Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: The following on-road motor vehicles with a manufacturer's GVWR over 14000 pounds are certified as described below. Production vehicles shall be in all material respects the same as those for which certification is granted.

ENGINE DESCRIPTION								
MANUFACTURER	EXECUTIVE ORDER	MODEL YEAR	ENGINE FAMILY	ENGINE SIZES (L)	FUEL TYPE [1]	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS [2]	ECS & SPECIAL FEATURES [3]
ISE CORPORATION	A-359-0008	2010	AISEH06.8GHB	6.8	Gasoline	Otto	UB-Hybrid	ECM, TWC, SFI, HO2S, Hybrid Powertrain

Gasoline, LPG or Alcohol Vehicles Only			VEHICLE DESCRIPTION			
EVAPORATIVE FAMILY	EVAPORATIVE UL (K)	FUEL TANK CAPACITY (gallons)	VEHICLE MODEL YEAR	VEHICLE MAKE & MODELS	ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)
AISEF0462AAA	150	110	2010	New Flyer (GE40LF), NABI 42 (BRT-01), New Flyer (GE35LF)	6.8	E-450 / 9E418N0500 (305hp)
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*

* =not applicable; **GVWR**=gross vehicle weight rating; **13 CCR xyz**=Title 13, California Code of Regulations, Section xyz; **40 CFR 86.abc**=Title 40, Code of Federal Regulations, Section 86.abc; **L**=liter; **K**=1000 miles; **hp**=horsepower; **kw**=kilowatt;
[1] **CNG/LNG**=compressed/liquefied natural gas; **LPG**=liquefied petroleum gas; **E85**=85% ethanol fuel; **MF**=multi fuel a.k.a. **BF**=bi fuel; **DF**=dual fuel; **FF**=flexible fuel;
[2] **L/M/H HDD**=light/medium/heavy heavy-duty diesel; **UB**=urban bus; **HDO**=heavy duty Otto;
[3] ECS=emission control system; TWC/OC=three-way/oxidizing catalyst; **WU (prefix)** =warm-up catalyst; **DPF**=diesel particulate filter; **HO2S/O2S**=heated/oxygen sensor; **HAFS/AFS**=heated/air-fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); **TBI**=throttle body fuel injection; **SFI/MFI**=sequential/multi port fuel injection; **DGI**=direct gasoline injection; **GCARB**=gaseous carburetor; **IDI/DDI**=indirect/direct diesel injection; **TC/SC**=turbo/super charger; **CAC**=charge air cooler; **EGR**=exhaust gas recirculation; **PAIR/AIR**=pulsed/secondary air injection; **SPL**=smoke puff limiter; **ECM/PCM**=engine/powertrain control module; **EM**=engine modification; **2 (prefix)**=parallel; **(2) (suffix)**=in series; **(2004may26)**

Following are: 1) the FTP exhaust emission standards or family emission limit(s) as applicable under 13 CCR 1956.1 (urban bus) or 13 CCR 1956.8 (other than urban bus); 2) the EURO and NTE limits under the applicable California exhaust emission standards and test procedures for heavy-duty diesel engines and vehicles (Test Procedures); and 3) the corresponding certification levels, in g/bhp-hr, for this engine family. "Diesel" CO, EURO and NTE certification compliance may have been demonstrated by the manufacturer as provided under the applicable Test Procedures in lieu of testing. (For flexible- and dual-fueled engines, the CERT values in brackets [ ] are those when tested on conventional test fuel. For multi-fueled engines, the STD and CERT values for default operation permitted in 13 CCR 1956.1 or 13 CCR 1956.8 are in parentheses.) [4]

in	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
g/bhp-hr	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO
STD	0.14	*	0.20	*	*	*	15.5	*	0.01	*	*	*
FEL	*	*	*	*	*	*	*	*	*	*	*	*
CERT	0.12	*	0.05	*	*	*	7.9	*	*	*	*	*
NTE	*		*		*		*		*		*	

[4] **g/bhp-hr**=grams per brake horsepower-hour; **FTP**=Federal Test Procedure; **EURO**=Euro III European Steady-State Cycle, including **RMCSET**=ram mode cycle supplemental emissions testing; **NTE**=Not-to-Exceed; **STD**=standard or emission test cap; **FEL**=family emission limit; **CERT**=certification level; **NMHC/HC**=non-methane/hydrocarbon; **NOx**=oxides of nitrogen; **CO**=carbon monoxide; **PM**=particulate matter; **HCHO**=formaldehyde; **(Rev.: 2007-02-26)**

BE IT FURTHER RESOLVED: Certification to the FEL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) is the emission level declared by the manufacturer and serves in lieu of an emission standard for certification purposes in any averaging, banking, or trading (ABT) programs. It will be used for determining compliance of any engine in this family and compliance with such ABT programs.

BE IT FURTHER RESOLVED: The listed engine models have been certified to operate in the primary intended service class for urban buses with the emission compliance useful-life of 435,000 miles, 10 years, or 22,000 hours, whichever occurs first. The listed engine models were designed and certified for an emissions compliance period of 110,000 miles. To demonstrate the useful life emissions compliance of the intended service class of an urban bus, the engine manufacturer shall provide a required service to the engine at, or about, 110,000, 220,000, and 330,000 miles of the urban bus. The required service shall include a replacement engine, related parts and labor.

BE IT FURTHER RESOLVED: Each replacement engine may be: 1) a newly California certified urban bus engine of the model year in which the service interval occurs, 2) a new replacement engine in all material respects the same as the engines listed in this Executive Order, or 3) a newly remanufactured engine conforming to all specifications of the engines listed in this Executive Order or conforming to all specifications of newer model-year engines certified to the urban bus primary intended service class.