



# Air Resources Board



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Secretary for  
Environmental Protection

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**Arnold Schwarzenegger**  
Governor

Date September 21, 2009 Mail-Out #MSC 09-30

TO: All Interested Parties

SUBJECT: CARL MOYER PROGRAM CLARIFICATIONS TO THE ON-ROAD  
VOUCHER INCENTIVE PROGRAM

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On April 8, 2009, the Air Resources Board (ARB) issued an advisory to allow the on-road Voucher Incentive Program (VIP) as a funding option under the Carl Moyer Program. VIP provides a streamlined approach for applicants and air districts to replace older, high-polluting trucks with newer, lower-emission trucks. This mail-out provides clarifications on the VIP Guidelines resulting from feedback received from air district staff, truck dealerships, and truck owners.

For further information on VIP, please contact Peter Christensen, Air Pollution Specialist, at (916) 322-1520 or via email at [pchriste@arb.ca.gov](mailto:pchriste@arb.ca.gov) or Lynsay Carmichael, Air Resources Engineer at (916) 322-0407 or via email [lcarmich@arb.ca.gov](mailto:lcarmich@arb.ca.gov).

Sincerely,

/s/

Robert H. Cross, Chief  
Mobile Source Control Division

## Attachment

cc: Peter Christensen  
Air Pollution Specialist  
Planning & Regulatory Development Section

Lynsay Carmichael  
Air Resources Engineer  
Planning & Regulatory Development Section

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.*

California Environmental Protection Agency

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**Air Resources Board  
 Carl Moyer On-Road Voucher Incentive Program  
 Clarifications on Program Requirements\***

Topic	Questions and Answers
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<b>I. Applicant and Truck Eligibility</b>	
<b>Old Truck</b>	<p>Q: What is done to verify that the old truck is not a drayage (port) truck?</p> <p>A: The truck owner must certify by signing the application that the old truck does not operate as a drayage truck. The district does not have to request any additional information. However, the district must reject a project if the usage verification provided in the application package demonstrates drayage truck operation.</p> <p>Q: Are old trucks from out of state eligible?</p> <p>A: No. The old vehicle must be registered in California.</p> <p>Q: Are truck owners who register monthly or seasonally for only a few months each year eligible for the Program?</p> <p>A: Yes, partial year registration is acceptable, provided the following requirements are met:</p> <ul style="list-style-type: none"> <li>• The truck must have traveled the minimum requirements as set forth in the VIP guidelines.</li> <li>• Registration or alternate documentation should establish a pattern of regular or seasonal usage each year over the past two years.</li> <li>• All available California registration information should be obtained by the dealership.</li> </ul> <p>Q: How are the engine family name and horsepower of the old truck verified if the engine tag is missing?</p> <p>A: If the engine tag is missing, the engine family name can be verified by the engine serial number that is stamped on the engine block. Written verification from the manufacturer/dealership must be submitted with the application.</p>
<b>Emission Standard</b>	<p>Q: What if an engine or Executive Order does not have a FEL level for Oxides of Nitrogen (NOx) or Particulate Matter (PM)?</p> <p>A: Either the FEL level or the standard emission level (STD) on the ARB Executive Order may be used to determine eligibility. The dealer and the district must verify that the emission level is at or below the allowable VIP emission standards.</p>

\* Voucher Incentive Program Guidelines are available at: [www.arb.ca.gov/msprog/moyer/voucher/voucher.htm](http://www.arb.ca.gov/msprog/moyer/voucher/voucher.htm)

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Topic	Questions and Answers
<b>Small Fleet</b>	<p>Q: Can you please clarify the weight of the vehicles included in determining eligibility as a small fleet?</p> <p>A: All vehicles that are subject to the Statewide Truck and Bus Regulation (California Code of Regulations, Title 13, Article 4.5, Chapter 1, Section 2025) must be included when determining fleet size. This includes vehicles that operate on diesel-fuel, dual-fuel, or alternative diesel-fuel and have a manufacturer's gross vehicle weight rating greater than 14,000 pounds. Yard trucks with off-road engines are also included. Vehicles that are exempt from the Regulation are not counted in fleet size.</p>
<b>Usage</b>	<p>Q: What are the usage requirements for a truck that operates seasonally?</p> <p>A: Trucks that are registered partially throughout a year must still meet the minimum usage requirements of 30,000 miles or consume 4,700 gallons of diesel fuel for each of the previous two years in order to qualify.</p>
<b>Time Periods</b>	<p>Q: Can you please clarify specific time requirements in months?</p> <p>A: There are several time requirements that were originally listed in years. The following are clarified in terms of months*:</p> <ul style="list-style-type: none"> <li>• Participants must submit documentation verifying usage for the previous twenty-four (24) consecutive months for the old-vehicle.</li> <li>• The old vehicle(s) must have operated at least 75 percent of the time in California during each twelve (12) month period for the previous twenty-four (24) consecutive months.</li> <li>• Old vehicle has been owned, insured and in operation during the previous twenty-four (24) consecutive months.</li> <li>• Old Vehicle has been registered in California and with a declared Gross/Combined Gross Vehicle Weight Range greater than 60,000 pounds throughout the previous twenty-four (24) consecutive months.</li> <li>• New vehicle must be operated at least 75 percent of the time in California for a minimum of thirty-six (36) months.</li> <li>• The truck owner must notify the district if there is any change in ownership of the replacement vehicle within thirty-six (36) months.</li> </ul> <p>Note: See description of Old Truck Eligibility and Usage Requirements for seasonally registered vehicles, above.</p>

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<b>New Vehicle Registration</b>	<p>Q: Regarding registration, the VIP Guidelines require the new vehicle to be registered in California with DMV. Can the new vehicle's California registration include California International Registration Plan (IRP)?</p> <p>A: Yes. Participants can register their replacement vehicle in the California IRP.</p> <p>Q: How do districts verify that the replacement vehicle is registered with a declared Gross/Combined Gross Vehicle Weight (GVW or CGW) range greater than 60,000 pounds?</p> <p>A: Dealers must provide verification of registering the replacement truck with a GVW or CGW range greater than 60,000 pounds for the replacement vehicle in the Reimbursement Package. Participants must fill out DMV Form 4008 declaring the operational weight of the truck with Department of Motor Vehicles and dealers should be able to provide this verification in the Reimbursement Package. If a dealer submits a Reimbursement Package that does not include verification, the district must not issue payment for this voucher until such verification has been submitted.</p>
<b>II. Air District Administration</b>	
<b>VIN Check</b>	<p>Q: Please clarify why the district is checking the old vehicle VIN in the CARL database? And what should be done after performing this VIN check?</p> <p>A: Districts must check CARL to ensure that an application has not already been submitted for the old vehicle. If the VIN has already been entered into the CARL database, the district must reject the application. If an application is rejected because the VIN is already in the CARL database, the district should note this as the reason for rejection on the rejection letter and keep it in the project folder.</p>
<b>Application Review</b>	<p>Q: How are the photos from the old truck used in the application process?</p> <p>A: Photos of the old truck and engine help verify application information and eligibility by verifying information on the vehicle and engine tags.</p>

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<b>Old Truck Dismantle Documentation</b>	<p>Q: According to the VIP Guidelines, the air district must conduct a dismantle inspection in which they are to verify the dismantler has filed a Notice of Acquisition/Report of Vehicle to be Dismantled (REG 42) with the DMV. How are the districts supposed to verify this information?</p> <p>A: At the time of the dismantle inspection, verification must include a copy of the form filed with Department Motor Vehicles (DMV). Air districts must also receive official verification from the dismantler that the REG 42 form has been accepted by DMV and that the old truck has been registered with DMV and has a transaction code L10 or C26. This verification may occur during or after the dismantle inspection.</p>
<b>III. Dealership and Dismantler Issues</b>	
<b>Dealership Documentation</b>	<p>Q: How can dealerships prove they have held a valid California business license for the previous two years?</p> <p>A: Dealerships can meet the requirement of having a valid California business license for the previous two years by providing documentation of being registered with Department Motor Vehicles as a licensed vehicle dealership.</p>
<b>New Vehicle Tax Basis</b>	<p>Q: Is the voucher amount taken off before or after the taxes are applied to the purchase price?</p> <p>A: The voucher amount is taken off after the taxes are applied to the purchase price of the truck. The dealership must show on the replacement vehicle invoice the voucher amount. The voucher does not reduce the purchase price of the truck, but is an incentive to the truck owner that will result in a lower price paid by the participant. The receipt of voucher funds does not lower the base price of the truck or reduce the tax basis of the truck.</p>
<b>Truck Inspection Documentation</b>	<p>Q: Can dealers submit pictures from more than one truck inspection on a disk?</p> <p>A: Yes. Dealers can submit photos of more than one truck inspection on a disk or other media, as long as the pictures are clearly labeled for each truck.</p>

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<b>Application - Third Party Information</b>	<p>Q: Who needs to fill out the Third Party Information on the application? Do dealers need to fill this out?</p> <p>A: The Third Party Information needs to be filled out if the application is completed by any party being paid to complete the application on the truck owner's behalf. Dealers do not need to complete this section.</p>
<b>Location of Dealers/ Dismantlers</b>	<p>Q: Are districts limited to contracting with dismantlers located only within their air district?</p> <p>A: No. Districts can contract with dismantler within or <b>outside</b> of their air district.</p> <p>Q: What are the requirements for dealerships or dismantlers with more than one location?</p> <p>A: If a dealership or dismantler has multiple locations, the district either needs to have one dealership agreement for each location or list each dealership location in one dealership agreement.</p>
<b>Dealership/ Dismantler Requirements</b>	<p>Q: How do districts verify that dealerships and dismantlers meet all the VIP requirements?</p> <p>A: The district verifies that they fulfill all the eligibility requirements by requesting documentation from the dealership or dismantler prior to signing an agreement to become a participating dealership or dismantler.</p> <p>Q: Regarding dealerships/dismantlers with more than one location, can you please clarify the requirements for having at least one employee trained at each participating dealership/dismantler?</p> <p>A: If a participating dealership or dismantler maintains more than one location, each location must have at least one employee trained on the VIP by an air district.</p>

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