



CITY AND COUNTY OF SAN FRANCISCO  
 San Francisco Municipal Transportation Agency  
 Request for Proposals  
 THE PROCUREMENT OF  
 30-Foot, 40-FOOT AND 60-FOOT LOW FLOOR  
 DIESEL HYBRID COACHES

Proposal Section	Title	Bid Submission Requirements
7	Additional Requirements	A copy of (1) the proposer’s application for the California Air Resources Board (CARB) Certification and (2) the proposer’s Certification Plan (see Section 11.E below)

The Hybrid Manufacturers are on a path to achieve California Air Resource Board certification and On Board Diagnostics (OBD) compliance in time to support production of hybrid buses for San Francisco MTA / MUNI. The Hybrid Manufacturers and HMRC (Hybrid Manufacturers Regulatory Collaboration) jointly with Cummins have resolved a working plan with ARB for the issuance of a Dual E/O (Executive Order). This certificate when issued will allow for sale of hybrid systems in the state of California. The Dual E/O will specify the approved pairings by California of Hybrid models with specific Cummins engine models. The specific documents being required for submission to ARB are being defined, but will likely include, at a minimum:

- ARB OBD Approval Letter for the Hybrid family
- Example of the compliance label that will accompany the hardware
- Description of the hybrid system, and components
- List of the warrantable components under CCR, Title 13 Section 2035-2-36

Cummins will have other required documents, as the engine supplier, but currently it is understood that those documents are consistent with what has been required in the past and are in good order with ARB. The Hybrid Manufacturers have discussed with ARB a road map to full OBD compliance and received agreement from ARB on the general approach. ARB has also agreed to use their unique ability to grant OBD Approval, with allowed deficiencies as an interim solution as we work to our roadmap, and ultimately achieve full compliance.

Both the OBD Approval Letter and the Executive Order are annual approvals, and the Hybrid Manufacturers have created a viable path for both the near term and the future, with the assistance of Cummins to continue to certify their engines for hybrid applications. ARB has continued to hold to their position that hybrids are a key part of the California emissions solution and as such has made efforts to work with industry to create this path to sales. Emissions compliance is still an engine based test and falls fully within the responsibility of Cummins, and is something that they are well positioned to continue to test and supply the necessary data to ARB to satisfy their documentation requirements. Per ARB regulations, the Hybrid Manufacturers must conduct and submit OBD compliance testing but is not required to perform and submit emissions test data.

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ARB is currently drafting, what should be, the final official text of the Dual E/O, and something that we can share with SFMTA when it has been released by ARB. This is expected in the next few weeks. We can also update as the list of required documents by ARB for the Dual E/O becomes available, this too is expected to be finalized over the following weeks.

