

## **Appendix B**

### **Existing Regulation Summary**

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The Truck and Bus regulation was adopted in 2008 and amended in 2011. The Truck and Bus regulation was amended in 2014 to provide additional flexibility to fleets to better enable compliance with the regulation and to recognize early efforts of fleets that had already invested in compliance. These amendments, which included additional flexibility for heavy crane fleets, were rescinded in 2018 following a 2014 lawsuit brought against CARB by the California Trucking Association (CTA) and Lawson Rock and Oil, Inc. Therefore, heavy cranes must now comply with the engine model year replacement schedule and must meet the 2010 or newer model year engine requirements by 2023 to comply with the Truck and Bus regulation. This summary describes the amendments that became effective in 2011.

The Truck and Bus regulation applies to nearly one million diesel vehicles that annually operate in California with a manufacturer’s GVWR greater than 14,000 pounds. The Truck and Bus regulation exempts vehicles subject to previously adopted fleet regulations such as the Solid Waste Collection Vehicle (SWCV) regulation.

Starting January 1, 2012, to comply with the regulation fleets were required to install PM filters on vehicles with certain engine model years and to begin accelerating engine or vehicle replacements starting January 1, 2015 for their heavier vehicles (GVWR greater than 26,000 pounds). Heavy cranes are subject to the regulation like all other trucks. Most heavier truck and buses were required to have a PM filter by January 1, 2014. PM filters include those that are originally installed by the manufacturer and those that are installed afterward (PM filter retrofit). Almost all vehicles had to have a PM filter installed by 2018. By 2023, almost all trucks and buses operating in California will need to have 2010 or newer model year engines.

The engine model year replacement schedule (see Table B-1 below) for heavier trucks (GVWR greater than 26,000 pounds) is a schedule that specifies which vehicles must be equipped with a PM filter or replaced with 2010 model year engines to meet PM and NOx emission requirements.

**Table B-1. Engine Model Year Replacement Schedule for Heavier Trucks**

<b>Replacement Deadline</b>	<b>Engine Model Years</b>
January 1, 2020	1996-1999
January 1, 2021	2000-2004
January 1, 2022	2005-2006
January 1, 2023	2007-2009

There are compliance options that provided additional flexibility for vehicles that stayed below certain mileage thresholds, operated in certain areas of California that are primarily rural areas with cleaner air, were used specifically in certain vocations, or were in small fleets. The regulation also allowed an annual delay until January 1, 2018 for a vehicle that was unable to have retrofit PM filters safely installed. Heavy cranes were deemed to have specific issues with Occupational Health and Safety Administration

requirements that made the installation of PM filters on heavy cranes challenging. Therefore, many heavy cranes were able to use the extension and did not have an upgrade requirement until January 1, 2018.