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Notice of Available Funding for the Reimbursement of Closed Crankcase Ventilation Systems on School Buses Regulated By N.J.A.C. 7:27-32, Diesel Retrofit Program Rules

Take notice that the New Jersey Department of Environmental Protection (Department) hereby certifies pursuant to N.J.S.A. 26:2C-8.31(a) that sufficient monies are available in the Diesel Risk Mitigation Fund to provide reimbursement for the cost of purchase and installation of closed crankcase ventilation systems (CCVS) on diesel-powered school buses regulated by N.J.A.C. 7:27-32. A regulated school bus is defined as an in-service school bus that is designed to carry 10 or more passengers, is powered by a diesel engine, and is owned by a school district, nonpublic school, or school bus contractor who has entered into a contract with a school district or a nonpublic school to transport children to and from primary and secondary school. Owners of regulated school buses have two years from the date of this notice to complete the installation of the closed crankcase ventilation systems on their regulated school buses.

The Department has adopted rules and regulations that require the installation of CCVS on all publicly and privately owned school buses in New Jersey. Buses that have a 2007 or newer engine meeting an emission standard of 0.01 grams per brake-horsepower hour or buses with chassis model years 1998 and older, are exempt from the requirement to install CCVS.

Owners of regulated school buses must submit cost estimates to the Department and receive approval prior to having the closed crankcase ventilation systems installed by an authorized installer. All closed crankcase ventilation systems must be obtained from an authorized installer listed on the State Contract for Diesel Retrofit Device and Installation Reimbursement (T-2541).

Additionally, the Department is continuing to study whether the installation of a Best Available Retrofit Technology for tailpipe retrofit on a school bus would significantly reduce the exposure of children to diesel exhaust inside the cabin of the school bus. Although initial study results were presented in October 2007, the Department recently identified errors and unrepresentative operating conditions that warrant the repeat of data collection and analysis. The Department anticipates having additional test results by the Fall of 2008.

Copies of the Diesel Retrofit Program rule that includes the CCVS requirements for school buses and additional information may be obtained at www.stopthesoot.org or by contacting:

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