**Truck and Bus Regulation**  
**Description of Available Compliance Paths 2019**  
Last Revised 12/15/2018

**GVWR - Gross Vehicle Weight Rating**: Set by the manufacturer of the vehicle, typically located on the decal on the driver’s side door jamb. This is NOT the registered DMV weight of the vehicle or any rerated weight. **Lighter vehicles** GVWR (14,001-26,000 lbs.) and **heavier vehicles** GVWR (over 26,000 lbs.) are subject to the Truck and Bus Regulation.

**2019 Low Mileage Construction Truck (LMCT) with PM Filter**: Due to the court ruling in the CTA/Lawson lawsuit the criteria for this flexibility option has been modified. Dump-trucks are the only vehicle body type under this flexibility option that can operate less than 20,000 miles per year. Mixers, concrete pump trucks, water trucks and all other vehicles owned by a California licensed contractor must operate less than 15,000 miles per year. This option is only for vehicles that meet the Low-Mileage Construction Truck definition and have a PM filter retrofit installed. If you have PM a filter on a heavier vehicle with a 1995 or older model year engine, you must select the “LMCT with a filter” option to delay upgrading to a 2010 model year or newer engine until 1/1/2020. All vehicle body-types eligible to use this option that have a pre-96 engine must have odometer readings reported annually in addition to updating the compliance option. Lighter vehicles no longer meet the criteria to operate under LMCT and must now follow the Engine Model Year schedule or use another eligible option.

**2019 NOx Exempt with PM Filter**: Due to the court ruling in the CTA/Lawson lawsuit the criteria for this flexibility option has been modified. This option is only for a vehicle that operates exclusively in NOx Exempt Areas and has a PM filter retrofit already installed. The additional counties added to the NOx Exempt Areas as a part of the 2014 Amendments have been removed. Any vehicle already required to be replaced per the Engine Model Year schedule requirements (such as lighter vehicles or heavier vehicles with 1995 and older model year engines) must already have a PM filter and remain exclusively in the NOx Exempt areas. You will need to report to use this option.

**2019 Low-Use Exemption**: Due to the court ruling in the CTA/Lawson lawsuit the criteria for this flexibility option has been modified. This option applies to vehicles that travel less than 1,000 miles per year in CA, including vehicles with non-op registration that are not operated. A vehicle that travels more than 1,000 miles annually but less than 1,000 miles within California must also provide out of state mileage and keep records to substantiate reported readings. A vehicle that is designed to power other equipment that can only be used while stationary must be operated less than 100 hours per year. The Low-Use exemption allows the vehicle to be exempt from PM filter and engine replacement requirements. Annual odometer and PTO hour reading reporting are required. You must also keep mileage records to document emergency miles such as dispatch records and contracts for emergency use. Mileage documentation includes but is not limited to Periodic Smoke Inspection Program (PSIP) test results, BIT inspection records, IRP fuel tax records, and third party maintenance records. If you are requesting to claim the low-use exemption after
a period of non-compliance for the vehicle, you must provide this documentation prior to being considered eligible to use the option.

**2019 Manufacturer Delay**- If you order a PM filter retrofit, replacement engine, or a replacement vehicle four months before the upgrade deadline, you will not be penalized if the installation or delivery is delayed past January 1 because of the manufacturer. You will be allowed until May 1 of the applicable compliance year to upgrade the vehicle. Fleet owners will need to submit a copy of their purchase order in January of the applicable compliance year to trucrs@arb.ca.gov for verification before the vehicle can use this option.

**PM Filter- Original Equipment**- Engine was originally assembled with a PM filter by the manufacturer (on most 2007 or newer model year engines).

**PM Filter- Retrofit**- PM Filter retrofit has been installed. The owner must report the Verified Diesel Emission Control Strategy (VDECS) serial number, manufacturer name, VDECS family name, installer, installer city, installer state, and date installed. Supporting documentation from the installer is typically requested.

The initial opt-in period for the options below has passed. No additional vehicles may be added. Existing vehicles may be replaced. A replacement vehicle must be at least one-model year newer and be placed in service within one year of the retired vehicle to retain the previously claimed option.

**2019 Agricultural Vehicle Mileage Extension**- This option applies to vehicles that are exclusively used for agricultural operations. Due to the court’s ruling in the CTA/Lawson lawsuit the criteria for this flexibility option has been modified. The mileage limit is 10,000 miles per year and the odometer readings are required to be reported annually.

An "AG" label is required on both doors. The number of agricultural vehicle extensions cannot be higher than the number of trucks in the fleet on January 1, 2009. The number of available Agricultural Vehicle extensions is indicated in TRUCRS at the bottom of the Compliance status page. You are also required to report January 1 odometer readings annually for vehicles using the Agricultural Vehicle Mileage extension.

**2019 Agricultural Specialty Vehicle-Outside SJV**- An "AG" label is required on both doors. The vehicle may not operate in the San Joaquin Valley.

**2019 Agricultural Specialty Vehicle-Statewide**- An "AG" label is required on both doors. This vehicle may operate in all areas of California, including the San Joaquin Valley.

**2019 Log Truck Phase-In Option**- An “AG” label is required on both doors. This option applies to vehicles with a GVWR greater than 33,000 lbs. that have permanently attached log bunks and exclusively transport logs. The number of log truck extensions cannot be higher than the number of trucks in the fleet on January 1, 2009. The number of available Log Truck vehicle extensions is indicated in TRUCRS at the bottom of the Compliance status page and was determined based on the number of eligible log trucks claiming that option by the opt-in deadline. At least 60% of the log trucks reported for this option should have 2010 or newer model year engines by January 1, 2019.