

**Errata to the
DRAFT PROPOSED REGULATION TO REDUCE EMISSIONS OF
DIESEL PARTICULATE MATTER, AND OTHER POLLUTANTS
FROM IN-USE HEAVY-DUTY DIESEL-FUELED VEHICLES**

Section 2025(j) Requirements for Schoolbuses, Pages 17-19

The compliance deadline for completing the installation of the highest level VDECS on schoolbuses has been changed from December 31, 2013 to December 31, 2017. This changes has been made in sections 2025(j)(5) and (j)(~~()~~(B). The correct dates are shown in underline and the deleted dates are shown in ~~strikeout~~.

Please replace pages 17 to 19 of the draft proposed regulation dated July 17, 2008 with the following errata pages.

other performance requirements of this regulation, but is subject to the reporting requirements of section 2025(p).

(2) *Fleets with Three Vehicles*

- (A) In lieu of the performance requirements of sections 2025(f), (g), and (h), the owner of a fleet of three vehicles may comply by having one vehicle equipped with a 2004 or later model year engine with a diesel particulate filter by December 31, 2012. By December 31, 2013, the owner must replace one of the remaining engines with a 2010 model-year engine or a 2010 model-year NOx emissions equivalent engine. By December 31, 2015, the owner must replace the other remaining engine with a 2010 model-year engine or a 2010 model-year NOx emissions equivalent engine
- (B) Between January 1, 2010 through December 31, 2011, the owner of three vehicles electing to comply by meeting the requirements of subsection 2025 (i)(2)(A) above is exempt from having to comply with any other performance requirements of this regulation, but is subject to the reporting requirements of section 2025(p).

(j) *Requirements for Schoolbuses*

Beginning with the applicable effective dates set forth below, a schoolbus fleet, as defined in section 2025(d)(24)(C), and a schoolbus sub-fleet as defined in section 2025(d)(24)(D) must comply with the following requirements of this regulation.

- (1) Any schoolbus manufactured before April 1, 1977, must be taken out of service no later than December 31, 2011.
- (2) Each schoolbus fleet or schoolbus sub-fleet must comply with the best available control technology (BACT) requirements of section 2025(j)(4) or the PM BACT percentage limit requirements of 2025(g) or the PM fleet averaging option of 2025(h)(3).
- (3) By December 31, 2013, all diesel-fueled schoolbuses shall be retrofitted with the highest level VDECS device available to be used on any engine used in schoolbuses regardless of the compliance option chosen. Engines equipped with a diesel particulate filter by the engine manufacturer as original equipment are considered in compliance with this requirement.
- (4) Each schoolbus fleet or schoolbus sub-fleet owner who chooses the PM BACT option must meet the PM BACT requirement of section 2025(f)(1) according to the compliance schedule shown in Table 5.
- (5) If a schoolbus engine cannot be retrofitted with highest level VDECS for PM that is available for use on any engine used in schoolbuses, then the engine shall be replaced and retrofitted with the highest level VDECS available by December 31, 2017. The schoolbus must be included in the compliance method calculation described in section 2025(j)(2) and the reporting and record retention requirements in section 2025(j)(9).

- (6) After a schoolbus has been retrofitted with a VDECS, it must receive a safety inspection from an authorized employee of the department of the California Highway Patrol, as required by title 13, California Code of Regulations (CCR) section 1272(c), prior to its return to service.

Table 5: Best Available Control Technology Compliance Schedule for Schoolbus Fleets

<i>Compliance Deadline, as of December 31</i>	<i>Engine Model-Years</i>
2010	2000 and newer
2011	1994 – 1999
2012	1987 – 1993
2013	Pre-1987

(7) *Special Provisions for Schoolbuses*

- (A) An owner of a schoolbus fleet or schoolbus sub-fleet may be granted credit for hybrid schoolbuses or alternative fuel schoolbuses according to the provisions of sections 2025(m)(7) and (8), respectively.

(B) *Low-use Schoolbuses*

1. Schoolbuses that meet the definition of low-use vehicles in section 2025(d)(32) are exempt from the performance requirements of section 2025(j)(2) but the owner must keep records and meet the reporting requirements in accordance with sections 2025(j)(9) and (10).
2. Low-use vehicles need not be included when determining compliance with the BACT percent limits of section 2025(g) or when calculating PM fleet average indices or target rates for the fleet averaging option of section 2025(h)(3).
3. Schoolbuses that formerly met the low-use vehicle definition, but whose use increases to 100 hours per year or greater or whose mileage increases to 1,000 miles or greater, must immediately meet the performance requirements of section 2025(f), or (g) or (h) for the prior compliance date.

- (8) Schoolbuses registered as historic vehicles, as defined in section 2025(d)(28) are not subject to the regulation.

(9) *Reporting Requirements for Schoolbus Fleets and Schoolbus Sub-Fleets*

- (A) The owner of a schoolbus fleet or a schoolbus sub-fleet is subject to the reporting requirements in subsection (B) below if complying with the PM BACT percentage limit requirements of 2025(g) or the PM fleet averaging option of 2025(h)(3) or any of the special provisions in section 2025(m).

(B) From 2010 through ~~2013~~ 2017 until all schoolbuses are equipped with the highest level VDECS, the schoolbus fleet or schoolbus sub-fleet owner must report the information required in section 2025(p), except for the information required under subsections 2025(p)(8)(E), (p)(10)(B), and (p)(11).

(10) *Record Keeping Requirements for Schoolbus Fleets and Schoolbus Sub-Fleets*

The owner of a schoolbus fleet or a schoolbus sub-fleet shall maintain copies of the information reported under section 2025(j)(9) and the records specified in section 2025(q) as applicable.

(11) Schoolbus fleets and schoolbus sub-fleets are subject to the applicable requirements of sections 2025(r) through (x).

(k) *Requirements for Drayage Trucks*

(1) In 2010 through 2016, the owner of a drayage truck as defined in section 2025(d)(18), with a 2004 to 2006 model-year engine, must comply with the BACT requirements of section 2025(f).

(2) Starting in 2017, all drayage truck owners must comply with the BACT requirements of section 2025(f) or the BACT percentage limits specified in section 2025(g) or the fleet average requirements of section 2025(h).

(3) Starting in 2017, the drayage truck owner must comply with the reporting requirements of section 2025(p) and the record keeping requirements of section 2025(q).

(l) *Meeting the Compliance Requirements.*

(1) *New Fleet Requirements.* Owners of new fleets must meet the requirements of section 2025(e) and sections 2025 (f), (g), or (h) as applicable, immediately upon purchasing vehicles subject to the regulation or bringing such vehicles into the State of California for the first time after December 31, 2010. New fleets must report vehicles subject to the regulation to ARB within 30 days of purchasing or bringing such vehicles into the State, in accordance with the requirements in section 2025(p).

(2) *Adding Vehicles to a Fleet.* For fleets not meeting the BACT requirements, within 30 days of adding a vehicle to the fleet, and prior to operating it in California, the owner must report the addition to the Executive Officer, and demonstrate that the fleet complies with the requirements of sections 2025(l)(2)(A) and (B) below.

(A) A fleet owner who elects to utilize the BACT percentage limits option of section 2025(g) may not add vehicles that cause the percentage calculated for the fleet to fall below the percentage for the previous compliance date.

(B) A fleet owner who elects to utilize the fleet averaging requirements of section 2025(h) may not add vehicles that cause the fleet to exceed the fleet average target rates for the previous compliance date.