

# Truck and Bus Regulation Compliance Requirement Overview

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This summary describes the compliance requirements and options available for vehicles that operate in California including an option that limits the number of 2010 engine upgrades in any one year. There are different requirements based on the weight category of your vehicles.

## What vehicles are affected by the Truck and Bus Regulation?

The Truck and Bus regulation affects individuals, private companies, and Federal agencies that own diesel vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 lbs. that operate in California. The regulation also applies to publicly and privately owned school buses; however, their compliance requirements are different and reporting is not required. The regulation does not apply to state and local government vehicles and public transit buses because they are already subject to other regulations. Vehicles that are exempt from other heavy duty diesel regulations, such as Cargo Handling Equipment, Drayage Truck, and Solid Waste Collection Vehicle regulations, may be subject to the Truck and Bus Regulation (regulation). Drayage and solid waste collection trucks with 2007 to 2009 model year engines must meet the requirements of the regulation by January 1, 2023.

## What are the compliance requirements for heavier trucks and buses?

Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options.

Engine Model Year Schedule for Heavier Vehicles	
Engine Model Year	Requirements for Heavier Trucks from January 1
Pre-1994	No requirements until 2015, then 2010 engine
1994-1995	No requirements until 2016, then 2010 engine
1996-1999	PM filter from 2012 to 2020, then 2010 engine
2000-2004	PM filter from 2013 to 2021, then 2010 engine
2005-2006	PM filter from 2014 to 2022, then 2010 engine
2007-2009*	No requirements until 2023, then 2010 engine
2010 or newer	Meets final requirement

\* Must install a PM filter by January 1, 2014 if not originally equipped.

All heavier vehicles with 1996 or newer model year engines should have had a PM filter (OEM or retrofit) installed unless it is using an option that delays this requirement. Vehicles with 1995 model year and older engines must be replaced starting January 1, 2015. By January 1, 2023, all trucks and buses must have 2010 model year engines with few exceptions. No reporting is required if complying with this schedule.

## What are the requirements for lighter trucks and buses?

Lighter trucks and buses with a GVWR of 14,001 to 26,000 lbs. have compliance requirements starting January 1, 2015. The Engine Model Year Schedule for Lighter vehicles shown in the table to the right lists the compliance dates by engine model year for existing lighter trucks. Starting January 1, 2015, lighter vehicles with engines that are 20 years or older must be replaced with newer trucks (or engines). Starting January 1, 2020, all remaining vehicles need to be replaced so that they all have 2010 model year engines or equivalent emissions by January 1, 2023. No reporting is required with this schedule.

Engine Model Year Schedule for Lighter Vehicles	
Engine Model	2010 Engine Required
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

## Can I replace my vehicle with a used vehicle to delay my compliance deadline?

Yes, used vehicles with 2010 model year or newer engines meet the final requirements; but you may also replace with used trucks that have a future compliance date on the schedule. For example, you may replace a vehicle with one that has a 2007 model year engine, which it will comply until 2023 if equipped with a PM filter. By January 1, 2023, it will need to be upgraded to a 2010 model year engine with rare exceptions.

**Can I install PM filters on trucks that are required to upgrade to 2010 model year engines?**

No, all owners had the opportunity to extend the use of an existing truck by installing a PM filter before January 1, 2014 regardless of fleet compliance option used. These vehicles comply until January 1, 2023 as long as the vehicle remains in the fleet and the owner reports their vehicle and retrofit information by January 31, 2015. Owners that did not install PM filters before January 1, 2014 and do not use flexibility options must replace existing trucks (or engines) according to the applicable model year schedule.

**Are there any flexibility options available to my fleet?**

Yes, there are a number of compliance extensions for individual trucks within a fleet that can extend the compliance date for lighter and heavier vehicles that are operated in certain areas with cleaner air, and low use vehicles. Annual reporting is required to demonstrate compliance with this option.

Vehicles that are operated in certain areas of the state with cleaner air may be eligible to use the NOx Exempt Area Extension to phase-in PM filter retrofits from January 1, 2015 to January 1, 2020. Beginning January 1, 2020 vehicles can remain under the NOx option and avoid vehicle replacement or upgrade the vehicle based on the engine model year schedule.

Low Use vehicles are vehicles that travel less than 5,000 miles per year, including vehicles that are not operated (even if they have a non-op registration). A vehicle that travels more than 5,000 miles annually can use the low-use vehicle exemption as long as it operates less than 1,000 miles within California each year. The 5,000 mile limit will expire on January 1, 2020. The low-use option allows the vehicle to be exempt from PM filter and engine replacement requirements. Annual odometer reporting is required.

**What options are available for smaller and larger fleets?**

The Small Fleet option was available to fleets of one to three vehicles with a GVWR greater than 14,000 lbs. that reported and met the reporting and upgrade requirements in 2014. The final PM filter deadline is January 1, 2018.

The PM Filter Phase-In option was available to larger fleets that wanted the flexibility to decide which heavier vehicles to retrofit or replace to meet the PM filter percentage requirement from January 1, 2012 to January 1, 2016. All credits associated with the phase-in requirement expire as of January 1, 2018. The Advanced Technology Credit (not common) expires January 1, 2020. Beginning January 1, 2020 the vehicles will need to be upgraded to 2010 or newer model year engines based on the engine model year schedule.

**Are there industry specific options that are no longer available for new opt-in?**

The Low Mileage Work Truck (LMWT) option limits the number of miles a vehicle can travel in one year and allowed the fleet to phase-in PM Filters beginning January 1, 2012, and ending January 1, 2018. Therefore, you may no longer use the LMWT option to delay a vehicles PM Filter retrofit deadline. However; heavier vehicles with 1995 and older model year engines and all lighter vehicles, which have installed a PM filter to comply with this option in lieu of upgrading the engine must stay below the allotted mileage limit and report annually.

The Agricultural Vehicle Extension delays compliance for agricultural vehicles that operate less than specified mileage thresholds and for a limited number of specialized trucks. The deadline to report and opt-in for the agricultural vehicle extension was January 31, 2015. However, those who were already approved can continue to claim the agricultural vehicle extension each year by reporting which vehicles will continue to use the extension and reporting the odometer readings for January 1. If you have retired a vehicle using this option you may put another vehicle in its place as long as the replacement vehicle has an engine that is at least one model year newer, and the mileage between both vehicles does not exceed the allotted mileage limit.

**What can I do if the model year schedule requires me to replace most of my trucks in one year?**

The engine model year schedule may require a large portion of the fleet to be upgraded to a 2010 or newer model year engine in the same compliance year for some fleets. You may be able to limit the number of trucks that need to be upgraded each year if you meet certain requirements. If you are

complying with the engine model year schedules, you will not be required to upgrade with 2010 or newer model year engines for more than 25 percent of the fleet, but no less than two trucks within a weight category per year if your fleet met the required compliance percentage for the previous year and your fleet size did not increase. The limit applies separately for the fleet of lighter and fleet of heavier vehicles and requires reporting.

You must report by January 31 of each year to demonstrate compliance for all of the vehicles in the applicable weight category. You need to report information about your fleet as it existed on January 1 of the prior year and as it currently exists and must continue reporting by January 31 of each year until all vehicles in the fleet comply with the applicable engine model year schedule.

**What are the requirements for school buses?**

School buses as defined by the California Vehicle Code (CVC) section 545, with a GVWR more than 14,000 pounds were required to phase-in PM filters from 2012 to 2014. If a school bus engine cannot be equipped with a PM filter it will need to be replaced by January 1, 2018 or be placed under the low use option. No reporting is required, but owners must keep records.

**If I decide to sell my vehicle, do I have to notify the buyer of the requirements of this regulation?**

Yes. Any person selling a vehicle subject to the Truck and Bus Regulation must provide a specific disclosure statement in writing to the buyer on the bill of sale, sales contract addendum, or invoice. See Regulatory Advisory 416 at [www.arb.ca.gov/enf/advs/advs416.pdf](http://www.arb.ca.gov/enf/advs/advs416.pdf).

**How do I determine what action to take to bring my fleet into compliance, especially if I use different flexibility options?**

The Truck and Bus Fleet Calculator is an Excel spreadsheet that you can use on your own computer to help you evaluate various compliance strategies and upcoming compliance deadlines.. The calculator allows you to determine compliance with one or more options in the regulation and your fleet information can be uploaded directly from your Truck Regulation Upload Compliance and Reporting System (TRUCRS). The calculator is located at: <https://www.arb.ca.gov/msprog/onrdiesel/compliancetool.htm>

**Where can I get more information?**

Fact sheets, compliance tools and regulatory documents about the Truck and Bus Regulation are available at [www.arb.ca.gov/dieseltruck](http://www.arb.ca.gov/dieseltruck). If you have questions or wish to obtain this document in an alternative format or language, please call ARB's diesel hotline at (866) 6DIESEL (634-3735). TTY/TDD/ Speech to Speech users may dial 711 for the California Relay Service.

# Truck and Bus Regulation

## How to Verify if Hired Fleets Comply

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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 during the year 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 and vehicle 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 because they are complying with the engine model year schedules, then the owner must provide other documentation to demonstrate annually for every compliance year that their fleet complies with the regulation. You should obtain a dated written 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 engine model year and PM filter information about their trucks to demonstrate compliance with the engine model year schedules.

If a fleet owner does report to ARB, they have until January 31 of each compliance year to update their information. Therefore, it is not necessary for motor carriers, brokers, and dispatchers to obtain a certificate to verify compliance from January 1 to January 31 of each compliance year. However, the responsible hiring party should obtain a written statement from the vehicle owner that verifies that their fleet is in compliance with the Truck and Bus regulation during the month of January in lieu of a certificate.

The responsible hiring party must perform due diligence by confirming that compliance statements are factual in the contract. If you become aware that one or more vehicles in a 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.
- 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?**

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