

Truck and Bus Regulation¹

PM Filter Phase-in Option and Credits

Last Updated: December 16, 2014

This summary describes the PM Filter Phase-in Option for heavier vehicles and associated credits that can delay compliance for some vehicles in the fleet. This document reflects amendments to the Truck and Bus regulation (regulation) that were approved at the April 25, 2014 Board meeting. This option and associated credits do not apply to school buses.

What is the PM filter Phase-in Option?

The PM filter phase-in option allows fleets to decide which heavier vehicles to retrofit or replace to meet an annual PM filter percentage requirement from January 1, 2012 to January 1, 2016, and defers all truck replacements until January 1, 2020, or later. Beginning January 1, 2020, all trucks and buses will need to be upgraded to 2010 model year engines according to the engine model year schedule for heavier trucks.

What is the compliance schedule for the PM Filter Phase-in Option?

Fleets owners must be able to meet PM filter percentage requirements, shown in the table below, for the fleet of heavier trucks that operate in California.

Phase-In Option for Heavier Trucks	
Compliance Date	Vehicles with PM Filters
January 1, 2012	30%
January 1, 2013	60%
January 1, 2014	90%
January 1, 2015	90%
January 1, 2016	100%

This option counts both PM filter retrofits and PM filters that come as standard equipment (2007 model year and newer engines) towards compliance. For example, if a fleet of 10 trucks has four trucks that have 2007 model year or newer engines that come with PM filters and the owner installs retrofit filters on two trucks, then six of the 10 trucks (or 60%) have PM filters and the fleet meets the compliance requirement for January 1, 2013. The final opt-in period ended January 31, 2014. Owners using this option must report changes to the fleet of vehicles as they occur and must report annually by January 31, each year.

Are there any credits or extensions I can use with the PM Filter Phase-in Option?

Yes, there are a number of credits that can be used with the PM filter phase-in option that can delay compliance for vehicles in the fleet. Credits are available for downsizing the fleet compared to 2006, for early addition of PM retrofits, for early addition of vehicles that have PM filters as standard equipment, for adding alternative fueled engines, and other credits.

What is the credit for downsizing the fleet?

If your existing fleet has fewer heavier vehicles than were registered on October 1, 2006, you can get PM filter credits to delay compliance for a portion of the fleet until January 1, 2018. The credit reduces the PM filter percentage requirement for the fleet. For example, if the compliance requirement is 90 percent but you have 25 percent fewer heavier trucks in your existing fleet than in you did in 2006, then the required percentage is reduced to 65 percent (90 percent – 25 percent = 65 percent). The credit is recalculated when vehicles are added or removed from the fleet. You must report information about the heavier vehicles that operated in California and were registered in your fleet in 2006 to get the credit.

¹The regulation does not apply to state and local government vehicles, solid waste collection trucks, drayage trucks that transport marine cargo, and public transit buses because they are already subject to other regulations.

While this document is intended to assist fleets with their compliance efforts, it is the sole responsibility of fleets to ensure compliance with the Truck and Bus Regulation.

What is the credit for adding retrofits PM filter early?

For each PM filter retrofit that was in your fleet on July 1, 2011, you can get a PM filter credit that delays compliance for another truck until January 1, 2018. You can also get the same credit if you ordered a PM filter retrofit before May 1, 2011 and installed it before October 1, 2011. You must report information about these early PM filter retrofits along with your California fleet information.

What is the credit for adding standard equipment PM filters early?

If you purchased vehicles that have PM filters as standard equipment (2007 model year and newer engines) before January 1, 2012 and the average age of your fleet of existing engines is newer than it was on October 1, 2006, you can get PM filter credits to reduce the percentage requirement for the fleet until January 1, 2018. The credit is calculated by multiplying the difference in the fleet age by 5 percent [(existing average age minus the 2006 average age)*5 percent]. For example, if the average age of the engines in the fleet was 12.2 years old in 2006 and is now 10 years old, the fleet is now 2.2 years younger; therefore, the credit is 2.2 * 5 percent = 11 percent. The credit can change as vehicles are added or removed from the fleet, but it cannot be higher than established on January 1, 2012.

What is the credit for adding alternative fueled engines?

For each heavier vehicle you have in the fleet that operates on a dedicated alternative fueled like propane or natural gas, you can get PM filter credits to reduce the percentage requirement for the fleet until January 1, 2018. For each alternative fueled vehicle you add, compliance is delayed for another diesel vehicle in the fleet. You can earn more credits as more vehicles are added to the fleet. To avoid double counting credits, alternative fueled vehicles that are used for credits are counted in the fleet size when determining the downsizing credit.

Is there credit for adding advanced technology vehicles?

Yes. For each advanced technology vehicle you add, compliance can be delayed for another diesel vehicle in the fleet until January 1, 2020. Advanced technology vehicles include clean, low-carbon hybrid and electric trucks and buses. Most of the vehicles that are eligible for funding at <https://www.californiahvip.org/eligible-vehicles> are also eligible for credits.

How does public funding affect credits and compliance?

PM filter retrofits or truck replacements that are partially paid for with public funds cannot count towards compliance during the funding contract period if the funding contract terms do not allow it. They will be treated the same as non-funded trucks after the contract period ends. Similarly, credits for early actions taken before 2012 cannot be earned if the funding contract was still in effect on the credit deadline date.

I can take advantage of multiple credits and extensions, how do I determine compliance?

The Fleet Calculator is an Excel spreadsheet that you can use on your own computer to help you evaluate various compliance strategies to comply with the Truck and Bus Regulation from now until 2023. You can input the engine model year of each truck, and identify actions to comply for each calendar year. The calculator automatically determines compliance with the engine model year schedule and nearly all compliance options, including credits, and special provisions.

Where can I get more information?

Fact sheets, compliance tools and regulatory documents about the Truck and Bus Regulation are available at www.arb.ca.gov/dieseltruck. If you have questions or wish to obtain this document in an alternative format or language, please call ARB's diesel hotline at (866) 6DIESEL (634-3735). TTY/TDD/ Speech to Speech users may dial 711 for the California Relay Service.

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