

UPDATED INFORMATIVE DIGEST

Sections Affected:

- I. Amendment of the California Exhaust Emission Standards and Test Procedures for 1985 and Subsequent Model Heavy-Duty Engines and Vehicles -- Section 1956.8, Title 13, California Code of Regulations (CCR).

Health and Safety Code section 43806 provides that the ARB shall adopt new emission standards and test procedures for transit buses to be implemented no later than January 1, 1996. This statute directs the ARB to set emission standards that would reflect the use of the best emission control technologies expected to be available at the time the standards and procedures become effective. In adopting the standards, the ARB shall consider the projected costs and availability of cleaner burning alternative fuels and low emission vehicles compared with other air pollution control measures.

The ARB has consulted with the engine manufacturers, transit agencies, utility companies, and other related industries in developing the regulations. The adopted regulations align California with the recently adopted federal Environmental Protection Agency's (EPA) regulations which require engines used in 1994 and 1995 model year urban buses to meet a 0.07 gram per brake horse-power hour (g/bhp-hr) particulate matter (PM) standard and those used in 1996 and later model year urban buses to meet a 0.05 g/bhp-hr PM standard with a 0.07 g/bhp-hr PM in-use standard. Also, the adopted regulations require all 1996 and later California urban bus engines to meet a mandatory oxides of nitrogen (NOx) standard of 4.0 g/bhp-hr. Optional, more stringent, NOx emission standards were also adopted, beginning with the 1994 model year, to facilitate mobile source emission reduction credit programs, which may encourage transit agencies to purchase cleaner operating urban buses. Other changes included the adoption of the new federal urban bus definition. Also, the adopted regulations align California regulations with the recently adopted federal extended useful life requirement of 10 years/290,000 miles for heavy heavy-duty diesel engines used in urban buses, for the 1994 and later model year PM standard.

The Board also adopted modifications to the original proposal that would allow the manufacturers to use California diesel fuel, with 0.05 percent sulfur and 10 percent aromatic hydrocarbon content, for certifying 1996 and 1997 model year urban bus engines. The use of California diesel fuel for certification testing will help the manufacturers meet the 1996 4.0 g/bhp-hr NOx standard. In 1998 and thereafter, since the federal EPA does not allow low aromatics diesel fuel to be used for certification of 1998 and later heavy-duty engines to meet their 4.0 g/bhp-hr NOx standard, the ARB has adopted the federal fuel standard to be consistent with the federal requirement.

In addition, the Board adopted a provision that would allow an exemption from the 1996 4.0 g/bhp-hr NOx standard of up to 10 percent of the model-year sales for 1996 and 1997 model-year urban bus engines based on each manufacturer's urban bus engine sales in the three years preceding the model year. The Board recognized the need to provide some flexibility to the manufacturers for 1996 and 1997. The exemptions will be based on the technical justification to be submitted to the ARB by the manufacturers.

II. Amendment of the California Motor Vehicle Emission Control Label Specifications -- Section 1965, Title 13, CCR.

The ARB adopted amendments to the California Motor Vehicle Emission Control Label Specifications to help identify those urban bus engines which are certified to the proposed optional emission standards. This information can be added to the emission control label or that a supplemental emission control label be used to identify the engine by the optional standards that the engine is certified to for the applicable model year. This information will be used to facilitate any in-use test program that is implemented as part of a mobile source emission reduction credits program.

III. Amendment of the Useful Life Definition for Heavy-Duty Engines and Vehicles for the Procedures for In-Use Vehicle Voluntary and Influenced Recalls -- Section 2112, Title 13, CCR.

The ARB adopted an amendment to be made to the useful life definition for heavy-duty engines and vehicles under section 2112, Title 13, CCR, in addition to referencing the new useful life definition (40 CFR 86.094-2) in the "California Exhaust Emission Standards and Test Procedures for 1985 and Subsequent Model Heavy-Duty Diesel-Engines and Vehicles." This amendment aligns the current useful life requirement, specified in section 2112, with the new federal requirement, but will be specifically applicable to Chapter 2 - Enforcement of Vehicle Emission Standards and Surveillance Testing, Article 2.1 - Procedures for In-Use Vehicle Voluntary and Influenced Recalls. The useful life requirement was extended for the PM standard for 1994 and later model year urban buses from eight years to ten years, while retaining the current useful life mileage provisions. This requirement is consistent with what has been adopted by the EPA.