2020 TRUCKING SAFETY & COMPLIANCE CONFERENCE NW

BROUGHT TO YOU BY ORANGE COMMERCIAL CREDIT

"PREPARING FOR" A SUCCESSFUL AND COMPLIANT TRUCKING FLEET



California Compliance Overview

Truck and Bus Regulation
Periodic Smoke Inspection Program





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ARB Diesel Vehicle Regulations

- Urban Buses (2000)
- Garbage Trucks (2003)
- School Bus Idling (2003)
- Stationary Engines (2004)
- TRUs (2004)
- Commercial Idling (2004)
- Portable Engines (2004)
- Transit Fleet Vehicles (2005)

- Public Fleet & Utilities (2005)
- Cargo Handling Equipment (2005)
- Port Trucks (2007)
- Off-Road Vehicles (2007)
- GHG Tractor-Trailer (2008)
- Truck and Bus Regulation (2008)
- Periodic Smoke Inspection (1998)















Truck and Bus Regulation



WHO MUST COMPLY?







- Private and federal fleets (one or more vehicles)
 - Operating in California
 - Diesel or alternative diesel fuel
 - GVWR over than 14,000 lbs.
- Public and private school buses
 - Specific requirements
- Two-engine street sweepers
- Public agency & private utility fleets must comply under a separate rule

Responsibility to Comply

- Any person, business or agency that
 - Owns, leases/rents, sells, & CA based brokers & dispatchers
- Must verify hired fleets are in compliance
- Must provide sales disclosure in writing to buyer
 - Exact language can be found on Advisory 451



EXCLUSIONS

- Emergency vehicles
- Military tactical vehicles
- Personal use motor homes
- Personal use pickup trucks
 ≤ 19,500 lbs. GVWR
- Historic vehicles
- Vehicles subject to other in-use regulations
 - Two engine vehicles (subject to off-road regulation)



REGULATION REQUIREMENTS

Light 14,001 – 26,000 lbs. GVWR



Heavy 26,001 lbs. GVWR and greater



- Requirements based on GVWR & engine model year
- Must have 2010 model year or newer engines by 2023
- Most heavier trucks must have PM Exhaust filters installed

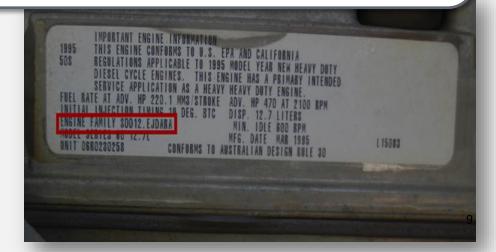


Gross Vehicle Weight Rating (GVWR)

- Assigned by the vehicle manufacturer
- Maximum weight when fully loaded (engine, body, fuel, accessories, passengers)

Engine Model Year

- Emissions Control Label (ECL)
- Emission standards for year of manufacture
- Most engines certified to <u>earlier</u> MY than truck



ENGINE MODEL YEAR SCHEDULE

Lighter Vehicles

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	

14,001 – 26,000 lbs GVWR

No reporting required when using this option

ENGINE MODEL YEAR SCHEDULE

Heavier Vehicles

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	Already equipped	January 1, 2023

More than 26,000 lbs GVWR

No reporting required when using this option

What are flexibility options

- Options or extensions that delay general compliance requirements for PM filters or 2010 model year engines
- To be eligible for flexibility options fleets must have already taken action
 - Reporting required
 - Specific actions toward compliance



LAWSON/CTA LAWSUIT IMPACT

- Lawsuit filed to challenge 2014 amendments
- Recent decision after appealed by CARB
 - Voids 2014 amendments
 - Decision not effective yet
- Decision affects small fleets, farmers, rural operators, low-usage truck and heavy crane owners, those that installed PM filters early
- Final deadline for many flexibility options has passed

NOX EXEMPT AREA

- MUST keep reporting as NOx with a PM filter
 - Heavier vehicles with 1995 and older model year engines
 - Lighter vehicles that don't meet the MY schedule
 - Continue operating in NOx exempt areas after PM filter installed
- All other vehicles meet the model year schedule and can operate statewide until replacement deadline



EXTENDED USE OF PM FILTER RETROFITS

- 2014 amendments provided additional flexibility to those who complied early
- Installed before 2014
 - No replacement until January 1, 2023
- Extension of credits under Phase-In
- Recalled PM Filter: additional time

LOW-USE EXEMPTION

Current Requirements

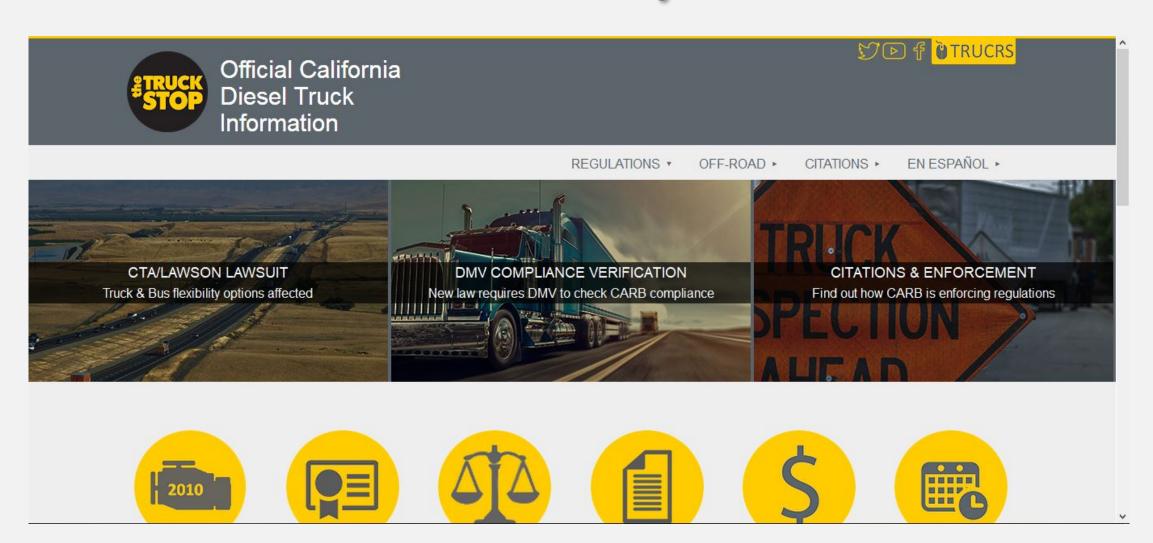
- Less than 1,000 miles per year in CA
- Hour limits (100 hours)



REPORTING

- Reporting required to use regulatory flexibilities
- Must be completed by January 31st annually
 - 2019 reporting closed
 - Changes must be reported within 30 days
- TRUCRS Truck Regulation Upload, Compliance, and Reporting System
 - Basic vehicle information, engine information, company information, contact, flexibility based information
 - Email <u>trucrs@arb.ca.gov</u> with questions
- Paper reporting forms available

WWW.ARB.CA.GOV/TRUCKSTOP



REPORTING - LOGIN



COMPLIANCE CERTIFICATE



- Must report in TRUCRS to obtain certificate
 - Fleet must be compliant
- Not required to carry in vehicle
- Hired fleets can use certificate to demonstrate compliance

SB1







REGISTERING YOUR VEHICLE WITH DMV

- Vehicles will need to be in compliance with the Truck and Bus regulation to be registered with the DMV
 - Beginning in 2020
 - Phased-in based on basic model year schedule, but using chassis model year
 - If subject to other regulations (i.e. drayage, SWCV, PAU, transit), or other wise exempt from T&B, you comply, but may need to provide additional information

WHAT IF I HAVE A 2011 OR NEWER VEHICLE?

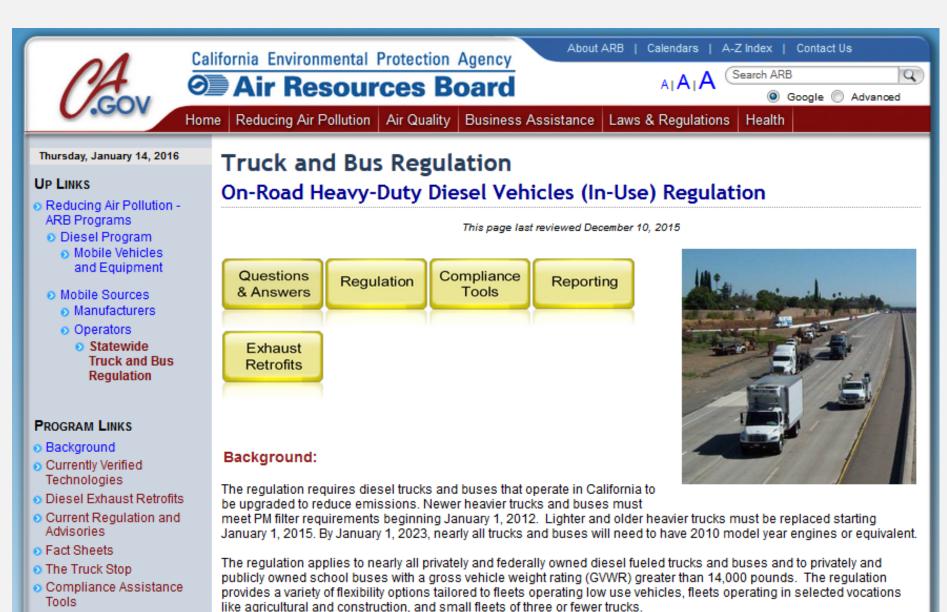
- If you don't meet the model year schedule, you still comply if:
 - Your vehicle is equipped with a properly functioning 2010 model-year
 - Using flexibility compliance options in the Regulation as long as the option applies to them and they have reported their truck
 - Most flexibility options will expire in 2020 and after that time, they must comply with the basic schedule

CONTACT ON-ROAD STAFF

Diesel Hotline: 866-634-3735 (866-6DIESEL)

Diesel Hotline e-mail: 8666diesel@arb.ca.gov

WWW.ARB.CA.GOV/DIESELTRUCK



Related Links

For other information about this regulation, other discal angine regulations, or training programs, places contact an ARR



Periodic Smoke Inspection Program (PSIP)



PSIP Regulation

Current On-Road HD Programs

- HDVIP
 - Roadside inspections by CARB enforcement staff for excessive smoke and tampering
- PSIP
 - Annual self-testing for California on-road fleets:
 - 2 or more vehicles
 - Greater than 6,000 GVWR
 - Engine MY older than 4 years
- Previous Opacity Limits
 - 1991 Model Year and Newer Engines: 40% Opacity
 - Pre-1991 Model Year Engine: 55% Opacity



PSIP Regulation

Opacity Limits

Opacity Changes

Engines Equipped with a DPF

5% Opacity Limit

Pre-2007 Model Year (MY) Engines not Equipped with a DPF

1997-2006 MY Engines 20% Opacity Limit

1991-1996 MY Engines 30% Opacity Limit

Pre-1991 MY Engines 40% Opacity Limit

Engines Equipped with a Level 2 Verified Diesel Emission Control Device

20% Opacity Limit

Two Engine Cranes Driven by a non-DPF Off-Road Engine

40% Opacity Limit

PSIP Regulation

Smoke Tester Training Requirements

- Contracted PSIP Smoke Testers
 - Successful completion of the CCDET HDVIP/PSIP training course, or
 - Any other CARB approved training course

- Direct Employees of the Fleet
 - Complete online training course through the CARB website, or
 - Complete any of the options available to contracted smoke testers



PSIP Regulation PSIP Reporting Requirements

- Current Requirements:
 - Keep records of annual opacity testing for 2 years
 - Present records upon audit by CARB

Options:

- For OBD-equipped engines (2013 Model Year and Newer), fleets can choose to submit a vehicle's OBD data to CARB in lieu of performing annual opacity tests.
- Vehicles with PM related fault codes would need to undergo repairs to clear the codes

QUESTIONS?

























