



Regulatory Advisory

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Truck and Bus Regulation – Unique Vehicle Determination for Certain Cab-Over Engine Livestock Truck and Trailer Combinations

The Air Resources Board has determined that certain cab-over-engine truck and trailer combinations that are used exclusively to transport livestock, qualify for the unique vehicle provisions of the Truck and Bus regulation. Vehicles that qualify for the unique vehicle provisions in the Truck and Bus regulation are not subject to any engine or vehicle replacement requirements to meet the best available control technology (BACT) requirements for reducing oxides of nitrogen (NO_x) emissions (or NO_x BACT) until January 1, 2021. They are however, required to meet the particulate matter (PM) BACT requirements if an effective verified diesel emission control strategy (VDECS) that achieves NO_x and PM reductions is available, and it must be installed when meeting the (PM BACT) requirements of the regulation. If no such device is available, then the PM BACT must still be met without achieving NO_x reductions.

Unique vehicle provisions

To demonstrate that a vehicle meets the unique vehicle definition as defined in title 13, California Code of Regulations, section 2025 (p)(74), fleets must demonstrate that the vehicle meets each of the following provisions:

1. *a used vehicle that performs a similar function with a 2007 NO_x equivalent emissions engine or cleaner is not available, and*
2. *a used suitable cab and chassis upon which the truck bed could be mounted is not available, and*
3. *a verified NO_x emissions control device that could reduce the vehicle's exhaust NO_x emissions is either installed or not available, and*
4. *the vehicle's engine is equipped with the highest level VDECS.*

Basis for determination

A cab-over truck and trailer combination qualifies for the unique vehicle provisions if it has a minimum 26 foot livestock holding module mounted directly to the frame, and has the ability to pull a livestock trailer that does not exceed California length law restrictions when combined with the length of the truck. The truck and trailer combination must be exclusively used to transport livestock and serve the purpose of transporting livestock in and out of lands that are unsuitable for semi or conventional cab tractor and trailer combinations due to the length of the vehicle or limited traction. Lands could include, but are not limited to, United States Forest Service land, Bureau of Land Management land, other publicly owned land, and private land in mountainous, coastal or remote areas.

The livestock truck and trailer combination described above meets the unique vehicle definition for the following reasons:

- Cab-over trucks or tractors, with the appropriate configuration to be used as livestock truck and trailer combination, have not been manufactured with a 2007 model-year engine or newer.
- A suitable cab and chassis replacement with a cab-over engine configuration is not available used with a 2007 model year or newer engine
- Other tractor and livestock trailer combinations that have 2007 model-year or newer engines are not suitable for use in remote areas and forest lands because they are unable to negotiate narrow unmaintained roads that are often unpaved and have rugged terrain.
- The livestock holding module cannot be mounted on a truck with a conventional cab and still pull the existing livestock trailer because of California length law restrictions.

Conditions to maintain exemption

To maintain unique vehicle status, livestock cab-over truck and trailer combinations described above must be equipped with an engine that is in good repair and the engine must be retrofitted with a VDECS that achieves the highest level reductions for at least PM and also for NOx if available. A VDECS that cannot be safely operated on the vehicle is not considered to be available for the vehicle.

The fleet is still required to include the unique vehicle in calculating compliance if complying using the BACT percentage limits of section 2025(g) or the fleet averaging option of section 2025(h) of the regulation.

If a suitable used truck with a 2007 model-year or newer engine becomes available 10 months prior to the next compliance date and a suitable VDECS has not yet been installed on the vehicle, then the unique vehicle exemption will no longer apply.

Contacts for Additional Information

You can obtain additional information, including reporting forms, at www.arb.ca.gov/dieseltruck, or you may call 866-6DIESEL (866-634-3735), or by email at 8666diesel@arb.ca.gov.