



Alan C. Lloyd, Ph.D.  
Agency Secretary

# Air Resources Board

9480 Telstar Avenue, Suite 4  
El Monte, California 91731 [www.arb.ca.gov](http://www.arb.ca.gov)



Arnold Schwarzenegger  
Governor

April 12, 2005

Mr. George W. Tillery, President  
A-Z Bus Sales, Incorporated  
1900 S. Riverside Avenue  
Colton, California 92324

Dear Mr. Tillery:

Thank you for meeting with us on February 17, 2005, in response to our letter of January 11, 2005, which notified A-Z Bus Sales that it is potentially in violation of title 13, California Code of Regulations (CCR), section 1956.1, in selling urban buses without the proper California-certified urban bus engine installed. Following our meeting, we received a letter with attachments dated February 28, 2005, in which you clarified and answered questions we asked at the meeting. In addition, I am in receipt of your letter dated March 17, 2005, in which you stated your understanding of a phone conversation between you and Dr. Nancy L.C. Steele of my staff on March 17, 2005.

To summarize the issue, the Blue Bird XCEL 102 bus comes in multiple vehicle lengths (29', 35', and 40') and is rated as a heavy heavy-duty bus with a gross vehicle weight rating (GVWR) of up to 36,200 pounds (lbs.) (Blue Bird XCEL 201 brochure). The federal and California definition of an urban bus both state that the bus is ". . . a passenger-carrying vehicle powered by a heavy heavy-duty diesel engine, or of a type normally powered by a heavy heavy-duty engine, . . ." Based on our survey of the urban buses owned or operated by California transit agencies, my staff has developed a working definition of an urban bus that would normally be powered by a heavy heavy-duty engine as 35' or greater and 33,000 lbs. GVWR or greater.

You have supplied information that the Blue Bird XCEL 102 is not built to house a heavy heavy-duty engine and that it is never sold with a heavy heavy-duty engine. A-Z Bus Sales has therefore requested that the Air Resources Board make a determination that a bus with a medium-heavy duty engine with a manufacturer's GVWR less than 33,000 lbs. can be delivered for sale or use in California regardless of length and be considered as a transit fleet vehicle, not an urban bus.

*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

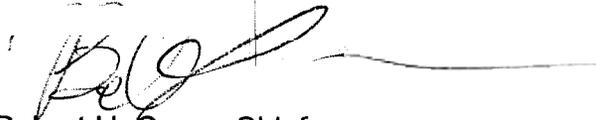
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After evaluating the information you provided, plus information on the Blue Bird web site,<sup>1</sup> I have determined that a Blue Bird bus of up to 35', which is rated less than 33,000 lbs. GVWR, can be purchased with a medium heavy-duty engine (not certified as an urban bus engine) and used by a California transit agency as a transit fleet vehicle, provided that the bus does not replace an existing urban bus that is used for intra-city operation, i.e., within the confines of a city or greater metropolitan area, and that has a duty cycle characterized by short rides and frequent stops. This is a specific determination for the Blue Bird XCEL 102 and does not necessarily apply to other buses of this size.

If you have any additional questions, please contact Dr. Nancy L.C. Steele, Manager, at (626) 350-6598 or [nsteele@arb.ca.gov](mailto:nsteele@arb.ca.gov).

Sincerely,



Robert H. Gross, Chief  
Mobile Source Control Division

cc: Mr. Clay Hartman  
Transit Sales  
A-Z Bus Sales, Inc.  
3418 52<sup>nd</sup> Avenue  
Sacramento, California 95823

Dr. Nancy L.C. Steele, Manager  
Retrofit Implementation Section

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<sup>1</sup> <http://www.blue-bird.com/products/commercial/xcel/>