

# Multi-Regulation Summary (MRS)

## Requirements for Diesel Truck and Equipment Owners

All owners of diesel trucks, buses, trailers and transport refrigeration units, or “reefers,” that operate in California, are required to take steps to reduce air pollution. Reducing emissions from existing equipment is necessary to meet federally imposed clean air standards and to reduce the adverse health effects from pollution. Funding opportunities may also be available to lower emissions earlier than required. This document summarizes requirements and key dates for upgrading existing equipment:

### 1. LEGACY PROGRAMS

- A) **Idling Limits** restrict diesel vehicles from idling more than five minutes, and idling in school zones is not allowed with limited exceptions.
- B) The **Heavy-Duty Vehicle Inspection Program** uses random roadside inspections to verify that diesel engines do not smoke excessively and are tamper free.
- C) **Emission Control Labels** must be affixed to engines of all commercial heavy-duty diesel vehicles, and must be legible as proof the engine, at minimum, meets U.S. federal emissions standards for the engine model year.
- D) The **Periodic Smoke Inspection Program** requires owners of California based fleets of two or more diesel vehicles to perform annual smoke opacity tests and to keep records for at least two years for each vehicle. The requirement does not apply to cars or trucks that must undergo a Smog Check.

### 2. TRUCKS AND BUSES (private and federal fleets)



Diesel trucks and buses with a GVWR more than 14,000 lbs. that are owned by private or federal government fleets must reduce exhaust emissions by meeting particulate matter (PM) filter requirements and upgrading to 2010 model year (MY) or newer engines. In addition, any person residing in California who sells an affected vehicle must provide a disclosure notice about the regulation to the buyer. [www.arb.ca.gov/dieseltruck](http://www.arb.ca.gov/dieseltruck)

**HEAVIER VEHICLES** with a GVWR more than 26,000 lbs. need engine upgrades as shown in the table. No reporting is required if using the heavier vehicle schedule.

**LIGHTER VEHICLES** with a GVWR 26,000 lbs. or less need to be upgraded to 2010 model year engines or to newer models as shown in the table. No retrofit PM filters or reporting is required if using the lighter vehicle schedule.

Schedule for Heavier Trucks and Buses		
Engine Year	PM Filter*	2010 MY Engine
Pre-1994	Not required	January 1, 2015
1994-1995	Not required	January 1, 2016
1996-1999	January 1, 2012	January 1, 2020
2000-2004	January 1, 2013	January 1, 2021
2005 or newer	January 1, 2014	January 1, 2022
2007-2009	If already equipped	January 1, 2023

\* 50% PM reduction can be used if 85% reduction is not available.

Schedule for Lighter Trucks and Buses	
Engine Year	2010 MY Engine
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

**ALL VEHICLES** can be kept longer with early PM retrofit filters. The rule has additional flexibility for vehicles such as those operated in less polluted counties in California, low use vehicles, low mileage construction trucks, low mileage agricultural vehicles, and those in small fleets. For more information, please see the advisory and additional information posted at <http://www.arb.ca.gov/msprog/truckstop/advis/advisory.htm>. Fleet owners must report to take advantage of these and other provisions. [www.arb.ca.gov/msprog/onrdiesel/reportinginfo.htm](http://www.arb.ca.gov/msprog/onrdiesel/reportinginfo.htm)

### 3. DRAYAGE TRUCKS



Diesel-fueled trucks with a GVWR of 26,001 lbs. or more that transport cargo, containers, or chassis destined to or coming from a California port or intermodal rail yard must be registered in the statewide Drayage Truck Registry prior to port or rail yard entry. Drayage trucks must comply with requirements (see table).

As of January 1, 2014, all drayage trucks must have 2007 or newer model year engines to serve California’s ports or rail yards.

By January 1, 2023, all drayage trucks must have 2010 and newer engines. 2010 and newer engines will be fully compliant with both the Truck and Bus and Drayage regulations. For more information, call 888-247-4821 or visit [www.arb.ca.gov/drayagetruck](http://www.arb.ca.gov/drayagetruck).

Truck Engine Model Year	Emission Requirements
<b>Compliance Schedule (GVWR 26,001)</b>	
2006 and older	Not allowed
2007-2009	Compliant through 2022
2010 and newer	Fully compliant

#### 4. TRACTORS AND BOX-TYPE TRAILERS

The Tractor-Trailer Greenhouse Gas regulation applies to 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and all heavy-duty tractors that pull them on California highways. Any person residing in California who sells an affected vehicle must provide a disclosure notice about the regulation to the buyer. Fleets must register to take advantage of short haul, local haul or storage trailer exemptions and passes. [www.arb.ca.gov/tractortrailer\\_ghg](http://www.arb.ca.gov/tractortrailer_ghg)

**Low-rolling resistance tires** are required on all 2011 MY or newer tractors and trailers. For 2010 MY and older equipment, see the table below.

Low Rolling Resistance Tires	
Date	Requirement for 2010 MY and Older Equipment
January 1, 2013	All tractors
January 1, 2017	All trailers

**Aerodynamic devices are required** on all 2011 MY or newer sleeper-cab tractors and trailers. For 2010 MY and older trailers, see the table below.

Aerodynamic Requirements	
Date	Requirement for 2010 MY and Older Trailers
June 1, 2012	Deadline to register for large fleet (21 or more trailers) phase-in plan.
January 1, 2013	Deadline to register for small fleet (20 or fewer trailers) phase-in plan.
January 1, 2013	All unregistered trailers. Exceptions may apply.

[www.arb.ca.gov/truckstop](http://www.arb.ca.gov/truckstop)

**Note:** All requirements for 2003-2009 MY reefer trailers with 2003 or newer reefer engines start 2018-2020.

#### 5. TRANSPORT REFRIGERATION UNITS (TRUs or Reefers)

All TRUs (even those based outside California) that operate in California must meet the in-use standards. Every California-based TRU and TRU generator set must be registered and operator reports must be submitted and kept current at: <https://arber.arb.ca.gov/Welcome.arb?prg=tru>.

Requirements are based on the TRU engine's model year (see table). To meet requirements, TRU engines may be retrofitted with a PM filter or replaced with newer engines. All TRU engines can operate for seven years after the engine model year, before any additional upgrades are required. Beginning January 1, 2013, the business entity that hires reefer carriers (e.g. brokers, forwarders, shippers or receivers) must only hire carriers that supply compliant TRUs.

TRU and TRU Generator Set Compliance Schedule		
Engine Model Year	Low Emission TRU (50% PM Reduction)	Ultra Low Emission TRU (85% PM Reduction)
2001 or older	Original – December 31, 2008 Delayed – December 31, 2009	December 31, 2015 December 31, 2015
2002	December 31, 2009	December 31, 2016
2003	December 31, 2010	December 31, 2017
2004 (<25 hp)	December 31, 2011	December 31, 2018
2004 (>25 hp)	Not Applicable	December 31, 2011
2005 and newer	Not Applicable	December 31st of the model year plus 7 years

For more information, call 1-888-878-2826 or <http://www.arb.ca.gov/diesel/tru/tru.htm>

#### 6. PUBLIC FLEETS and OTHERS

Vehicles with a GVWR greater than 14,000 lbs. that are owned by state and local government fleets, private and public school buses, private utilities, and solid waste collection vehicles, must be retrofitted with the best available ARB verified PM filters or upgraded. The requirements for these regulations will be fully implemented by January 1, 2013.

Vehicle or Fleet Type	Website
Public and Private School Buses	<a href="http://www.arb.ca.gov/dieseltruck">www.arb.ca.gov/dieseltruck</a>
Solid Waste Collection Vehicles	<a href="http://www.arb.ca.gov/msprog/swcv/swcv.htm">www.arb.ca.gov/msprog/swcv/swcv.htm</a>
Public Transit Fleet Vehicles	<a href="http://www.arb.ca.gov/msprog/bus/bus.htm">www.arb.ca.gov/msprog/bus/bus.htm</a>
State and Local Government Vehicles and Private Utilities	<a href="http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm">www.arb.ca.gov/msprog/publicfleets/publicfleets.htm</a>

#### FUNDING OPPORTUNITIES

Grants are available to help fleets and individuals comply with California regulations earlier than is required. Additional funding is available for vehicle replacements, retrofits, or zero-emission technologies. Loan assistance may also be available for small businesses with vehicles that operate at least 50 percent of the time in California to help purchase trucks, PM filters, aerodynamic retrofits or low-rolling resistance tires. Equipment owners are encouraged to apply as early as possible to maximize potential funding options. See the TruckStop website's "Useful Links" for more funding information.

#### FOR MORE INFORMATION

Note: Each fleet may have unique requirements. This page summarizes portions of ARB's diesel vehicle regulations and should not be substituted for the actual regulatory language or requirements.

Visit [www.arb.ca.gov/truckstop](http://www.arb.ca.gov/truckstop) for more detailed information, or contact ARB's diesel hotline at 866-6DIESEL (866-634-3735), or send an email to [8666diesel@arb.ca.gov](mailto:8666diesel@arb.ca.gov).