



NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION

# Diesel Retrofit Program

## Guidance Document

For

## Diesel-Powered School Buses

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## **A. Purpose**

This document provides general guidance to assist school bus owners in complying with the requirements established in the Diesel Retrofit Program rules at N.J.A.C. 7:27-32 et. seq. This guidance document describes the basic steps to ensure compliance with the regulatory requirements such as the necessary information and forms to be submitted to the Department, submittal timeframes, recordkeeping and reporting, applicable technology, and vehicle inspection requirements.

## **B. Overview**

The Diesel Retrofit Law (N.J.S.A. 26:2C-8.26) was signed in September 2005 by then Governor Richard Codey to protect New Jersey residents from the harmful effects of diesel particulate pollution. Studies have shown that exposure to diesel exhaust can aggravate asthma, contribute to cardiopulmonary distress and result in premature death. The law targets diesel-powered on-road vehicles, such as school buses, and off-road equipment that regularly expose the public to diesel exhaust. Specifically, all regulated diesel-powered school buses must have closed crankcase ventilation systems (CCVSs) installed pursuant to these regulations.

A CCVS is designed to capture and filter diesel engine crankcase emissions and redirect those emissions into the combustion process. CCVSs have been shown to prevent the intrusion of diesel emissions into the cabins of school buses and thus reduce the exposure of children to the diesel particulate pollution. The Department of Environmental Protection (Department) with Rowan University is conducting a study of the effects of tailpipe emissions on the in-cabin air quality of school buses. Based on the results of the study, the Department will determine if tailpipe retrofits on school buses are needed to further reduce the in-cabin levels of diesel particulate pollution. If yes, then the Department may issue new rules to require tailpipe retrofits on school buses.

The Diesel Retrofit Law provides funding for the installation and purchase costs associated with the CCVSs on diesel-powered school buses. In accordance with the Diesel Retrofit Program rules at N.J.A.C. 7:27-32.24, the authorized installer of the device will be required to incur these costs and seek reimbursement from the Department after the installation is complete. Therefore there are no initial out-of-pocket costs associated with the device for the vehicle owner. Pursuant to the funding requirements in the law, the Department has issued a Request for Proposal for state contracts for authorized installers. Using the state contract process enables the Department to control prices and alleviates the burden of vehicle owners from undertaking individual procurements. All regulated school buses must have a CCVS installed within two years of certification by the Department that funding is available to provide reimbursement of costs. At this time, the Department has not made this certification.

## **C. Steps to Compliance with the Diesel Retrofit Program Rule N.J.A.C. 7:27-32**

The Diesel Retrofit Program rules applicable to school bus owners are found at N.J.A.C. 7:27-32.1 through 32.7, 32.20, and 32.22. The rule text can be obtained online at <http://www.state.nj.us/dep/aqm/rules.html>. These rules include requirements for submitting

vehicle information, identifying the CCVS to be installed and providing associated cost estimates, installation deadlines, recordkeeping and reporting, and vehicle inspection.

Before one can begin, it is important to know the deadline for completing all CCVS installations on each bus regulated by N.J.A.C. 7:27-32. The deadline established within the rule is 2 years from the time that the Department certifies that there is sufficient funding to provide reimbursements for the CCVSs. This certification will be published in the New Jersey Register and provided through the existing list server notification system established for school bus owners. This deadline is particularly critical since, in accordance with N.J.A.C. 7:27-32.4(b), no school bus may transport children after this date without a CCVS. However, there may be cases where it may not be feasible to install a CCVS on certain school buses or where the bus is exempt from installing the device. Therefore, the first step a regulated school bus owner must take is to assess his or her fleet with the applicable requirements of the Diesel Retrofit Rule (N.J.A.C. 7:27-32).

### **1) School Bus Fleet Assessment**

A fleet owner can assess the school bus fleet for compliance with the Diesel Retrofit Program rules by reviewing the definition of “regulated school bus”, determining the retirement date of each regulated school bus and the model year of the engine. The combination of these three criteria will assist you in defining the portion of your fleet that is required to have a CCVS installed.

The definition of “regulated school bus” pursuant to N.J.A.C. 7:27-32.1 includes the following:

- 1) An in-service school bus that is originally designed to carry 10 or more passengers;
- 2) Powered by a diesel engine;
- 3) 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 a primary or secondary school.

As a simple rule of thumb, any diesel-powered vehicle with an S1 or S2 license plate that can carry at least 10 passengers is deemed a regulated school bus. The next steps are to determine which, if any, of these school buses may not be required to install a CCVS.

Any regulated school bus that meets the following criteria is not required to install a CCVS device:

- 1) In accordance with N.J.A.C. 7:27-32.3(c), the provisions of N.J.A.C. 7:27-32 et. seq. do not apply to a regulated school bus with a 2007 engine that is certified by the U.S. Environmental Protection Agency (USEPA) or the California Air Resources Board (CARB) to meet a particulate emissions standard of 0.01 grams per brake-horsepower hour.
- 2) Any regulated school bus scheduled for retirement before the installation deadline described earlier is not required to install a closed crankcase ventilation system pursuant to N.J.A.C. 7:27-32.4(a). This retirement date is determined at N.J.S.A. 39:3B-5.1 and 5.2 of the Motor Vehicle Code. Depending on certain school bus characteristics, the

vehicle must be retired from student transport either 12 or 20 years after the vehicle model year or at the end of the school year, whichever is later.

Once your regulated fleet has been defined, the next step is selecting an appropriate CCVS device for each regulated school bus.

## **2) Selecting a CCVS**

Before selecting a CCVS, it is important to understand the general operation of the device. The CCVS must be designed to capture crankcase vent emissions and route them into the engine air intake system for recombustion. Open or partially open systems are not permitted. Most CCVS devices have a filter located between the crankcase vent and the engine air intake system to allow for the removal of impurities and any engine oil that may be in the crankcase fumes. The residual liquids are typically returned to the oil pan or a collection device. Some regular maintenance of the system is required to ensure optimal operation of the device. An example of maintenance includes routine replacement of the filter or disposal of the collected engine oil.

Pursuant to N.J.A.C. 7:27-32.3(d)1 and 32.5, each CCVS must be installed by an authorized installer that is listed on the State Contract awarded specifically for the purposes of the Diesel Retrofit Program rule. Once awarded, a copy of the contract and the authorized installers can be found at <http://www.state.nj.us/cgi-bin/treas/purchase/awards.pl>

To assess the available CCVS for the regulated school buses within one's fleet, the owner can conduct some general research to ascertain the appropriate CCVS for their buses. This research can include obtaining information from the authorized installers' websites for the CCVS products offered or contacting authorized installers directly. Some criteria for determining compatible CCVS device for a school bus may include engine brake horsepower, blow-by volume, or available space within engine compartment. With all CCVS devices, there will be associated maintenance requirements such as filter disposal and replacement. The school bus owner may want to consider the costs associated with the required maintenance needs since this is not a reimbursable cost. Other criteria for consideration may include the general availability of replacement filters, the need for a drip bottle if draining to the oil pan is not possible, and any associated maintenance.

Public fleet owners may choose to become an authorized installer in order to service their own fleet. Please note that any public fleet owner that becomes an authorized installer must first have a grant agreement with the State for the purposes of N.J.A.C. 7:27-32 et seq., incur all out-of-pocket costs associated with the purchase and installation of the CCVS, provide all warranty requirements listed at N.J.A.C. 7:27-9, and apply for reimbursement. See the Section D, "A Special Case: Fleet Self-Installers" for more details.

Once a CCVS device is chosen for each school bus, the owner must obtain a cost estimate from an authorized installer of each selected CCVS for each school bus. Please note that more than one authorized installer may need to be used to ensure each regulated school bus in the fleet has a CCVS installed. Therefore, if one authorized installer does not have a suitable CCVS device for a particular school bus, the school bus owner must determine if another CCVS is feasible by contacting the other available authorized installers. If ultimately it is not technically feasible to

install a CCVS device, for example a compatible device does not exist or a CCVS already exists on the vehicle, then the school bus owner may submit a letter to the Department and request an exemption pursuant to N.J.A.C. 7:27-32.4(c). The exemption request must include support documentation such as letters from each authorized installer stating the reason why no CCVS could be installed on the particular school bus.

Once the school bus owner has determined how each school bus will comply with the Diesel Retrofit Program rules, either by selecting the CCVS to be installed, submitting an exemption request, or determining nonapplicability, the owner must electronically complete and submit a "Cost Estimate-CCVS" form to the Department for review and approval before any installation can occur.

### **3) Complete and Submit the Cost Estimate-CCVS Form**

The cost estimate from the authorized installer is required pursuant to N.J.A.C. 7:27-32.4(d) and must be supplied on the Cost Estimate-CCVS form provided by the Department. The Cost Estimate-CCVS form includes a listing of every regulated school bus in the fleet, basic information identifying each school bus, information about the selected CCVS and the cost estimate of each CCVS device, and the authorized installer to perform the installation. Information related to the installation required on the Cost Estimate-CCVS form includes the estimated costs provided by the authorized installer including labor rate, device and hardware costs, as well as estimated hours to install. The Cost Estimate-CCVS form, including instructions for completion, is available from the Department's website at [www.stopthesoot.org](http://www.stopthesoot.org).

Many school bus owners may already manage some of this information on a similar spreadsheet. The Cost Estimate-CCVS form was specifically designed to accommodate the copying and pasting of data from multiple versions of Microsoft Excel, including Excel '97, 2000 and 2003. Additionally, some fleet management software is designed to export to spreadsheets such as Excel. If you use fleet management software, consider exporting data to a blank copy of an excel spreadsheet to prepare it for pasting into the Cost Estimate-CCVS spreadsheet.

When completing the cost estimate form online, please note the following:

- i) A school bus that has an existing CCVS installed should indicate "exempt" as the "Compliance Method" on the form for the vehicle.
- ii) If it is not possible to install a CCVS on the regulated school bus due to mechanical incompatibility, the owner must submit an exemption request to the Department for approval, and provide hardcopies of the supporting documentation. Approval of an exemption is subject to the Department's review.
- iii) A school bus with a retirement date on or before the installation deadline should indicate "retirement" as the Compliance method on the form, as well as, indicate the actual retirement date in the appropriate area.

The Department is aware that there may be situations where authorized installers are unable to locate proper placement of the CCVS device. If, after assessing all of the CCVS devices on the state contract with the associated authorized installers, the school bus owner determines the school bus is eligible for an exemption, the owner, with input from the installer(s), must write a

detailed description of the problem with measurements and photographs to support the request. The school bus owner shall submit the documentation with the Cost Estimate-CCVS form to the Diesel Retrofit Program for review and approval. If the Department approves an exemption request, then a Compliance Form with “exemption” will be issued for that vehicle. This form shall remain in the vehicle until it is no longer in service for student transport. If an exemption is not approved then the Department will direct the owner to install a CCVS on the school bus in question.

Please note that poor engine condition due to inadequate maintenance does not constitute a reason for an exemption. The school bus owner must repair the school bus to a condition where the CCVS can be successfully installed and effectively operated.

Once the form is completed it must be submitted via email to the Department at [dieselapplications@dep.state.nj.us](mailto:dieselapplications@dep.state.nj.us). Support documentation, if required, can also be sent electronically to this e-mail address or as a hardcopy to the following address: Diesel Retrofit Program, 401 East State Street, P.O. Box 418, Trenton, NJ 08625-0418. Please note that an application will not be deemed a complete submittal until both the application and any necessary support documentation have been received by the Department.

Although the Cost Estimate-CCVS form will be available on the Diesel Retrofit Program’s website, the Department will ultimately require the submittal of this form through online services at the New Jersey Department of Environmental Protection's Online Business Portal at <http://www.nj.gov/dep/online/>. This portal is in the process of being redesigned and is currently not active. However, once completed this site will provide many enhancements for regulated entities to best manage their business with the State. It is recommended that you visit this site and follow the directions to establish a myNJ Portal account in order to access the Department's online services. The Department anticipates the online system to be available for use by the public on or about December 2007. Once the online portal becomes active, no applications will be accepted through email.

Upon receipt of the Cost Estimate-CCVS form the Department will conduct an administrative and technical review for completeness. An administrative review ensures that all the necessary information has been submitted and that the form has been signed and certified by the responsible party. A technical review by the Department includes, but is not limited to, ensuring the reasonableness of the cost estimates in comparison to the State Contract and other cost estimates submitted for like CCVS devices. Any final determination will be made in writing by the Department. The Department will make determinations on a vehicle-by-vehicle basis. Once a vehicle has had its cost estimate approved, the owner may initiate the installation of the CCVS device. Therefore, although a particular vehicle’s cost estimate may be rejected within a fleet, it will not hold up the installation of CCVS devices on other vehicles in the fleet with approved cost estimates.

For those vehicles with rejected cost estimates, the Department will work with the school bus owner to resolve any deficiencies and determine a mutually acceptable alternative CCVS device. Reasons for rejecting cost estimates may include excessive labor charges or the inclusion of an

authorized installer not on the state contract. If an agreeable resolution cannot be reached, the Department will make a final determination such as identifying a CCVS of reasonable cost.

#### **4) Installation Process and Compliance Form**

The Department approval of the Cost Estimate-CCVS form for the school bus is the trigger for the school bus owner to begin the CCVS installation process. All CCVS installations must be performed by an authorized installer on a state contract for CCVS installations. All authorized installers must satisfy the warranty provisions at N.J.A.C. 7:27-32.9.

The owner will receive a letter from the Department indicating the buses approved for installation and notifying the fleet owner of the availability of Compliance Forms for each approved school bus. The Compliance Form must be completed by the fleet owner and submitted to the Department within 5 business days of completion of the installation. Please see Attachment 3 to view an example of the Compliance Form.

The school bus owner must write the date that the CCVS installation was completed and certify the form by signing in the appropriate area. One Compliance Form must be completed for each regulated school bus within the fleet. A copy of the most updated Compliance Form is to be retained on the vehicle for the vehicle's lifetime.

For exempt vehicles, the Department will issue the Compliance Form to the school bus owner indicating the exemption on the form.

Please note that there are two separate occasions when the school bus owner is responsible for submitting a copy of the Compliance Form to the Department in accordance with N.J.A.C. 7:27-20. The first timeframe occurs 5 days after installation of the CCVS. The second submittal date is contingent on completion of the one-time compliance inspection as described in Section 6 of this document.

#### **5) Reimbursement Process**

In accordance with N.J.A.C. 7:27-32.24(b), an authorized installer of a CCVS device is responsible for incurring the costs associated with the purchase and installation associated with the device, and therefore, is responsible for seeking reimbursement of these costs. Likewise, N.J.A.C. 7:27-32.3(d) requires that any authorized installer wishing to seek reimbursement of these costs must be on a state contract specifically for such a purpose. Any public entity may also seek to be an authorized installer to perform installations on their fleet. In this instance, the public entity must have a grant agreement in place with the Department for reimbursing costs associated with complying with N.J.A.C. 7:27-32 et. seq. See Section D for details on public entities performing self-installation of CCVS devices.

An authorized installer may seek reimbursement for the purchase and installation of a CCVS on a school bus once the installation is complete. The authorized installer must complete and submit to the Department a Reimbursement Application and provide proof of the purchase and completed work. A portion of the support documentation includes written authorization from the school bus owner to perform the CCVS installations, such as pre-approval of the work.

The authorized installer on the State Contract will request reimbursement from the Department and provide information identifying the retrofitted vehicles associated with the invoice. The State Treasurer will directly reimburse the authorized installer through payment procedures established within the State Contract. Vehicle owners will not pay for the CCVS installation and therefore do not receive any reimbursement unless that entity is also an authorized installer and performs the CCVS installation pursuant to an agreement with the Department, using a CCVS obtained through the State contract.

#### **6) One Time Compliance Inspection and Compliance Form**

After the installation is completed, a one-time compliance inspection (OTCI) of the CCVS device on each school bus must be performed at the next regularly scheduled semi-annual in-terminal inspection by the Motor Vehicle Commission's School Bus Inspection Unit. A separate appointment does not need to be scheduled. The vehicle owner must present the compliance form to the MVC inspector and identify the corresponding vehicles. Upon the completion of the OTCI, the inspector will sign the compliance form and indicate whether the CCVS device was verified or not. In some cases the inspector may be unable to visually inspect the install and will indicate so on the form. If the inspector determines that the installation does not meet the minimum standard requirements established at N.J.A.C. 7:27-32.5, he or she will not sign the form. Reasons for this may include unconnected hoses or oil residue found around the CCVS. If installation is not acceptable, the owner must correct the problems and have the CCVS installation reinspected at the next semi-annual in-terminal inspection by the Motor Vehicle Commission's School Bus Inspection Unit.

In some cases, the inspector may determine that the CCVS is unable to be viewed under the normal course of an inspection. For example, in certain buses due to chassis configurations, the bus would need to be partially disassembled to view the CCVS. As this is outside the scope of the inspections, the inspector will indicate on the form that the bus is "uninspectable" and then sign the form. An "uninspectable" bus is deemed compliant with the one time compliance inspection requirements and therefore, no additional one-time compliance inspection would be needed.

Once the inspector has completed and certified the Compliance Form, the school bus owner must complete and submit the updated compliance form to the Department within 30 days of the OTCI. A copy of the updated Compliance Form must be kept in the vehicle for which it was issued. The original updated compliance forms shall be kept in one location at the owner's place of business.

#### **D. A Special Case: Fleet Self-Installers**

Public owners of school buses, such as State, County, or Municipal entities or political subdivisions thereof, may wish to perform their own CCVS installations and seek reimbursement for the associated labor costs. In this instance, the public entity must become an authorized installer as defined at N.J.A.C. 7:27-32.1 for each type of CCVS to be installed; as well have a written grant agreement with the Department specifically for reimbursement of costs associated with complying with N.J.A.C. 7:27-32. The CCVS device must be obtained from the State Contract, where the hardware costs are directly reimbursed through the contract. Self-installers must be authorized by the manufacturer of the CCVS device and are required to provide a

warranty as set forth at N.J.A.C. 7:27-32.9 et seq. The State lacks authority to provide a reimbursement grant to a private owner outside of the State Contract mechanism.

**E. Maintenance of CCVS**

The owner is responsible for maintaining the CCVS device in accordance with the CCVS manufacturer’s specifications. Typical maintenance includes periodic filter changes, checking all hose connections, and, in certain cases, proper disposal of used oil collected in drip bottles. Please note that the CCVS on any school bus may only be removed for testing and bus maintenance purposes. During these times that the CCVS device has been disconnected or is not properly functioning due to maintenance, the school bus cannot be used to transport children in accordance with N.J.A.C. 7:27-14.4(a)5. All closed crankcase filtering and venting equipment, whether original equipment or installed as part of this retrofit program, must be maintained and operational at all times.

**F. Warranty**

Under the Diesel Retrofit Program rules, all CCVS devices must be covered by a warranty from the manufacturer and the authorized installer for the following:

- 1) Full repair and replacement cost, including parts and labor if the CCVS contains defects in material or workmanship;
- 2) The cost to repair or replace engine components if the CCVS causes damage to the engine so as to return the engine to the condition it was in prior to the damage caused by the CCVS.

This warranty is required to be effective for a minimum period as shown in Table 1. The CCVS manufacturer and installer must provide to the school bus owner a manual that provides a detailed description of the warranty including any exclusion due to abuse, neglect, or improper maintenance.

**Table 1-Warranty Periods**

Engine Size & Vehicle Use (HP = Horsepower)	Minimum Warranty Period
70-170 HP; GVWR <19,500 pounds	Five years or 60,000 miles
170-250 HP; GVWR ≥19,500 pounds and ≤33,000 pounds	Five years or 100,000 miles
>250 HP; GVWR >33,000 pounds	Five years or 150,000 miles
>250 HP; GVWR >33,000 pounds; typically driven >100,000 miles per year, and; <300,000 miles on odometer at time of installation	Two years, unlimited mileage

**G. Adding Vehicles to the Fleet**

If a regulated school bus is added to the fleet at any time in the future, the vehicle will need to conform to the Diesel Retrofit Program Rules as described in this guidance document. If the school bus is obtained prior to the installation deadline, then the school bus owner must submit an application for the school bus(es) in question to the Department for the installation of CCVS devices.

Any school bus obtained after the installation deadline has passed cannot be used to transport children without a CCVS installed. Therefore the owner of the school bus must follow the steps described in section C to determine the necessary compliance with the Diesel Retrofit Program rules. For example, the first step is to determine if Diesel Retrofit Program rules are applicable to the school bus in question. If the new school bus meets the definition of a “regulated school bus” but is equipped with a USEPA-certified 2007 or newer engine then this school bus is deemed in compliance with the regulations and no further action is needed by the owner. If the new school bus meets the definition and has 2006 or older engine, then the school bus owner must follow the procedures and submittal requirements pursuant to the Diesel Retrofit Program rules for installing a CCVS. This school bus cannot be used to transport children until the CCVS installation is completed.

#### **H. Penalties**

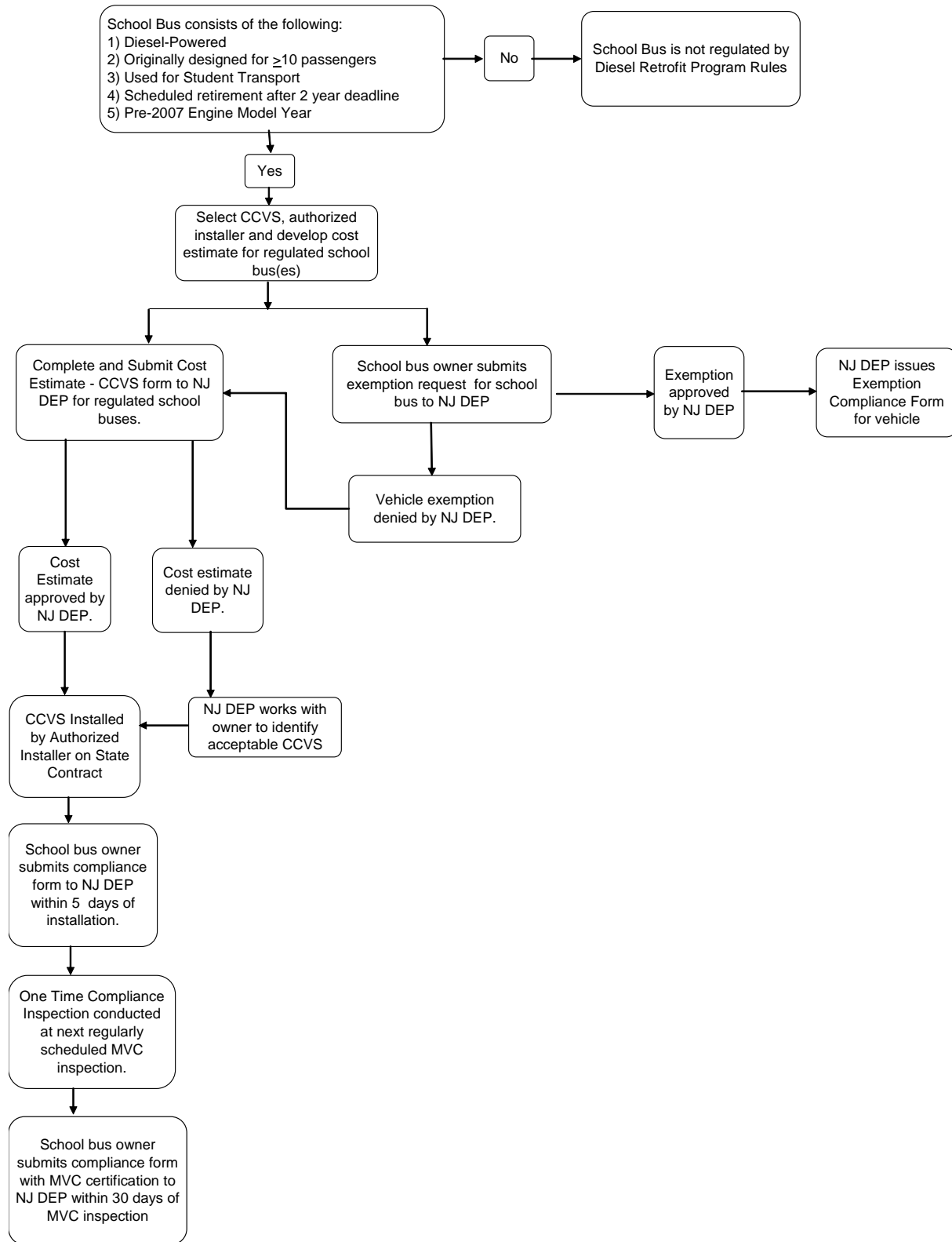
Failure to comply with the Diesel Retrofit Program rules carries monetary penalties, many in the form of fines of up to \$1,000 for the first offense. A full list of penalties related to the Diesel Retrofit Program rules can be found at N.J.A.C. 7:27A-3.10.

#### **I. Contact Information**

Information related to the Diesel Retrofit Program such as forms, guidance documents, state contracts and links to related information can be found online at [www.stopthesoot.org](http://www.stopthesoot.org). You may also contact the Diesel Risk Reduction Program directly at (609) 292-7953.

For future guidance and to receive updates regarding the Diesel Retrofit Program, we encourage all school bus owners to join the School Bus list serve notification system. If you have not joined, please do so by emailing the Department at [jana.opperman@dep.state.nj.us](mailto:jana.opperman@dep.state.nj.us). Please type “School Bus List” in the subject line and include your name, phone number and company mailing address in the body of the email.

# Appendix 1: Process Flow Chart: Complying with the Diesel Retrofit Program – CCVS



## Appendix 2 – Sample of On-Line Cost Estimate - CCVS Form

This is a sample of the Cost Estimate-CCVS form for use through the online portal. Some of the required fields include: name of owner, address, telephone number, VIN, license plate number, model year of chassis, USEPA engine family, engine manufacturer, model year of engine, engine brake horse power, and information regarding the CCVS.

Version: 1.00.00 Alpha  
Currently logged in: Jeremy Cunningham (JEREMY) [Help](#) [Logout](#)

**INVENTORY / COST ESTIMATE - CCVS**

**Note:** The Applicant does not need to complete the all fields but must fill out all required designations and descriptions. Required fields are indicated by an asterisk (\*).

Vehicle Equipment Number*	VIN / Serial Number*	Retrofit Make*	Retrofit Model*	Retrofit Manufacturer*
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

[Add Row](#)

**Legend**  
 Selected Tab  
 Clickable Tab

**Appendix 3 – Sample of Compliance Form**

DRRP0001

**NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
DIESEL RISK REDUCTION PROGRAM  
COMPLIANCE FORM - CCVS**

Vehicle Owner:  
Telephone No.:  
Address:

School Bus Type: \_\_\_\_\_

VIN/Serial Number: \_\_\_\_\_

Vehicle License Plate State & Number: \_\_\_\_\_

Engine Manufacturer and Model Year: \_\_\_\_\_

EPA Engine Family: \_\_\_\_\_

CCVS Design Option: \_\_\_\_\_

CCVS Make & Model: \_\_\_\_\_

CCVS Cost (incl. Installation): \_\_\_\_\_

**Installation Certification:**  
I hereby certify that the required retrofit devices have been installed on the aforementioned vehicle on the following Date: \_\_\_\_\_

I certify under penalty of law that I believe the information provided in this document is true, accurate and complete. I am aware that there are significant civil and criminal penalties, including the possibility of fine or imprisonment or both, for submitting false, inaccurate or incomplete information.

\_\_\_\_\_  
(Vehicle Owner)

\_\_\_\_\_  
(Date)

**Vehicle Inspector:**  
I hereby certify that the retrofit requirement has been met in accordance with the inspection procedure at N.J.A.C. 7:27-32.21 unless the vehicle is uninspectable as indicated below. I believe that the submitted information is true, accurate and complete.

Uninspectable

\_\_\_\_\_  
(Print Inspector Name)

\_\_\_\_\_  
(Inspector Signature)

\_\_\_\_\_  
(Inspector ID #)

\_\_\_\_\_  
(Date)

NJDEP Diesel Risk Reduction General Contact – (609) 292-7953  
Before 8 am – (609) 530-4107