



Air Resources Board



Matthew Rodriguez
Secretary for
Environmental Protection

Mary D. Nichols, Chair
1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov

Edmund G. Brown Jr.
Governor

DATE: January 25, 2017

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TO: All Interested Parties

SUBJECT: SECOND PUBLIC WORKSHOP TO DISCUSS POTENTIAL CHANGES TO THE HEAVY-DUTY VEHICLE INSPECTION PROGRAM AND THE PERIODIC SMOKE INSPECTION PROGRAM AND PLANS FOR A FUTURE, COMPREHENSIVE HEAVY-DUTY DIESEL VEHICLE INSPECTION AND MAINTENANCE PROGRAM

The Air Resources Board (ARB or Board) invites you to participate in a public workshop to learn more about potential regulatory changes to ARB's Heavy-Duty Vehicle Inspection Program (HDVIP) and Periodic Smoke Inspection Program (PSIP). Staff also will briefly discuss its progress toward developing a comprehensive inspection and maintenance program for heavy-duty (HD) diesel vehicles with a gross vehicle weight rating over 14,000 pounds for implementation in the post-2020 timeframe.

The workshop will be held at the following location and time:

Date: Tuesday, February 28, 2017

Time: 1:30 p.m. to 4:00 p.m.

Location: South Coast Air Quality Management District, Auditorium
21865 Copley Drive
Diamond Bar, California 91765

The workshop will be available via webcast for those unable to attend in person. The broadcast can be accessed on the day of the workshop at <http://www.aqmd.gov/home/library/webcasts>. Information on submitting questions and comments will be provided during the webcast for remote participants. Staff's presentation and any associated documents will be posted prior to the workshop on ARB's website at: <https://www.arb.ca.gov/msprog/hdim/hdim.htm>.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Background

Heavy-duty vehicles over 8,500 pounds operating in California are currently responsible for about 33 percent of the statewide oxides of nitrogen emissions and about 25 percent of the statewide particulate matter emissions. Legislative mandates from the late 1980s and early 1990s required ARB to develop regulatory programs to inspect vehicles for excessive smoke emissions and for tampering. These programs, the HDVIP (also known as the roadside program) and the PSIP (also known as the fleet program), remain in force today and are ARB's primary HD vehicle screening programs to detect potentially excess emissions from in-use trucks.

While these programs have been effective, they were established in the early 1990s before the use of exhaust aftertreatment, such as diesel particulate filters (DPF) (which come new on 2007 and newer model year engines), and selective catalytic reduction systems (which come new on 2010 and newer model year engines). ARB's most comprehensive in-use fleet rule to date, the Truck and Bus Regulation¹, requires the use of both factory installed DPFs and retrofit DPFs. Because DPFs are on all trucks with 2007 and newer model year engines, as well as retrofit on many older trucks, it is important for ARB to ensure that DPFs are well maintained and are working properly in order to achieve the expected emission reductions. Additionally, on-board diagnostic (OBD) systems, which are intended to monitor engine and emission control systems performance, were not fully in use in HD engines until the 2013 model year. The current HDVIP and PSIP programs do not take advantage of the extensive capabilities of OBD systems to help ensure in-use compliance.

Because of the widespread use of exhaust aftertreatment and the need to ensure such systems are operating efficiently, California now needs an updated and comprehensive HD vehicle inspection and maintenance (I/M) program. An important first step in transitioning to a more robust HD I/M program is to revise the current opacity threshold to assist in identifying heavy-duty trucks in need of repair due to broken DPFs. At the

¹ Cal. Code Regs., tit. 13, § 2025. See <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

workshop, staff will discuss potential changes to the HDVIP and PSIP regulations, which include:

1. Reducing the current 40 percent opacity limit to account for modern diesel engines equipped with DPFs (both original equipment and retrofits).
2. Requiring all fleet opacity testers to be certified to ensure the SAE J1667 snap acceleration smoke test procedures are properly performed.
3. The establishment of reporting requirements for the annual submission of PSIP smoke testing records.

With stakeholder and industry input, staff plans to propose to the Board in the fall of 2017 regulatory amendments to the HDVIP and PSIP programs. Building on these potential initial changes and further input from stakeholders and industry, staff plans to continue development towards a more comprehensive HD I/M program with the intent of presenting a proposal to the Board in 2020. A HD I/M program is one component to reduce in-use emissions from HD vehicles in ARB's suite of measures identified in the Mobile Source Strategy² and the California Sustainable Freight Action Plan³, both publicly released in May 2016. Reductions achieved through a HD I/M program would help address high-emitting trucks that frequently travel in heavily impacted communities and would assist California in meeting federally-mandated National Ambient Air Quality Standards as well as short-lived climate pollutant reduction goals identified in the Proposed Short-Lived Climate Pollutant Reduction Strategy⁴ publicly released in April 2016.

Contact

For questions regarding potential changes to the HDVIP and PSIP, please contact Mr. Jason Hill-Falkenthal, Ph.D., Air Pollution Specialist, at (916) 322-4683 or by email at jason.hill-falkenthal@arb.ca.gov. For questions regarding ARB's plans to develop a future comprehensive HD I/M program, please contact Ms. Krista Fregoso, Air Pollution Specialist, at (916) 445-5035 or by email at krista.fregoso@arb.ca.gov.

² Mobile Source Strategy. May 2016. <http://www.arb.ca.gov/planning/sip/2016sip/2016mobsrc.pdf>

³ California Sustainable Freight Action Plan. May 2016.
http://www.casustainablefreight.org/app_pages/view/154

⁴ Proposed Short-Lived Climate Pollutant Reduction Strategy. April 2016.
<http://www.arb.ca.gov/cc/shortlived/meetings/04112016/proposedstrategy.pdf>

Special Accommodations

If you require a special accommodations or need this document in an alternate format (i.e., Braille, large print) or another language, please contact Mr. Jason Hill-Falkenthal, Ph.D., Air Resources Specialist, at (916) 322-4683 or by email at jason.hill-falkenthal@arb.ca.gov as soon as possible, but no later than 10 business days before the scheduled meeting. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia.
- Documentos disponibles en un formato alterno u otro idioma.
- Una acomodación razonable relacionados con una incapacidad.

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al (916) 324-0342 o envíe un fax a (916) 327-8524 lo más pronto posible, pero no menos de 10 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

Sincerely,

/s/

Michael Carter
Assistant Chief
Mobile Source Control Division

cc: Jason Hill-Falkenthal, Ph.D.
Air Pollution Specialist
Mobile Source Control Division

Krista Fregoso
Air Pollution Specialist
Mobile Source Control Division