

Truck and Bus Regulation

Background

The California Air Resources Board (ARB) approved the Truck and Bus Regulation in December 2008 and has made several major changes since that time. The last set of changes was approved by the ARB in April 2014.

The information below first describes the rule as it applies to agricultural vehicles. After that, there is basic information about other compliance options if you did not previously register your vehicle as an agricultural vehicle. **Please note, the ability to register a vehicle with ARB as an agricultural vehicle closed on January 31, 2015. Registering as an agricultural vehicle is no longer an option if you did not register before the 2015 deadline.**

There are numerous other compliance options beside the Agricultural Mileage provision. The options listed below are the ones most commonly used by the agricultural community, but as noted, only a few of them are still available. If none of these compliance options fits your needs, general compliance information about the truck and bus rule using the engine model schedule is in the sixth section of this document.

- 1) Agricultural Mileage Extension—**Closed to registration**
- 2) Low-Use Vehicle Option—Still available
- 3) Log Truck Option—**Closed to registration**
- 4) NO_x Exempt Option—Still available with specific trucks
- 5) Low-Mileage Work Truck Option—Some limited use still available for specific trucks
- 6) General Engine Model Year Compliance Schedules for Light and Heavy Trucks—Still Available

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 the ARB diesel hotline at (866) 6DIESEL (634-3735). TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

1) AGRICULTURAL MILEAGE EXTENSION

Can I still use the agricultural vehicle compliance extension?

If you registered your agricultural vehicles with ARB **before January 31, 2015**, and have provided annual mileage to the ARB by January 31 of each year, you can continue to use this extension until January 1, 2023, at which time you are required to have 2010 engines for on-road diesel vehicles 14,000 GVWR and greater.

ARB prefers that fleet information be updated and reported information online using a computer. If you have questions, contact (866) 6DIESEL (866-634-3735) or email 8666diesel@arb.ca.gov.

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

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. Unfortunately, many of these options are no longer available.

The agricultural mileage provision option closed as of January 31, 2015. It is most likely that your only option will be 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 are divided into two categories: lighter weight (GVWR of 14,000-26,000 pounds) and heavier weight (GVWR over 26,001 pounds).

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

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

- This applies to diesel trucks and buses that are exclusively used for agricultural operations with a manufacturer gross vehicle weight rating greater than 14,000 pounds.
- It 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.

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. 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 sawmill.

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

No, you cannot claim a mileage-based 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.

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 doors. Owners must permanently affix or paint the letters “AG” in white block lettering that is 3 inches high on a 5-inch-by-8-inch black background. The label must be located on the left and right doors 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 3 inches high on a 5-by-8-inch

background. ARB will not issue the labels. Contact your local county Farm Bureau, as many of them offer labels for their members.

2) LOW-USE VEHICLE OPTION

A low-use vehicle (does not include school buses) is one that operates fewer than 1,000 miles per calendar year within California's borders. Until January 1, 2020, low-use vehicles also include vehicles that travel fewer than 5,000 total miles per calendar year. 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 California. 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. Please note that as of January 1, 2020, the low-use mileage will be a maximum of 1,000 miles annually.

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 fewer than 1,000 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, through International Registration Plan records, fuel tax records or other documentation. The owner must provide records to the ARB upon request.

3) LOG TRUCK OPTION

The Log Truck Option closed on January 31, 2015 for owners of heavy-duty vehicles with a manufacturer's gross vehicle weight rating (GVWR) greater than 33,000 lbs. that exclusively transport logs and have permanently attached log bunks.

The log truck phase-in option allows log truck owners who registered with ARB by January 31, 2015, 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 toward 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%

Can I still take advantage of the log truck phase-in option?

A log truck owner must have registered with ARB by January 31, 2015, to use the log truck phase-in option.

Are there any labeling requirements?

Log trucks that use the log truck phase-in option must permanently affix or paint the letters “AG” in white block lettering that is 3 inches high on a 5-inch-by-8-inch black background on the left and right doors. The labels must be in clear view at all times. ARB will not issue the labels, but you may be able to get them from your county Farm Bureau.

4) NO_x EXEMPT OPTION

This summary describes compliance options for vehicles that are operated solely within defined NO_x Exempt Areas in California. These options do not apply to school buses.

What options are available for vehicles that operate in areas of California with cleaner air?

Vehicles that operate exclusively in areas defined as NO_x Exempt Areas can meet PM filter requirements on a delayed schedule from 2015 to 2020 and do not need to be replaced after they are equipped with PM filters. Each January, or within 30 days of purchasing a vehicle, owners must report fleet information and to identify which vehicles will operate in NO_x Exempt Areas to take advantage of the extensions.

What parts of the State are defined as NO_x Exempt Areas?

The shaded portions of the map show the regions that are designated as NO_x Exempt Areas. Starting 2015, the number of regions has been expanded as shown by the lighter shaded areas.

The following counties make up the NO_x Exempt Areas: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Eastern El Dorado, Glenn, Humboldt, Inyo, Eastern Kern, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Monterey, Nevada, Eastern Placer, Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Northern Sonoma, Northern Sutter, Tehama, Trinity, Tuolumne, and Yuba.

More detailed maps for split counties are available at <http://www.arb.ca.gov/msprog/onrdiesel/documents.php>.



What is the NOx Exempt Area Phase-In Schedule?

The phase-in schedule, shown in the table below, establishes a minimum PM filter threshold for a fleet before any vehicles in the fleet can be designated as NOx Exempt. This compliance option applies separately based on the weight category. Lighter vehicles have a gross vehicle weight rating (GVWR) from 14,001 to 26,000 lbs. and heavier vehicles have a GVWR more than 26,000 lbs. All vehicles in each weight category, except funded vehicles and those using the low-use exemption, must be counted to determine the minimum number of PM filters that are needed. For example, a fleet with 10 heavier vehicles and 10 lighter vehicles must have at least 4 PM filters on the heavier vehicles and 4 PM filters on the lighter vehicles before any of the vehicles can be designated as NOx Exempt in 2016 (10 trucks*40%=4).

This approach allows other vehicles in the fleet that already have PM filters to count towards the minimum PM filter requirement even if they do not operate in NOx Exempt Areas. Vehicles that are designated as NOx Exempt remain exempt from the general requirements each year until 2020 when all vehicles must have a PM filter. Any vehicle with a PM filter that is designated NOx Exempt also remains exempt from the replacement requirements of the applicable engine model year schedule.

NO. Exempt Area Compliance Date	Minimum PM Filters in Fleet*
January 1, 2015	25%
January 1, 2016	40%
January 1, 2017	55%
January 1, 2018	70%
January 1, 2019	85%
January 1, 2020	100%

*Excludes low use and funded vehicles

When do I need a PM filter if I only have a few trucks in the same weight category?

If all trucks within a weight category operate exclusively in NOx Exempt Areas, a one-truck fleet will need one PM filter by January 1, 2017, a two-truck fleet will need one PM filter by January 1, 2015 and another by January 1, 2019, and a three-truck fleet will need one PM filter by January 1, 2015, two by January 1, 2017, and three by January 1, 2019.

How do I use the NOx Exempt Phase-In Schedule if use other compliance options, too?

Each year, you need to make sure your fleet has the minimum number of PM filters, and then you can designate which vehicles will be designated NOx Exempt. The minimum number of filters you need does not change when you use other vehicle extensions. For example, in 2016, a fleet of 10 heavier trucks still needs at least four PM filters ($10 \text{ trucks} * 40\% = 4$) before any other trucks can be designated as NOx Exempt even if some of the trucks use the log truck extension. Each year, as PM filters are phased into the fleet, vehicles that are designated NOx Exempt will remain exempt from additional requirements.

Do I have to opt-in now if I want to use the NOx Area Exemption in the future?

No, if your fleet already complies with the general Engine Model Year schedule requirements you can wait to use the NOx Exempt Area extension in later years. The NOx Exempt Area extension can be claimed in January of any year. For example, if you have a fleet of heavier vehicles with 1996 or newer engines that are equipped with PM filters, the fleet already complies with the Engine Model Year schedule until 2020. In January of 2020, you can report to designate your trucks as NOx Exempt (with a PM filter) to make them exempt from the requirement to upgrade to 2010 model year engines.

When must I put a PM filter on my truck to make it exempt from replacement?

You must comply with the general Engine Model Year schedule requirements of the regulation; however, any vehicle (light or heavy) that is equipped with a PM filter can be exempt from replacement as long it is designated NOx Exempt and operates exclusively in NOx Exempt Areas. You must report your fleet information each January to claim the exemption. For example, if your engine must be replaced by January 1, 2016, you have until January 31, 2016 to designate your vehicle as NOx Exempt and to report that your vehicle was equipped with a PM filter by January 1, 2016. If you cannot install a PM filter on a vehicle that must be replaced, you cannot request an extension based on unavailability of Verified Diesel Emission Control Systems.

Are there any labeling requirements?

Yes, vehicles that are designated as NOx Exempt, must be labeled on the left and right door with the letters "NE" in three-inch white block letters on a five inch by eight-inch black background, unless the owner chooses to comply by using a vehicle location tracking system. 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.

LOW-MILEAGE WORK TRUCK OPTION

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 meet the work truck eligibility

criteria and travel fewer 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 with a 1996 model year or newer engine. If a fleet has both heavy and light trucks, compliance with this option is calculated separately for the heavy and light fleets. Light trucks have a GVWR from 14,001 lbs. to 26,000 lbs.

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 and is not-for-hire;
- Is a tractor trailer combination that exclusively pulls a dump or low-boy trailer;
- Is a truck with an attached body, except if it tows a trailer and hauls goods;
- Is a lighter truck, regardless of body type or use.

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 trucks and the entire fleet of lighter trucks must meet the minimum PM filter requirements shown in the table below. By 2018, all work trucks will need to have a PM filter. All trucks, except funded vehicles and those using the low-use exemption, must be counted to determine how many filters are needed. For example, a fleet with 10 heavy trucks and 10 light trucks must have at least eight heavy vehicles with PM filters and eight light vehicles with PM filters to use the option in 2017 (10 trucks x 80%= 8). Any truck 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.

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%
January 1, 2020	Meet Engine Model Year Requirements

*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 clean-up requirements. Any remaining trucks that cannot use the Low-Mileage Work Truck Option must comply with the general requirements. Starting January 1, 2020, all Low-Mileage Work Trucks must comply with the engine model year schedule like other trucks.

How do I comply if only two out of 20 trucks can use the Work Truck Option?

A fleet with 20 trucks must have at least 16 PM filters (20 x 80%) before the owner can use the Low Mileage Work Truck Option in 2017 for the remaining four trucks. 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.

I have one truck and it qualifies as a low-mileage work truck. When do I need a PM filter?

The first PM Filter requirement for single truck owners who qualified for the Low-Mileage Work Truck Option was January 1, 2016.

How do I claim the Low-Mileage Work Truck Option?

Each January, you can report which trucks will use the option for the compliance year. You need to report information about all the heavier vehicles in your fleet and the January 1 odometer reading from the beginning of the year for your low-mileage work trucks. If you want to claim this option for lighter trucks, you also need to report all lighter vehicles in your fleet and the January 1 odometer reading from the beginning of the year for your lighter, low-mileage work trucks. All vehicles that enter California during the year must be reported as part of your fleet. You can report online in the Truck Regulation Upload, Compliance and Reporting System (TRUCRS) at <http://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” with white block lettering that is 3 inches high on a 5-inch-by-8-inch black background on each door. The labels must be in clear view at all times. ARB will not issue the labels. If you previously used the Low-Mileage Construction Truck Option, the “CT” labels that you already have on the doors do not need to be changed.

Can I claim the Low-Mileage Work Truck Option 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.

If I install a PM filter on my Low-Mileage Work Truck, do I still have to stay below the mileage threshold?

Vehicles that comply with the Engine Model Year schedule do not need to be designated as Low Mileage Work Trucks. However, any eligible vehicle required to be replaced by the Engine Model Year schedule requirements (such as lighter vehicles or 1995 model year engine and older, heavier vehicles) may install a PM filter but must continue to stay under the annual 20,000-mile limit to use the Low Mileage Work Truck option. For example, a heavier 1994 model year engine or a lighter 1995 model year engine vehicle may continue to operate as a Low Mileage Work Truck if a PM filter is installed and the truck operates within the mileage limit. You will need to designate your truck as a “Low-Mileage Work Truck with PM Filter” in the TRUCRS database and report annual odometer readings.

How do I determine compliance if I have several vehicles that use different 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 compliance options, including credits, extensions and special provisions.

What do I do if there is no PM filter available for my work truck?

If you cannot install a PM filter on a vehicle that must be replaced according to the Engine Model Year Schedule, you cannot request an extension based on unavailability of Verified Diesel Emission Control Systems and will need to retire or replace the vehicle. Please see the [“PM Filter Availability and Extensions”](#) fact sheet for more information.

5) **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 1-5.

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 eight 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 did 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 needed 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 or by calling (866) 6DIESEL (866-634-3735) or emailing 8666diesel@arb.ca.gov.