California Air Resources Board

Truck, Bus & Equipment Seller Training

Mobile Source Control Division

Overview

• Background
• Engine Standards and Diesel Emission Control Strategies
• Overview of Regulations
• Tools for Customer Service
• Seller To Do List
Areas of the State not meeting Federal Air Quality Standards

**8-Hour Ozone**
- 15 areas violate the standard

**PM2.5 Annual**
- 2 areas violate the standard

**Diesel Particulate Matter Exposure**
- 70% of known cancer risk from all air toxics
- Trucks and buses largest source of diesel PM
- Diesel Risk Reduction Plan adopted in 2000
  - Risk reduction goals by 2010 and 2020
  - Stringent New Engine Standards
  - Cleaner Diesel Fuel (< 15 ppm sulfur)
  - Ensure In-Use Emissions Performance
  - Aggressive Reductions from In-Use Engines
Engine Standards and Diesel Emission Control Strategies (DECS)

Controlling Pollutants from Engines

- **New Engine Certification**
  - Vehicle or engine emission standard
  - Engine family name
  - Executive Order issued
On-Road Engine Emission Standards
By Model Year

- Particulate Matter (PM): 2007 and newer model year is the lowest
  - Most federal and CA 2007 and newer model year engines meet standard
  - Some 2007 and newer engines do not have a filter (do not meet the strict standard)
- Nitrogen Oxides (NOx): 2010 and newer model year is the lowest

<table>
<thead>
<tr>
<th>Model Year</th>
<th>NOx</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>1988</td>
<td>6.0</td>
<td>0.6</td>
</tr>
<tr>
<td>1990</td>
<td>6.0</td>
<td>--</td>
</tr>
<tr>
<td>1991</td>
<td>5.0</td>
<td>0.25</td>
</tr>
<tr>
<td>1993</td>
<td>5.0</td>
<td>0.25</td>
</tr>
<tr>
<td>1994</td>
<td>5.0</td>
<td>0.10</td>
</tr>
<tr>
<td>1996</td>
<td>5.0</td>
<td>0.10</td>
</tr>
<tr>
<td>1998</td>
<td>4.0</td>
<td>0.10</td>
</tr>
<tr>
<td>Oct. 2002</td>
<td>2.2</td>
<td>0.10</td>
</tr>
<tr>
<td>2004</td>
<td>2.2</td>
<td>0.10</td>
</tr>
<tr>
<td>2007</td>
<td>1.2</td>
<td>0.01</td>
</tr>
<tr>
<td>2010</td>
<td>0.2</td>
<td>--</td>
</tr>
</tbody>
</table>

California Emission Standards for New Heavy-Duty Trucks
Emissions Standards (g/bhp-hr)
Aftermarket Parts

Aftermarket Parts Website
http://www.arb.ca.gov/msprog/aftermkt/aftermkt.htm#additional

- Part certified to meet OEM requirements
  - Executive order issued
- Does not increase emissions
- Does not qualify for emission reductions
**Diesel Emission Control Strategy**

<table>
<thead>
<tr>
<th>What is it?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Emission Retrofit</td>
</tr>
<tr>
<td>Soot Filter</td>
</tr>
<tr>
<td>DECS</td>
</tr>
<tr>
<td>VDECS</td>
</tr>
<tr>
<td>DPF</td>
</tr>
<tr>
<td>PM BACT</td>
</tr>
<tr>
<td>“Special muffler that cleans up the air”</td>
</tr>
</tbody>
</table>

**ARB Verification Program**

<table>
<thead>
<tr>
<th>Protects the buyer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensures reductions are real, durable, and</td>
</tr>
<tr>
<td>Requires a warranty for DECS and engine</td>
</tr>
</tbody>
</table>

| Verified products based on model year/tier and engine family |
| Unique for each engine type |
| On-road, off-road, TRU, stationary, etc. |
ARB Verification Program (cont’d)

- Executive order issued specifies specific operating condition for each verified system
  - Fuel
  - Engine exhaust temperature
  - Model year, tier, or engine size
  - Associated technology
  - Others

http://arb.ca.gov/diesel/verdev/verdev.htm

Verified Technology

**Level 1 (25 - 50% Reduction)**
Diesel Oxidation Catalyst, some with crankcase filter.

**Level 2 (50 - 85% Reduction)**
Flow-Through-Filter, Emulsified Diesel Fuel

**Level 3 (> 85% Reduction or ≤ 0.01g/bhp-hr)**
Active and Passive Wall Flow Filter
Verification of NOx Reductions

Allow “NOx only” control under strict conditions, categorized as “Mark”

- Mark 1 ≥ 25%
- Mark 2 ≥ 40%
- Mark 3 ≥ 55%
- Mark 4 ≥ 70%
- Mark 5 ≥ 85%

DECS Executive Order

PURSUANT TO THE AUTHORITY VESTED IN THE AIR RESOURCES BOARD (ARB) BY THE HEALTH AND SAFETY CODE, DIVISION 26, PART 5, CHAPTER 2; AND PURSUANT TO THE AUTHORITY VESTED IN THE UNDERSIGNED BY HEALTH AND SAFETY CODE SECTION 39515 AND 39516 AND EXECUTIVE ORDER G-02-003;

RELATING TO EXEMPTIONS UNDER SECTION 27156 OF THE VEHICLE CODE, AND VERIFICATION UNDER SECTIONS 2700 THROUGH 2710 OF TITLE 13 OF THE CALIFORNIA CODE OF REGULATIONS (CCR)

CLEAIRE ADVANCED EMISSION CONTROLS, LLC (CLEAIRE)
HORIZON™ ELECTRIC PARTICULATE FILTER (HORIZON)

ARB has reviewed Cleaire’s request for verification of the Horizon™ system. Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of ARB hereby finds that the Horizon™ reduces emissions of diesel particulate matter (PM) consistent with a Level 3 device (greater than or equal to 85 percent reductions) (Title 13, CCR, sections 2702 (f) and section 2708) and is compliant with the 2009 nitrogen dioxide emissions limit. Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies the Horizon™ as a Level 3 Plus system for heavy-duty on-road vehicles that use heavy-duty diesel engines of all model years up through and including 2006, except those belonging to engine families listed in Attachment 1.
<table>
<thead>
<tr>
<th>What Truck Owner Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Engine in good repair</td>
</tr>
<tr>
<td>• Engine model year</td>
</tr>
<tr>
<td>• Engine family name</td>
</tr>
<tr>
<td>• Vehicle duty cycle</td>
</tr>
<tr>
<td>− Exhaust temperature</td>
</tr>
<tr>
<td>− Data logging</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DECS Supplier Should Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Equipment warranty</td>
</tr>
<tr>
<td>• Installation warranty</td>
</tr>
<tr>
<td>• User manual</td>
</tr>
<tr>
<td>• Reporting information</td>
</tr>
</tbody>
</table>
Maintenance and Cleaning

• Keep engine in good working order
• Operate vehicles within the conditions listed on the DECS executive order
• Check DECS installation and labeling
• Do not operate the vehicle without the filter core or any other DECS component
• Follow DECS manufacturer cleaning directions
• Manage the ash as a California hazardous waste

DECS Installation/Maintenance Page
www.arb.ca.gov/msprog/decsinstall/decsinstall.htm
DECS Install/Maintenance Page: What You’ll Find Here

- Program background
- Training & videos
- Overview of installations
- List of DECS installers
- Managing hazardous waste from DECS
- Related advisories

In-Use Truck and Bus Regulations

- Heavy-Duty Vehicle Inspection Program
- Periodic Smoke Inspection Program
- Emission Control Labels (ECL)
- Idling
- In-Use Fleet Regulations
### In-Use Diesel Regulatory Activity

<table>
<thead>
<tr>
<th>Activity</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Buses</td>
<td>2000</td>
</tr>
<tr>
<td>Garbage Trucks</td>
<td>2003</td>
</tr>
<tr>
<td>School Bus Idling</td>
<td>2003</td>
</tr>
<tr>
<td>Stationary Engines</td>
<td>2004</td>
</tr>
<tr>
<td>TRUs</td>
<td>2004</td>
</tr>
<tr>
<td>Truck and Bus Idling</td>
<td>2004</td>
</tr>
<tr>
<td>Portable Engines</td>
<td>2004</td>
</tr>
<tr>
<td>Transit Fleet Vehicles</td>
<td>2005</td>
</tr>
<tr>
<td>Public Fleets &amp; Utilities</td>
<td>2005</td>
</tr>
<tr>
<td>Cargo Handling Equipment at Ports and Rail Yards</td>
<td>2005</td>
</tr>
<tr>
<td>Port Trucks</td>
<td>2007</td>
</tr>
<tr>
<td>Off-Road Vehicles</td>
<td>2007</td>
</tr>
<tr>
<td>Truck and Bus Regulation</td>
<td>2008</td>
</tr>
<tr>
<td>Off-Road Agricultural Vehicles</td>
<td>(Planned for 2011)</td>
</tr>
</tbody>
</table>

### Fleet Rule For Public Agencies and Utilities (PAU)

- In effect January 2007
- Vehicles owned, leased, or operated by a municipality or utility
- On-road diesel vehicles over 14,000 manufacturers gross vehicle weight rating (GVWR)
- All heavy-duty engines
- 1960 to 2006 model-year engines*

*applicable to 2007-2009 engines that do not meet the 0.01g/bhp-hr engine emission standard.
What is a Municipality or Utility?

- A municipality is a city, county, city and county, special district, or a public agency State of California, any department, division, public corporation, or public agency of this State or two or more entities acting jointly

- A utility is a privately owned company that provides the same or similar services for water, natural gas, or electricity as a public utility operated by a municipality
  - Not Telecommunications

Basic Requirements

- Apply Best Available Control Technology (BACT) to each engine
  - PM control
  - No modifications currently planned
- Model year specific implementation schedule
- Keep records
- Label each vehicle
- Remain in compliance
BACT Options

- Retrofit with highest "Level" diesel emission control strategy (DECS)
- Repower
  - 0.01 g/bhp-hr PM standard
- Alternative-fuel engine
  - CNG, LNG, propane, gasoline-electric hybrid
  - Not dual fuel, biodiesel or diesel-electric hybrid
- Retire Vehicle
  - Sell out-of-state except for municipality owned dual-engine street sweeper
  - Scrap
  - Low usage

Implementation Schedule

<table>
<thead>
<tr>
<th>Group</th>
<th>Engine Model-Years</th>
<th>Percentage of Group to use BACT</th>
<th>Compliance Deadline as of December 31</th>
</tr>
</thead>
<tbody>
<tr>
<td>1&lt;sup&gt;a&lt;/sup&gt;</td>
<td>1960 - 1987</td>
<td>20% (60% 100%)</td>
<td>2007 (2009 2011)</td>
</tr>
<tr>
<td>2</td>
<td>1988 - 2002</td>
<td>20% (60% 100%)</td>
<td>2007 (2009 2011)</td>
</tr>
<tr>
<td>3</td>
<td>2003 – 2006 (Includes all dual-fuel and bi-fuel engines)</td>
<td>50% (100%)</td>
<td>2009 (2010)</td>
</tr>
<tr>
<td>4</td>
<td>2007 and newer certified above 0.01g/bhp-hr std.</td>
<td>100%</td>
<td>2012</td>
</tr>
</tbody>
</table>

<sup>a</sup> Level 1 technology not allowed as BACT on Group 1 engines
Record Keeping and Label Requirements

- Fleet vehicle records
  - Information on each vehicle
  - Hard copy or computer records
- Compliance statement
  - Statement certifying that engines are in compliance
  - Signed by agency agent and dated
- Vehicle labeling
  - Install durable and legible labels
  - Driver door jamb or location known to driver

Out-of-State Sale Vehicle Retirement

- Credit toward BACT
- Acquire VIN Stop through ARB
- Third party vehicle seller contract
- Written and signed confirmations
Transport Refrigeration Units (TRU) Regulation

Affects TRUs equipped on trucks, trailers, shipping containers, or railcars that operate in California
Status

• Became Law Dec. 2004 – Currently Enforced
• Planned Amendments to Board Fall 2010
  – Change in-use standard for model year 2003 engines that comply by December 31, 2010
  – Dealers shall provide ARBER registration information to end-users at point of sale for new units and engines
  – Bill of sale must disclose to buyer if unit is noncompliant for use in California

Basic Requirements

• Report by July 31, 2009
  – Registered in ARBER/Label TRU with IDN
  – All TRUs based in California
    • Voluntary for TRUs based outside California
  – Operator Reports
    • Affects all California terminals where TRUs are assigned
• Meet in-use performance standards
  – Affects all TRUs that operate in California
  – Phased compliance schedule – seven years after engine model year
  – All TRU engines must eventually meet the Ultra-Low-Emission TRU (ULETRU) in-use standard
## In-Use Performance Compliance Schedule

<table>
<thead>
<tr>
<th>Engine Model Year</th>
<th>Compliance Date</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>Dec. 31, 2009</td>
<td>Install Level 2 PM VDECS, then by Dec. 31, 2015, install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2002</td>
<td>Dec. 31, 2009</td>
<td>Install Level 2 PM VDECS, then by Dec. 31, 2016, install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2003</td>
<td>Dec. 31, 2010</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2004</td>
<td>Dec. 31, 2011</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2005</td>
<td>Dec. 31, 2012</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2006</td>
<td>Dec. 31, 2013</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2007</td>
<td>Dec. 31, 2014</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2008</td>
<td>Dec. 31, 2015</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2009</td>
<td>Dec. 31, 2016</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2010</td>
<td>Dec. 31, 2017</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2011</td>
<td>Dec. 31, 2018</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2012</td>
<td>Dec. 31, 2019</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2013*</td>
<td>Dec. 31, 2020</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
<tr>
<td>2014*</td>
<td>Dec. 31, 2021</td>
<td>Install Level 3 PM VDECS or replace engine</td>
</tr>
</tbody>
</table>

Note: Generally, the compliance date is December 31st of model year plus 7 years. 
* < 25 hp Tier 4 engines do not meet final requirement (ULETRU).

### For More Information…

- TRU website: [http://www.arb.ca.gov/diesel/tru.htm](http://www.arb.ca.gov/diesel/tru.htm)
- ARBER website: [http://arber.arb.ca.gov](http://arber.arb.ca.gov)
- TRU Help Line: 1-888-878-2826 (1-888-TRU-ATCM)
Drayage Truck Regulation

Affects class-eight diesel-fueled trucks entering California's ports and intermodal rail yards

Status

- Became law - December 2008
- In effect and enforceable
  - Enforcement crews at ports
- Planned amendments, Fall 2010
  - Moving 2007 requirement back
### Compliance Schedule

<table>
<thead>
<tr>
<th>Truck Engine Model Year</th>
<th>Emission Requirement Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993 and older</td>
<td>Prohibited starting Jan. 1, 2010</td>
</tr>
<tr>
<td>1994</td>
<td></td>
</tr>
<tr>
<td>1995</td>
<td></td>
</tr>
<tr>
<td>1996</td>
<td></td>
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<td>2001</td>
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<tr>
<td>2002</td>
<td></td>
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<tr>
<td>2003</td>
<td></td>
</tr>
</tbody>
</table>

Starting Jan. 1, 2010, Reduce PM emissions by 85%

And

Starting Jan. 1, 2014, meet 2007 engine emission standards

### Drayage Truck Registry (DTR)

- All trucks registered prior to entry
- Required for enforcement
- Optional truck labels available

- Check compliance status online - available to public
- [www.arb.ca.gov/drayagetruck](http://www.arb.ca.gov/drayagetruck)
Additional Requirements

- Dispatching broker carriers have a responsibility to must use compliant vehicles and can be held liable

For More Information…

- Drayage Website: www.arb.ca.gov/drayagetruck
- Drayage Truck Registry: http://arber.arb.ca.gov
- Drayage Truck Hotline: (888) 247-4821
Truck and Bus Regulation

Status

- Became Law January 2010
- Planned Amendments, Fall 2010
  - Changes to deadlines
  - Amendments to primary compliance options
    - BACT, Percent of Fleet, Fleet Average
  - Credits
  - Higher usage thresholds
  - Logging truck provision
- Staff Report available in Fall 2010
  - Workshops (June, July)
  - Formal comment period 45-days prior to board hearing
Applicability

- Diesel trucks and buses operating in California
  - Greater than 14,000 GVWR
  - Shuttle buses that frequent transit centers—any GVWR
  - Agricultural use yard trucks with off-road engines
  - Interstate, intrastate, international, and other
- Any person, business, or federal government agency who owns, leases, rents, or sells a vehicle in California
- California based brokers and dispatchers
  - Must verify that each hired or dispatched vehicle is in compliance with the regulation

Current Regulation

- Filter requirements to reduce PM emissions
  - Phased in beginning January 1, 2011
  - Requires filters on all trucks by 2014
- Requirements to reduce NOx emissions
  - Phased in beginning January 1, 2013
  - Requires cleanest available engines by 2023
- Three compliance options
  - Best available control technology (BACT) schedule
  - Percentage of fleet requirements
  - Fleet average
- Special provisions, credits
- Sales disclosure requirement
Special Provisions Summary

- Agricultural vehicles
- Attainment area operation
- Certain cab-over engine truck tractors
- Early PM retrofit credits
- Low usage
- Lower usage
- Hybrid and alternative fueled vehicles credits
- Manufacturer delays
- Motor coaches
- PM retrofit safety
- Retirement credits
- School buses
- Small fleets
- Three day pass
- Two engine sweepers
- Unique vehicles

Sales Disclosure

- Requirement for disclosure on bill of sale
- Disclosure language:
  “An on-road heavy-duty diesel or alternative-diesel vehicle operated in California may be subject to the California Air Resources Board Regulation to Reduce Particulate Matter and Criteria Pollutant Emissions from In-Use Heavy-Duty Diesel Vehicles. It therefore could be subject to exhaust retrofit or accelerated turnover requirements to reduce emissions of air pollutants. For more information, please visit the California Air Resources Board website at http://www.arb.ca.gov/dieseltruck.”
Additional Requirements

- **Provision for Vehicle Awaiting Sale**
  - For vehicles that you do not intend to operate or offer for hire

- **Leased**
  - Less than 1 year – vehicle responsibility of Lessor
  - 1 year or more – Lessor or as written in contract

- **California based brokers and dispatchers**
  - Must verify that each hired or dispatched vehicle is in compliance with the regulation

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[Link to California Air Resources Board website]

www.arb.ca.gov/dieseltruck
Heavy Duty Vehicle Greenhouse Gas (Tractor Trailer GHG) Regulation

Early Action Measure under AB 32 – The Global Warming Solutions Act of 2006

Affects 53 foot and longer box-type trailers and the tractors that pull them.

Reduce Green House Gas Emissions by Improving:

- Tractor Aerodynamics
  - Streamlined hood, sleeper cab roof fairings, gap fairings, fuel tank fairings, aerodynamic bumper and mirrors
- Trailer Aerodynamics
  - Side skirts, front gap fairings, rear trailer fairings
- Tire Rolling Resistance
  - Low rolling resistance (LRR) tires
- Smartway Program Information: [http://epa.gov/smartway/](http://epa.gov/smartway/)
Status

• Became Law January 1, 2010
• Planned Amendments, Fall 2010
  – Additional phase-in option for large fleets
  – Additional flexibility for fleets to report
  – Additional delayed compliance for certain refrigerated vans
  – Storage trailer exemption
  – Drayage exemption clarified
  – Modifications to verified equipment
  – Other clarifying language

Tractor Requirements

• Tractor Requirements
  – 2011+ model year (MY) sleeper cabs: “SmartWay” certified as of 1/1/2010
  – 2011+ MY day cabs: low rolling resistance tires by 1/1/2010
  – All pre-2011 MY sleeper cabs & day cabs: low rolling resistance tires by 1/1/2012
Trailer Requirements

- 2011+ MY 53-ft+ box-type: SmartWay certified or
  - Retrofitted with SmartWay technologies by 1/1/2010
    - Low rolling resistance tires
      (1.5%+ fuel efficiency improvement)
    - Aerodynamic devices
      » 5%+ fuel efficiency improvement for dry van
      » 4%+ fuel efficiency improvement for reefer van
- Pre-2011 MY 53-ft+ box-type
  - Same requirements as 2011+ MY trailers
  - Must comply by 1/1/2013 or choose delayed compliance option

Sales Disclosure

- Requirement for disclosure on bill of sale
- Disclosure language:
  “A heavy-duty tractor and 53-foot or longer box-type trailer operated in California may be subject to the California Air Resources Board Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure. These vehicles may be required to use low-rolling resistance tires and meet aerodynamic equipment requirements to reduce greenhouse gas emissions. For more information, please visit the California Air Resources Board website at www.arb.ca.gov/cc/hdghg/hdghg.htm”
**Definition of Owner**

The “Owner” is the person registered as the owner by the DMV, except in the following situations:

<table>
<thead>
<tr>
<th>Situation</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tractor/trailer under third-party maintenance contract</td>
<td>Person contracted to maintain/install aero/LRR tires</td>
</tr>
<tr>
<td>Tractor/trailer owned by Federal government (not registered by DMV)</td>
<td>Federal Government</td>
</tr>
<tr>
<td>Leased tractor</td>
<td>Lessee: If lease or contract includes disclosure, otherwise lessor</td>
</tr>
<tr>
<td>Leased trailer</td>
<td>Lessee: If lease or contract includes disclosure and allows modification/exchange of trailer for pre 1/1/2013 leases, otherwise lessor is owner</td>
</tr>
</tbody>
</table>

**Disclosure Language**

**Leasing of Tractors**

“The lessee of this heavy-duty tractor understands that when using a heavy-duty tractor to pull a 53-foot or longer box type trailer on a highway within California compliant with sections 95300-95311, title 17, California Code of Regulations, and that it is the responsibility of the lessee to ensure this heavy-duty tractor is compliant. The regulations may require this heavy-duty tractor to have low rolling resistance tires that are U.S. Environmental Protection Agency (U.S. EPA) Verified SmartWay Technologies prior to current or future use in California, or may entirely prohibit use of this tractor in California if it is a model year 2011 or later tractor and is not a U.S. EPA Certified SmartWay Tractor.”
Disclosure Language
Leasing of Trailers prior to January 1, 2013

“The lessee of this box type trailer understands that when using a heavy-duty tractor to pull a 53-foot or longer box type trailer on a highway within California, the box-type trailer must be compliant with sections 95300-95311, title 17, California Code of Regulations, and that it is the responsibility of the lessee to ensure this box-type trailer is compliant. The regulations may require this trailer to have low rolling resistance tires and aerodynamic technologies that are U.S. Environmental Protection Agency Verified SmartWay Technologies prior to current or future use in California”.

Additional Requirements

- California Based Shippers and Brokers
  - Responsible for compliance with rule
  - Taken proactive steps working with ARB, owners, and/or motor carriers to ensure goods are shipped in compliant tractors and trailers.
Tractor-Trailer GHG Regulation Page

www.arb.ca.gov/cc/hdghg/hdghg.htm

Tools For Customer Service
Funding Opportunities for Diesel Vehicle and Equipment Owners

• Streamlined grant process through participating dealers
• Who Qualifies:
  – Small fleet with 3 or fewer trucks
  – Replace trucks with 2002 MY or older engines w/ 2007 and newer
  – Gross vehicle weight rating over 19,500 lbs
• Up to $45,000 available for diesel trucks
• Dealer training through participating air districts:
  Bay Area AQMD - Judy Williams (415) 749-4738
  North Coast Unified AQMD - Jason Davis (707) 443-3093 ext.114
  San Joaquin Valley APCD - Stephanie Hitchman (559) 230-5845
  Sacramento Metro AQMD - Heather Taylor (916) 874-4889
  South Coast AQMD - Ashkaan Nikravan (909) 396-3260
  San Diego County APCD - Michael Watt (858) 586-2711

Voucher Incentive Program (VIP)
Truck Replacement

• Streamlined grant process through participating dealers
• Who Qualifies:
  – Small fleet with 3 or fewer trucks
  – Replace trucks with 2002 MY or older engines w/ 2007 and newer
  – Gross vehicle weight rating over 19,500 lbs
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• Dealer training through participating air districts:
  Bay Area AQMD - Judy Williams (415) 749-4738
  North Coast Unified AQMD - Jason Davis (707) 443-3093 ext.114
  San Joaquin Valley APCD - Stephanie Hitchman (559) 230-5845
  Sacramento Metro AQMD - Heather Taylor (916) 874-4889
  South Coast AQMD - Ashkaan Nikravan (909) 396-3260
  San Diego County APCD - Michael Watt (858) 586-2711
Voucher Incentive Program (VIP)
Truck Exhaust Retrofits

- Streamlined process through participating retrofit installers
- Who Qualifies:
  - Small fleet with 3 or fewer trucks
  - 2004 - 2006 MY
  - Gross Vehicle Weight Rating over 19,500 lbs
- Up to $10,000 available per retrofit

Loan Assistance Programs

- Eligible retrofits, replacements, SmartWay certified trailers and aerodynamic technologies
- Who Qualifies:
  - Small Businesses
  - Average annual revenues of $10 million or less
  - 100 or fewer employees
  - Fleet has 20 or fewer trucks
- Can be used in combination with VIP/Prop 1B grant
**Additional Funding Programs**

- Carl Moyer Fleet Modernization
  - Must operate within the following air districts:
    - Sacramento
    - San Luis Obispo
    - Butte County
- Goods Movement Program
  - Replacement and retrofit grants available
- Air Quality Improvement Program
  - Funding for new technologies (hybrid vehicles)
- Local Air District Funds

**Vehicle & Equipment Sellers**

- Know your sales disclosure requirements
- Direct customers to resources
  - TruckStop
  - 1-866-6DIESEL
  - 8666diesel@arb.ca.gov
- Link “TruckStop” on your website
- Distribute brochures & fact sheets
- Keep up to date by getting on list servers
Truck Stop - Online Resource

www.arb.ca.gov/truckstop or 866-6DIESEL (866-634-3735)

Information About Clean Air Requirements For

**USEFUL LINKS**

- Regulation Index
- Training
- Funding Resources Index
- Equipment Retrofit Guidance
- Reporting & Inspection
- Portable Resources

**Highlighed Links**

- Trucking
- VPCs
- Trade

The purpose of this website is to provide the most up-to-date, accurate, and relevant information for the user. This website may contain links to third-party websites that are not under the control of the user. The user should be aware of the risks associated with these links and should exercise caution when using them.