



ENVIRONMENTAL RESOURCE MANAGEMENT

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October 7, 1988

Mr. Richard Skaggs
OMSTAR, Inc.
4520 Palos Verdes Drive East
Rancho Palos Verdes, CA 90274

Re: Diesel Emissions as a Factor of Current
and Future Emission Inventory, dated
October 5, 1988

Dear Mr. Skaggs:

During the past fifteen (15) years, Environmental Resource Management (e-r-m) has had the pleasure of working closely with the California Air Resources Board (CARB), the Air Quality Management District (AQMD), and the Environmental Protection Agency (EPA). Over that period of time, we have directed most of our efforts to mobile emission research and control.

We have evaluated a number of fuel/oil additives with potential value to emission control in our South Coast Air Basin. The documented database and results obtained by the CARB through use of the OMSTAR D-1280X are impressive and potentially meaningful to lowering the overall mobile emission levels. Their significance is particularly important in relation to lowering the current daily nitrogen oxides levels. However, they must be considered and expeditiously applied to be effective.

This could be accomplished as part of the Tier II AQMP control strategy. Specifically, this could be accomplished, as discussed in the referenced and attached report, by mandating the use of an additive equal to or better than that of D-1280X in medium- and heavy-duty diesel vehicles in the South Coast Air Basin (SCAB).

You are to be commended for your efforts in evaluating and making available the D-1280X additive in areas where it can achieve significant results in the improvement of our air quality. It is believed that the selectively mandated use of D-1280X could make a major contribution in meeting our ambient air standards.

Sincerely,

ENVIRONMENTAL RESOURCE MANAGEMENT

Joseph R. Jones, President

JRJ/pam

Encl.