

## FACTS ABOUT

**On-Road Heavy-Duty Vehicle Programs**

On-road heavy-duty vehicles play an important role in both California's and the national economy. Unfortunately, they also contribute to a significant portion of California's air pollution problems. In particular, diesel vehicles, although comprising less than two percent of California's on-road fleet, produce about 30% of the nitrogen oxides (NO<sub>x</sub>) and about 65% of the particulate matter (PM) emissions attributed to motor vehicles. Both NO<sub>x</sub> and PM contribute to serious health problems including an increased likelihood of contracting various respiratory diseases, cancers, and premature death.

The Air Resources Board (ARB) has implemented the following programs to reduce emissions from on-road heavy-duty vehicles. For the most up to date information on our mobile diesel programs please visit:  
<http://www.arb.ca.gov/diesel/mobile.htm>.

**The Heavy-Duty Vehicle Inspection Program (HDVIP)** This program is designed to reduce tampering and excessive smoke emissions from heavy-duty diesel trucks and buses. The ARB inspects heavy-duty trucks and buses for excessive smoke emissions, engine control label compliance and tampering. Any commercial heavy duty vehicle traveling in California, irrespective of its country (e.g. Mexico or Canada) or state of origin, with a gross vehicle rate over 6,000 pounds is subject to inspection.

The tests are usually unannounced, and held at various locations throughout California. CHP weigh stations are typical venues for inspections as are the Ports in Oakland, Long Beach and Los Angeles and the California-Mexico border crossings. Owners of trucks and buses found in violation are subject to minimum penalties starting at \$300 per violation. For the most up-to-date information, please visit:  
<http://www.arb.ca.gov/enf/hdvp/hdvp.htm>.

**The Periodic Smoke Inspection Program (PSIP)** This program is established to promote self-inspection of fleet vehicles. All California-based fleets of two or more heavy-duty vehicles (gross vehicle rating over 6,000 pounds) are required to conduct annual smoke and tampering inspections of their vehicles and repair those not in compliance. Fleet owners are not required to inspect vehicles that are powered by diesel engines until their fourth model year (example: 2000 model-year engines must have their first test completed by January 1, 2004). Heavy-duty diesel-powered vehicles that are not part of a fleet or are exclusively for personal use are exempt.

All testing must conform to the Society of Automotive Engineers' (SAE) J1667 snap-acceleration test procedure. All testing must be performed using an SAE J1667 smokemeter. A list of smoke meter manufacturers can be found at: <http://www.arb.ca.gov/enf/hdvp/smokemtr.htm>. All testing records must be maintained for a period of two years. For assistance with testing your fleet, please visit:  
[http://www.arb.ca.gov/enf/hdvp/hdvp.htm#test\\_facilities](http://www.arb.ca.gov/enf/hdvp/hdvp.htm#test_facilities).

**Heavy-Duty Vehicle Inspection Program (HDVIP)**

Trucks are randomly selected and inspected for excessive smoke and tampering.

**Allowable Levels of Smoke Opacity**

**All 1991 or newer engines:**  
40% or less smoke opacity

**All pre-1991 engines:**  
55% or less smoke opacity

To ensure compliance, the ARB randomly audits maintenance and inspection records and tests a representative sample of vehicles. All vehicles that do not pass the test must be repaired and retested. For the most up-to-date information, please visit:  
<http://www.arb.ca.gov/enf/hdvp/hdvp.htm>.

### **California Council on Diesel Education and Technology (CCDET)**

The CCDET was established as a partnership between the ARB, the diesel trucking industry, and the California Community Colleges to provide low-cost training in the proper application of SAE J1667, as well as some smoke-related engine repairs and maintenance practices. Currently five colleges within California offer this training: College of Alameda, San Joaquin Delta College, Santa Ana College, Los Angeles Trade Tech., and Palomar Community College. ARB's policy requires that certification through CCDET be renewed every four years. To take advantage of this program, please visit: <http://www.arb.ca.gov/enf/hdvp/ccdet/ccdet.htm>.

**Smoking Vehicle Complaint Program** The dirtiest vehicles found on our roadways contribute about 40% of total automotive pollution. A number of air districts, along with the ARB, have programs for contacting the owners of smoking vehicles. Citizens report excessively smoking vehicles and the owners are sent notices asking that they check, and if needed, repair their vehicles. To report a complaint, please visit:  
<http://www.arb.ca.gov/enf/complaints/complaints.htm>.

**School Bus Idling Emission Reduction Program** Adopted in December 2002, this Air Toxic Control Measure (ATCM) requires a driver of a school bus, transit bus, or other commercial heavy-duty vehicle to minimize idling at schools and within 100 feet of a school to protect children's health. Exemptions are provided for idling when it is necessary for health, safety, or operation concerns. The measure does not affect private passenger vehicles. For more information, please visit:  
<http://www.arb.ca.gov/toxics/sbidling/sbidling.htm>.

**Commercial Vehicle Idling Emission Reduction Program** Similar to the School Bus Idling ATCM, this rule, adopted in October 2005, applies to both California and non-California diesel-fueled commercial vehicles weighing more than 10,000 lbs operating in the State of California. Idling is limited to no more than five (5) minutes in any given area. Exemptions are provided for idling that is necessary for safety and operational purposes. As of January 2008, idling for sleeper berth operation is also limited to 5 minutes unless the engine meets a NOx emission standard or is equipped with an auxiliary power system. For more information, please visit:  
<http://www.arb.ca.gov/enf/truck-idling/truck-idling.htm>.

**Other Specialized Vehicle Programs** Other types of regulated diesel vehicles include: Solid Waste Collection Vehicles, In-Use Public and Utility Fleets, Transit Fleets, and Port Trucks. For information on these programs, please visit: <http://www.arb.ca.gov/diesel/mobile.htm>.

California Air Resources Board Heavy-Duty Diesel Enforcement Program  
P.O. Box 2815 Sacramento, California 95812  
(916) 322-7061 (from Northern California), (626) 450-6161 (from Southern California)

For information in alternative formats:  
(916) 323-4916 (voice, ARB ADA Coordinator); (916) 324-9531 (TDD, Sacramento area only);  
(800) 700-8326 (TDD, outside of Sacramento)

<http://www.arb.ca.gov> PO BOX 2815 Sacramento CA 95812, (800) 242-4450, 02/2008

### **Smoking or Idling Vehicle Complaints:**

The public can report a smoking vehicle on the roadway by calling:  
**1-800-END-SMOG** or  
**1-800-242-4450** from  
outside of CA

Complaints can also be reported through the ARB web site at:  
<http://www.arb.ca.gov/enf/complaints/complaints.htm>.

Upon receipt of a complaint, the ARB will issue the driver or vehicle owner an advisory notice and the driver or vehicle owner is asked to respond with information outlining compliance efforts. Fines may be incurred if appropriate actions are not taken.