

Truck and Bus Regulation Compliance Requirement Overview

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This summary describes the compliance requirements and options available for vehicles that operate in California. There are different requirements based on the weight category of your vehicles. This summary has been updated to reflect the voided 2014 amendments.

What vehicles are affected by the Truck and Bus Regulation?

The Truck and Bus regulation affects individuals, private companies, and Federal agencies that own diesel vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 lbs. that operate in California. The regulation also applies to publicly and privately owned school buses; however, their compliance requirements are different and reporting is not required. The regulation does not apply to state and local government vehicles and public transit buses because they are already subject to other regulations. Vehicles that are **exempt** from other heavy duty diesel regulations, such as Cargo Handling Equipment, Drayage Truck, and Solid Waste Collection Vehicle regulations, may be subject to the Truck and Bus Regulation (regulation). Drayage and solid waste collection trucks with 2007 to 2009 model year engines must meet the requirements of the regulation by January 1, 2023.

What are the compliance requirements for heavier trucks and buses?

Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options.

Engine Model Year Schedule for Heavier Vehicles	
Engine Model Year	Requirements for Heavier Trucks from January 1
Pre-1994	No requirements until 2015, then 2010 engine
1994-1995	No requirements until 2016, then 2010 engine
1996-1999	PM filter from 2012 to 2020, then 2010 engine
2000-2004	PM filter from 2013 to 2021, then 2010 engine
2005-2006	PM filter from 2014 to 2022, then 2010 engine
2007-2009*	No requirements until 2023, then 2010 engine
2010 or newer	Meets final requirement

* Must install a PM filter by January 1, 2014 if not originally equipped.

All heavier vehicles with 1996 or newer model year engines should have a PM filter (OEM or retrofit). Vehicles with 1995 model year and older engines should have been replaced by January 1, 2015. By January 1, 2023, all trucks and buses must have 2010 model year engines with few exceptions. No reporting is required if complying with this schedule.

What are the requirements for lighter trucks and buses?

Lighter trucks and buses with a GVWR of 14,001 to 26,000 lbs. have replacement requirements starting January 1, 2015. The Engine Model Year Schedule for Lighter vehicles shown in the table to the right lists the compliance dates by engine model year for existing lighter trucks. Starting January 1, 2015, lighter vehicles with engines that are 20 years or older must be replaced with newer trucks (or engines). Starting January 1, 2020, all remaining vehicles need to be replaced so that they all have 2010 model year engines or equivalent emissions by January 1, 2023. No reporting is required with this schedule.

Engine Model Year Schedule for Lighter Vehicles	
Engine Model	2010 Engine Required
1995 and older	January 1, 2015
1996	January 1, 2016
1997	January 1, 2017
1998	January 1, 2018
1999	January 1, 2019
2003 and older	January 1, 2020
2004-2006	January 1, 2021
2007-2009	January 1, 2023

Can I replace my vehicle with a used vehicle to delay my compliance deadline?

Yes, used vehicles with 2010 model year or newer engines meet the final requirements; but you may also replace with used trucks that have a future compliance date on the schedule. For example, you may replace a vehicle with one that has a 2007 model year engine, which will comply until 2023 if equipped with a PM filter. By January 1, 2023, it will need to be upgraded to a 2010 model year engine with rare exceptions.

Can I install PM filters on trucks that are required to upgrade to 2010 model year engines and be compliant?

No, all owners had the opportunity to extend the use of an existing truck by installing a PM filter before January 1, 2014 regardless of fleet compliance option used. Owners that did not install PM filters before January 1, 2014 and do not use flexibility options must replace existing trucks (or engines) according to the applicable model year schedule.

Are there any flexibility options I may opt into now to delay my replacement requirements?

Yes, the only option available to newly opt into is the Low-use Exemption. Vehicles that travel less than 1,000 miles per calendar year in California, including vehicles that are not operated (even if they have a non-op registration) are eligible. In addition, if the vehicle is designed to power other equipment that can only be used while stationary, like a drill rig or a concrete pump, the engine or power take off must also be operated less than 100 hours per year to qualify. The low-use option allows the vehicle to be exempt from PM filter and engine replacement requirements. Annual odometer reporting is required and readings must be provided for any period of non compliance and may be for other reasons.

I am under an industry specific option, will I still be compliant?

Vehicles that are currently using the Work Truck or Construction Truck option, that are not compliant with the model year schedule because the vehicle has an older engine, may continue to use the delay until the replacement deadline as long as they don't exceed yearly mileage limits and report in January of each compliance year.

Vehicles that are currently claiming the NOx Exempt Area Extension may continue using this option if they have a PM filter (OEM or retrofit) and exclusively travel in those areas. Vehicles with 1996 to 2006 model year engines that have a PM filter (OEM or retrofit) may operate throughout California until replacement is required per the Engine Model Year schedule. Once replacement is required, a vehicle with a PM filter will be exempt from the replacement requirement if the vehicle does not leave the NOx areas and is reported. 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.

Vehicles already using the Agricultural Vehicle Extension and Log Truck Phase-In options may delay replacement as long as they remain eligible until 2023 or the specified date, respectively.

What are the requirements for school buses?

School buses as defined by the California Vehicle Code (CVC) section 545, with a GVWR more than 14,000 pounds were required to phase-in PM filters from 2012 to 2014. If a school bus engine cannot be equipped with a PM filter it had to be replaced by January 1, 2018 or be placed under the low-use option. No reporting is required, but owners must keep records.

If I decide to sell my vehicle, do I have to notify the buyer of the requirements of this regulation?

Yes. Any person selling a vehicle subject to the Truck and Bus Regulation must provide a specific disclosure statement in writing to the buyer on the bill of sale, sales contract addendum, or invoice. See Regulatory Advisory 416 at www.arb.ca.gov/enf/advs/advs416.pdf.

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.