

Proposed Modifications to the Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Regulation



Overview: Current Regulation



- Effective January 1, 2010
- Reduces GHG emissions from long-haul tractors by improving
 - Tractor aerodynamics
 - Streamlined hood, sleeper cab roof fairings, gap fairings, fuel tank fairings, aerodynamic bumper & mirrors
 - 53'+ box-type trailer aerodynamics
 - Side skirts, front gap fairings, rear trailer fairings
 - Tire rolling resistance
 - Both tractors & trailers
- Based on elements of U.S. EPA SmartWay Program
- Found at <http://www.arb.ca.gov/cc/hdghg/hdghg.htm>

Current Tractor Requirements



- Tractors pulling 53-foot or greater box-type trailers in California
 - 2011+ model year (MY) sleeper cabs
 - SmartWay designated as of 1/1/2010
 - 2011+ MY day cabs
 - Low rolling resistance tires as of 1/1/2010
 - All pre-2011 MY sleeper cabs & day cabs
 - Low rolling resistance tires by 1/1/2013

Proposed Amendments for Tractors



- Harmonize with the federal Phase 1 GHG rule
 - Sunset the requirement that 2014 and newer sleeper-cab tractors be SmartWay Certified Models.
- Proposed amendments to current requirements in red:
 - 2011 thru 2013 model year (MY) sleeper cabs
 - SmartWay designated as of 1/1/2010
 - 2014+ MY sleeper cabs required to be equipped and maintained in federally certified OEM configuration
 - 2011+ MY day cabs
 - Low rolling resistance tires as of 1/1/2010
 - All pre-2011 MY sleeper cabs & day cabs
 - Low rolling resistance tires by 1/1/2013

Next Steps



- Comments and questions can be directed to:
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ADDITIONAL MATERIAL

Compliance Timeline

