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Arnold Schwarzenegger
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March 23, 2009

Mail- Out #MSC 09-14

TO: All Interested Parties

SUBJECT: MEDIUM-HEAVY DUTY DIESEL ENGINES USED IN CONJUNCTION
WITH HYBRID SYSTEMS CERTIFIED TO THE URBAN BUS SERVICE
CLASS

This letter is to advise transit agencies of the maintenance and reporting requirements associated with medium-heavy duty diesel (MHDD) engines with hybrid systems certified for use in the urban bus service class.

Transit agencies operating buses with MHDD engines in conjunction with hybrid systems certified to the urban bus service class must meet specific conditions to maintain the engine's certification. As MHDD engines are certified for emission compliance for only 185,000 miles, a MHDD engine used in an urban bus must be replaced at an odometer reading of 185,000 and 370,000 miles with a new or remanufactured engine that meets or is cleaner than the original engine's emission standard; the mileage accrual on any engine shall not exceed 185,000 miles of operating time. Therefore, transit agencies must report annually, by January 31 of each year the bus is in use, the total odometer reading of the bus and the engine's total mileage as of January 1, supply the projected engine replacement schedule upon the purchase of the bus, and provide documentation that the engine is replaced at a mileage not exceeding 185,000 miles.

If a transit agency fails to replace the engine at the required interval, the engine will be deemed noncompliant for the purposes of the transit fleet requirements. For determining compliance with the Fleet Rule for Transit Agencies oxides of nitrogen (NOx) and particulate matter (PM) fleet requirements, the values used for an engine beyond its certified useful life are 10.0 grams per brake horsepower-hour (g/bhp-hr) for calculating a fleet's NOx average and 1.0 g/bhp-hr for determining the PM fleet reductions. Uncontrolled engines could negatively impact meeting emissions reduction requirements, causing the transit agency to be out of compliance with the Fleet Rule for Transit Agencies. In addition, an urban bus with a MHDD engine beyond its certified useful life is not in compliance with the certification requirements in title 13, California Code of Regulations, section 1956.8 applicable to urban buses and is subject to enforcement action and penalties.

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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Questions regarding this advisory should be directed to Eric Bissinger, Air Pollution Specialist, at ebissing@arb.ca.gov (916) 324-9424; or Kathleen Mead, Manager, at kmead@arb.ca.gov (916) 324-9550.

Sincerely,

/s/

Robert H. Cross, Chief
Mobile Source Control Division

cc: Kathleen Mead, Manager
Retrofit Implementation Section

Eric Bissinger
Air Pollution Specialist
Retrofit Implementation Section