This guide is intended to assist vehicle owners with reporting on paper forms to meet the reporting requirements of the California Air Resources Board’s (CARB) Truck and Bus Regulation (regulation). The paper forms are intended to be used by vehicle owners without access to a computer. Owners must report company and vehicle information to meet necessary reporting requirements to use the flexibility options available in the regulation. **Important updates regarding the California Trucking Association (CTA) Lawson Rock & Oil, Inc. (Lawson) v. CARB Lawsuit Impact and Senate Bill (SB 1) are included in this document.**

The next reporting deadline is January 31, 2019. Mailed forms must be postmarked no later than this date.

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, the 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 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.

Beginning 2020, only vehicles compliant with the engine model year schedule of the Truck and Bus regulation will be allowed to register with the California Department of Motor Vehicles (DMV) unless the vehicle is accurately reported to CARB demonstrating compliance with a flexibility option offered by the regulation. DMV will use the vehicle identification number (VIN) to confirm compliance of vehicles taking advantage of flexibility options in the regulation. CARB will use the VIN, along with the engine and retrofit particulate matter (PM) filter information to confirm upgrade requirements are met. **It is crucial that the vehicle information reported to CARB is accurate to avoid delays registering vehicle(s) with DMV.**
Fleets may be subject to multiple regulations. Contact the CARB Diesel Hotline at 866-634-3735 for assistance in determining which regulations apply.

This guide is not a substitute for reading and understanding the regulation. Fleet owners should be familiar with the terms defined in the regulation, as well as the eligibility criteria to determine what exemptions or extensions for which the vehicle qualifies. Regulation language, advisories, fact sheets, and other compliance tools for the Truck and Bus regulation can be found at www.arb.ca.gov/dieseltruck.

Vehicle owners may manage fleet information online and obtain a certificate of reported compliance immediately, if the fleet is in compliance. To report online in TRUCRS, visit: https://ssl.arb.ca.gov/ssltrucrstb/trucrs_reporting/login.php

**Do not report both online and on paper forms. This may result in delays.**

**Impact from the CTA/Lawson v. CARB Lawsuit:**

CTA/Lawson filed a lawsuit against the California Air Resources Board to void the 2014 amendments to the Truck and Bus Regulation. The court ruled in favor of Lawson and CTA to void the amendments and, as a result, some flexibility options that were previously available have been modified or removed. This guide will provide basic information regarding the options available for the 2019 compliance year; however, it is the sole responsibility of the vehicle owner to understand the regulatory requirements in their entirety as they apply to their vehicle(s).

**Flexibility Options Impacted by Lawson**

**NOx Exempt Area Extension**

The counties that will continue to be considered in the NOx Exempt Area are: Alpine, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Monterey, Northern Sonoma, Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Tehama, Trinity, and Yuba

Counties removed from the NOx Exempt Area are: Amador, Butte, Calaveras, Kern, Inyo, Mariposa, Mono, Nevada, and Tuolumne along with the portions of Sutter, El Dorado, and Placer.

All vehicles using the NOx Exempt Area Extension must now have a PM Filter Retrofit Installed. After installation of the PM Filter, the vehicle will be exempt from the replacement requirement as long as the vehicle does not leave the NOx areas and is reported as using “NOx Exempt with a PM Filter”.
Low Use Exemption
The low use mileage limit is reducing one year earlier than expected because of the rescinded amendments. A Low Use vehicle is one that operates less than 1,000 miles a year in California and 100 hours of power take off (PTO) annually to remain exempt from the clean-up requirements of the Truck and Bus regulation.

Ag Vehicle Extension
Beginning January 1, 2019 the annual mileage limit will be 10,000 miles. Vehicles that travel below 10,000 miles annually and have not exceeded prior mileage threshold may continue to use the Agricultural mileage extension until January 1, 2023.

Agricultural Vehicle Extension for Cattle Livestock Trucks
Cattle livestock trucks with a GVWR greater than 33,000 or tractor-trailer combinations that exclusively transport cattle with a livestock module no longer have a body type eligible for the specialty AG option.

Low Mileage Construction Truck (Formerly Low Mileage Work Truck)
This option is no longer available to lighter vehicles with a GVWR 14,001-26,000lbs. Only vehicles with a PM filter (OEM or retrofit) may continue to use this option. Vehicles using the Low Mileage Construction Truck option that have a PM filter retrofit installed on a heavier vehicle with a 1995 or older model year engine, must continue to report to delay upgrading to a 2010 model year or newer engine by reporting the vehicle as low mileage construction truck with a filter, operate less than 20,000 miles annually, and report the vehicle’s odometer reading annually.

A 15,000-mileage threshold now applies to any vehicle owned by a company that possesses a valid contractor’s license, or if the vehicle is a concrete mixer, concrete boom truck, water tank truck, or exclusively pulls a lowboy trailer. Dump trucks designed to transport construction material are still subject to the 20,000-mileage threshold.

Early Retrofit Credit
Owners of vehicles without a PM Filter Retrofit requirement that installed a PM Filter on their vehicle in lieu of replacement must be replaced no later than January 1, 2020.

Vehicle owners that installed a PM Filter on some of their vehicles by January 1, 2014 but did not install the filter on all their vehicles are will need to replace the vehicle per the Engine Model Year Schedule.

Vehicle owners that installed a PM Filter retrofit on all of their heavier or all of their lighter fleet by January 1, 2014 and reported the installation by January 31, 2015 may maintain the credit that delays the vehicle replacement date until January 1, 2023 by contacting TRUCRS staff at 866-634-3735.
Options Removed from the Truck and Bus Regulation When the 2014 Amendments Were Voided

- **Heavy Crane Phase-In Option**: The phase in option that allowed heavy crane owners to exclude their heavy cranes from the general compliance requirements of the Truck and Bus regulation and phase in replacement vehicles from 2018 until 2027, in addition to the credit provided to crane owners who took early action to comply is no longer available.

- **25 Percent Replacement Limit**: The added flexibility for fleets using the engine model year schedule to limit replacements to no more than 25 percent of the fleet, but no less than 2 trucks within one compliance year is no longer an option

**2019 Compliance Requirements**

**Lighter vehicles** (GVWR between 14,000 and 26,000 lbs.) with a 1999 or older model year engine must be retired or upgraded with a 2010 or newer model year engine unless the vehicle is using a flexibility option that excludes it from the upgrade requirement such as the low-use option or the NOx Exempt Area provision.

Fleet owners using the **Log Truck Phase-In** option must upgrade 60% of the vehicles to 2010 or newer model year engines to comply with the January 1, 2019 compliance deadline. The opt-in deadline for this option has passed.

**Heavier vehicles** (GVWR greater than 26,000 lbs.) with a 1995 or older model year engine that has a retrofit PM filter installed to comply with:

- **Low Mileage Construction Truck (LMCT)**: Vehicles must remain under the applicable mileage limit based on vehicle body type, or

- **NOx Exempt Area provision**: Vehicles must remain inside the designated NOx Exempt counties.

**Who needs to Report for the 2019 Compliance Year?**

Vehicles in compliance with the Engine Model Year Schedule do not need to be reported. Fleet owners of vehicles using mileage-based options must report the vehicles’ end of the year odometer reading annually and check the box next to the applicable compliance option on Form 112B to continue using the option for the following compliance year.

Vehicle owners that wish to use a flexibility option in the regulation must check the box next to the applicable compliance option and provide any additional information
specific to that option on Form 112B to identify to CARB which option the vehicle will use for the duration of the compliance year to delay the vehicle’s upgrade requirements.

A vehicle must meet the eligibility criteria to use an option and meet any upgrade requirement by the January 1 compliance deadlines. Fleet owners using mileage-based extensions must provide their end of year odometer reading and read date as close to January 1 as possible of each compliance year in addition to confirming whether they will continue to use the same mileage-based extension for 2019. Following is a list of compliance options that are currently available for initial opt-in if the vehicle is eligible:

Low Mileage Construction Truck w/PM Filter
Low-Use Exemption
Manufacturer Delay
NOx Exemption w/PM Filter

CARB verifies eligibility for flexibility options continuously through review of third party documentation and system programming applied to data entered from forms. Enforcement staff possess the authority to place holds on vehicle registration. Fleets must keep records and provide proof in a timely manner to CARB staff upon request; otherwise, the reporting account could be blocked and the ability to print a certificate disabled.

If a vehicle fails to maintain eligibility for a claimed flexibility option, the vehicle must be immediately brought into compliance by retrofitting, replacing, or retiring the vehicle as specified by the Engine Model Year Schedule. That vehicle will not be eligible to claim another flexibility option in any future compliance year. Changes to the fleet must be reported within 30 days when removing or adding vehicles.

Staff will not process forms attempting to select flexibility options for which the vehicle is not eligible. The form will be returned with a letter explaining why the vehicle is not eligible or requesting documentation needed to process the request.

**How to Report**

The hard copy reporting forms are located at the end of this document. Use only the current forms to report the company, vehicle, and engine information. Once all of the required information on the forms is provided, mail the form to the address listed at the end of this document. Incomplete forms will be rejected. We recommend making copies of the completed forms prior to submission to our office and file them for future reference or in case of a fleet audit. The deadline for mailing the form is January 31, 2019.
What Information Do I Need to Report?

In general, information regarding the company and owner (on form 112A) along with specific vehicle and engine information for every on-road diesel vehicle owned with a GVWR greater than 14,000 lbs. Please have vehicle registration(s), a picture of the manufacturer GVWR label (typically located on the door jamb), and a picture of the Emission Control Label (located on the engine) before completing Form 112B. It is crucial that the Vehicle Identification Number (VIN) provided on the form matches the vehicle registration exactly to prevent delays registering the vehicle with DMV.

Company Information Form - Form 112A:
Form 112A must be filled out completely. If a TRUCRS ID has already been established for the fleet, please provide the TRUCRS ID at the top of the form. Fields marked with an asterisk (*) must be completed. Incomplete forms will not be processed and will be returned to the sender. Form 112A must be signed.

Owner-operators should fill this form out with information about their own business, NOT their hiring or leasing company.

Vehicle Information Form – Form 112B:
Form 112B is a two page form that must be filled out for every on-road diesel vehicle owned with a GVWR greater than 14,000 lbs. The form can be filled out to newly report vehicles or you may fill it out to provide the annual odometer reading for the vehicle and update the vehicles compliance path. Use a separate form for each vehicle being reported. If a TRUCRS ID has already been established for the fleet, please provide the TRUCRS ID at the top of the vehicle form. Fields marked with an asterisk (*) must be completed. Incomplete forms will not be processed and will be returned to the sender. Page 2 of Form 112B must be signed.

Page 1 requires detailed information about the vehicle and its engine.

Page 2 requires detailed information about odometer information, flexibility options, and PM filter information.

If adding a vehicle for the first time, fill out both pages of Form 112B.

If updating a previously reported vehicle including removing a vehicle from the fleet, only fill out page two of Form 112B unless information on page 1 needs to be updated.

Acceptable entries for Vehicle Body Type are located on the back of page 1 of Form 112B.
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.
2019 Truck Regulation Upload, Compliance and Reporting System (TRUCRS)  
Form 112a – Company Information

Use Form 112a if you have not previously reported, or if updating company information. Submit only one Form 112a per fleet, with one vehicle Form 112b for each qualifying vehicle. All fields on this form must be completed with current information or you will not be able to report vehicle information. *Required Information is indicated by an Asterisk.

<table>
<thead>
<tr>
<th>TRUCRS ID:</th>
<th>Parent Company TRUCRS ID:</th>
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☐ I am reporting a change to the information previously reported about my company.

**Owner Information**

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<tr>
<th>Legal Owner First Name*</th>
<th>Legal Owner Last Name*</th>
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<tr>
<th>Company/Agency Name (and DBA)*</th>
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<td>□ Federal</td>
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<td>□ Special District</td>
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<th>Responsible Official Title*</th>
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**Motor Carrier Identification**

US Department of Transportation (USDOT)  
California Carrier Identification (CA)

International Registration Plan (IRP)  
Public Utilities Commission

**Contact Person**

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<tr>
<th>Contact First Name*</th>
<th>Contact Last Name*</th>
<th>Company Name*</th>
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<tr>
<th>Contact Email Address*</th>
<th>Contact Telephone Number (Area Code and Number)*</th>
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**Additional Information**

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<th>Business Category (check one)*</th>
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<tr>
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<td>□ Contractor (CSLB #: ____________)</td>
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<td>□ Heavy Crane</td>
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<td>□ Hauling Freight (for hire)</td>
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<td>□ Manufacturing</td>
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<td>□ Mining</td>
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<td>□ Non-Profit</td>
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<td>□ Other Service</td>
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<td>□ Passenger/Bus Service</td>
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<td>□ Retail or Wholesale</td>
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<td>□ Solid Waste Collection</td>
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I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

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<th>Print Name of Owner or Responsible Official*</th>
<th>Title*</th>
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<tr>
<th>Signature of Owner or Responsible Official*</th>
<th>Date*</th>
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TRUCRS Company Information Form 
Page 1 of 1
Information submitted by paper will be entered into the online reporting system, and users will be able to manage their fleet online. You can obtain a Certificate of Compliance immediately if you choose to report online directly and manage your fleet information without using paper forms. The login page has a User Guide with instructions on how to navigate the online reporting system. The TRUCRS reporting site can be accessed at https://ssl.arb.ca.gov/ssltrucrsdb/trucrs_reporting/login.php.

If you are reporting online, DO NOT submit hard copy forms (112a and/or 112b) by mail or your hard copy forms will be rejected.

If you are reporting for the first time, you will not have a TRUCRS ID. One will be assigned to you after your information is entered into TRUCRS. If your fleet has previously reported, please indicate your TRUCRS ID in the space provided on the Company Information Form (Form 112a). You may also use this form to update your company information. On Form 112a, you will need to enter information about the fleet owner, responsible official, contact person, any motor carrier numbers you operate under, and additional information needed for determining compliance. Please note that all fields are required.

If you are a subsidiary of a corporation, please report the TRUCRS ID of your corporate parent at the top of Form 112a (see right side). The TRUCRS ID of your corporate parent is assigned when the corporate parent reports to us so that staff may best assist you with compliance.

Additionally, you will need to attach a Vehicle Information Form (Form 112b) for each diesel vehicle in your fleet that you are reporting, and indicate at the top of each form whether you are adding or removing the vehicle. If your fleet has previously reported, please identify your TRUCRS ID in the space provided.

If you do not complete all required fields on the form(s), your application will be considered incomplete and sent back.

If you are reporting by hard copy, mail the TRUCRS Company Information Form 112a and a TRUCRS Vehicle Information Form 112b for each vehicle to:

California Air Resources Board  
P.O. Box 2815  
Sacramento, California 95812  
Attn: TRUCRS Reporting, 5th Floor

If you have any questions or need help completing the forms, please contact us at: 866-6DIESEL (866-634-3735) or by email at trucrs@arb.ca.gov.
2019 Truck Regulation Upload, Compliance and Reporting System (TRUCRS) Form 112b – Vehicle Information

Complete one Form 112b for each vehicle and submit with owner information Form 112a.
If the owner information has not changed, provide the TRUCRS ID below in lieu of Form 112a.
*Required Information is indicated by an Asterisk.

If you are reporting for the first time, you must also complete and submit Form 112a.
If you are adding a vehicle for the first time, you must complete pages 1 and 2 of Form 112b.
If you are updating or removing a vehicle, you only need to complete page 2 of Form 112b.

TRUCRS ID: ______________________

☐ Add newly purchased vehicle: Date Purchased*: ___________ Odometer reading*: ___________

☐ Remove previously reported vehicle: Date removed*: ___________ Final Odometer reading*: ___________

**Vehicle and Engine Information**

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<th>Your Own ID</th>
<th>Vehicle Model Year*</th>
<th>Vehicle Model*</th>
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<tr>
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<th>Vehicle Body Type (See reverse side)*</th>
<th>Fuel Type, check one?*</th>
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<th>Engine Model Year*</th>
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**Street Sweepers with >50hp Auxiliary engines: report 2nd engine info. & hour meter readings**

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<tr>
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<th>Hour Meter Reading*</th>
<th>Hour Meter Reading Date(MM-DD-YYYY)*</th>
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Compliance Options and Retrofit Information must be reported on Form Page 2 of 2.
Body Type List:
Beverage Tractor Trailer, Beverage Truck, Boom Truck, Box Reefer Tractor Trailer, Box Reefer Truck, Box Van Tractor Trailer, Box Van Truck, Bucket Truck, Bus Other, Bus School, Bus Shuttle, Cab and Chassis, Car Carrier, Concrete Mixer, Concrete Pump, Cotton Module Mover Truck, Crane Heavy, Crane Truck, Drill Rig Truck, Dump Tractor Trailer, Dump Transfer Truck, Dump Truck, Expeditor Hot Shot, Farm Grain Truck, Feed Truck On Farm, Flatbed Tractor Trailer, Flatbed Truck, Garbage Refuse, Garbage Transfer, Hay Squeeze, Hay Tractor trailer, Hay Truck, Hopper Tractor Trailer, Lettuce Truck, Livestock Tractor, Livestock Truck, Log Tractor Trailer, Log Truck, Lowbed Tractor Trailer, Motor Coach Bus, Nurse Rig Aircraft Supply, Nurse Rig Other, Other Tractor Trailer, Other Truck, Parcel, Pickup Bed, Service Fuel Lube, Service Utility Mechanic, Silage Feeder, Silage Harvest, Silage Other, Spray Truck, Spreader Tractor Trailer, Spreader Truck, Sweeper 1 Engine, Sweeper 2 Engine, Tank Truck, Tanker Truck and Trailer, Tow Truck, Roll Back, Tow Truck Wrecker, Tractor Trailer, Tractor Trailer Other, Vacuum Truck, Water Truck, Water Truck Farmer Owned, Yard Goat, Cattle Tractor Trailer, Cattle Truck Conventional, Cattle Truck Cabover, Farm Grain Truck and Trailer, Farm Grain Tractor Trailer, Flatbed Truck and Trailer, Hay Truck and Trailer, Livestock Truck & Trailer, Tanker Tractor Trailer, Lettuce Tractor Trailer, Cotton Module Tractor Trailer, Drill Rig Water Well, Roll Off Truck, Garbage Packer, Garbage Roll Off
2019 Truck Regulation Upload, Compliance and Reporting System (TRUCRS)  
Form 112b – Vehicle Information

Complete one Form 112b for each vehicle and submit. If the owner information has not changed, provide the TRUCRS ID below in lieu of Form 112a.

*Required Information is indicated by an Asterisk.

Check the applicable box below if you are updating or removing a vehicle from your fleet.

☐ Updating a Previously Reported vehicle*  TRUCRS ID:  
☐ Remove previously reported vehicle: Date removed*:  Final Odometer reading*:  

### Vehicle and Engine Information

<table>
<thead>
<tr>
<th>Vehicle Identification Number (VIN)*</th>
<th>Your Own ID</th>
<th>License Plate*</th>
</tr>
</thead>
<tbody>
<tr>
<td>GWWR more than 26,000lbs?</td>
<td>Date Purchased (MM-DD-YYYY)</td>
<td>Engine Model Year</td>
</tr>
<tr>
<td>□ Yes  □ No</td>
<td>Engine Manufacturer</td>
<td>Engine Family Name</td>
</tr>
</tbody>
</table>

### PM Filter Retrofit Information (filter information must be complete)

☐ Original Equipment Manufacturer (OEM)  
☐ PM Filter Retrofit (fill out details below)

If PM Filter or OEM Vehicle was obtained with public funding, provide contract dates below:

Contract Begin Date:  Contract End Date:

<table>
<thead>
<tr>
<th>PM Filter Serial Number*</th>
<th>PM Filter Mfr.*</th>
<th>PM Filter Family Name*</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM Filter Install Date* (MM-DD-YYYY)</td>
<td>Installer Company Name*</td>
<td>Installer City*</td>
</tr>
<tr>
<td></td>
<td>Installer State*</td>
<td></td>
</tr>
</tbody>
</table>

### Available Compliance Options for 2019* (3rd party records typically requested for mileage options)

☐ None (Select this option if you do not have a PM filter and are not claiming a flexibility option)

☐ Ag Specially (Opt-in closed) Enter area of operation  ☐ Outside SJV  ☐ Statewide

☐ Log Truck Phase-in (Opt-in period closed)  ☐ Heavy Crane Phase – In Option

☐ NOx Exempt Area Extension with a PM Filter Retrofit (Retrofit Information must be provided above)

☐ Manufacturer Delay (attach purchase order) Date ordered:

All options listed below require Odometer and Hour Meter Readings to be provided below*

☐ Ag Mileage  ☐ Low-Use  ☐ Solid Waste Low-Use  ☐ Heavy Crane Low-Use

☐ Low Mileage Construction Truck w/PM Filter (Retrofit Information must be provided above)

2019 Odometer reading  Date of Odometer Reading (MM-DD-YYYY):

If a hub-odometer has been installed, provide the Hub-odometer serial #:

Only Report Out of State or Emergency Use Miles if the vehicle exceeded the Mileage Limit

2018 Out of State Miles:  2018 Emergency Use Miles:

I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Print Name of Responsible Official*  Phone Number* 

Signature of Responsible Official*  Date*