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Arnold Schwarzenegger
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April 17, 2008

Mail-Out #MSC 08-09

TO: All Interested Parties

SUBJECT: TRANSIT AGENCY USE OF 2007 OR NEWER DIESEL ENGINES
CERTIFIED ABOVE THE 0.01 G/BHP-HR EMISSION STANDARD

California's transit agencies need to be aware that some diesel engine manufacturers are legally selling engines that do not have high level particulate matter (PM) emission control systems. Because of this, these engines do not provide the emission reductions from 2007 model year and newer engines needed by transit agencies to meet the emission reduction requirements of the Fleet Rule for Transit Agencies. Title 13, California Code of Regulations, section 1956.8 allows heavy-duty diesel engines to be included in the averaging, banking, and trading (ABT) programs designed to provide manufacturers flexibility in meeting PM and oxides of nitrogen (NOx) certification standards. Historically, the ABT provisions were used by engine manufacturers for generating and banking NOx credits. However, beginning with model year 2007, the California engine emission standard for PM decreased from 0.1 grams per brake horsepower/hour (g/bhp-hr) to 0.01 g/bhp-hr. While most diesel engines are produced to this new lower standard, some manufacturers are utilizing the ABT program to certify some engines above the 0.01 g/bhp-hr PM emission standard.

Transit agencies operating 2007 model year and newer ABT engines certified to higher PM standards or FELs (family emission limits, which are the declared standards under ABT) must use the higher PM standards or FELs in their fleet calculations. The lower 2007 emission standard value of 0.01 g/bhp-hr may not be used. Because of the higher emissions value, transit agencies may need to retrofit these vehicles with verified diesel emission control systems to meet their emission reduction goals.

As of March 2008, my staff has identified the heavy and medium-duty diesel engines currently certified with higher PM values under the ABT program. A listing of these engines is provided as an attachment to this letter.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

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It is likely that, in the future, additional engines will be certified under the ABT program. To confirm the NOx and PM emission values of the engines used in your fleet, please go to the California Air Resources Board website at www.arb.ca.gov/msprog/onroad/cert/cert.php#4 and follow the instructions to locate Executive Orders for specific certified engines.

If you have any questions or comments regarding this letter, please contact Ms. Kathleen Mead, Manager, at (916) 324-9550 or by e-mail at kmead@arb.ca.gov.

Sincerely,

/s/

Robert H. Cross, Chief
Mobile Source Control Division

Attachment

cc: Ms. Kathleen Mead, Manager
Retrofit Implementation Section

Attachment

Diesel engines currently certified (as of March 2008) to PM standards and FELs above 0.01 g/bhp-hr

Model Year	Make/Model	Service Class	Engine Family Name	Executive Order Number
2007	Cummins ISM	HHDD	7CEXH0661MAC	A-021-0452
2007	Ford E-Series	MDDE	7NVXH06.0AED	A-010-1456
2007	Ford E-Series	MDDE	7NVXH06.0AED	A-010-1456-1
2007	Ford 6.0 E-Series	MDDE	6NVXH06.0AED	A-010-1379
2007	General Motors 6.6	MDDE	7GMXH06.8590	A-006-1414
2007	General Motors 6.6	LHDD	7GMXH06.6590	A-006-1426
2007	International 6.0	LHDD	7NVXH06.0AEC	A-004-0314
2007	International 6.0	MDDE	7NVXH06.0AED	A-004-0315
2008	Cummins ISM	HHDD	8CEXH0661MAC	A-021-0466
2008	Cummins ISM	HHDD	8CEXH0661MAC	A-021-0466-1
2008	Ford 6.0 E-Series	MDDE	8NVXH06.0AED	A-010-1461
2008	International 6.0	MDDE	8NVXH06.0AED	A-004-0323