

Truck and Bus Regulation¹ Compliance Requirements Summary

Last Updated: August 29, 2014



On December 12, 2008, the California Air Resources Board approved the Truck and Bus regulation to significantly reduce particulate matter, or PM, and oxides of nitrogen emissions from existing diesel vehicles operating in California. This summary has been updated to describe amendments that were approved by the Air Resources Board (ARB/Board) on April 25, 2014.

What vehicles are affected by the Truck and Bus Regulation?

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 and for privately and publicly owned school buses.

What are the compliance requirements for heavier trucks and buses?

Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options.

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 requirement

* 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 to the left. 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.

Are there any compliance options that counts newer trucks that already have PM filters?

Yes, the PM filter Phase-in Option allows owners to decide which heavier vehicles to retrofit or replace, regardless of engine model year. This option required owners to opt-in and is no longer available. To use this option, fleet owners must be able to show compliance with the percentage requirement for the entire fleet of vehicles that operate in California each year as shown in the table. For example, by

Phase-In Option Compliance Date	Vehicles with PM filters
January 1, 2012	30%
January 1, 2013	60%
January 1, 2014	90%
January 1, 2015	90%
January 1, 2016	100%
January 1, 2020	Meet Engine Model Year Requirements

January 1, 2014 the fleet needed to have PM filters on 90 percent of the heavier trucks and buses. This option counts retrofit and originally equipped PM filters towards compliance. This option defers replacements until at least 2020 regardless of engine model year. Beginning January 1, 2020, all trucks and buses will need to upgrade to 2010 model year engines based on the engine model year schedule for heavier vehicles. This option also allows fleet owners to claim credits for downsizing compared to 2006, adding early PM filters, and adding cleaner vehicles.

¹ The regulation does not apply to state and local government vehicles, solid waste collection trucks, drayage trucks that transport marine cargo, and public transit buses because they are already subject to other regulations.

While this document is intended to assist fleets with their compliance efforts, it is the sole responsibility of fleets to ensure compliance with the Truck and Bus Regulation.

I have a small fleet is there a flexibility option for me?

Yes, if you own one to three diesel trucks and buses with a GVWR greater than 14,000 lbs. you are a small fleet. You can opt-in to the Small Fleet Option until January 31, 2014, and must show compliance with the requirements for heavier vehicles in the fleet as shown in the table on the left.

Small Fleet Option Deadlines	Heavier Vehicles with PM Filters
January 1, 2014*	1
January 1, 2017	2
January 1, 2018	3
January 1, 2020	Meet Engine Model Year Requirements

Owners that do not opt-in on time or do not meet the initial PM filter requirements are not eligible to use the Small Fleet Option and must comply with the engine model year schedules or other available compliance options.

Are there any other flexibility options I can use?

Yes, there are a number of compliance extensions for individual trucks within a fleet that can extend the compliance date for low mileage work trucks, agricultural vehicles, vehicles that are operated in certain areas with cleaner air, and low use vehicles. Vehicle owners must meet the eligibility criteria and report by certain deadlines to use these flexibility options.

What are the requirements for lighter trucks and buses?

Lighter trucks and buses with a GVWR of 14,001 to 26,000 pounds do not have compliance requirements until 2015. The Engine Model Year Schedule for Lighter Trucks table 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 must be replaced with newer trucks. Starting January 1, 2020, all remaining trucks and buses would need to be replaced so that they would all have 2010 model year engines or equivalent emissions by 2023. No reporting for lighter trucks is required to comply with the schedule.

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, 2014 can continue to operate the vehicle until January 1, 2023.

What are the requirements for school buses?

School buses with a GVWR more than 14,000 pounds were required to phase-in PM filters from 2012 to 2014. School bus fleets needed to demonstrate that 33 percent of the buses had PM filters by 2012, 66 percent by 2013 and 100 percent by 2014. If a school bus engine cannot be equipped with a PM filter it will need to be replaced by January 1, 2018. No reporting is required, but owners must keep records.

If I decide to sell my vehicle, do I have to notify the buyer of the requirements of this regulation?

Yes. 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.

How do I determine compliance if I can take advantage of multiple 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.

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 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.

While this document is intended to assist fleets with their compliance efforts, it is the sole responsibility of fleets to ensure compliance with the Truck and Bus Regulation.