

Truck and Bus Regulation

Background

The California Air Resources Board (ARB) approved the Truck and Bus regulation in December 2008 and has made several majors since that time. The most recent set of changes were approved by the ARB April 25, 2014. While these April 2014 changes cannot be finalized until approved by the Office of Administrative Law (OAL), ARB is enacting the changes administratively and has released regulatory advisories so that you can begin to take advantage of these amendments prior to OAL approval.

The information below first describes the rule as it applies to agricultural vehicles and also gives the basic information about several options if you are not eligible to be registered as an agricultural vehicle. The options are listed in order of likelihood that a truck or bus owner that is in the agricultural industry could likely utilize them. Please note there are other options not listed that can be found at the ARB website listed below. If none of the compliance options fit your needs, information about the engine model schedule for the truck and bus rule is in the eighth section.

1. **Agricultural Mileage Extension**
2. **Low-Use Vehicle Option**
3. **Log Truck Option**
4. **NOx Exempt Option**
5. **Low-Mileage Work Truck Option**
6. **Small Fleet Option**
7. **Economic Hardship Option**
8. **General Engine Model Year Compliance Schedules for Light and Heavy Trucks**

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. If you have questions or wish to obtain documents 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.

ALERT: IF YOU HAVE NEVER REGISTERED YOUR AG VEHICLES PREVIOUSLY WITH ARB YOU MAY STILL OPT-IN ANYTIME UNTIL JANUARY 31, 2015. THE

REGISTRATION FOR AG VEHICLES WILL CLOSE AFTER JANUARY 31, 2015, SO PLEASE REGISTER NO LATER THAN JANUARY 31, 2015. SEE DETAILS BELOW.

1) Agricultural Mileage extension

How does the Truck and Bus Rule apply to agricultural vehicles?

There is delayed compliance for agricultural vehicle that operate less than specified mileage thresholds and for a limited number of specialized trucks.

- Applies to diesel trucks and buses that are exclusively use for agricultural operations with a manufacturer gross vehicle weight rating greater than 14,000 pounds.
- Includes agricultural vehicles such as trucks and buses owned by log harvest operations or farming businesses and certain trucks that are not farmer-owned but are dedicated to supporting agricultural operations. Pickups are not subject to the regulation.
- Owners must report odometer readings annually to remain eligible.

Can I still report to take advantage of the agricultural vehicle compliance extension?

Yes, if you did not report previously and you can provide the annual mileage since January 1, 2011 for each of your vehicles that you want to register as an agricultural (AG) vehicle you may still opt-in until January 31, 2015. The number of vehicles registered as AG vehicles in 2011 cannot be higher than the number of trucks in your fleet on January 1, 2009, and cannot increase in subsequent years. You may need to report information about vehicles that are no longer part of the fleet to establish the 2009 baseline.

Fleets can update and report their information online using a [computer](#) or they can [download a form \(PDF\)](#) so they can submit their vehicle information by mail. Please note: If you are registering your AG vehicles for the first time and you do it before December 31, 2014 there are two things you need to know. First, the form you pull up will be the 2014 reporting form, so ignore the January 31, 2014 reporting deadline listed in the form. CARB is in the process of updating this form. So until that is completed, just use this current form. Second, you will need to go back after January 1 but before January 31st to give your January 1, 2014 mileage for your newly registered vehicles.

Another option would be to just wait until the 2015 form is available and register your trucks for the first time after January 1 but before January 31, 2015. If you have questions contact (866) 6DIESEL (866-634-3735) or email 866diesel@arb.ca.gov.

What mileage thresholds apply to eligible agricultural trucks?

Starting in 2011, all eligible vehicles must have stayed below the annual mileage limits to remain eligible for the compliance extension except for trucks approved for the specialty agricultural vehicle exemption (which is now limited to only cattle trailers who register by 1/31/15). Owners must update their odometer reading for January 1 each year and when a vehicle is removed from the fleet. **To be and remain eligible, vehicles must have stayed and must continue to stay below the limits shown in the table below.** The extension expires immediately when a vehicle exceeds the mileage limits in any year or if it is used for non-agricultural purposes.

Engine Year	Annual Mileage Limits		
	2011 to 2016	2017 to 2019	2020 to 2022
2006 or newer	25,000 miles	15,000 miles	10,000 miles
1996 to 2005	20,000 miles	15,000 miles	10,000 miles
1995 and older	15,000 miles	15,000 miles	10,000 miles

I have a farming business. What types of vehicles can qualify for the agricultural mileage extensions?

A farming business is one that operates or manages a farm for profit but does not include farm support businesses such as farm labor companies, or businesses that provide other agricultural services such as farm management on a contract basis. Farming businesses include horticultural, viticultural, aquacultural, forestry, dairy, livestock or bee products and include the cutting or removing of timber, solid wood products and biomass from forestlands for commercial purposes.

Most trucks and buses owned by farming businesses or log harvest operations can qualify if they are used exclusively for growing or harvesting crops for the primary purpose of making a profit or to deliver the harvested crop. Examples include farm trucks used to pick up supplies, mend fences, move cattle, and handle other farming

operations, but do not include vehicles that are part of a transportation business or vehicles leased to others for non-agricultural uses.

I am not a farmer. Can my trucks qualify for the agricultural mileage based extensions?

Trucks owned by non-farming businesses can qualify if used exclusively in one or more of the following ways:

- Deliver fertilizers or pesticides that require the display of a placard, between a distribution center and the farm.
- Perform work on a farm or forest and are specially designed for specific tasks. Examples include manure spreaders, feed mixers, silage harvest trucks, and bale processors, but do not include support vehicles used to service equipment or to transport workers, equipment or supplies.
- Serve as water trucks used solely on a farm or forest.
- Transport harvested agricultural products between the farm and the first point of processing. Examples include trucks transporting crops from the farm to a packing shed, cotton to a cotton gin, or logs from the forest to the saw mill.

Can I claim the agricultural vehicle extension if my odometer is not functioning?

No, you cannot claim a mileage base extension without a properly functioning odometer. If the odometer does not work you must use a hub-odometer that is non-resettable, has a unique serial number, and has a lock-out feature that permanently prevents tampering. The serial number must be reported if a hub-odometer is used.

What vehicle can opt-in to the specialty agricultural vehicle extension?

Owners that exclusively pull a livestock trailer used only for hauling cattle may opt-in to this extension by reporting no later than January 31, 2015. Owners of cattle livestock trucks that are exclusively operated not-for-hire can operate statewide under this extension during the specified spring and fall cattle seasons, and can operate outside the specified seasons only when hauling the brand of livestock registered to the hauler. For-hire owners may operate cattle livestock trucks in California solely for the specified spring and fall cattle seasons each year, except for a limited number of cab-over truck and trailer combinations. The extension can delay compliance with the general requirements until January 1, 2023, without a mileage restriction. See Advisory 14-13 for more detailed information regarding specialty cattle trucks, www.arb.ca.gov/msprog/mailouts/msc1413/msc1413.pdf

Will I lose the agricultural vehicle extension if I need to replace a vehicle?

No, fleets can retain the same number of qualifying vehicles if the replacement vehicle is placed in service within a year, the engine is at least one model year newer than the one being replaced, and the annual mileage limits continue to be met after the replacement vehicle is placed in service.

What are the labeling requirements for the agricultural vehicle extension?

Qualifying vehicles must be labeled with the letters "AG" on the left and right door. Within 30 days of reporting, owners must permanently affix or paint the letters "AG" in white block lettering that is three inches high on a five inch by eight inch black background. The label must be located on the left and right door of the vehicle and be in clear view at all times. Seasonal for-hire specialty cattle livestock trucks will need to label both doors with "CS" in white block lettering that is three inches high on a five by eight inch background. ARB will not issue the label. Contact your local County Farm Bureau as many of them offer labels for their members.

How do I determine compliance if I have several vehicles that use compliance extensions?

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 from now until 2023. The calculator allows you to determine compliance with one or more options in the regulation, including credits, extensions, and special provisions.

OPTIONS AVAILABLE IF YOU ARE NOT ELIGIBLE TO REGISTER AS AN AGRICULTURAL VEHICLE:

What do I do if I miss the January 31, 2015 deadline and did not register my agricultural vehicles with ARB?

You will no longer be eligible to sign up for the agricultural mileage provision after January 31, 2015. Instead, you will need to comply with the regular Truck and Bus rule which is contained in sections 2-8 below. The regulation applies to nearly all diesel fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned. Other public fleets, solid waste collection trucks and transit buses are already subject to other regulations and are not part of the truck and bus regulation. Trucks that transport marine containers must comply with the drayage truck regulation.

The requirements of the truck and bus regulation is divided into two categories, lighter weight (GVWR of 14,000-26,000 pounds) and heavier weight (GVWR over 26,001 pounds). There are several options in the non-agricultural provisions of the truck and bus rule that agricultural operators could utilize. They are listed below:

2) Low-use vehicle option

A low-use vehicle (does not include school buses) is one that operates less than 1,000 miles per calendar year within California's borders. Until January 1, 2020, low-use vehicles also include vehicles that travel less than 5,000 total miles per calendar year. Engine or PTO hours are no longer used to determine low-use. Vehicles which meet these annual mileage limits will be exempt from PM filter or engine-upgrade requirements in any calendar year.

How do I take advantage of the low-use vehicle exemption?

Each January you can designate which trucks will use the low-use exemption for the year. You must report vehicle information and odometer readings by January 31 of the compliance year or within 30 days of purchasing a vehicle. You must also report end of year odometer readings and when the vehicle is sold to demonstrate the vehicle met the mileage limits. You must also keep records of odometer readings, vehicle purchases, and sales.

I travel in and out of California, how can I qualify for the low-use exemption?

If you travel less than 1000 miles per year in California, you will need to report odometer readings like other fleets; however, you will also need to track and report the total miles traveled outside of California. The miles traveled outside California are subtracted from the total miles operated when determining compliance. Fleet owners must keep documentation of the miles travelled inside and outside California, like International Registration Plan records, fuel tax records, or other documentation. The owner must provide records to the Air Resources Board (ARB) upon request.

Thus if you need to drive more than 5,000 miles annually, you will only be allowed to travel 1,000 miles per year in California. If you can stay under 5,000 total miles annually you can drive anywhere inside or outside of CA.

3) Log truck option

Log trucks are eligible for the log truck phase-in option if they are heavy-duty vehicles with a manufacturer’s gross vehicle weight rating (GVWR) greater than 33,000 lbs., exclusively transport logs, and have permanently attached log bunks. Owners of log trucks can identify which log trucks in their fleet will use the log truck phase-in option, and owners do not need to include all of their log trucks in the option.

The log truck phase-in option allows log truck owners to upgrade to 2010 model year engines on a separate schedule shown in the following table and does not require the use of PM filters. The option can be used by log trucks that operate statewide, and there are no mileage limits. However, the total number of trucks using the log truck phase-in option and agricultural vehicle extensions cannot be higher than the number of trucks owned by the fleet on January 1, 2009. Trucks that comply with the log-truck phase-in option do not count towards compliance with other flexibility options.

Log Truck Phase-in Option Compliance Schedule	
Compliance Deadline as of January 1	Percent of Total Fleet with 2010 Model Year Emissions Equivalent Engines
2012	0%
2013	0%
2014	10%
2015	20%
2016	30%
2017	40%
2018	50%
2019	60%
2020	70%
2021	80%
2022	90%
2023	100%

How do I take advantage of the log truck phase-in option?

A log truck owner may opt-in to the log truck phase-in option until January 31, 2015 by reporting which log trucks in the fleet will use it. The number of log trucks the owner identifies as using the log truck phase-in option establishes how many trucks must be

upgraded with 2010 model year or newer engines from 2014 to 2023. The owner will also need to report information about trucks owned in 2009. The log trucks using this option comply separately from the rest of the fleet and the number of log trucks reported to use the option cannot be changed after January 31, 2015. Log trucks in the fleet that are not included in the log truck phase in option must comply like other trucks.

Are there any labeling requirements?

Log trucks that use the log truck phase-in option must be labeled within 30 days of reporting to use the option. Fleet owners must permanently affix or paint the letters "AG" in white block lettering that is three inches high on a five inch by eight inch black background on the left and right door. The labels must be in clear view at all times. ARB will not issue the label but you may be able to get them from your County Farm Bureau.

4) NOx exempt option

ARB has not yet updated their fact sheet on the NOx exemption as of 10/14. Please be aware that if you want you use this option for the 2015 compliance year, owners must report information to ARB about all applicable vehicles in the fleet by January 31, 2015, and must identify which vehicles will operate exclusively in the existing NOx exempt areas. When reporting to claim the extensions, vehicles that operate exclusively in these regions should be identified and reported as using the "NOx Exempt Area" extension.

NOx Exempt Areas: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Eastern Kern (portion of Kern County within the Eastern Kern Air Pollution Control District), Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Monterey, Nevada, Northern Sonoma (as defined in title 17, CCR section 60100(e)), Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Northern Sutter (portion of Sutter County that is north of the line that extends from the south east corner of Colusa County to the southwest corner of Yuba County), the portions of El Dorado and Placer that are within the Lake Tahoe Air Basin, the portion of Placer that is East of Highway 89 or within the Lake Tahoe Air Basin, Trinity, Tehama, Tuolumne and Yuba.

Are there any labeling requirements for the NOx exempt extension?

Yes, vehicles that are operated exclusively in the NOx exempt areas of California must be labeled unless the owner chooses to use an electronic vehicle location tracking

system. Labeled vehicles must have stickers or other labels permanently affixed or painted on the left and right door with the letters “NE” in white block lettering that is three inches high on a five inch by eight inch black background. The labels must be in clear view at all times. ARB will not issue the label but you may be able to get them at your County Farm Bureau.

5) Low-mileage work truck option

This option currently applies to heavier vehicles with a gross vehicle weight rating greater than 26,000 pounds, but will be available for lighter vehicles on January 1, 2015. Once ARB provides the information for lighter vehicles it will be provided.

This option allows owners that meet minimum PM filter requirements each year, from 2014 to 2018, to defer compliance for the work trucks in the fleet that travel less than 20,000 miles per year. Owners can designate which vehicles will use the extension at the beginning of every year or within 30 days of purchasing a vehicle. All work trucks will need to comply with the replacement requirements of the engine model year schedule starting January 1, 2020.

What trucks can use the Low-Mileage Work Truck Option?

Work trucks that can use the option must have been in the fleet on January 1, 2012 **or** must have a 1996 or newer engine. The trucks **must meet one** of the following definitions:

- Is owned by a company that has a valid California Contractors License, or
- Is a tractor trailer combination that exclusively pulls a dump or low-boy trailer, or
- Is a truck with an attached body except if it tows a trailer and hauls goods

What is the compliance schedule for low-mileage work trucks?

Each year, before the Low-Mileage Work Truck Option can be used for any truck, the entire fleet of heavier vehicles must meet the minimum PM filter requirements shown in the table below. All heavier vehicles (greater than 26,000 GVWR) **except those that are using the low-use exemption** must be counted to determine how many filters are needed. For example, assuming you have two heavier trucks in your fleet, and they are both designated as low mileage work trucks, you would need the first filter January 1, 2014 and the second filter January 1, 2017.

This is how it works for two trucks:

Jan. 1, 2014: $2 \times 0.33 = 0.66$ which rounds up to 1 (first filter required)

Jan. 1, 2015: $2 \times 0.40 = 0.80$ which rounds up to 1 (assuming you met this requirement the previous year)

Jan. 1, 2016: $2 \times 0.60 = 1.2$ which rounds down to 1

Jan. 1, 2017: $2 \times 0.80 = 1.6$ which rounds up to 2 (second filter required)

If you changed the number of vehicles in your fleet in any year, these calculations and the number of filters required would change. Any vehicle that has a PM filter on it already will count toward the PM filter requirement of the Low-Mileage Work Truck Option even if it is not a work truck. **If you own one heavy truck you must report like other fleets to claim the Low-Mileage Work Truck Option, and can delay the PM filter requirement until January 1, 2016.**

Compliance Date	PM Filters Required*
January 1, 2014	33%
January 1, 2015	40%
January 1, 2016	60%
January 1, 2017	80%
January 1, 2018	100%

**Excludes low use and funded vehicles*

After the owner has demonstrated compliance with the PM filter requirements, the remaining trucks can be designated as low-mileage work trucks and will be exempt from the general replacement or retrofit requirements. Starting January 1, 2020, all low-mileage work trucks must comply with the engine model year schedule like other trucks.

Eligible trucks will need to be labeled with the letters "WT" with white block lettering that is three inches high on a five inch by eight inch black background on each door. The labels must be in clear view at all times. ARB will not issue the label. You need a properly functioning odometer. If the odometer does not work you must use a hub-odometer that is non-resettable, has a unique serial number, and has a lock-out feature.

6) Small fleet option

The small fleet option allows small fleets with 1-3 total trucks over 14,000 lbs. GVWR to delay PM filter requirements until January 1, 2014 or later for the heavier trucks (greater than 26,000 lbs) in the fleet and defers truck replacements until January 1, 2020 for the heavier trucks in the fleet. **To use this option, owners must have reported to ARB by July 31, 2014 to opt-in and comply with the following schedule for the heavier vehicles in the fleet (except as noted below):**

- **First heavier vehicle must have a PM filter by January 1, 2014 or July 1, 2014**
- Second heavier vehicle must have PM filter by January 1, 2017
- Third heavier vehicle must have PM filter by January 1, 2018

The PM filter requirements can be met by either installing the highest level PM filter retrofits that have been verified by the ARB or with PM filters that are standard equipment on 2007 model year or newer engines. The compliance date for any vehicle in the fleet that was retrofitted with a PM filter before January 1, 2014 is extended until January 1, 2023 as long as it remains in the fleet and has been reported to ARB by January 31, 2015. All other vehicles will need to be replaced starting January 1, 2020 on the same engine model year schedule as other fleets.

How do I comply with the Small Fleet Option?

To qualify for the small fleet option, you must show that one truck in the fleet had a PM filter no later than the January 1, 2014 or July 1, 2014 compliance date and must opt-in no later than July 31, 2014. You will need to report annually until all trucks are equipped with PM filters. Starting January 1, 2020 you will need to upgrade to 2010 model year engines based on the general engine model year compliance schedule. The compliance requirements are summarized in the table below.

Small Fleet Option - Compliance Schedule for Heavier Vehicles	
Compliance Date	Requirement Summary
January 1, 2014	One truck must have a PM filter
January 1, 2017	Two trucks must have a PM filter
January 1, 2018	All three trucks must have a PM filter
January 1, 2020	Replace all 1999 or older model year engines
January 1, 2021	Replace all 2000-2004 or older model year engines
January 1, 2022	Replace all 2005-2006 or older model year engines

January 1, 2023	All must have 2010 model year engines
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7) Economic hardship extension

The Economic Hardship Extension defers compliance with the particulate matter (PM) filter requirements for up to three heavier vehicles in the fleet until January 1, 2017. The option can only be used by owners that were financially unable to comply with the January 1, 2014 PM filter requirements and still do not have the financial means to comply. Owners that have increased the number of heavier trucks in their California fleet since January 1, 2012, are not eligible.

What vehicles are eligible to use the Economic Hardship Extension?

The Economic Hardship Extension can only be used for vehicles that **did not use** any other compliance extensions for the vehicle in any year (i.e. agriculture mileage, low-use, NOx exempt area, small fleet, etc.) and meet all of the following:

- Were in the California fleet on or before January 1, 2012
- Have 1996 model year or newer engines or are in a fleet that reported their Good Faith Efforts to comply with the Small Fleet Option or the PM Filter Phase-in Option
- Operated in California in the first six months of 2014

I was denied for a loan for a new truck, am I still eligible for the Economic Hardship Extension?

The extension is only valid if you cannot obtain financing and do not have access to sufficient funds (either from personal or business accounts). If you have the financial means to comply, but do not comply with the filter requirements you are subject to enforcement action.

Does an approved Economic Hardship Extension count the same as having a PM filter?

Any vehicle with an Economic Hardship Extension is excused from meeting the PM filter requirements, but this does not affect compliance of other vehicles in the fleet. When determining compliance with fleet based compliance options, the vehicle is still counted as a vehicle that does not have a PM filter. For example, a fleet with 4 PM filters, 3 Low-Mileage Work Trucks, and 3 that are using the Economic Hardship Extension will still have 40 percent PM filters with or without the Economic Hardship Extension.

Can I claim the Economic Hardship Extension if other vehicles in the fleet still would not comply?

If the Economic Hardship Extension does not bring the fleet into compliance, it cannot be claimed. You will need to sell, scrap or retire the other non-compliant vehicles before you can begin the process to show you are financially unable to bring other vehicles into compliance.

What steps must I take to show I cannot afford to comply?

The following is a summary of the steps the owner must take between July 1, 2014 and December 31, 2014 to show they are still financially unable to complete any actions to comply:

- Report information about all heavier vehicles in the fleet that operated in California since January 1, 2012 in The Truck Regulation Upload, Compliance, and Reporting System (TRUCRS) at: ssl.arb.ca.gov/ssltrucrsto/trucrs_reporting/reporting.php.
- Obtain price quotes for each of the following actions that could bring one vehicle into compliance: purchase and installation of a PM filter, purchase of a replacement vehicle and lease of a replacement vehicle for 1 to 3 years.
- Complete the ARB approved Form 162. List the TRUCRS ID for your fleet, information about the three price quotes, your financial information, and signature.
- Apply for financing where the vehicle (or another asset with an equivalent value) is offered as collateral.
- Present the completed Form 162, copies of the three price quotes, and financial information to California Capital Access Program (CalCAP) lender. A list of CalCAP lenders is at www.treasurer.ca.gov/cpcf/calcap/arb/lenders.pdf.
- If approved for a loan, then complete the action to comply. If denied a loan for each of the three options, then, the lender will need to complete and sign the bottom portion of the form and provide a loan denial letter.

If the CalCAP lender does not commonly provide financing for all three quotes, you may need to apply to a second state or federal chartered financial institution with a separate Form 162 for the remaining quotes. Additional details and the application form you need to apply is available in the Economic Hardship User Guide

at ssl.arb.ca.gov/ssltrucrsto/trucrs_reporting/reporting.php. **Complete applications with supporting documents must be submitted no later than January 31, 2015.**

Do I need an application for every truck that can use the Economic Hardship Extension?

No. If you complete the steps to show that you cannot afford to bring one vehicle into compliance with all three actions, you do not need to repeat the steps for the additional two vehicles that may be eligible.

I reported I was denied a loan December 2013; can I use the Economic Hardship Extension?

All owners need to take the same steps between July 1, 2014 and December 31, 2014 to show they are still financially unable to complete any of three actions that could be used to bring a vehicle into compliance. Therefore, loan denials and quotes obtained prior to July 1, 2014, cannot be used.

What must I do after I have been approved for the Economic Hardship Extension?

Your vehicles will be listed in TRUCRS using the Economic Hardship Extension, and you will be able to print a certificate of reported compliance. You cannot add any vehicles to the fleet while the Economic Hardship Extension is being used by any vehicle in the fleet and may not retire vehicles that have a PM filter before those that are using the Economic Hardship Extension. By January 31 of each year, you will need to update your financial information to retain the extension. By January 1, 2017, you must retire the vehicles unless they have a 1996 model year or newer engine and are equipped with a PM filter that reduces PM by 85 percent.

8) General engine model year compliance schedules for light and heavy trucks

Truck Compliance Requirements for Heavier Trucks and Buses

Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with the following schedule by engine model year unless owners can report to show compliance with the more flexible options listed above in sections 1-7.

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	Meets final requirements

**Must have PM filter by January 1, 2014, if not originally equipped*

Starting January 1, 2012, heavier trucks were required to meet the engine model year schedule shown above. Fleets that comply with the schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines must be replaced starting 2015. Replacements with a 2010 model year or newer engines meet the final requirements, but owners can also replace with used trucks that have a future compliance date on the schedule. For example, a replacement with a 2007 model year engine complies until 2023. By 2023, all trucks and buses must have 2010 model year engines with few exceptions. No reporting is required if complying with this schedule.

Compliance requirements for lighter trucks and buses (14,000-26,000 GVWR)

Lighter trucks and buses with a GVWR of 14,001 to 26,000 pounds do not have compliance requirements until 2015. Below is the Engine Model Year Schedule for Lighter Trucks that lists the compliance dates that apply by engine model year for lighter trucks. Starting January 1, 2015, lighter trucks with engines that are 20 years or older will need to be replaced with newer trucks. **No reporting is required.**

Engine Model Year Schedule for Lighter Trucks	
Engine Year	2010 Replacement Date
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

Replacements with a 2010 model year or newer engines meet the final requirements, but owners can also replace with used trucks that have a future compliance date on the schedule. PM filter retrofits cannot be used to comply with this option; however, owners that installed a PM filter retrofit on a lighter truck by January 1, 2014 and reported by January 31, 2015 can continue to operate the vehicle until January 1, 2023.

Sales Disclosure

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 (PDF).

General Compliance – Fleet Calculator

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 from now until 2023. The calculator allows you to determine compliance with one or more options in the regulation, including credits, extensions, and special provisions (many that are explained in sections 1-7 above).

For more information

Additional Fact sheets and information are available at www.arb.ca.gov/dieseltruck by calling (866) 6DIESEL (866-634-3735) or email 8666diesel@arb.ca.gov.