



October 2, 2009

Mary Nichols, Chairperson
California Air Resources Board
1001 I Street
Sacramento, CA 90014

Re: CALIFORNIA AIR RESOURCES BOARD RULEMAKING TO CONSIDER ADOPTION
OF A REGULATION TO REDUCE GREENHOUSE GAS EMISSIONS FROM HEAVY-
DUTY VEHICLES

Dear Chairperson Nichols,

PACCAR is a global technology leader in the design, manufacture and customer support of premium light, medium and heavy duty trucks under the Kenworth and Peterbilt nameplates. All PACCAR companies actively support manufacturing processes and post-production efforts to improve the fuel efficiency of our products and reduce emissions.

We take this opportunity to bring up an area of concern in the language of the "Modified Regulatory Language For Public Comment - Regulation to Reduce Greenhouse Gas Emissions From Heavy Duty Vehicles"

Environmental Focus

PACCAR is proactively involved in the voluntary SmartWay Program administered by the U.S. EPA, building trucks that meet or exceed SmartWay standards. PACCAR's Peterbilt and Kenworth divisions combined have five truck models that have been accepted by the U.S. EPA as SmartWay Certified vehicles, and are included in the list of most fuel efficient heavy duty vehicles in use today.

Furthermore, PACCAR is an industry leader that is committed to researching and implementing advanced technologies that are environmentally friendly. We manufacture advanced aerodynamic packages for fuel savings, diesel-electric hybrid platforms, liquefied natural gas ("LNG"), and compressed natural gas ("CNG") vehicles and we are the only OEM to offer in-plant manufacture of LNG powered trucks.

All PACCAR Divisions are ISO14001 certified, and are active protectors of the environment. Kenworth Truck Company was awarded the US EPA's "Clean Air Award" in 2009 and is the only truck manufacturer to have been honored. Peterbilt has received an award from the Environmental Business Journal and the Clean Air Champions Award from the North Texas Clean Air Coalition.

Issue for Concern

Recently the California Air Resources Board (ARB) published the “Modified Regulatory Language For Public Comment - Regulation to Reduce Greenhouse Gas Emissions From Heavy Duty Vehicles” which proposes to adopt a requirement where all new model year 2011 and later sleeper-cab heavy-duty tractors pulling 53-foot or longer box-type trailers in California must be U.S. EPA SmartWay Certified Tractors.

I. Engine Manufacturers Association comments related to the definitions included in the proposed “Regulation to Reduce Greenhouse Gas Emissions from Heavy Duty Vehicles”

PACCAR supports the concerns and comments related to this regulation that have been submitted by the Engine Manufacturers Association.

II. Additional concern that some definitions included in the proposed “Regulation to Reduce Greenhouse Gas Emissions from Heavy Duty Vehicles” are inconsistent and will cause confusion.

The recently published California “Modified Regulatory Language For Public Comment - Regulation to Reduce Greenhouse Gas Emissions From Heavy Duty Vehicles” includes several definitions that are consistent with those accepted by the U.S. EPA and the industry SmartWay Program participants. But it also includes a definition for an integrated sleeper cab roof fairing that conflicts with the SmartWay description:

(31)“Integrated sleeper cab roof fairing” means a fairing located on the roof of a sleeper-cab-equipped tractor that extends from the front windshield of the tractor cab to the rear edge of the sleeper cab, with enclosed sides that line up with the sides of the sleeper cab.

This definition can be interpreted in a way that would eliminate some Peterbilt and Kenworth models from eligibility to operate in the state of California – even though they are accepted by the U.S. EPA as SmartWay Certified vehicles.

PACCAR assumes that the purpose of the proposed regulation is to allow the most fuel efficient heavy duty trucks to operate in the State of California. But the ARB definition of “Integrated sleeper cab roof fairing” could defeat that purpose by causing confusion over which vehicles could be used in California.

The inclusion of any definition in this regulation that may conflict with the definitions or descriptions of components accepted by the U.S. EPA SmartWay Program will lead to confusion concerning what is acceptable for use and sale within the state of California. These would include the definitions for “Cab side extender”, “Fuel tank fairing”, as well as “Integrated sleeper cab roof fairing”. As the SmartWay Program continues to evolve the requirements for vehicles to become or remain SmartWay Certified will evolve. This will increase the likelihood of definitions included in this regulation conflicting with the SmartWay Program requirements.

These types of inconsistencies will breed increased confusion concerning the vehicles allowable for use in California.

Example: Would a U.S. EPA SmartWay Certified Tractor be appropriate for use in California, or only a U.S. EPA SmartWay Certified Tractor that also complies with the proposed definitions.

Recommendation

PACCAR recommends omission of the definitions in this proposed regulation that do and/or may conflict with those developed by the U.S. EPA SmartWay Program. These include but may not be limited to the definitions found in section 95302 Definitions (a) (4) "*Cab side extender*", (26) "*Fuel tank fairing*", (31) "*Integrated sleeper cab roof fairing*".

PACCAR appreciates the opportunity to provide comments to the ARB related to this important regulation.

Respectfully,

A handwritten signature in black ink, appearing to read "Rod Curbo", is positioned above a horizontal line.

Rod F. Curbo
Product Safety & Compliance Manager
Peterbilt Motors Company
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