will operate on EC-Diesel fuel but without the CRT device. The remaining eight buses will serve as the control group and will operate on #2 diesel fuel, the industry standard diesel fuel as regulated by the California Air Resources Board (CARB), and will not be equipped with the CRT device.

Following approximately three weeks of operation in regular service, three of the buses will each undergo a four-day battery of tests at CARB's emissions testing facility located at the MTA's Regional Rebuild Center in downtown Los Angeles.

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The facility's dynamometer will simulate driving environments of increasing intensity: CBD (Central Business District), Arterial (city and higher speed freeway-type driving conditions) and New York City Test (models the more demanding conditions experienced by buses operating in New York City).

The three buses undergoing the dynamometer testing will include one bus from the control group which operates on regular #2 CARB approved diesel and one bus operating on EC-Diesel fuel with the CRT trap. The third bus will undergo the dynamometer testing using three fueling configurations in succession: EC-Diesel with the trap device, EC-Diesel without the trap device, and regular #2 diesel without the trap device.

The buses operating on EC-Diesel will be tested at the end of one year to determine whether any degradation in emissions reduction has occurred.

The trial not only is intended to determine the emissions benefits of EC-Diesel and CRT traps, but also whether the low sulfur fuel has any impact on the reliability of diesel engines over time. The 17 buses not undergoing dynamometer testing will be tested strictly to measure reliability.

The California Air Resources Board has adopted a regulation which will require transit agencies beginning January 1, 2003, to retrofit their existing diesel buses with devices capable of reducing diesel particulate emissions by 85 percent. The MTA's participation in the testing of EC-Diesel diesel fuel and the Continually Regenerating Trap (CRT) will provide useful data regarding their effectiveness in reducing the level of diesel particulate emissions.

While current MTA Board policy calls for the purchase of buses which operate exclusively on alternative fuel, such as Compressed Natural Gas, the MTA will still have approximately 1,000 diesel buses in its fleet when all existing contracts for CNG buses are complete. These diesel buses will eventually operate on EC-Diesel or other low sulfur fuel prior to their replacement with new alternative fuel buses.

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The anticipated benefits of EC-Diesel and the CRT device will support the MTA's long standing commitment to using the cleanest technology available.

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