

How to Comply

with CARB's Diesel Regulations

Course #520



Presented By:

Danielle Chambers

James Cropper

California Environmental Protection Agency

 **Air Resources Board**

What diesel rules apply to you?



Begin by answering the following questions:

VEHICLE INFORMATION

1. How many diesel vehicles do you own?

- A: 1 C: 4-10 E: 20+
 B: 2-3 D: 11-20

2. What is the fully loaded or gross vehicle weight rating of your vehicle(s)? *Check all applicable boxes.*

- A: 6,000-9,999 lbs. C: 14,001-26,000 lbs.
 B: 10,000-14,000 lbs. D: 26,000 lbs. +

3. What is the engine model year(s)?

- A: 1973 or older E: 2000-2004
 B: 1974-1993 F: 2005-2006
 C: 1994-1995 G: 2007-2009
 D: 1996-1999 H: 2010 or newer

RELATED QUESTIONS

4. Do you own any 53-foot box-type or longer trailers or tractors that pull them? How many?

- Yes None
 20 or less 21 or more

5. Do you visit CA ports or railyards, or carry ocean-going containers or cargo?

- Yes No

6. Do you own or operate a reefer (transport refrigeration unit)?

- Yes No

California Environmental Protection Agency

 **Air Resources Board**

DIESEL PROGRAMS

First, check the following boxes that apply to you based on your answers to questions 1-6 above:

Then, see the Multi-Regulation Summary (MRS) to find out what rules may apply to you.

<input type="checkbox"/> If you own any vehicle over 6,000 lbs.,	then	See MRS Section 1 (Legacy Programs) B- Heavy Duty Vehicle Inspection Program
<input type="checkbox"/> If you own more than one commercial diesel vehicle,	then	See MRS Section 1 (Legacy Programs) D- Periodic Smoke Inspection Program
<input type="checkbox"/> If you checked 2-C or 2-D AND if you answered no to question 5,	then	See MRS Section 1 (Legacy Programs) A- Idling Limits, C- Emission Control Labels, and Section 2-Trucks and Buses
<input type="checkbox"/> If you answered yes to question 4	then	See MRS Section 4 (Tractors and Box-Type Trailers)
<input type="checkbox"/> If you answered yes to question 6,	then	See MRS Section 5 (Transport Refrigeration Units)

Multi-Regulation Summary (MRS)

Requirements for Diesel Truck and Equipment Owners

All owners of diesel trucks, buses, trailers and transport refrigeration units, or “reefers,” that operate in California, are required to take steps to reduce air pollution. Reducing emissions from existing equipment is necessary to meet federally imposed clean air standards and to reduce the adverse health effects from pollution. Funding opportunities may also be available to lower emissions earlier than required. This document summarizes requirements and key dates for upgrading existing equipment:

1. LEGACY PROGRAMS

- A) **Idling Limits** restrict diesel vehicles from idling more than five minutes, and idling in school zones is not allowed with limited exceptions.
- B) The **Heavy-Duty Vehicle Inspection Program** uses random roadside inspections to verify that diesel engines do not smoke excessively and are tamper free.
- C) **Emission Control Labels** must be affixed to engines of all commercial heavy-duty diesel vehicles, and must be legible as proof the engine, at minimum, meets U.S. federal emissions standards for the engine model year.
- D) The **Periodic Smoke Inspection Program** requires owners of California based fleets of two or more diesel vehicles to perform annual smoke opacity tests and to keep records for at least two years for each vehicle. The requirement does not apply to cars or trucks that must undergo a Smog Check.

2. TRUCKS AND BUSES (private and federal fleets)



Diesel trucks and buses with a GVWR more than 14,000 lbs. that are owned by private or federal government fleets must reduce exhaust emissions by meeting particulate matter (PM) filter requirements and upgrading to 2010 model year (MY) or newer engines. In addition, any person residing in California who sells an affected vehicle must provide a disclosure notice about the regulation to the buyer. For more information, go to www.arb.ca.gov/dieseltruck.

HEAVIER VEHICLES with a GVWR more than 26,000 lbs. need engine upgrades as shown in the schedule below (no reporting is required).

Schedule for Heavier Trucks and Buses		
Engine Year	PM Filter*	2010 MY Engine
Pre-1994	Not required	January 1, 2015
1994-1995	Not required	January 1, 2016
1996-1999	January 1, 2012	January 1, 2020
2000-2004	January 1, 2013	January 1, 2021
2005 or newer	January 1, 2014	January 1, 2022
2007-2009	Already equipped	January 1, 2023

* 50% PM reduction can be used if 85% reduction is not available.

Instead, truck owners can report by March 30, 2012 to take advantage of credits and provisions including a 5 year PM filter phase-in option that delays replacements until January 1, 2020.

Small fleets (1-3 trucks with a GVWR more than 14,000 lbs.) must report to delay compliance until January 1, 2014.

LIGHTER VEHICLES with a GVWR 26,000 lbs. or less need to be upgraded to 2010 model year engines or to newer models as shown in the table. No retrofit PM filters or reporting is required.

Schedule for Lighter Trucks and Buses	
Engine Year	2010 MY Engine
1995 and older	January 1, 2015
1996	January 1, 2016
1997	January 1, 2017
1998	January 1, 2018
1999	January 1, 2019
2003 and older	January 1, 2020
2004-2006	January 1, 2021
2007-2009	January 1, 2023

ALL VEHICLES can be kept longer with early PM retrofit filters, and trucks operated in less polluted counties in California do not need to be upgraded to have 2010 model year engines if equipped with PM filters. Fleet owners must report to take advantage of these and other provisions.

3. DRAYAGE TRUCKS



Diesel-fueled trucks that transport marine cargo, containers, or transport chassis must be registered in the statewide Drayage Truck Registry prior to port or rail yard entry. For more information, call 888 247-4821 or go to www.arb.ca.gov/drayagetruck. Drayage trucks must comply as shown in the table. Retrofit PM filters must be verified to reduce PM by 85%.

Statewide Schedule for Drayage Trucks		
Compliance Date	GVWR (lbs)	Requirement
January 1, 2010	>33,000	PM filter on 1994-2003 MY engines and Pre-1994 MY engines no longer allowed
January 1, 2012*	26,001-33,000	PM filter on pre-2007 MY engines
January 1, 2012	>33,000	PM filter on 2004 MY engines
January 1, 2013	>33,000	PM filter on 2005-2006 MY engines
January 1, 2014	>26,000	All must have 2007 MY engines or newer
January 1, 2023	>26,000	All must have 2010 MY engines or newer

* In South Coast Air Basin

4. TRACTORS AND BOX-TYPE TRAILERS

The Tractor-Trailer Greenhouse Gas regulation applies to 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and all heavy-duty tractors that pull them on California highways. Any person residing in California who sells an affected vehicle must provide a disclosure notice about the regulation to the buyer. Fleets must report to take advantage of short haul, local haul or storage trailer exemptions and passes. To find out more, see www.arb.ca.gov/tractortrailer_ghg.

Low-rolling resistance tires are required on all 2011 MY or newer tractors and trailers, and are required on older equipment as shown in the table below.

Low-Rolling Resistance Tires	
Date	Requirement for 2010 MY and Older Equipment
January 1, 2013	All tractors
January 1, 2017	All trailers

SmartWay aerodynamic requirements must currently be met by all 2011 MY or newer sleeper-cab tractors and trailers. Older trailers must meet the following:

SmartWay Aerodynamic Requirements	
Date	Requirement for 2010 MY and Older Trailers
June 1, 2012	Option 2-Optional phase-in registration deadline for fleets with 21 or more trailers.
September 1, 2012	Optional phase-in registration deadline for small fleets with 20 or fewer trailers.
January 1, 2013	All trailers that are not using a phase-in schedule

For more information, visit www.arb.ca.gov/truckstop.

Note: All requirements for 2003-2009 MY reefer trailers with 2003 or newer engines start 2018-2020.

5. TRANSPORT REFRIGERATION UNITS (TRUs or Reefers)

All TRUs based outside California that operate in California must also meet the in-use standards. Every California-based TRU and TRU generator set must be registered and operator reports must be submitted and kept current at:

<https://arber.arb.ca.gov/Welcome.arb?prg=tru>

Compliance schedules to reduce PM emissions are based on the engine's model year as shown in the table to the right. Engines can also be replaced with newer, cleaner engines but these too must comply with the appropriate model-year standard. For example, if an engine is replaced by a 2012 MY engine, it must be upgraded by December 31, 2019. Engines have seven years after the model year before upgrades are required.

TRU and TRU Generator Set Compliance Schedule		
Engine Model Year	Low-Emission TRU (50% PM Reduction)	Ultra-Low-Emission TRU (85% PM Reduction)
2001 or older	Original – December 31, 2008	December 31, 2017
	Delayed – December 31, 2009	December 31, 2016
2002	December 31, 2009	December 31, 2017
2003	December 31, 2010	December 31, 2018
2004 (<25 hp)	December 31, 2011	December 31, 2018
2004 (>25 hp)	Not Applicable	December 31, 2011
2005 and newer	Not Applicable	December 31 st of the model year plus 7 years

For more information, call 1-888-878-2826.

6. PUBLIC FLEETS and OTHERS

Vehicles with a GVWR greater than 14,000 lbs. that are owned by state and local government fleets, private and public school buses, private utilities, and solid waste collection vehicles, must be retrofitted with the best available ARB verified PM filters or upgraded as summarized below.

Vehicle or Fleet Type	Requirement	Website
Public and Private School Buses	Must be retrofitted with PM filters from January 1, 2012, to January 1, 2014. All pre-1977 MY engines must be retired.	www.arb.ca.gov/dieseltruck
Solid Waste Collection Vehicles	Nearly all 1960-2006 MY engines must be retrofitted with PM filters from January 1, 2005 to January 1, 2011.	www.arb.ca.gov/msprog/swcv/swcv.htm
Public Transit Fleet Vehicles	Fleets must meet NOx and PM reduction requirements from January 1, 2008 to January 1, 2011.	www.arb.ca.gov/msprog/bus/bus.htm
State and Local Government Vehicles and Private Utilities	Nearly all 1960 MY and newer engines must be retrofitted with PM filters from January 1, 2008 to January 1, 2013.	www.arb.ca.gov/msprog/publicfleets/publicfleets.htm

FUNDING OPPORTUNITIES

Grants are available to help fleets and individuals comply with California regulations earlier than is required. Loan assistance may also be available for small businesses with vehicles that operate at least 50 percent of the time in California to help purchase trucks, aerodynamic trailers, PM filters, aerodynamic retrofits or low-rolling resistance tires. Equipment owners are encouraged to apply as early as possible to maximize potential funding options.

Replacements - Up to \$60,000 in grant money per vehicle may be available to replace trucks with 2003 model year or older engines, with new or used trucks that operate at least 75 percent of the time in California.

Retrofits - Up to \$20,000 per vehicle is available to install PM filter exhaust retrofits. Limited grant funding is available for transport refrigeration unit retrofits or zero-emission technologies.

FOR MORE INFORMATION

Please contact ARB's diesel hotline at 866-6DIESEL (866-634-3735) or email 8666Diesel@arb.ca.gov or visit the TruckStop website at: www.arb.ca.gov/truckstop. To obtain this document in an alternative format or language, please call (800) 242-4450.

Vehicle Inspections

How to Comply

with CARB's Diesel Regulations
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Presented by:

Danielle Chambers
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California Environmental Protection Agency
Air Resources Board

How to Comply

Goals of the Class

- Inform fleets on “how to comply”
 - Tools to determine regulatory requirements
- Increase compliance rates
 - Promote voluntary compliance
 - Put compliance before enforcement



What Diesel Rules Apply to You?

What diesel rules apply to you?



Begin by answering the following questions:

VEHICLE INFORMATION

1. How many diesel vehicles do you own?
 A: 1 C: 4-10 E: 20+
 B: 2-3 D: 11-20

2. What is the fully loaded or gross vehicle weight rating of your vehicle(s)? *Check at appliance boxes.*
 A: 8,000-9,999 lbs. C: 14,001-26,000 lbs.
 B: 10,000-14,000 lbs. D: 26,000 lbs. +

3. What is the engine model year(s)?
 A: 1973 or older E: 2000-2004
 B: 1974-1993 F: 2005-2006
 C: 1994-1995 G: 2007-2009
 D: 1996-1999 H: 2010 or newer

RELATED QUESTIONS

4. Do you own any 80-foot box-type or longer trailers or tractors that pull them? How many?
 Yes None
 20 or less 21 or more

5. Do you visit CA ports or railyards, or carry ocean-going containers or cargo?
 Yes No

6. Do you own or operate a reefer (transport refrigeration unit)?
 Yes No

DIESEL PROGRAMS

First, check the following boxes that apply to you based on your answers to questions 1-6 above. Then, see the Multi-Regulation Summary (MRS) to find out what rules may apply to you.

- If you own any vehicle over 6,000 lbs. **See** MRS Section 1 (General Programs) B- Heavy Duty Vehicle Inspection Program
- If you own more than one commercial diesel vehicle **See** MRS Section 1 (General Programs) D- Periodic Smoke Inspection Program
- If you checked 3 C or 2 D AND if you answered no to question 5 **See** MRS Section 1 (General Programs) A- Idling Limits, C- Emission Control Labels, and Section 2- Trucks and Buses
- If you answered yes to question 4 **See** MRS Section 4 (Tractors and Box-Type Trailers)
- If you answered yes to question 6 **See** MRS Section 5 (Transport Refrigeration Units)

California Environmental Protection Agency
Air Resources Board

How to Comply

Agenda



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Gross Vehicle Weight Rating

The gross vehicle weight rating (GVWR) is assigned by the vehicle manufacturer and represents the maximum weight of the vehicle including engine, body, fuel, accessories, passengers operating when fully loaded.

The GVWR is **NOT** the same as the unladed weight, gross combined weight rating, or registered weight rating.



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Random Roadside Vehicle Inspections



What Vehicles Are Inspected?

Diesel or gasoline fueled vehicles 6,000 GVWR or greater operating in California, including:

- Trucks
- Transit Buses
- School Buses
- Government Vehicles
- Military Vehicles (Excluding tactical vehicles)



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Where Are Vehicles Inspected?

Vehicles can be inspected anywhere in CA;

- CHP scales or inspection facility
- Ports
- AG inspection station
- Rail yards
- Distribution centers
- Truck stops
- Rest area
- Random roadside locations



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Who gets stopped for an inspection?

- Inspections are Random
 - Excessively smoking vehicles
 - Reefer units that are not labeled with CA plates



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Roadside Inspection

What can I expect if I get stopped by an ARB inspector?



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Roadside Inspection

Inspector will:

1. Ask driver for driver's license and proof of vehicle registration.
2. Verify that the vehicle has no outstanding violations.
3. Conduct a visual snap test for excessive smoke.
 - If vehicle does not pass visual opacity test, inspector will conduct test using a smoke opacity meter.
4. Instruct driver to open the hood of the vehicle to inspect for:
 - Emission Control Label
 - Evidence of emission control system tampering

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Roadside Inspection

5. Determine if vehicle meets applicable regulations and met reporting requirements.
(Truck and Bus, Drayage, PAU, SWCV, Transit)
6. Diesel Particulate Filter (if required)
 - Properly installed and labeled
 - May check the warning lights on the dashboard



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Roadside Inspection

7. Inspect for illegal diesel fuel
 - Will check fuel tanks
8. Inspect TRU/reefer unit
 - Verify label is affixed to housing
 - Cross check IDN with ARBER database
 - If the unit does not have an IDN, inspector will search by license plate, VIN, or unit serial number.
 - Determine if TRU meets in-use performance requirements dependent upon the engine model year.
 - Inspect DPF if applicable



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Roadside Inspection

9. Verify 53' or longer trailers and the tractors that pull them meet GHG compliance requirements.
 - Determine if trailer is reported in TRUCRS (GHG) to take advantage of regulatory flexibility



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Inspection Checkpoint!

Q: What will ARB inspectors check for at a roadside inspection?

A:



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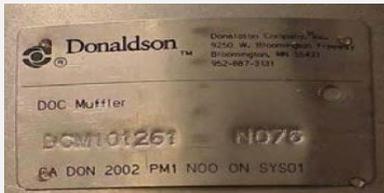
Random Roadside Inspections a.k.a. Heavy Duty Vehicle Inspection Program (HDVIP)



Diesel Particulate Filter Labeling



- Mfr name, address, phone number
- DECS family name
- Serial number
- Month/year mfr



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Excessive Smoke – Visual Inspection

Inspector will conduct a visual snap acceleration test:

- Wheels blocked, gear in neutral, driver rapidly accelerates engine
- Inspector visually checks smoke opacity



- 40% opacity for 1991 and newer
- 55% opacity for pre-1991

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Inspection via Opacity Meter

- Accelerate the engine 3 times to clear the exhaust of loose particles
- Then, the driver is instructed to repeat the snap-acceleration test 3 times
- Device automatically averages the 3 tests to determine compliance



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Snap-Acceleration Test (SAE J1667)



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Tampering

- Tampering with the label
- Physical engine tampering
- Tampering with emission controls
- Electronic tampering (e.g. changing the rated HP from the factory specified and certified level)



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Illegal Diesel Fuel

- Check for use of dyed fuel (off-road agricultural use diesel fuel) or high sulfur fuel
- Positive test - referred to Board of Equalization (BOE) and IRS



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Illegal Diesel Exhaust Fluid (DEF)

- Check for appropriate DEF and proper use of DEF



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Driver Requirements' Checklist

At the inspection, the driver of the vehicle must:

- Provide driver's license, vehicle/trailer registration, and dispatcher information
- Follow instructions by ARB inspector to conduct smoke test (*diesel fueled vehicles*)
- Open the hood of the vehicle to permit an emission control system inspection
- Sign a notice of violation (NOV) and/or the smoke test report, if applicable

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Heavy Duty Vehicle Inspection Checkpoint!

Q: What are the smoke opacity standards?

A:



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Periodic Smoke Inspection Program (PSIP)



Periodic Smoke Inspection Program (PSIP)

Applicability

- Fleets of 2 or more CA based diesel vehicles > 6,000 lbs. GVWR
- Vehicles with engines more than 4 years old



GVWR (lbs)	Mfr. Year	>4 Years Old	Non-Attainment	Attainment	Biennial Smog Check	Annual PSIP	Biennial PSIP
6,000-14,000	1998 and Newer		X		X		
6,000-14,000	1998 and Newer			X			X
6,000-14,000	1997 and older		X	X		X	
> 14,000	Any MY	X	X	X		X	

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Periodic Smoke Inspection Program (PSIP)

Applicability



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Periodic Smoke Inspection Program (PSIP) Compliance Requirements

- Measure the exhaust smoke opacity on all vehicles
 - Use SAE J1667 test procedures and smoke opacity meters that meet SAEJ1667 standards
 - Re-test vehicles if there is an initial failure and repair vehicles that exceed the smoke opacity standards
- Smoke opacity standards
 - 40% opacity for 1991 and newer
 - 55% opacity for pre-1991

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Periodic Smoke Inspection Program (PSIP) Recordkeeping Requirements

Maintain test records for 2 consecutive years and provide records to ARB upon request. Records required:

- VIN or fleet vehicle ID, engine model year, make and model, stack diameter
- Test date and smoke opacity standard for the vehicle
- Smoke opacity levels for three successive readings and indicate whether vehicle passed or failed
 - If vehicle failed, a post-repair test date, post-repair smoke test, vehicle repair information required

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Periodic Smoke Inspection Program (PSIP) Recordkeeping Requirements

Test Equipment Information:

- Brand name and model of opacity meter
- Date of last calibration
- Name and signature of the smoke meter operator who conducted the test
- Name and address of the facility that conducted the test

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Periodic Smoke Inspection Program Common Areas of Non-Compliance

- Smoke test documentation not kept for two consecutive years
- Smoke test slips not signed and dated
- No documentation of the date the smoke test machine was last calibrated
- Tests are not conducted once per year

PSIP Checkpoint!

Q: What is the major difference between PSIP and HDVIP?

A:



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Commercial Vehicle Idling



Commercial Vehicle Idling Idling Limitation

- 5 minute idling limit for diesel fueled commercial vehicles greater than 10,000 lbs. GVWR

Exceptions

- Testing, servicing, repair
- Queuing
- When needed to operate equipment (PTO)
- Certified clean idle vehicles with clean idle label



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Commercial Vehicle Idling Idling Reduction Technologies

- Certified Clean Idle Engine-Truck meets optional NOx idling emission standard
- Battery Powered Auxiliary Power Systems
- Diesel-Fueled Auxiliary Power Unit
- Fuel-Fired Heaters
- Truck stop infrastructures that provide heating, cooling, and electricity



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Commercial Vehicle Idling
School Zone Idling Limitation

- Turn off vehicle immediately upon arriving at, or within 100 feet of a school or residence
- Restart engine no more than 30 seconds before departing
- Applies to all vehicles



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Commercial Vehicle Idling Checkpoint!

Q: What vehicles can idle within 100 ft of a school zone?

A:



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General Fleet Requirements for all Vehicles

Heavy Duty Vehicle Inspection Program - Diesel or gasoline fueled vehicles 6,000 lbs. GVWR or greater operating in California	Yes	No	Date
Is the engine certified to US EPA emission standards?			
Does the engine's exhaust meet specified opacity requirements (based on the engine model year)?			
Is the ECL legible and does it clearly show the engine model year and horsepower rating?			
Does the serial number on the block of the engine and the engine family listed on the ECL correspond?			
Verify the emission control equipment has not been tampered with and is functioning properly.			
Periodic Smoke Inspection Program - Fleets of two or more California based diesel vehicles greater than 6,000 lbs. GVWR			
Have smoke tests been conducted on the vehicle on an annual basis?			
Do the smoke test slips for each smoke test list the following?; <ul style="list-style-type: none"> - VIN or fleet vehicle ID, engine model year, make and model, and stack diameter - Test date and smoke opacity standard based on engine model year - Smoke opacity levels for 3 successive readings and indication of pass or fail - Last calibration date of smoke opacity meter - Name and signature of meter operator who conducted the test 			
If the vehicle failed a smoke test, verify a post repair test date, post repair smoke test and vehicle repair documentation is retained.			
Retain smoke test documents for two consecutive years.			
Idling - Diesel fueled commercial vehicles greater than 10,000 lbs. GVWR			
Do not idle more than 5 minutes			
Turn off vehicle immediately upon arriving at, or within 100 feet of a school and restart engine no more than 30 seconds before departing.			



Enforcement Division

Advisory

To: On-Road, Heavy- Duty Diesel
Engine Manufacturers, Dealers
and Owners.

Number 364

March, 2007

Revised January, 2008

Revised January, 2011

ON-ROAD IN-USE HEAVY-DUTY DIESEL ENGINE LABELING AND TAMPERING

On February 15, 2007, new requirements regarding emission control labels (ECLs) on heavy-duty diesel engines went into effect. Specifically, the California Code of Regulations, title 13, §2183(c) requires that: **“No 1974 or newer diesel powered heavy-duty commercial vehicle shall operate in California without evidence that, at the time of manufacture, the installed engine met emission standards at least as stringent as applicable federal emission standards for the model year of the engine (In the case of Mexican manufactured vehicles, Mexican and US EPA certified engines were equivalent in the 1994 – 2003 model years). The ARB shall base its determination on whether an engine meets the above requirement by inspecting the ECL affixed to the vehicle’s engine.”** The ECL must be legible and maintained in the original location it was installed. The data on the label must correspond to the serial number stamped on the engine block (i.e. must be correct label for the engine). See [Advisory 354](#) for further information.

A vehicle owner found in violation of the above requirement is potentially subject to two distinct penalties: a) a tampered (missing) ECL carries a \$300 penalty, and b) the regulation presumes that an engine without an ECL (or other documentation from the engine manufacturer) did not meet US EPA standards at the time of manufacture which carries a \$500 penalty. The \$300 penalty will be waived during the first year (for violations cited prior to February 15, 2008) if proof of corrective action is provided to the ARB within 45 days of the citation. The \$500 penalty will be waived if evidence is presented within 45 days of the citation that, at the time of manufacture, the engine did meet standards at least as stringent as applicable federal emission standards. If the \$300 penalty and proof of corrective action is not provided within 45 days, a late penalty of \$500 will be assessed.

Corrective action shall consist of:

- The engine manufacturer issuing a correct replacement ECL to their authorized dealer or distributor based on the engine serial number provided by the dealer or distributor.
- The authorized engine dealer or distributor affixing the replacement label at the location on the engine required by the engine manufacturer using the method specified by the engine manufacturer. **Authorized dealers shall not allow vehicle owners to affix replacement labels – failure to comply with this may result in legal action.**
- The owner of the cited vehicle submitting a photocopy or photo of the ECL and the installation invoice from the dealer to the ARB, including the vehicle identification number (VIN) and engine serial number.

An *on-road* engine remanufactured before February 15, 2008 must be equipped with a label issued by the remanufacturing plant that includes the original and/or remanufactured engine serial number. An *on-road* engine remanufactured on or after February 15, 2008 must be equipped with a label issued by the remanufacturing plant that also indicates that the engine was remanufactured using components meeting the same specifications as those used to build on-road engines that conform to U.S.EPA emission standards. The specifications used to build the remanufactured on-road engine, as well as the applicable model year must also be included on the post February 15, 2008 label. A vehicle owner cited for having a remanufactured engine with a missing remanufacturing label must follow the above corrective actions to come into compliance, with the engine remanufacturer responsible for issuing a complete replacement remanufacturing label. Rebuilt engines retain their original identity and must have an ECL affixed pursuant to engine manufacturer practices.

No person (including engine manufacturers, remanufacturers, engine dealers or distributors) may provide blank ECLs or remanufactured engine labels to a vehicle owner.

An on-road diesel engine may be equipped with several labels; to avoid confusion as to which label this requirement applies, all ECLs can easily be identified by their compliance statement: “...**this engine meets U.S. EPA emission standards...**” Post February 15, 2008 remanufactured engine ECLs can be identified by the statement: “meeting the same **specifications** as those used to build on-road engines that **conform to U.S. EPA emission standards...**”

The ARB staff may cite engine/vehicle owners for tampering under title 13, California Code of Regulations, section 2183 et seq. Tampering can include both physical engine and emissions controls systems and electronic tampering (e.g. changing the rated engine HP from the factory specified and certified level). Additionally, the ARB staff may cite owners of on-road commercial heavy-duty diesel powered vehicles using off road heavy-duty diesel engines. To clear violations of these types, owners shall bring their engines back to the original equipment manufacturers’ specifications and this must be verified by an authorized engine dealer. In cases where an off road engine is being used in an on road application, the engine must be replaced with a certified U.S. EPA on road heavy-duty diesel engine meeting or exceeding the year of the vehicle chassis. This also applies to engine changes applicable to on road engines in these vehicles. In order to properly retrofit an in-use engine with the ARB verified Best Available Control Technology (BACT) the engine family must be known.

For technical assistance on obtaining engine certification labels or direction on how to correct engines to bring them back to the original equipment manufacturers’ specifications please contact the authorized engine manufacturer dealer or distributor.

Thank you for your cooperation in this matter. If you have any questions please contact Ms. Gretchen Ratliff at (626) 350-6561, or email gratliff@arb.ca.gov.



Advisory

To: Fleets, Fleet Operators
and Other Interested
Parties

Number 351

June, 2006
Revised October, 2008
Revised April, 2010
Revised December, 2010

ENFORCEMENT OF CALIFORNIA'S PERIODIC SMOKE INSPECTION PROGRAM (PSIP)

Since October 1, 1999, owners of California-based fleets have had to comply with all of the following:

- All heavy-duty diesel-powered vehicles that are 6,000 lbs. GVWR or greater in fleets of two or more (except those equipped with engines that are four years old or less and those vehicles used exclusively for personal use, such as motor homes), must be tested annually with a smoke opacity meter according to the SAE J1667 specifications and test procedures;
- All heavy-duty diesel-powered vehicles must meet the applicable opacity standards of 55% for pre-1991 engines and 40% for 1991 and newer engines;
- All heavy-duty diesel-powered vehicles determined to be in non-compliance must be promptly repaired and brought into compliance; and,
- For each vehicle, records of the initial opacity test, repair information, post-repair opacity results, and meter calibration must be maintained for at least two years.

The ARB has the authority to audit the inspection records of all heavy-duty diesel-powered vehicles at the owner/operator designated fleet location and to test vehicles for compliance.

To keep your fleet in compliance and avoid legal action and pay costly penalties, you must adhere to Section 2194, Title 13, California Code of Regulations, which states the following:

- (a) The owner of a vehicle subject to the requirements of this chapter shall record the following information when performing the smoke opacity testing:
1. The brand name and model of the opacity meter.
 2. The date of the last calibration of the opacity meter must be within manufacturer specifications (it is recommended that meters be calibrated at a minimum of once every 6 months).
 3. The name of the smoke meter operator who conducted the test.
 4. The name and address of the contracted smoke test facility or vehicle repair facility that conducted the test (if applicable).
 5. The applicable smoke opacity standard for the tested vehicle.
 6. Vehicle identification number, vehicle engine year, engine make/model, and test date. Fleet designated vehicle identification numbers are also acceptable.
 7. The initial smoke test opacity levels (for three successive test readings.)
 8. An indication of whether the vehicle passed or failed the initial smoke test.
 9. The post-repair test date.
 10. The post-repair smoke test opacity levels (for three successive test readings.)
 11. An indication of whether the vehicle passed or failed the post-repair smoke test.
 12. For vehicles that have failed the smoke test and have been repaired, the vehicle repair information specified in Section 2186(a), Title 13, California Code of Regulations.

A smoke emissions test printout that includes the above information provides more accurate documentation for ARB Audits. Documentation that does not include the required information may be considered invalid.

Beginning July 1, 1999, SAE J1243 smoke opacity meters became obsolete. Any smoke test performed with a SAE J1243 smoke opacity meter on or after January 1, 1999 is invalid.

NEW CHANGES TO SMOG CHECK (INCLUSION OF DIESEL VEHICLES)

Beginning January 1st, 2010, Assembly Bill 1488 (Mendoza) requires diesel vehicles (passenger cars and trucks) manufactured after model year 1997 with a gross vehicle weight rating (GVWR) of 14,000 pounds or less to be included in the California Smog Check Program. The Smog Check Program is administered by the Bureau of Automotive Repair (BAR) and requires vehicles to receive a biennial Smog Check. The Smog Check is required for the registration of the vehicle by the Department of Motor Vehicles (DMV). At the time of the Smog Check a "Vehicle Inspection Report" (VIR) will be issued to those vehicles which are examined. A passing VIR is required for the registration of the vehicle in the year the vehicle is required to be SMOG checked.

For January 1, 2010 through October 21, 2010 a passing VIR will be accepted in lieu of an annual PSIP smoke test for those years when a Smog Check by BAR is required for DMV registration requirements or change of ownership.

As this pertains to the PSIP, starting October 21, 2010 all heavy duty diesel powered vehicles registered in California with a gross vehicle weight rating (GVWR) of 6,000 pounds and above with engines that are over 4 years old are subject to annual PSIP inspections and record keeping requirements (13 CCR 2190 et seq.) UNLESS they meet one to the following exclusions:

1. If you own a 1998 and newer diesel powered vehicle garaged in an [air quality non-attainment area](#) of the state with a GVWR of 14,000 pounds or less, you are NOT subject to the requirements of the PSIP any longer. You ARE subject to biennial smog check inspections.
2. If you own a 1998 and newer diesel powered vehicle garaged in an [air quality attainment area](#) of the state with a GVWR of 14,000 pounds or less, you are NOT subject to biennial smog check inspections but you ARE required to have a passing PSIP inspection on a BIENNIAL BASIS. Vehicles with a VIN ending in an odd number will be tested during years ending with an odd number and vehicles with VINs ending with an even number will be tested during years ending with an even number.

If you own a 1997 model year or earlier diesel powered vehicle with a GVWR between 6,000 and 14,000 pounds you are still subject to the ANNUAL PSIP inspection and record keeping requirements.

These changes were approved at the October 2010 public hearing of the ARB and are pending approval by the Office of Administrative Law and promulgation by the Secretary of State to become final. This is anticipated to occur in the 4th quarter of 2011.

To obtain more information about the PSIP, please visit our website at:
<http://www.arb.ca.gov/enf/hdvp/hdvp.htm>.

To obtain more information about Smoke Meter Manufacturers, please visit our website at:
<http://www.arb.ca.gov/enf/hdvp/smoketr.htm>.

Penalties: Applicable civil penalties under the Health and Safety Code and California Code of Regulations will be assessed for violations.

If you have any questions regarding program regulations, please contact Mr. Ramon Cabrera at (626) 450-6177. If you have any questions regarding enforcement, please contact Mr. Dave Gray at (916) 327-9473. If you have additional questions, please contact ARB's Public Information Office at 1-800-END-SMOG.

OPACITY METER CALIBRATION LOG (SAE J1667)

Fleet or Company Name: _____

Address: _____

Meter Manufacturer: _____

Meter Model : _____

Software Version : _____

Date of Manufacturer of Smoke Meter: ___/___/_____

Filter I.D. Number	Filter certified opacity % value	Measured meter values	Difference	Within Specs. of +or- 1%?	Name	Signature	Date

The calibrations performed on the above referenced opacity meter exceed the requirements of Society of Automotive Engineers (SAE) procedures J1667, February 1996 section 7. This opacity meter complies with all applicable SAE J1667 specifications, which are incorporated under section 2180 et Seq. Title 13, California Code of Regulations.

CCDET Trained: Yes No CCDET Certificate #: _____

Responsible Persons Signature: _____

(Title or Position)= _____

Note: A copy of this calibration log sheet must be available for ARB to inspect or audit when requested.

Truck and Bus Regulation

Truck and Bus Regulation



Truck and Bus Regulation Applies To Private and Federal Fleets

- Diesel trucks and buses over 14,000 lbs GVWR that operate in CA
 - Any person, business or government agency who owns, leases, rents, or sells a vehicle in CA
 - CA based brokers and dispatchers
- Excludes
 - Emergency vehicles, military tactical vehicles, personal use motor homes, personal use pickup trucks \leq 19,500 lbs. GVWR, historic vehicles
 - Most vehicles subject to other in-use regulations
 - Two engine vehicles \geq 50hp (except two engine street sweepers)

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Truck and Bus Regulation Requirements Vary by GVWR

- Engines must be upgraded to 2010 MY engine technology or removed from fleet by 2023
- Heavier trucks required to have PM filter installed to comply

Light
14,001 – 26,000 lbs. GVWR



Heavy
26,001 lbs. GVWR and greater



Truck and Bus Regulation Compliance Requirements

What do you mean by the terms “PM filter” and “2010 model year (MY) engine”?

PM Filter

- Highest level retrofit (\geq 85% PM reduction)
- Originally equipped on most 2007 MY and newer engines

2010 model year (MY) Engine*

- Engine certified to 2010 MY emission standards

* or equivalent

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Truck and Bus Regulation Engine Model Year Compliance Schedule for Lighter Vehicles

Starting Jan. 2015, 1995 and older MY engines must meet 2010 MY engine requirement

No reporting required

Limited flexibility options

Schedule for Lighter Trucks and Buses	
Engine Year	2010 MY Engine
1995 and older	January 1, 2015
1996	January 1, 2016
1997	January 1, 2017
1998	January 1, 2018
1999	January 1, 2019
2003 and older	January 1, 2020
2004-2006	January 1, 2021
2007-2009	January 1, 2023

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Truck and Bus Regulation Engine Model Year Compliance Schedule for Heavier Vehicles

ARB inspectors will check for compliance with the engine MY schedule

Schedule for Heavier Trucks and Buses		
Engine Year	PM Filter	2010 MY Engine
Pre-1994	Not required	January 1, 2015
1994-1995	Not required	January 1, 2016
1996-1999	January 1, 2012	January 1, 2020
2000-2004	January 1, 2013	January 1, 2021
2005 or newer	January 1, 2014	January 1, 2022
2007-2009	Already equipped	January 1, 2023

No reporting required

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Truck and Bus Regulation Public and Private School Buses

Transports school pupils at or below the 12th grade to and from school activities - CVC Section 545

Required phase in

No reporting required, must keep records

Can apply for annual PM filter extension until 2018 if cannot be equipped with PM filter

January 1	PM filter
2012	33%
2013	66%
2014	100%



1988-1993 MY school bus engines can delay PM retrofit until 2014; pre-1977 school buses must be retired from service by January 1, 2012

49

Truck and Bus Regulation School Bus Checklist

- Meet requirements of Compliance Schedule for School buses
 - 66% of fleet must have PM filter installed by January 1, 2013
- Update fleet records annually to be readily available to submit to ARB upon request

50

Truck and Bus Regulation Exemptions, Extensions, Credits

If your fleet does not meet the requirements of the engine model year schedule, ARB inspectors and staff conducting fleet audits will verify the fleet has reported to use flexibility options.

- Phase-In Schedule
- Small fleet option
- Low use vehicles
- NOx exempt areas
- Log truck phase-in
- Three day pass
- PM filter extension
- Low mileage construction (opt-in period closed)
- Ag vehicles (opt-in period closed)

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Truck and Bus Regulation Phase-In Option

Greater than 26,000 lbs GVWR

Credits (opt in period closed)

Downsizing
Age Reduction
Hybrid/Alt Fuel
Off-road retrofits
Early PM retrofit

Phase In Option for Heavier Trucks	
Compliance Date	Vehicles w/ PM Filters
January 1, 2012	30%
January 1, 2013	60%
January 1, 2014	90%
January 1, 2015	90%
January 1, 2016	100%

Reporting required to use this option (opt in period closed)

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Truck and Bus Regulation Phase-In Option Checklist

- Report fleet information to ARB by January 31, annually
- Meet requirements of the Phase-in Schedule
 - 60% of fleet must have PM filter installed by January 1, 2013 unless using credits or other extension
- Update records annually
- Make records available to ARB upon request.

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Truck and Bus Regulation Small Fleet Option for Heavier Trucks

3 or fewer trucks
>14,000 lbs GVWR



Delays PM filter requirements until 2014 for heavier trucks

Reporting required to use this option

Engine Year	Report By
1996-1999	March 30, 2012
2000-2004	January 31, 2013
All other engine years	January 31, 2014

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Truck and Bus Regulation Small Fleet Option Checklist

- Verify fleet size – 3 or fewer vehicles under common ownership and control
- Report to ARB based on engine model year
- Install 1st PM filter on one heavier truck by January 1, 2014
- Meet engine model year schedule starting January 1, 2020 or later
 - Single vehicle owner operators have until 2023 if they report a PM filter is installed by January 1, 2014

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Truck and Bus Regulation Low Use Vehicle Exemption

Less than 1,000* miles per year in CA

Less than 100* hours per year in CA for trucks that perform work while stationary

Except vehicles that use auxiliary power **only** to load / unload

Reporting required



*Excludes emergency use or vehicles used as support in emergency operation.

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Truck and Bus Regulation Low Use Vehicle Checklist

- Report to ARB by January 31st of the compliance year the provision is first used
 - Verify mileage is reported correctly
 - Report mileage annually
- Install Functioning odometer/hour meter
 - Hub odometer must be non-resettable with lock out feature and serial number
- Keep documents if deducting emergency support use to stay below mileage limitations and/or operating a low use vehicle out-of-state

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Truck and Bus Regulation Log Truck Phase-In

Greater than 33,000 lbs GVWR

Permanent log bunks & exclusively haul logs

Reporting and labeling required



January 1	2010 Engines
2014	10%
2015	20%
2016	30%
2017	40%
2018	50%
2019	60%
2020	70%
2021	80%
2022	90%
2023	100%

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Truck and Bus Regulation Log Truck Phase-In Checklist

- ☑ Report to ARB for log truck phase-in option by January 31, 2014 or when fleet is first required to be reported
 - Committed to 2010 MY engine replacement once reported as log truck
- ☑ Affix “AG” label on both doors
- ☑ Meet requirements of log truck phase-in starting January 1, 2014
 - Remaining vehicles in fleet must meet alternate compliance methods

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Truck and Bus Regulation NOx Exempt Areas

Must operate exclusively in NOx exempt counties/unincorporated areas

No “2010 MY engine” requirement if PM filter installed

Reporting and labeling required*



*GPS tracking allowed if not labeling

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Truck and Bus Regulation NOx Exempt Areas Checklist

- ☑ Report to ARB to use PM filter extension
 - Once a PM filter is installed, report to claim exemption beginning of the year needed
- ☑ Affix “NE” label on both doors or keep electronic tracking records
- ☑ Install PM filters on 33% of heavier vehicles by 2014
 - Lighter vehicles are exempt from replacement if a PM filter is installed

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Truck and Bus Regulation Two-Engine Sweeper Auxiliary Engine

Auxiliary Engines 50 HP and greater must meet PM requirements at the same time as main engine is cleaned up

Tier 0 auxiliary engines 50 HP and greater

Max 450 hours per year until 2014, 100 hours per year thereafter

Reporting and labeling required



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Truck and Bus Regulation Two-Engine Sweeper Checklist

- Report auxiliary engine information to ARB
 - Hour meter readings must be reported by January 31 annually for Tier 0 auxiliary engines
- Affix “SW” label on both doors for those two-engine sweepers with Tier 0 auxiliary engines

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Truck and Bus Regulation Low Mileage Construction (opt-in period closed to new fleets)

Low Mileage
Construction Trucks

< 20K miles
per year

< 15K miles
per year

Dump Trucks
(bottom, end,
side, transfer)

Low-boy, concrete mixer/pump, water
truck, single engine crane or any
licensed contractor owned truck



Truck and Bus Regulation Low Mileage Construction Checklist (opt-in period closed to new fleets)

- Report odometer/hour meter readings January 31st annually
- Place replacement vehicles in service within one year of removing the original vehicle
 - Replacement truck must have a 1996 model year or newer engine
 - Miles traveled by original vehicle combined with miles traveled on replacement vehicle must stay below specified threshold
- Affix “CT” label required on both doors

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Truck and Bus Regulation AG Vehicle Checklist (opt-in period closed to new fleets)

- Report odometer/hour meter readings January 31st annually
- Place replacement vehicles in service within one year of removing the original vehicle
 - Replacement vehicle must be equipped with engine that is at least one model year newer than engine in vehicle it replaced
 - Miles traveled by original vehicle combined with miles traveled on replacement vehicle must stay below specified threshold
- Affix “AG” label on both doors

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Truck and Bus Regulation Reporting Requirements

- Reporting required for all vehicles using regulatory flexibilities
- Must be completed by January 31st annually
 - Changes to the fleet must be reported within 30 days
- Report online using Truck Regulation Upload, Compliance, and Reporting System (TRUCRS)
- What needs to be reported?
 - Basic vehicle information, engine information, company information, contact, flexibility based information

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Truck and Bus Regulation Reporting Requirements



Truck and Bus Regulation Labeling Requirements

- Ag vehicles, log trucks, NOx exempt area vehicles, low mileage construction trucks, street sweepers with Tier 0 auxiliary engine must be labeled within 30 days of reporting
- White block lettering 3" high on a 5"x 8" black background
- Must be located on both the left and right door of the vehicle



Truck and Bus Regulation Sales Disclosure Requirements

Must provide disclosure in writing to the buyer on the bill of sale, sales contract addendum, or invoice,

"An on-road heavy-duty diesel or alternative-diesel vehicle operated in California may be subject to the California Air Resources Board Regulation to Reduce Particulate Matter and Criteria Pollutant Emissions from In-Use Heavy-Duty Diesel Vehicles. It therefore could be subject to exhaust retrofit or accelerated turnover requirements to reduce emissions of air pollutants. For more information, please visit the California Air Resources Board website at <http://www.arb.ca.gov/dieseltruck>."

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Truck and Bus Regulation Recordkeeping Requirements

Must submit records to ARB upon request

- Verified PM retrofit filters
 - Bill of sale with date of purchase, maintenance records
- Proof of ownership
 - Title, registration, or bill of sale
- Proof of operation
 - IRP records, GPS tracking records, DMV or other law enforcement permits, bill of lading or other documentation of dispatch
- Changes since last reporting
 - Bill of sale, purchase orders, maintenance records, or other documentation

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Truck and Bus Regulation Broker/Dispatcher Checklist

- Must verify that each hired or dispatched vehicle is in compliance with the regulation
 - Check vehicle engine model year with engine model year compliance schedule
 - Ask for certificate of reported compliance
 - Use lookup feature in TRUCRS
- Must keep records
 - Bills of lading and other documentation identifying who dispatched the vehicle and the vehicle that was dispatched

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Truck and Bus Regulation Common Areas of Non-Compliance

- 1996-1999 model year engines that do not meet the retrofit requirements
- Reporting
 - Late reporting for provisions
 - False/incomplete information
 - Multiple provisions assigned to single vehicle
- Missing sales disclosure

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Truck and Bus Checkpoint!

Q: *When is the next compliance deadline and reporting deadline for Truck and Bus?*

A:



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Truck and Bus Checkpoint!

Q: When would reporting be required for the Truck and Bus Regulation?

A:



Truck and Bus Regulation

Truck and Bus Regulation (General) – Privately and Federally owned diesel fueled trucks and buses greater than 14,000 lbs. GVWR that operate in California (school buses have different requirements)	Yes	No	Date
<p>Does the fleet meet the requirements of the general engine model year compliance schedule for heavier vehicles?</p> <ul style="list-style-type: none"> - PM filters on all 1996-1999 MY engines by January 1, 2012 - PM filters on all 2000-2004 MY engines by January 1, 2013 - If the fleet is using an alternate compliance schedule, reporting is required - see below. <p>Lighter vehicles clean-up starts 2015.</p>			
<p>Are fleet records being maintained on an annual basis and readily available to submit to ARB upon request to demonstrate compliance?</p> <ul style="list-style-type: none"> - ex. Proof of operation, proof of ownership, demonstration of changes since last reporting, VDECS installation/maintenance records 			
<p>Is disclosure of applicability being provided when an applicable vehicle is sold and are disclosure records being maintained for three years after sale?</p>			
<p>Are fleet records being maintained on an annual basis and available to submit to ARB upon request to demonstrate compliance?</p>			
<p>School Buses – Public and privately owned buses that transports school pupils at or below the 12th-grade level</p>			
<p>Does the fleet meet the requirements of the Compliance Schedule for School Buses?</p> <ul style="list-style-type: none"> - 33% of fleet must meet PM BACT by January 1, 2012 - 66% of fleet must meet PM BACT by January 1, 2013 <p>All 1977 and older buses may no longer be operated.</p>			
<p>Phase-In Option – Allows fleet to phase in PM filters on heavier trucks in fleet, greater than 26,000 lbs. GVWR</p>			
<p>Have all vehicles in the fleet that are operating in CA been reported to ARB? (required by March, 30 2012, late reporting to use flexibility options may be permitted under certain conditions)</p>			
<p>Has fleet information been updated and submitted to ARB? (Within 30 days of adding or removing a vehicle and by January 31, 2013)</p>			
<p>Does the fleet meet the requirements of the PM filer Phase-in Schedule?</p> <ul style="list-style-type: none"> - 30% of fleet must meet PM BACT by January 1, 2012 - 60% of fleet must meet PM BACT by January 1, 2013 <p>Actual percentage may be lower if eligible for credits or extensions.</p>			
<p>Small Fleet Option – Delayed compliance for heavier vehicles with a GVWR greater than 26,000 lbs. for fleets with 3 or fewer vehicles, greater than 14,000 lbs. GVWR under common ownership and control</p>			
<p>Small fleets that own heavier diesel vehicles with 1996-1999 model year engines were required to report by March 30, 2012 to delay compliance. (Late reporting may be permitted)</p> <p>Small fleets with 2000-2004 model year engines must report by January 31, 2013 to delay compliance.</p>			
<p>Did you report your small fleet to ARB? (first PM filter must be installed by January 1, 2014)</p>			

Low Use Vehicle Exemption – <i>Compliance exemption for those vehicles that operate less than 1,000 miles/yr. and/or less than 100 hours/year in CA.</i>			
Does the vehicle have a functioning odometer/hour meter? If using a hub odometer, verify it is non-resettable with a lockout feature and unique serial number.			
Verify mileage is reported correctly to ARB and is reported by January 31 st of the compliance year in which the provision is first used and annually thereafter.			
Can you provide documentation to ARB to demonstrate the vehicle has stayed below mileage limitation? Must keep records of mileage accrued for emergency use and/or out-of-state operation if it is to be excluded.			
Log Truck Phase-In - <i>Greater than 33,000 lbs. GVWR with permanent log bunks & exclusively haul logs, must commit to 2010 model year engines</i>			
Must report to ARB to use the log truck phase-in option by January 31, 2014 or the compliance year in which the fleet is first required to report.			
Does the log truck have an “AG” label on both doors? Labels required within 30 days of reporting.			
Must meet requirements of log truck phase-in starting January 1, 2014.			
NOx Exempt Areas – <i>Compliance extension for those vehicle that operate exclusively within the NOx exempt area counties</i>			
Must report to ARB to use NOx exempt area provision by January 31, 2014 or earlier to use PM filter extension.			
Once a PM filter is installed, report to use NOx exempt area exemption at the beginning of the compliance year in which the exemption is needed.			
Does the vehicle have an “NE” label on both doors? OR Are electronic GPS tracking records being kept? Labels required within 30 days of reporting.			
Minimum 33% of heavier vehicles in fleet must have PM filter by 2014.			
Two-Engine Sweeper Auxiliary Engine – <i>Sweepers with auxiliary engines greater than 50 hp must meet PM filter requirements at the same time as the drive engine, Tier 0 auxiliary engines must limit hours of operation</i>			
Must have reported Tier 0 auxiliary engine information to ARB by March 2011, and must have operated the auxiliary engine less than 450 hours per year.			
Have hour meter readings been reported by January 31 annually for Tier 0 auxiliary engines?			
Does the vehicle have an “SW” label on both doors? (for those two-engine sweepers with Tier 0 auxiliary engines only) Labels required within 30 days of reporting.			
Does the auxiliary engine have a PM filter when the drive engine is required to be upgraded?			
For those two engine street sweepers with Tier 0 auxiliary engines, can documentation be provided to ARB to demonstrate the vehicle has stayed below the usage limitation?			

Low Mileage Construction Truck Option - vehicle greater than 26,000 lbs GVWR that meets the definition of "Low-Mileage Construction Truck"	Yes	No	Date
Does the vehicle have a functioning odometer/hour meter? If using a hub odometer, verify it is non-resettable with a lockout feature and a unique serial number.			
Verify mileage has been reported correctly to ARB and is reported by January 31 st of the compliance year in which the provision is first used and annually thereafter. (initial reporting required by March 30, 2012)			
Verify replacement vehicles have a 1996 model year or newer engine and are placed in service within one year of removing the original vehicle; also verify the miles traveled by the original vehicle combined with the miles traveled on the replacement vehicle stayed below specified threshold.			
Does the vehicle have a "CT" label on both doors? Labels required within 30 days of reporting.			
Can you provide documentation to ARB to demonstrate the vehicle has stayed below the mileage limitation? Must keep records of mileage accrued for emergency use and/or out-of-state operation if it is to be excluded.			

Truck and Bus Regulation

How to Verify if Hired Fleets Comply

Last Updated November 5, 2012



This summary describes how to obtain a certificate of reporting and how brokers, motor carriers, contractors, public agencies, developers, and others must verify the fleets they hire or dispatch are in compliance with the Truck and Bus regulation. The regulation does not apply to state and local government vehicles, most solid waste collection trucks, drayage trucks that transport marine cargo, and public transit buses because they are already subject to other regulations.

What are my responsibilities if I hire trucks as part of my business?

Anyone who operates or directs the operation of any vehicle subject to the Truck and Bus regulation needs to verify that each hired company is either in compliance with the regulation or has reported compliance to the Air Resources Board (ARB). This requirement applies to any in-state or out-of-state motor carrier, California broker, or any California resident including but not limited to contractors, public agencies, and developers. The requirement does not apply to receivers or other parties that do not hire, and do not direct the operation of any vehicle that is subject to the regulation.

How can I determine if the carrier that I hire has reported to ARB or is in compliance with the regulation?

Owners that report to the Air Resources Board to use flexible compliance options must report information about all of the heavier vehicles in their fleet that operate in California and can print a certificate that confirms they have reported to the ARB. Fleet owners that comply by using the engine model year schedule are not required to report but have the option to report company information and to print a certificate that states they are complying with the engine model year schedule. Either certificate can be used by a motor carrier, broker or other entity as evidence the hired fleet has reported compliance with the regulation. Motor carriers/brokers or other entities must obtain copies of the certificate or other proof of compliance annually. ARB also posts the names and motor carrier numbers of the fleets that have reported compliance at <http://www.arb.ca.gov/msprog/onrdiesel/tblookup.php>.

What can I do if the company I hire does not have a certificate?

If the fleet owner does not report to the ARB, then the owner must provide other documentation to demonstrate that their fleet complies with the engine model year schedules of the regulation. You should obtain a statement from the owner that verifies that they are aware of the Truck and Bus regulation (Title 13, California Code of Regulations, Section 2025) and are in compliance with the engine model year schedule. However, if you become aware that one or more vehicles in that fleet do not comply, then you cannot continue to use the services of the fleet.

Do I need to verify compliance if I hire for services that require specific trucks or buses?

Yes. If you hire a subcontractor for services of a truck, like dump trucks, concrete pumps, cranes, or charter buses, you are actively determining which companies and type of vehicle is needed to perform the service, and you will need to verify that the company you hire complies or has reported compliance to the ARB. For example, a contractor that directly hires a dump truck company to move debris from the roadside or hires a crane to lift a load, must verify compliance.

If I order materials from a supplier, do I need to verify compliance for the shipper?

No. If you are not actively involved in determining which transportation company will deliver the materials or products then you are not responsible for verifying that the fleet is in compliance. In other words, the receiver does not actively determine whose trucks will make the delivery. The shipper could use their own trucks or ultimately contract out the delivery to another motor carrier. Therefore, the receiver would not be responsible for verifying compliance.

Sometimes I work with other brokers to supplement a job, do I need to check compliance?

The contractual arrangement with a broker determines who is responsible for hiring each truck and verifying compliance with the regulation. The following are examples:

- If you contract with a broker to get more trucks to a job, but you ultimately deal directly with the sub-haulers and pay them for their services, then you need to verify compliance.

While this document is intended to assist fleets with their compliance efforts, it is the sole responsibility of fleets to ensure compliance with the Truck and Bus Regulation.

- If you have an arrangement with another broker where the other broker hires and pays the sub-haulers when you need them, then the broker is responsible to verify compliance of the sub-haulers that he hires, and you are not because you do not determine who he hires.

Do I need to verify compliance every time I hire a company that uses trucks?

No. If you hire a company to provide a service, other than transportation, and are not actively involved in determining what kind of trucks will be used, you are not responsible to verify compliance with the regulation. For example, if you order supplies and parts you are not actively involved in determining how your order is delivered nor in determining who ultimately delivers your order. Similarly, if you hire a contractor to do plumbing or electrical work, you are not actively involved in determining whether the contractor will use diesel trucks, and you are not involved in determining how the contractor arranges for equipment or supplies to be delivered to the job site.

Where can I find more information about the regulation?

Fact sheets, compliance tools and regulatory documents are available at www.arb.ca.gov/dieseltruck or by calling ARB's diesel hotline at (866) 6DIESEL (634-3735).

Transport Refrigeration Units (TRU)

Transport Refrigeration Unit (TRU)



Transport Refrigeration Unit (TRU) Applicability

- TRUs and TRU gen sets operating in CA
- Operators of terminals located in CA where TRU or TRU gen sets are garaged, maintained or dispatched
- Freight brokers, forwarders, shippers, or receivers
- Carriers and their drivers
- TRU dealers and repair shops
- Engine rebuilders



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Transport Refrigeration Unit (TRU) Registration

- All CA based TRUs should have been registered by **July 31, 2009**
 - New units must be registered within 30 days of the unit coming into the control of the owner
- Register your TRU with ARB
 - Apply for an IDN on-line from the ARB Equipment Registration (ARBER) website at:
 - <https://arber.arb.ca.gov/Welcome.arb?prg=tru>

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Transport Refrigeration Unit (TRU) Registration

CA.gov California Environmental Protection Agency
AIR RESOURCES BOARD

ARBER: AIR RESOURCES BOARD EQUIPMENT REGISTRATION

WELCOME TO ARBER, THE ARB EQUIPMENT REGISTRATION PROGRAM

ARBER is an online registration program for the Drayage Truck and Transport Refrigeration Unit Regulations. Please review the online system and registration requirements before attempting to use ARBER.

View the Online Registration System Requirements.

Program Contacts
For general ARBER questions, send an email to arber@arb.ca.gov

Drayage Truck Registration -
Toll Free Helpline: 1-888-247-4021
Direct Line: 916-227-2777
Email: drayage@arb.ca.gov
See the Drayage Truck Registration
See the Data Entry

Transport Refrigeration Unit and Generator Set Registration -
Toll Free Helpline: 1-888-679-2626
Email: trfu@arb.ca.gov
See the Transport Refrigeration Unit Website
See the Data Entry
See the Compliance Extension Forms

Other Diesel Registration Program Contacts -
Toll Free Helpline: 1-866-434-3735
Email: dd@arb.ca.gov
See the Central Of-road On-line Reporting System (COORS)
See the TRUCK STOP

LOGIN

User Id: (Case-sensitive)
Password:
[LOGIN]
[Forgot My Password]

Don't have an ARBER account?
Click the button below to sign up for a new User and Company account.
[SIGN UP]

Important Information for First Time Users -
In order to use ARBER, you must first set up a user and company profile. If you are a company that manages equipment that are owned by other companies, first create your company profile and then contact the appropriate ARB program contact to complete your setup.

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Transport Refrigeration Unit (TRU) Identification Numbers (IDNs)

- IDNs are issued after units are registered in ARBER
- Owner must permanently affix or paint IDNs on both sides of TRU housing within 30 days of receipt
- IDN must be legible from 50 feet



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Transport Refrigeration Unit (TRU) Terminal Operator Reports

- California terminal operators must submit reports to ARB by listing TRU IDNs assigned to that terminal
 - Terminal location, contact information, and TRU IDNs assigned to terminal
- Deadline to submit operator reports has passed
 - Changes must be completed within 30 days

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Transport Refrigeration Unit (TRU) Compliance Schedule

ARB inspectors will check TRU engines for complying with the compliance schedule:

Engine Model Year	Compliance Date for LETRU Standard ($\geq 50\%$ PM reduction)	Compliance Date for ULETRU Standard ($\geq 85\%$ PM reduction)
2001 or older	December 31, 2008	December 31, 2015
2002	December 31, 2009	December 31, 2016
2003	December 31, 2010	December 31, 2017
2004 (>25 hp)	December 31, 2011	December 31, 2018
2004 (<25 hp)	Skip LETRU	December 31, 2011
2005 and newer	Skip LETRU	December 31 st of the MY + 7 years

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Transport Refrigeration Unit (TRU) Compliance Options

1. Replace with TRU unit/engine with one that meets ULETRU, or
2. Retrofit the engine with the correct level of Verified Diesel Emission Control strategy (VDECS) equipment, or
3. Use a CARB approved alternative technology such as:
 - electric standby
 - hybrid electric
 - hybrid cryogenic system
 - pure cryogenic temperature control systems
 - electrically driven with cold plates (no engine)



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Transport Refrigeration Unit (TRU) For-Hire Compliance – January 1, 2013

- Brokers, forwarders, shippers, and receivers
 - Must only hire carriers that have compliant TRUs and contractually agree to dispatch compliant TRUs
- Go to <https://arber.arb.ca.gov/publicTruSearch.arb>

California Environmental Protection Agency
AIR RESOURCES BOARD

Carrier

THIS CERTIFICATION ISSUED BY:
CALIFORNIA AIR RESOURCES BOARD
8000 J STREET
SACRAMENTO, CA 95833-2018

ARBER TRANSPORT REFRIGERATION UNIT CERTIFICATION

Print date

Compliance status, compliant until date, and ARB IDN

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Transport Refrigeration Unit (TRU) <https://arber.arb.ca.gov/publicTruSearch.arb>

California Environmental Protection Agency
AIR RESOURCES BOARD

ARBER: AIR RESOURCES BOARD EQUIPMENT REGISTRATION

TRANSPORT REFRIGERATION UNIT COMPLIANCE SEARCH PAGE

This page allows you to search for the compliance status for a Transport Refrigeration Unit (TRU). In order for your search to work, you must complete at least one of the search fields below. The search fields represent information that uniquely identifies a TRU. Partial searches are not allowed by the system. Once you have successfully searched for a specific TRU, you may also submit a comment on it if you wish to receive a response to your comment, please make sure you enter a valid email address.

ARB IDN:

VIN:

License Plate Number:

Railcar Reporting:

BIC Code:

SUBMIT

Transport Refrigeration Unit (TRU) For-Hire Compliance

Drivers must provide the following information to authorized enforcement personnel regarding the TRU:

- Bill of Lading
- Tractor/trailer registration and driver's license

MOTOR CARRIER
BILL OF LADING

SHIPPER'S RECEIPT

Carrier's signature: Carrier or its agent certifies that any TRU equipment furnished will be in compliance with California regulations.

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Transport Refrigeration Unit (TRU) Dealers

New Requirements-Feb12, 2013

- Provide registration information document to purchaser of new units or engines
- Can't operate noncompliant TRUs at dealer's business if loaded with perishable goods
- Must not sell noncompliant TRUs to persons that may operate TRU in California
- Cannot sell noncompliant units outside California unless providing written notice that unit is not compliant in California

Transport Refrigeration Unit (TRU) Engine Rebuilders

New Requirements for Rebuilt Engines

- Engines must be rebuilt to a cleaner certified configuration
- After November 14, 2012, must provide a supplemental emissions label
- After January 13, 2013, must provide documentation demonstrating engine meets cleaner certified configuration - signed and stamped by licensed engineer
- Rebuilders must provide registration information document

Transport Refrigeration Unit (TRU) Compliance Requirements

- Owners must:
 - Register CA based TRUs with ARB and label units
 - Non-CA based units can voluntarily register and label
 - Meet performance standards for TRUs based on implementation schedule
- Terminal operators must submit reports to ARB listing all TRUs assigned to CA terminals
- Hiring business entity must only hire compliant TRUs

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Transport Refrigeration Units (TRUs) Common Areas of Non-Compliance

- Failure to meet the in-use performance standards
- Failure to report TRUs in ARBER
 - False/incorrect reporting
- False/incorrect IDNs
 - Not displaying IDNs when required
- Hiring noncompliant carriers



90

TRU Checkpoint!

Q: What are the three different compliance options?

A:



91

Transport Refrigeration Unit (TRU)

Transport Refrigeration Unit (TRU) - Diesel-fueled TRUs and TRU generator sets operating in California	Yes	No	Date
Are all CA based TRUs registered in ARB's ARBER database? Are all changes to the fleet being updated in the ARBER database within 30 days?			
Have all required TRUs been labeled correctly with ARB IDN numbers?			
Have performance standards been met for all TRUs based on the implementation schedule?			
If you are having your TRU engine rebuilt to meet the compliance requirements, is the engine being rebuilt to a cleaner emission standard?			
Do you have proper documentation available to give to ARB enforcement upon request? (ex. bill of lading, tractor/trailer registration, driver's license)			
If you are selling TRUs in CA are those TRUs compliant with the regulation and are you providing registration information to the buyer?			
If applicable, have terminal operators submitted reports to ARB listing all TRUs assigned to CA terminals?			

Off-Road Vehicle Regulation

In-Use Off-Road Vehicle Regulation



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Off-Road Vehicle Regulation Applicability

- Diesel and alternative diesel fueled vehicles (including biodiesel) that are:
 - Operated within California
 - Self-propelled (no generators, etc.)
 - 25 horsepower or greater
- Both engines of all two-engine cranes and water well drilling rigs (with auxiliary engine ≥ 50 hp);
- Both engines of many other two-engine vehicles, if:
 - Auxiliary engine is permanently attached and integrated into the design of the vehicle
 - Auxiliary engine is certified (not Tier 0) and ≥ 50 hp; and
 - Vehicle is not a street sweeper
 - Not subject to the Public Fleet Rule

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Off-Road Vehicle Regulation Exemptions

- Vehicles used only for 100% agricultural, forest operations, or personal use are exempt
- Exempt from all but recordkeeping, reporting, labeling (*i.e., exempt from the performance requirements*)
 - Low-use vehicles operated < 200 hrs/yr
 - Emergency vehicles
 - Dedicated snow removal vehicles
 - Equipment used a majority of the time for agricultural purposes ($>50\%$)

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Off-Road Vehicle Regulation Requirements Vary by Fleet Size

Fleet Size Category	Description
Small	Fleet $\leq 2,500$ hp, or Municipality $\leq 2,500$ hp, or Municipality fleet in low population county, Captive attainment area fleet, or Non-profit training center, regardless of total hp
Medium	Fleet with 2,501 to 5,000 hp
Large	Fleet with more than 5,000 hp All state and federal government fleets

95

Off-Road Vehicle Regulation Reporting Requirements

- Reporting is required for all vehicles subject to the regulation
- Report using the online Diesel Off-road On-line Reporting System (DOORS)
- Responsible Official Affirmation of Reporting (ROAR)
 - Was due by March 1, 2012 for large fleets!

Fleet Size	Annual Reporting (due by March 1 st of year)
Large	2012 - 2023
Medium	2016 - 2023
Small	2018 - 2028

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Off-Road Vehicle Regulation Reporting Requirements

Off-Road Vehicle Regulation Labeling Requirements

- All vehicles subject to the regulation must be labeled
 - ARB assigns Equipment Identification Number (EIN) after initial reporting period; EIN stays with vehicle for life
 - Fleets must label vehicles within 30 days of receiving EIN; labels not issued by ARB
 - Starting January 1, 2013 label must be on both sides of vehicle



DB8B97

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Off-Road Vehicle Regulation Idling Limitation



- 5 minute limit on idling
- EXCEPTIONS:
 - Queuing
 - Maintenance
 - Ensure safe operation
- Responsibility of Renter
- Large & Medium fleets must have written policy

99

Off-Road Vehicle Regulation Sales Disclosure

Must include this language in bill of sale, and keep records for 3 years (only required for in-state transactions):

“When operated in California, any off-road diesel vehicle may be subject to the California Air Resources Board In-Use Off-Road Diesel Vehicle Regulation. It therefore could be subject to retrofit or accelerated turnover requirements to reduce emissions of air pollutants. For more information please visit the California Air Resources Board website at www.arb.ca.gov/ordiesel/.”

100

Off-Road Vehicle Regulation Performance Requirements

- Met by January 1st of compliance year
- Must meet one of the two options below:
 - Fleet average requirements
 - Overall NOx emissions meet target
 - Best Available Control Technology (BACT)
 - Replace % of fleet each year (oldest vehicles)

Fleet Size	Compliance Dates
Large	2014-2023
Medium	2017-2023
Small	2019-2028

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Off-Road Vehicle Regulation Fleet Checklist

- Reporting
- Labeling
- Idling limit & policy
- Sales Disclosure
- Emission Performance



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Off-Road Vehicle Regulation Common Areas of Non-Compliance

- All vehicles must be reported in DOORS and labeled
 - Only 100% dedicated AG vehicles and personal use are exempt
 - *Both sides of vehicle required to be labeled by January 1, 2013*
- Remember Idling limitation and written idling policy on file (*medium and large fleets*)
- Submit annual reports (ROAR)
 - *Due March 1, annually starting in 2012 for large fleets*

103

Off-Road Checkpoint!

Q: What requirements of the off road regulation are currently being enforced?

A:



104

Off-Road Checkpoint!

Q: When is the first compliance deadline for the off-road regulation?

A:



105

Off-Road Vehicle Regulation

Off-Road Vehicle Regulation – <i>Self-propelled diesel and alternative diesel fueled vehicles greater than 25 hp operating in California</i>	Yes	No	Date
Are all vehicles subject to the off-road vehicle regulation reported in the Diesel Off-road On-line Reporting System (DOORS)?			
Are vehicles properly labeled with ARB Equipment Identification Number (EIN)? <i>By January 1, 2013 equipment identification number (EIN) must be on both sides of the vehicle.</i>			
If your fleet is a large fleet, have you submitted your Responsible Official Affirmation of Reporting (ROAR) to ARB? <i>(due by 3/1/2012)</i>			
Is disclosure of applicability being provided when an applicable vehicle is sold and being maintained for three years after sale?			
If your fleet is a medium or large fleet, do you have a written idling policy on file?			

Tractor-Trailer

Greenhouse Gas Regulation

Heavy Duty Diesel Tractor-Trailer GHG Regulation



Tractor-Trailer GHG Regulation Applicability

- Applies to 53' or longer box type trailers (Dry-Van & Refers) and the Tractors that pull them
 - Any person who owns, drives, leases, rents or sells
 - California based brokers and shippers
- All applicable tractors and trailers operating in CA regardless of where they are registered



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Tractor-Trailer GHG Regulation Exemptions

- < 53' Trailers
- Empty Trailers
- Container-Chassis Trailers
- Drop-Frame Van Trailers
- Curtain-Side Van Trailers
- Emergency Vehicles, CVC –Section 165
- Military Vehicles
- Drayage
- Livestock Trailers



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Tractor-Trailer GHG Regulation Tractor Compliance Deadlines

	2011 and Newer		2010 & Older
	<i>Sleeper Cab</i>	<i>Day Cab</i>	<i>Sleeper & Day Cabs</i>
Aerodynamics	Jan. 1, 2010	N/A	N/A
Low Rolling Resistance Tires	Jan. 1, 2010	Jan. 1, 2010	Jan. 1, 2013

No registration/reporting required

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Tractor-Trailer GHG Regulation Trailer Compliance Deadlines

	2011 and Newer	2010 or Older
Aerodynamics	Jan. 1, 2010	Jan. 1, 2013
Retrofit minimum fuel efficiency improvement DRY-VAN-5%	Jan. 1, 2010	Jan. 1, 2013
Retrofit minimum fuel efficiency improvement: REFR.-VAN 4%	Jan. 1, 2010	Jan. 1, 2018- Jan. 1, 2020
LOW Rolling Resistance Tires	Jan. 1, 2010	Jan. 1, 2017

No registration/reporting required

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Tractor-Trailer GHG Regulation Registration and Reporting

Registration

- Must register trailers for optional compliance plans and exemptions in TRUCRS (GHG)

Reporting

- Required to designate how each trailer will meet regulatory requirements before each compliance deadline

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Tractor-Trailer GHG Regulation Registration and Reporting

The screenshot shows the ARB website interface for the Tractor-Trailer GHG Portal. The header includes the ARB logo and navigation links. The main content area features a login form with fields for 'User Name' and 'Password', and a 'Login' button. Below the login form, there is a link to the 'Smart Fleet Calculator'. A prominent red banner at the bottom of the page contains the following text: 'The registration deadline for small fleet owners to take advantage of the Small Fleet Compliance Plan has been extended to January 1, 2013. Small fleet owners of 2010 and older model year 52-foot or longer box type trailers that operate on California highways must register to use this option. See Advisory MSC 12-17 for more information. You may experience problems with the TRUCRS system due to a high volume of users. If you continue to have problems accessing the system, please try again later.'

Tractor-Trailer GHG Regulation Optional Schedules, Exemptions, Delay

If your tractors/trailers do not meet the requirements of the general compliance schedules, ARB inspectors will verify use of flexibility options have been reported.

- Small Fleet Compliance Schedule
- Large Fleet Compliance Schedule (*opt-in period closed*)
- Refrigerated Vans
- Short Haul
- Local Haul
- Storage Trailer
- Drayage
- Open Shoulder Tire
- Aerodynamic Technology Delay

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Tractor-Trailer GHG Regulation Small Fleet Compliance Schedule

Small Fleets of 20 or fewer 2010 or older model year trailers;

- Must register by **December 31, 2012** and report compliance plan by compliance deadline

Percentage of Trailers	Comply By
25%	January 1, 2014
50%	January 1, 2015
75%	January 1, 2016
100%	January 1, 2017

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Tractor-Trailer GHG Regulation Large Fleet Compliance Schedule

- 21 or more model year 2010 or older trailers
- Opt-in period closed
- Must report in TRUCRS (GHG) annually

Option 1 Percentage of Trailers	Option 2 Percentage of Trailers	Comply By
5%	--	January 1, 2011
15%	20%	Option 1-January 1, 2012 Option 2-June 1, 2012
30%	40%	January 1, 2013
50%	60%	January 1, 2014
75%	80%	January 1, 2015
100%	100%	January 1, 2016

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Tractor-Trailer GHG Regulation Passes

Must apply to ARB at least 15 days prior to using pass to allow for processing. To obtain pass contact ARB's Diesel Hotline.

- Relocation pass
- Transfer of ownership pass
- Non-compliant trailer pass

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Tractor-Trailer GHG Regulation Owner/Dispatcher/Motor Carrier Checklist

- Ensure that tractors & trailers meet compliance requirements
 - Meet registration/reporting deadlines if using optional regulatory flexibilities
- Use only SmartWay certified equipment to meet compliance requirements
 - Verify all components of aerodynamic technologies have been installed
- Provide sales disclosure for sale or leasing of applicable tractor and trailers
 - Sales and leasing records must be maintained for 3 yrs.

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Tractor-Trailer GHG Regulation Driver Checklist

- Must verify the tractor and the trailer comply with requirements of the regulation
 - The driver must utilize aerodynamic technologies according to manufacturer specifications and verify equipment is in good operating condition
 - Must allow authorized enforcement personnel to view the inside of the trailer



- Motor carrier and/or broker information
- Must show passes, if applicable

118

Tractor-Trailer GHG Checkpoint!

Q: By whom do the aerodynamic technologies and low rolling resistance tires have to be approved?

A:



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Tractor-Trailer Greenhouse Gas

Owner/Dispatcher/ Motor Carrier - Applies to 53' or longer box type trailers (Dry-Van & Refers) and the tractors that pull them	Yes	No	Date
Do the tractors & trailers in your fleet meet the compliance requirements?			
If using an optional compliance plan are all tractors/trailers registered in TRUCRS (GHG)?			
Are all aerodynamics and low rolling resistance tires used to meet compliance requirements SmartWay certified?			
Is disclosure language being provided for the sale or leasing of applicable tractors and trailers?			
Are sales and leasing records being obtained for 3 years?			
Driver/operator - Applies to drivers of 53' or longer box type trailers (Dry-Van & Refers) and the tractors that pull them			
Do the tractor and the trailer you operate comply with requirements of the regulation?			
Are aerodynamic technologies being used according to manufacturer specifications and in good operating condition?			
Do you have the following information/documentation available to present to ARB Inspector upon request? <ul style="list-style-type: none"> - Driver's License - Tractor and trailer registration - Freight origin and destination - Motor carrier and/or broker information - Must show passes, if applicable * Must also allow authorized enforcement personnel to view the inside of the trailer.			
Small Fleet Compliance Schedule - Small Fleets of 20 or fewer 2010 or older model year trailers			
Must register you total trailer fleet by December 31, 2012 and report compliance plan by compliance deadline			
Is documentation being maintained at the location specified in TRUCRS GHG?			
Refrigerated Van Schedule - 53' or longer refrigerated van trailers			
Did you register trailers that will be participating in this optional compliance schedule?			

**Public Fleets, Public Transit
Agency, and Solid Waste
Collection Vehicle Regulations**

Public Agency and Utility Regulation



120

Public Agency and Utility (PAU) Regulation Applicability

- Vehicles owned, leased or operated by a municipality or public agency of the State of California
 - Privately-owned company vehicles that provides same or similar services for water, natural gas, and electricity
- Diesel vehicles greater than 14,000 lbs. gross vehicle weight rating (GVWR)
 - 1960-2006 model year engines and 2007 model year engines that do not meet 0.01 g/bhp-hr engine emission standard
- Private utility vehicles will be subject to the Truck and Bus Regulation starting 2021

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Public Agency and Utility (PAU) Regulation Compliance Schedule

Group	Engine Model Years	Percentage of Group to Use Best Available Control Technology	Compliance Deadline, As of December 31
1	1960-1987	20 % 60 % 100 %	2007 2009 2011
2	1988-2002	20 % 60 % 100 %	2007 2009 2011
3	2003-2006 (includes dual-fuel and bi-fuel engines)	50 % 100 %	2009 2010
4	2007 and newer certified above the 0.01g/bhp-hr std.	100 %	2012

122

How do fleets meet the requirements of the implementation schedule?

- Repower or replace with engine certified to 0.01 g/bhp-hr PM standard
- Retrofit engine with highest level verified diesel emission control strategy
- Replace with alternative-fuel or gasoline
- Retire vehicles
 - Sell vehicle in-state with BACT installed
 - Sell, register and operate vehicle out-of-state
 - Scrap vehicle
 - Convert vehicle to low usage

123

Public Agency and Utility (PAU) Regulation Out of State Vehicle Sales

- To gain retirement credit for out-of-state vehicle sales:
 - Prior to sale submit VIN stop request to ARB (VIN Stop)
 - www.arb.ca.gov/msprog/publicfleets/vinstop/vinstop.htm
 - Fleet will receive an electric verification of VIN Stop (*keep this document for your records*)
 - Obtain out-of-state sales verification from the buyer that they have been notified the vehicle has a VIN Stop
 - Third Party Vehicle Seller Contract
- Only compliant vehicles are eligible for sale in the state
 - Exception for 2004-2006 MY two-engine street sweepers (*must comply with Truck and Bus Regulation*)

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Public Agency and Utility (PAU) Regulation Record Keeping Requirements

- Fleet Vehicle Records
 - Must be made available to ARB upon request
- Statement of Compliance
- Vehicle Labels
 - Durable and legible
 - Driver's side door jamb
 - Accurate information

PUBLIC AGENCY OR UTILITY VEHICLE
EMISSION SYSTEM INFORMATION
LOW USAGE
OWNER/OPERATOR:
ENGINE MODEL YEAR:
MILEAGE OF ENGINE HOURS AS OF
DECEMBER 31, 2007:
INSTALLATION DATE:

PUBLIC AGENCY OR UTILITY VEHICLE
EMISSION SYSTEM INFORMATION
COMPLIANT
OWNER/OPERATOR:
EMISSION CONTROL STRATEGY FAMILY NAME:
ENGINE MODEL YEAR:
INSTALLATION DATE:

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Public Agency and Utility (PAU) Regulation Fleet Checklist

- Apply Best Available Control Technology (BACT) to fleet vehicles as required by the implementation schedule
- Maintain fleet records and label vehicles
- Remain in compliance, once in compliance.

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Public Agency and Utility Regulation Common Areas of Non-Compliance

- Vehicles are not compliant with regulatory requirements
- Vehicles are not labeled correctly
- Fleet records are not being kept annually or readily available to submit to ARB upon request
- Third party vehicle sellers are not being notified of out-of-state vehicle sale requirements
- Vehicles that are used through contracts are not compliant with applicable ARB regulations

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PAU Checkpoint!

Q: When is the final compliance deadline for the PAU regulation?

A:



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Solid Waste Collection Vehicle Regulation



129

Solid Waste Collection Vehicle Regulation Applicability

- 1960-2006 model year engines for solid waste collection vehicles greater than 14,000 lbs. GVWR
 - Collect residential and commercial waste for a fee
 - Includes roll off vehicles
 - Private or government owned
- Privately owned solid waste collection vehicles with 2007 model year and newer engines are subject to the Truck and Bus Regulation
 - Municipality owned subject to Public Fleet Regulation
- Excludes backup vehicles that operate fewer than 1000 miles per year
 - Must be reported and mileage must be tracked

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Solid Waste Collection Vehicle Regulation Fleet Checklist

- Meet the compliance requirements of the implementation schedule
 - Final compliance deadline was December 31, 2010
- Meet labeling requirements
 - Durable label affixed to the driver's side door jamb with name of municipality, DECS, EMY and retirement date
- Meet all recordkeeping requirements
 - Owner is required to maintain records until the vehicle is sold out of state or no longer used as a solid waste collection vehicle
 - Records must be submitted to ARB upon request

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Solid Waste Collection Vehicle Regulation Fleet Checklist

- Mileage of "Backup Vehicles" must be documented
- Once a vehicle becomes compliant, must remain compliant
- Seller must notify ARB and retain records of out-of-state sale and submit a request for a stop on re-registration of the vehicle in California. Include: ARB forms for proper retirement of a vehicle, [Out-of-State Sales Verification Form](#) and [Request for VIN Stop Form](#)
- A municipality or utility must document that the engine was sold as scrap



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Solid Waste Collection Vehicle Regulation Common Areas of Non-Compliance

- Maintain compliance although deadlines have passed
 - Maintain retrofits per manufactures specifications
- Verify that door/cab labels are legible
- Maintain records, including, but not limited to cleaning and maintenance records of DPFs



133

SWCV Checkpoint!

Q: Since all compliance deadlines of the SWCV regulation have passed, what does a fleet need to do to be compliant?

A:



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Public Transit Agency Regulation



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Public Transit Agency Regulation Applicability

- Urban buses
 - Used for intra-city operation
 - Normally powered by a heavy heavy-duty diesel engine
 - 35 feet or longer and/or greater than 33,000 pounds gross vehicle weight rating (GVWR)
- Transit Fleet Vehicles
 - greater than 8,500 GVWR
 - Heavy-duty engines powered by diesel or alternative fuel
 - Including service vehicles, tow trucks, dial-a-ride buses, paratransit buses, charter buses, and “commuter service” buses operated *only during peak commute hours with 10 or fewer stops per day*

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Public Transit Agency Regulation Fleet Checklist

- Must meet specified PM and NOx emission reductions based on total fleet emissions
 - *Final compliance deadline was December 31, 2010*
- Must report to ARB January 31st annually through 2016

137

Public Transit Agency Checkpoint!

Q: *When must transit agencies report to ARB?*

A:



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Fleet Regulations

Public Agency and Municipality – <i>vehicles owned, leased, operated by a public agency or private utility</i>	Yes	No	Date
Do the vehicles in your fleet meet the Best Available Control Technology (BACT) requirements as required by the implementation schedule? (or alternate compliance schedule?)			
Are fleet records being maintained on an annual basis and available to submit to ARB upon request to demonstrate compliance?			
Are PAU vehicles labeled properly based on compliance status?			
Has the compliance status of all vehicles in the fleet been maintained?			
Solid Waste Collection Vehicle Regulation – <i>vehicles with 1960-2006 model year engines, greater than 14,000 lbs. GVWR, collect residential and commercial waste for a fee</i>	Yes	No	Date
Do all applicable solid waste collection vehicles have a PM filter (OEM or retrofit) installed?			
Are fleet records being maintained on an annual basis and available to submit to ARB upon request to demonstrate compliance?			
Are solid waste collection vehicles labeled properly based on compliance status?			
Has the compliance status of all vehicles in the fleet been maintained?			
Public Transit Agency Regulation – <i>vehicles that meet the definition of transit fleet vehicle or urban bus, defined in the regulation</i>	Yes	No	Date
Do all applicable vehicles meet specified PM and NOx emission reductions based on total fleet emissions? (<i>final compliance deadline was December 31, 2010</i>)			
Are fleet records being maintained on an annual basis and submitted to ARB by January 31 st annually?			

Drayage Truck Regulation

Drayage Truck Regulation



Drayage Truck Regulation Applicability

- Trucks that transport cargo destined to or coming from a regulated port or rail facility
- Heavy Duty Diesel Fueled:
 - Class 7 26,001 - 33,000 lbs. GVWR
 - Class 8 > 33,000 lbs. GVWR
- Applies to all trucks operating in California
- Drayage Trucks will be subject to the Truck and Bus Regulation starting 2022



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Drayage Truck Regulation Compliance Schedule

Statewide Schedule for Drayage Trucks		
Compliance Date	Class	Requirement
January 1, 2010	8	PM filter on 1994-2003 MY Engines and Pre-1994 MY engines no longer allowed
January 1, 2012	7	PM filter on pre-2007 MY engines
January 1, 2012	8	PM filter on 2004 MY engines
January 1, 2013	8	PM filter on 2005-2006 MY engines
January 1, 2014	7 & 8	All must have 2007 MY engines or newer
January 1, 2023	7 & 8	All must have 2010 MY engines or newer

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Drayage Truck Regulation Registration Requirements

- Drayage trucks must be registered in the Drayage Truck Registry (DTR)
 - All trucks must be registered prior to entering facilities
 - <https://arber.arb.ca.gov/Welcomes.arb?prg=dtr>
 - Changes must be made within 30 days
 - Check compliance status online
- Optional truck stickers available



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Drayage Truck Regulation Registration Requirements

Drayage Truck Regulation Reporting Requirements

- Port and Rail Authorities are responsible for collecting and reporting non-compliant truck data from terminals and rail yards to ARB



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Drayage Truck Regulation Dray-Off

- It is illegal for a compliant drayage truck to exchange cargo with a non-compliant drayage truck anywhere in California
 - All drayage trucks must meet the emission requirements of the regulation both on and off port or rail yard properties
 - Covers ALL trucks pulling cargo destined to or coming from a port or rail yard



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Drayage Truck Regulation Motor Carrier Checklist

- Provide copy of regulation to truck owners
- Ensure trucks are in compliance with regulation before dispatching to the port or rail yard
- Keep drayage truck dispatch records with truck dispatch dates and times for 5 years
 - Provide bill of lading
 - Assure that driver has truck owner/motor carrier information

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Drayage Truck Regulation Truck Owner Checklist

- Meet emission standard compliance requirements
- Register vehicles online in the Drayage Truck Registry (DTR)
- Maintain emission control devices properly
- Ensure vehicle operator has motor carrier information



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Drayage Truck Regulation Truck Operator Checklist

- Provide motor carrier contact information upon request by enforcement personnel
 - Truck owner information
 - Bill of lading



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Drayage Truck Regulation Common Areas of Non-Compliance

- False/incorrect reporting
 - Engine model year/chassis model year
- Dray-offs



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Drayage Checkpoint!

Q: What Class of tractors are subject to the Drayage Truck Regulation?

A:



Drayage Truck Regulation

Motor Carrier - <i>dispatches drayage trucks for pick-up and delivery of goods that are destined for or originated from ports and/or intermodal rail yards.</i>	Yes	No	Date
Have you provided a copy of the Drayage Truck Regulation or an ARB Approved Summary to owners of drayage trucks in which you dispatch?			
Are you ensuring that the drayage trucks are in compliance before they are dispatched to a port or intermodal rail yard?			
Have you maintained drayage truck dispatch records with truck dispatch dates and times for 5 consecutive years?			
Owner - <i>of a Drayage Truck that transports cargo to and from ports or intermodal rail yards</i>			
Do your drayage trucks meet the requirements outlined in the compliance schedule?			
Have you registered your vehicles online in the Drayage Truck Registry (DTR)?			
Are you verifying that all emission control devices are being maintained properly?			
Have you ensured the vehicle operator has motor carrier information?			
Operator - <i>of a Drayage Truck that transports cargo to and from ports or intermodal rail yards</i>			
Do you have proper documentation available to give to ARB enforcement upon request? (ex. motor carrier contact information, vehicle information, and bill of lading)			

**CALIFORNIA'S DRAYAGE TRUCK REGULATION
CALIFORNIA CODE OF REGULATIONS, TITLE 13, SECTION 2027
SUMMARIZED VERSION FOR TRUCK OWNERS**



Background

The regulation requires each motor carrier to provide a copy of the regulation or an Air Resources Board (ARB) summarized version to each drayage truck owner. The full regulation can be viewed at: <http://www.arb.ca.gov/drayagetruck>. For additional information on the regulation and its requirements, please contact ARB staff at 1.888.247.4821 or by email at drayage@arb.ca.gov.

Affected Trucks

The regulation applies to all drayage trucks throughout California that transport cargo going to or coming from California's ports and intermodal rail yards. It applies to trucks regardless of the state or country they originated from. Drayage trucks are on-road diesel-fueled heavy-duty class 7 or class 8 vehicles (GVWR greater than 26,000 lbs).

Summarized Requirements for Truck Owners

1. Register the truck in the Drayage Truck Registry.
2. Ensure the truck meets emission standards by the required dates (see below).
3. Ensure the truck driver provides the following information to enforcement personnel when requested.
 - o Motor carrier business name and address
 - o Motor carrier contact name and phone number
 - o Bill of lading or tracking number
 - o Documentation identifying the destination and origin of the cargo
4. Ensure all emission control technologies on the truck are installed correctly and working properly.

Drayage Truck Registry (DTR)

DTR registration can be completed online or by mail.

To register online:

- o Follow the "Register Your Truck" link on our website:
www.arb.ca.gov/drayagetruck

To register by mail:

- o Download an application from our website or contact ARB.
- o Complete and mail or fax the application.

Compliance labels

Labels are NOT mandatory. We are providing **FREE** compliance labels for trucks to aid in the identification of compliant trucks by ports and rail yards. Compliance labels can be requested by checking a box on the DTR application.

**CALIFORNIA'S DRAYAGE TRUCK REGULATION
 CALIFORNIA CODE OF REGULATIONS, TITLE 13, SECTION 2027
 SUMMARIZED VERSION FOR TRUCK OWNERS**



Class 8 (GVWR > 33,000 lbs.) Emission Requirements by Engine Model Year

Truck Engine Model Year	Emission Requirement Schedule
1993 and older	Prohibited
1994 - 2004	Reduce PM emissions by 85% ^a and After December 31, 2013, meet 2007 engine emission standards
2005 and 2006	After December 31, 2012, reduce PM emissions by 85% ^a and After December 31, 2013, meet 2007 engine emission standards
2007 - 2009	After December 31, 2022, meet 2010 engine emission standards
2010 and Newer	Fully Compliant

Class 7 (GVWR 26,001 to 33,000 lbs.) Emission Requirements by Engine Model Year

Truck Engine Model Year	Emission Requirement Schedule
2006 and older while operating in South Coast Air Basin	Reduce PM emissions by 85% ^a
2006 and older	After December 31, 2013, meet 2007 engine emission standards
2007 - 2009	After December 31, 2022, meet 2010 engine emission standards
2010 and Newer	Fully Compliant

^a Compliance methods may include the installation of an ARB verified level 3 Diesel Particulate Filter or operating a truck with an engine that meets or exceeds 2007 emission standards.

Enforcement Summary

Enforcement Summary

How to Comply **CARB's Authority**

- CA Health and Safety Code
- CA Vehicle Code
- ARB often works in conjunction with CHP
- Agreements with various air districts and ports



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Consequences of Non-compliance **Fines and Penalties**

- \$300-\$10,000 /Vehicle/Day
- Collection proceedings
- Liens on real estate, personal property or assets
- DMV Vehicle License Title Stop (VLT)
- CHP impound
- State Controller - State agency payment offset
- Franchise Tax Board – Tax offset

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Consequences of Non-compliance **Purpose of Fines**

- Promote compliance with the law
- Deter violators
- Fair and consistent playing field

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Consequences of Non-compliance Fines are determined by...

- Extent of harm caused by the violation
- Magnitude of noncompliance
- Compliance history – length of time of noncompliance
- Attempt to comply
- Willfulness of the violation
- Cooperation during investigation and mitigating circumstances
- Financial burden

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Consequences of Non-compliance 2012 Case Settlements

The screenshot shows the California Air Resources Board website. The main heading is "2012 Case Settlements". Below the heading, there is a table with the following data:

Date Settled	2012 Case Settlements	News Releases	Settlement Agreements (SB1402 Reporting Requirement)
9/12	Ryder Group	N/A	Ryder Group Settlement
8/12	Chevron	N/A	Chevron Settlement

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I got a citation, now what?

- Notice letter will be mailed to the owner within 2-3 weeks
- Letter will explain steps to clear citation
- If you have any questions, please contact the appropriate number at the top right corner of the citation
- More information is provided on the back of the citation regarding appeals procedure

The image shows a citation form from the California Air Resources Board. The form includes fields for "CITATION / NOTICE OF VIOLATION", "VEHICLE IDENTIFICATION INFORMATION", "OFFENSE INFORMATION", and "VEHICLE OWNER INFORMATION".

What can I expect if I get audited by ARB?

- Fleet may or may not be notified
- Records must be provided to ARB staff
 - Proof of ownership
 - Sales/purchase documents
 - DECS installation/maintenance records
 - Mileage records/log books/odometer readings
 - Documentation of use (e.g. licenses, contracts, receipts)
- ARB will verify all vehicles meet compliance requirements of applicable regulations



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How to Comply Roadside Inspection

Which ARB regulations will this truck be inspected for?



Contact Information

CARB Diesel Hotline:

- (866) 6DIESEL
(866) 634-3735
- 8666diesel@arb.ca.gov



Smoking Vehicle Complaint Hotline:

- 1800-END-SMOG

Contacts and Checklist

ARB Diesel Regulation/Program Contacts

Subject	Web Page	Telephone Number	E-Mail Address
Diesel Hotline and the TruckStop	www.arb.ca.gov/truckstop	(866) 6-DIESEL (866) 634-3735	8666diesel@arb.ca.gov
Drayage and ARBER	www.arb.ca.gov/drayagetruck	(888) 247-4821	drayagetruck@arb.ca.gov
Funding Opportunities	www.arb.ca.gov/msprog/truckstop/azregs/fa_resources.php	(866) 6-DIESEL (866) 634-3735	8666diesel@arb.ca.gov
General Fleet Maintenance Programs (Diesel Enforcement Programs)	www.arb.ca.gov/enf/diesel.htm	(866) 6-DIESEL (866) 634-3735	8666diesel@arb.ca.gov
Heavy Duty Vehicle Inspection Program (HDVP)	www.arb.ca.gov/enf/hdvp/hdvp.htm	Renaë Hankins (North) (916) 322-8275 Hortencia Mora (South) (626) 350-6590	rhankins@arb.ca.gov hmora@arb.ca.gov
Idling (Commercial Vehicle and School Bus)	www.arb.ca.gov/noidle	Katerina Krichevsky (North) (916) 323-0164 Hortencia Mora (South) (626) 350-6590	kkrichev@arb.ca.gov hmora@arb.ca.gov
Off-Road Regulation and DOORS	www.arb.ca.gov/ordiesel	(866) 6-DIESEL (866) 634-3735 (877) 59-DOORS (877-593-6677)	8666diesel@arb.ca.gov doors@arb.ca.gov

ARB Diesel Regulation/Program Contacts

Periodic Smoke Inspection Program (PSIP)	www.arb.ca.gov/enf/hdvp/hdvp.htm	Dave Grey (North) (916) 327-9473 Andrea Juarez (South) (626) 450-6158	dgray@arb.ca.gov ajuarez@arb.ca.gov
Public Agency and Utility Regulation	www.arb.ca.gov/msprog/publicfleets/publicfleets.htm	(866) 6-DIESEL (866) 634-3735	8666diesel@arb.ca.gov
Public Transit Agency Regulation	www.arb.ca.gov/msprog/bus/bus.htm	(866) 6-DIESEL (866) 634-3735	8666diesel@arb.ca.gov
Solid Waste Collection Vehicle Regulation	www.arb.ca.gov/msprog/swcv/swcv.htm	Stephan Binning (916) 323-0724	sbinning@arb.ca.gov
Tractor-Trailer GHG Emission Reduction and TRUCRS GHG	www.arb.ca.gov/cc/hdghg/hdghg.htm	(866) 6-DIESEL (866) 634-3735	8666diesel@arb.ca.gov
Transport Refrigeration Units and ARBER	www.arb.ca.gov/diesel/tru/tru.htm	(888) 878-2826	tru@arb.ca.gov arber@arb.ca.gov
Truck and Bus Regulation and TRUCRS	www.arb.ca.gov/dieseltruck	(866) 6-DIESEL (866) 634-3735	8666diesel@arb.ca.gov trucrs@arb.ca.gov
US EPA Smartway Transport Partnership Program	http://epa.gov/smartway/ http://epa.gov/smartway/technology/index.htm	1-734-214-4767	smartway_transport@epa.gov

ARB Regulation Compliance Checklist

General Fleet Requirements for all Vehicles

Heavy Duty Vehicle Inspection Program - Diesel or gasoline fueled vehicles 6,000 lbs. GVWR or greater operating in California	Yes	No	Date
Is the engine certified to US EPA emission standards?			
Does the engine's exhaust meet specified opacity requirements (based on the engine model year)?			
Is the ECL legible and does it clearly show the engine model year and horsepower rating?			
Does the serial number on the block of the engine and the engine family listed on the ECL correspond?			
Verify the emission control equipment has not been tampered with and is functioning properly.			
Periodic Smoke Inspection Program - Fleets of two or more California based diesel vehicles greater than 6,000 lbs. GVWR			
Have smoke tests been conducted on the vehicle on an annual basis?			
Do the smoke test slips for each smoke test list the following?; - VIN or fleet vehicle ID, engine model year, make and model, and stack diameter - Test date and smoke opacity standard based on engine model year - Smoke opacity levels for 3 successive readings and indication of pass or fail - Last calibration date of smoke opacity meter - Name and signature of meter operator who conducted the test			
If the vehicle failed a smoke test, verify a post repair test date, post repair smoke test and vehicle repair documentation is retained.			
Retain smoke test documents for two consecutive years.			
Idling - Diesel fueled commercial vehicles greater than 10,000 lbs. GVWR			
Do not idle more than 5 minutes			
Turn off vehicle immediately upon arriving at, or within 100 feet of a school and restart engine no more than 30 seconds before departing.			

Truck and Bus Regulation

Truck and Bus Regulation (General) – <i>Privately and Federally owned diesel fueled trucks and buses greater than 14,000 lbs. GVWR that operate in California (school buses have different requirements)</i>	Yes	No	Date
Does the fleet meet the requirements of the general engine model year compliance schedule for heavier vehicles? - PM filters on all 1996-1999 MY engines by January 1, 2012 - PM filters on all 2000-2004 MY engines by January 1, 2013 - <i>If the fleet is using an alternate compliance schedule, reporting is required - see below.</i> <i>Lighter vehicles clean-up starts 2015.</i>			
Are fleet records being maintained on an annual basis and readily available to submit to ARB upon request to demonstrate compliance? - ex. Proof of operation, proof of ownership, demonstration of changes since last reporting, VDECS installation/maintenance records			
Is disclosure of applicability being provided when an applicable vehicle is sold and are disclosure records being maintained for three years after sale?			
Are fleet records being maintained on an annual basis and available to submit to ARB upon request to demonstrate compliance?			
School Buses – <i>Public and privately owned buses that transports school pupils at or below the 12th-grade level</i>			
Does the fleet meet the requirements of the Compliance Schedule for School Buses? - 33% of fleet must meet PM BACT by January 1, 2012 - 66% of fleet must meet PM BACT by January 1, 2013 All 1977 and older buses may no longer be operated.			
Phase-In Option – <i>Allows fleet to phase in PM filters on heavier trucks in fleet, greater than 26,000 lbs. GVWR</i>			
Have all vehicles in the fleet that are operating in CA been reported to ARB? (required by March, 30 2012, late reporting to use flexibility options may be permitted under certain conditions)			
Has fleet information been updated and submitted to ARB? (Within 30 days of adding or removing a vehicle and by January 31, 2013)			
Does the fleet meet the requirements of the PM filer Phase-in Schedule? - 30% of fleet must meet PM BACT by January 1, 2012 - 60% of fleet must meet PM BACT by January 1, 2013 Actual percentage may be lower if eligible for credits or extensions.			
Small Fleet Option – <i>Delayed compliance for heavier vehicles with a GVWR greater than 26,000 lbs. for fleets with 3 or fewer vehicles, greater than 14,000 lbs. GVWR under common ownership and control</i>			
Small fleets that own heavier diesel vehicles with 1996-1999 model year engines were required to report by March 30, 2012 to delay compliance. (Late reporting may be permitted) Small fleets with 2000-2004 model year engines must report by January 31, 2013 to delay compliance.			
Did you report your small fleet to ARB? (first PM filter must be installed by January 1, 2014)			

Low Use Vehicle Exemption – <i>Compliance exemption for those vehicles that operate less than 1,000 miles/yr. and/or less than 100 hours/year in CA.</i>			
Does the vehicle have a functioning odometer/hour meter? If using a hub odometer, verify it is non-resettable with a lockout feature and unique serial number.			
Verify mileage is reported correctly to ARB and is reported by January 31 st of the compliance year in which the provision is first used and annually thereafter.			
Can you provide documentation to ARB to demonstrate the vehicle has stayed below mileage limitation? Must keep records of mileage accrued for emergency use and/or out-of-state operation if it is to be excluded.			
Log Truck Phase-In - <i>Greater than 33,000 lbs. GVWR with permanent log bunks & exclusively haul logs, must commit to 2010 model year engines</i>			
Must report to ARB to use the log truck phase-in option by January 31, 2014 or the compliance year in which the fleet is first required to report.			
Does the log truck have an “AG” label on both doors? Labels required within 30 days of reporting.			
Must meet requirements of log truck phase-in starting January 1, 2014.			
NOx Exempt Areas – <i>Compliance extension for those vehicle that operate exclusively within the NOx exempt area counties</i>			
Must report to ARB to use NOx exempt area provision by January 31, 2014 or earlier to use PM filter extension.			
Once a PM filter is installed, report to use NOx exempt area exemption at the beginning of the compliance year in which the exemption is needed.			
Does the vehicle have an “NE” label on both doors? OR Are electronic GPS tracking records being kept? Labels required within 30 days of reporting.			
Minimum 33% of heavier vehicles in fleet must have PM filter by 2014.			
Two-Engine Sweeper Auxiliary Engine – <i>Sweepers with auxiliary engines greater than 50 hp must meet PM filter requirements at the same time as the drive engine, Tier 0 auxiliary engines must limit hours of operation</i>			
Must have reported Tier 0 auxiliary engine information to ARB by March 2011, and must have operated the auxiliary engine less than 450 hours per year.			
Have hour meter readings been reported by January 31 annually for Tier 0 auxiliary engines?			
Does the vehicle have an “SW” label on both doors? (for those two-engine sweepers with Tier 0 auxiliary engines only) Labels required within 30 days of reporting.			
Does the auxiliary engine have a PM filter when the drive engine is required to be upgraded?			
For those two engine street sweepers with Tier 0 auxiliary engines, can documentation be provided to ARB to demonstrate the vehicle has stayed below the usage limitation?			

Low Mileage Construction Truck Option - vehicle greater than 26,000 lbs GVWR that meets the definition of "Low-Mileage Construction Truck"	Yes	No	Date
Does the vehicle have a functioning odometer/hour meter? If using a hub odometer, verify it is non-resettable with a lockout feature and a unique serial number.			
Verify mileage has been reported correctly to ARB and is reported by January 31 st of the compliance year in which the provision is first used and annually thereafter. (initial reporting required by March 30, 2012)			
Verify replacement vehicles have a 1996 model year or newer engine and are placed in service within one year of removing the original vehicle; also verify the miles traveled by the original vehicle combined with the miles traveled on the replacement vehicle stayed below specified threshold.			
Does the vehicle have a "CT" label on both doors? Labels required within 30 days of reporting.			
Can you provide documentation to ARB to demonstrate the vehicle has stayed below the mileage limitation? Must keep records of mileage accrued for emergency use and/or out-of-state operation if it is to be excluded.			

Transport Refrigeration Unit (TRU)

Transport Refrigeration Unit (TRU) - Diesel-fueled TRUs and TRU generator sets operating in California	Yes	No	Date
Are all CA based TRUs registered in ARB's ARBER database? Are all changes to the fleet being updated in the ARBER database within 30 days?			
Have all required TRUs been labeled correctly with ARB IDN numbers?			
Have performance standards been met for all TRUs based on the implementation schedule?			
If you are having your TRU engine rebuilt to meet the compliance requirements, is the engine being rebuilt to a cleaner emission standard?			
Do you have proper documentation available to give to ARB enforcement upon request? (ex. bill of lading, tractor/trailer registration, driver's license)			
If you are selling TRUs in CA are those TRUs compliant with the regulation and are you providing registration information to the buyer?			
If applicable, have terminal operators submitted reports to ARB listing all TRUs assigned to CA terminals?			

Drayage Truck Regulation

Motor Carrier - <i>dispatches drayage trucks for pick-up and delivery of goods that are destined for or originated from ports and/or intermodal rail yards.</i>	Yes	No	Date
Have you provided a copy of the Drayage Truck Regulation or an ARB Approved Summary to owners of drayage trucks in which you dispatch?			
Are you ensuring that the drayage trucks are in compliance before they are dispatched to a port or intermodal rail yard?			
Have you maintained drayage truck dispatch records with truck dispatch dates and times for 5 consecutive years?			
Owner - <i>of a Drayage Truck that transports cargo to and from ports or intermodal rail yards</i>			
Do your drayage trucks meet the requirements outlined in the compliance schedule?			
Have you registered your vehicles online in the Drayage Truck Registry (DTR)?			
Are you verifying that all emission control devices are being maintained properly?			
Have you ensured the vehicle operator has motor carrier information?			
Operator - <i>of a Drayage Truck that transports cargo to and from ports or intermodal rail yards</i>			
Do you have proper documentation available to give to ARB enforcement upon request? (ex. motor carrier contact information, vehicle information, and bill of lading)			

Tractor-Trailer Greenhouse Gas

Owner/Dispatcher/ Motor Carrier - Applies to 53' or longer box type trailers (Dry-Van & Refers) and the tractors that pull them	Yes	No	Date
Do the tractors & trailers in your fleet meet the compliance requirements?			
If using an optional compliance plan are all tractors/trailers registered in TRUCRS (GHG)?			
Are all aerodynamics and low rolling resistance tires used to meet compliance requirements SmartWay certified?			
Is disclosure language being provided for the sale or leasing of applicable tractors and trailers?			
Are sales and leasing records being obtained for 3 years?			
Driver/operator - Applies to drivers of 53' or longer box type trailers (Dry-Van & Refers) and the tractors that pull them			
Do the tractor and the trailer you operate comply with requirements of the regulation?			
Are aerodynamic technologies being used according to manufacturer specifications and in good operating condition?			
Do you have the following information/documentation available to present to ARB Inspector upon request? <ul style="list-style-type: none"> - Driver's License - Tractor and trailer registration - Freight origin and destination - Motor carrier and/or broker information - Must show passes, if applicable * Must also allow authorized enforcement personnel to view the inside of the trailer.			
Small Fleet Compliance Schedule - Small Fleets of 20 or fewer 2010 or older model year trailers			
Must register you total trailer fleet by December 31, 2012 and report compliance plan by compliance deadline			
Is documentation being maintained at the location specified in TRUCRS GHG?			
Refrigerated Van Schedule - 53' or longer refrigerated van trailers			
Did you register trailers that will be participating in this optional compliance schedule?			

Fleet Regulations

Public Agency and Municipality – <i>vehicles owned, leased, operated by a public agency or private utility</i>	Yes	No	Date
Do the vehicles in your fleet meet the Best Available Control Technology (BACT) requirements as required by the implementation schedule? (or alternate compliance schedule?)			
Are fleet records being maintained on an annual basis and available to submit to ARB upon request to demonstrate compliance?			
Are PAU vehicles labeled properly based on compliance status?			
Has the compliance status of all vehicles in the fleet been maintained?			
Solid Waste Collection Vehicle Regulation – <i>vehicles with 1960-2006 model year engines, greater than 14,000 lbs. GVWR, collect residential and commercial waste for a fee</i>	Yes	No	Date
Do all applicable solid waste collection vehicles have a PM filter (OEM or retrofit) installed?			
Are fleet records being maintained on an annual basis and available to submit to ARB upon request to demonstrate compliance?			
Are solid waste collection vehicles labeled properly based on compliance status?			
Has the compliance status of all vehicles in the fleet been maintained?			
Public Transit Agency Regulation – <i>vehicles that meet the definition of transit fleet vehicle or urban bus, defined in the regulation</i>	Yes	No	Date
Do all applicable vehicles meet specified PM and NOx emission reductions based on total fleet emissions? (<i>final compliance deadline was December 31, 2010</i>)			
Are fleet records being maintained on an annual basis and submitted to ARB by January 31 st annually?			

Off-Road Vehicle Regulation

Off-Road Vehicle Regulation – <i>Self-propelled diesel and alternative diesel fueled vehicles greater than 25 hp operating in California</i>	Yes	No	Date
Are all vehicles subject to the off-road vehicle regulation reported in the Diesel Off-road On-line Reporting System (DOORS)?			
Are vehicles properly labeled with ARB Equipment Identification Number (EIN)? <i>By January 1, 2013 equipment identification number (EIN) must be on both sides of the vehicle.</i>			
If your fleet is a large fleet, have you submitted your Responsible Official Affirmation of Reporting (ROAR) to ARB? <i>(due by 3/1/2012)</i>			
Is disclosure of applicability being provided when an applicable vehicle is sold and being maintained for three years after sale?			
If your fleet is a medium or large fleet, do you have a written idling policy on file?			

the TRUCK STOP

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Resources and Information for Financial Opportunities

The information below describes several ARB financial opportunity programs that may help truck owners update their fleets. If you're not sure for which programs your fleet may be eligible for, please visit the [Financial Opportunities Page](#) for a short questionnaire that will help you decide. For more information, please call (866) 6-DIESEL (866-634-3735) from 8 am to 5 pm Monday-Friday or e-mail us at 8666DIESEL@arb.ca.gov.

ARB Loan Program:

- [Providing Loan Assistance for California Equipment \(PLACE\)](#)
- [CalCAP Participating Financial Institutions](#)
- [PLACE Program Factsheet](#)

Carl Moyer Memorial Air Quality Standards Attainment Program:

- [Agricultural Truck Assistance](#)
- [Assistance for Exhaust Retrofits](#)
- [Fleet Modernization Assistance](#)

On-Road Voucher Incentive Program (VIP):

- [VIP - Replacement](#)
- [VIP - Retrofit](#)
- [VIP Fact Sheet](#)
- [Participating Dealerships](#)

Other Financial Opportunity Programs:

- [California School Buses](#)
- [Tractors and Trailers](#)
- [Transport Refrigeration Units \(TRUs\)](#)
- [California Hybrid Truck and Bus Voucher Incentive Project \(HVIP\)](#)

Goods Movement Emission Reduction Program (Prop 1B):

- [Goods Movement Emission Reduction Program \(Prop1B\)](#)

For more information please call (866) 6-DIESEL or (866-634-3735) from 8 am to 5 pm Monday-Friday or by email at 8666DIESEL@arb.ca.gov.

