



National Clean Diesel Campaign

Safety Notice for the Donaldson DFM Diesel Multi-stage Filter

In March 2010, the Donaldson Company initiated a product safety campaign to correct problems with the Donaldson DFM Diesel Multi-stage Filter (DMF). In addition, on May 17, 2010, the California Air Resources Board (CARB) revoked the verification for the Donaldson DMF.¹ This document provides important background information about this safety campaign and revocation related to the installation and use of the Donaldson DMF outside of California. Devices installed in California are regulated by CARB.

- As verified by CARB, the DMF requires certain operating criteria including minimum exhaust temperature requirements. The DMF, as originally provided, did not include a backpressure monitoring system. It appears that in some cases the DMF may become overloaded, possibly due to inadequate exhaust temperatures or high emission levels, and without a backpressure monitoring system this condition may not be detected by the operator. Donaldson initiated a product safety campaign in part to address these issues.
- The DMF safety campaign includes, but is not limited to, vehicle inspection procedures, checking exhaust backpressure on existing installations, installing a new outlet section, a heat shield, and a backpressure and temperature monitoring and driver notification system.
- All installations completed on DMFs shipped prior to March 1, 2010 are subject to this safety campaign.
- The safety campaign is being conducted at no cost to vehicle owners.
- Donaldson is notifying owners of the products through its dealer network. Donaldson representatives and distributors have been instructed as to the appropriate modifications and will perform the modifications at Donaldson's expense.

With regard to CARB's revocation of its verification of the DMF device:

- For projects funded under EPA's National Grant Program, no purchases or sales contracts finalized after May 17, 2010 may be used for acquisition of the DMF unless or until it is verified by EPA or CARB.

¹ This device was originally verified by the California Air Resources Board (CARB) on December 16, 2005 for certain on-highway engine applications. The applications, installation requirements, and operating criteria are described in CARE Executive Orders DE-05-012 (http://www.arb.ca.gov/diesel/verdev/level2/eo_de05012.pdf) and DE-05-013 (http://www.arb.ca.gov/diesel/verdev/level2/eo_de05013.pdf)

- For DMF purchases completed on or before May 17, grantees may, at their option, continue with the procurement of devices. Please note that all installation and operating criteria must meet those identified in CARB's original executive order (see footnote 1). Additionally, all DMFs installed must incorporate, at the time of first installation, the changes included with the safety campaign.

EPA is currently working with Donaldson to ascertain whether the modified DMF can be verified and listed by EPA.

This guidance may be revised as EPA gains additional information.

EPA continues to strongly encourage vehicle owners and operators to properly maintain their vehicles and retain vehicle maintenance and repair records. In addition, when retrofit technologies specify certain operating criteria, such as exhaust temperature requirements, data logging should be performed on each vehicle and owners should obtain and retain copies of those data logging results and analyses for each vehicle installation.

For further technical information, please contact Fred Schmidt of Donaldson at Fred.Schmidt@Donaldson.com or (952) 887-3835. For other questions, please email cleandiesel@epa.gov.