

# Compliance Requirement Summary Based on the Voided 2014 Amendments of the Truck and Bus Regulation



Last updated: December 14, 2018

In 2014, Staff amended the Truck and Bus Regulation to provide additional time for vehicle owners to come into compliance and extend credits for fleet owners that already invested in compliance. John R. Lawson (Lawson) Rock and Oil of Fresno and the California Trucking Association (CTA) sued the California Air Resources Board (CARB), to void the 2014 amendments. The court ruled in favor of Lawson and CTA and ordered CARB to set aside the regulations 2014 amendments. This summary outlines the current compliance requirements.

## **NOx Exempt Area Extension**

The counties that will continue to be considered in the NOx Exempt Area are: Alpine, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Monterey, Northern Sonoma, Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Tehama, Trinity, and Yuba

Counties removed from the NOx Exempt Area are: Amador, Butte, Calaveras, Kern, Inyo, Mariposa, Mono, Nevada, and Tuolumne along with the portions of Sutter, El Dorado, and Placer.

Vehicles with 1996 to 2006 model year engines that have a PM filter (OEM or retrofit) may operate throughout California until replacement is required per the Engine Model Year schedule. Once replacement is required, a vehicle with a PM filter will be exempt from the replacement requirement if the vehicle does not leave the NOx areas and is reported. Any vehicle already required to be replaced per the Engine Model Year schedule requirements (such as lighter vehicles or heavier vehicles with 1995 and older model year engines) must already have a PM filter and remain exclusively in the NOx Exempt areas. You will need to report your vehicle as "NOx Exempt with a PM Filter".

## **Low Use Exemption**

The low use mileage limit is reducing one year earlier than expected because of the rescinded amendments. A Low Use vehicle is one that operates less than 1,000 miles a year in California and 100 hours of power take off (PTO) annually to remain exempt from the clean-up requirements of the Truck and Bus regulation.

## **Ag Vehicle Extension**

Beginning January 1, 2019 the annual mileage limit will be 10,000 miles. Vehicles that travel below 10,000 miles annually and have not exceeded prior mileage threshold may continue to use the Agricultural mileage extension until January 1, 2023.

## **Low Mileage Construction Truck (Formerly Low Mileage Work Truck)**

This option is no longer available to lighter vehicles with a GVWR 14,001-26,000lbs. Additionally it is not available for new opt-ins. Only vehicles with a PM filter (OEM or retrofit) may continue to use this option. Vehicles using the Low Mileage Construction Truck option that have a PM filter retrofit installed on a heavier vehicle with a 1995 or older model year engine, must continue to

report to delay upgrading to a 2010 model year or newer engine by reporting the vehicle as LMWT with a filter operate less than 20,000 miles annually, and report the vehicle's odometer reading annually.

If your vehicle body type is a dump truck designed to transport construction material, including transfer trucks, bottom dumps, end dumps and side dumps; the annual mileage limit will remain at 20,000 miles a year.

A 15,000-mileage threshold now applies to any vehicle owned by a company that possesses a valid contractor's license, or if the vehicle is a concrete mixer, concrete boom truck, water tank truck, or exclusively pulls a lowboy trailer

Eligible trucks must be labeled with either CT or WT.

### **Early Retrofit Credit**

Vehicle owners that installed a PM filter retrofit on their vehicle by January 1, 2014 and reported no later than January 31, 2015 were able to extend their replacement deadline until January 1, 2023. With the rescission of the amendments, this credit is only available to fleets that filtered all of their heavier vehicles by January 1, 2014 and/or all of their lighter vehicles by January 1, 2014. Fleets that remain eligible for this option will still have the delayed replacement deadline of January 1, 2023. Individual heavier vehicles with 1995 and older engines or lighter vehicles with 1999 or older engines that had a PM filter retrofit installed by January 1, 2014 and reported no later than January 31, 2015, but did not install PM filter retrofits on other vehicles in the same weight category, will have a delayed replacement deadline of January 1, 2020.

### **Options that are no longer available**

- Agricultural Vehicle Extension for Cattle Livestock Trucks: Cattle livestock trucks with a GVWR greater than 33,000 or tractor-trailer combinations that exclusively transport cattle with a livestock module no longer have a body type eligible for the specialty AG option.
- Heavy Crane Phase-In Option: The phase in option that allowed heavy crane owners to exclude their heavy cranes from the general compliance requirements of the Truck and Bus regulation and phase in replacement vehicles from 2018 until 2027, in addition to the credit provided to crane owners who took early action to comply is no longer available.
- 25 Percent Replacement Limit: The added flexibility for fleets using the engine model year schedule to limit replacements to no more than 25 percent of the fleet, but no less than 2 trucks within one compliance year is no longer an option

For more information about the Truck and Bus Regulation, specific factsheets are available at [www.arb.ca.gov/dieseltruck](http://www.arb.ca.gov/dieseltruck). If you have questions, please call ARB's diesel hotline at (866) 6DIESEL (634-3735)