

Truck and Bus Regulation

Low Mileage Construction Truck Phase-in Option



Last Updated: November 30, 2018

This summary describes the Low-Mileage Construction Truck Extension and requirements. From 2015 to 2018, this option had different eligibility criteria and was known as the Work Truck Phase-In Option during that period. This summary has been updated to reflect the voided 2014 amendments.

What is the Low Mileage Construction Truck Phase-in Option?

This option allowed owners that met fleet PM filter requirements each year, from 2014 to 2018, to defer compliance for vehicles in the fleet that met the option eligibility criteria. The heavier vehicles using this option will need to be replaced per the engine model year schedule beginning January 1, 2020 for vehicles with GVWR greater than 26,000 lbs. Lighter vehicles are those with a gross vehicle weight rating (GVWR) of 14,001 to 26,000 lbs. must currently comply with the engine model year schedule.

How are Low Mileage Construction Trucks Defined?

Eligible trucks include all construction trucks that are owned by a contractor that holds a valid license issued by the California Contractors State License Board and certain truck body types regardless of who owns them. Low-mileage construction trucks must operate less than 15,000 miles per year; however, dump trucks can operate up to 20,000 miles per year. Eligible truck body types that are not owned by licensed contractors include concrete mixers, concrete pump trucks, water trucks, and tractors that exclusively pull low-boy trailers. Dump trucks must transport construction materials such as dirt, asphalt, rock or construction debris and include a transfer truck, or a tractor trailer combination used exclusively to pull bottom dump, end dump, or side dump trailers.

Do I need to continue to report my Low Mileage Construction Truck after it has been equipped with a PM filter retrofit?

Yes. Vehicles using the Low Mileage Construction Truck option that have a PM filter retrofit installed by 2018 on a heavier vehicle with a 1995 or older model year engine, must continue to report to delay upgrading to a 2010 model year engine as *LMCT with a filter* and provide the odometer readings from December or January. Odometer readings must be reported in January of each compliance year until the replacement deadline. You can report online in the Truck Regulation Upload, Compliance, and Reporting System (TRUCRS) at www.arb.ca.gov/msprog/onrdiesel/reportinginfo.htm or with paper forms. The reporting period closes each January 31. You are not eligible to use the option if your fleet does not meet the minimum PM filter requirements for both your lighter and heavier trucks.

What are the labeling requirements?

Eligible trucks will need to label with the letters "WT" or "CT" 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.

Can I claim the Low Mileage Construction Truck Extension if my odometer is not functioning?

No, you cannot claim a mileage based option 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 with the hub-odometer reading if a hub-odometer is used.

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/msprog/onrdiesel/documents/FSRegSum.pdf 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.