

Truck and Bus Regulation

Log Truck Phase-In Option

Last Updated: April 21, 2016



This summary describes a compliance option that allows log truck owners to upgrade their log trucks to 2010 model year or newer engines starting January 1, 2014 instead of installing retrofit diesel particulate matter (PM) filters.

How are log trucks defined?

A log truck is defined as a truck used exclusively for transporting logs with a manufacturer's gross vehicle weight rating (GVWR) greater than 33,000 lbs. and has permanently attached log bunks.

What is the Log Truck Phase-In Option?

The Log Truck Phase-In Option allows log truck owners to upgrade their trucks to 2010 model year or newer engines on a separate compliance schedule, as shown in the table on the right. This option can be used by log trucks that operate statewide without a mileage limitation.

Compliance Deadline as of January 1	Percent of Total Fleet with 2010 or Newer Engines
2014	10%
2015	20%
2016	30%
2017	40%
2018	50%
2019	60%
2020	70%
2021	80%
2022	90%
2023	100%

Can I still report to take advantage of the Log Truck Phase-In Option?

No, the deadline to report to claim the Log Truck Phase-In Option was January 31, 2015.

Am I allowed to sell and replace a log truck that was using the Log Truck Phase-In Option?

Yes, the fleet owner may sell and replace a log truck and retain the extension as long as the engine in the replacement vehicle is at least one model year newer than the one being replaced. All replacements must be reported in the Truck Regulation Upload, Compliance, and Reporting System (TRUCRS) at: <http://www.arb.ca.gov/msprog/onrdiesel/reportinginfo.htm>.

Am I allowed to opt out of the Log Truck Phase-In Option?

No, if you committed to complying with the Log Truck Phase-In Option you must follow the compliance schedule above beginning January 1, 2014 based on how many trucks were initially reported. By choosing this option, you committed to upgrade to the cleanest engines available and avoided the PM filter retrofit requirements that other trucks had to meet. Once committed to the Log Truck Phase-In Option you cannot opt out to use other compliance options.

How do I comply with the Log Truck Phase-In Option?

A log truck owner that reported to use the Log Truck Phase-In Option must upgrade to 2010 model year or newer engines based on the schedule shown in the table above. The number of trucks that must be replaced is based on the number of log trucks the owner identified by January 31, 2015 as using the Log Truck Phase-In Option. Owners with 1, 2, or 3 log trucks must upgrade according to the table on the right.

Compliance Deadline as of January 1	Required Log Truck Upgrades to 2010 or Newer Model Year Engines		
	1 Log Truck Reported	2 Log Trucks Reported	3 Log Trucks Reported
2014			
2015			1
2016		1	
2017			
2018	1		1
2019			
2020			
2021		1	
2022			1
2023			

Can I comply with the Log Truck Phase-In Option by downsizing my log truck fleet?

No. You must replace a log truck that does not have a PM filter with one that has a 2010 or newer model year engine, and cannot comply solely by retiring log trucks or downsizing the fleet.

While this document is intended to assist fleet owners with their compliance efforts, it is the sole responsibility of fleet owners to ensure compliance with the Truck and Bus Regulation.

How do I calculate the number of 2010 or newer engines I need in my fleet?

The number of log trucks that need to be upgraded can be calculated by taking the number of log trucks that were reported to use the Log Truck Phase-In Option and multiplying it by the percentage required for that compliance year. Round the answer to the closest whole number to determine the number of log trucks that must have a 2010 model year or newer engines. For example, for a fleet with 8 log trucks in the Log Truck Phase-In Option, the number of log trucks that must have 2010 model year engines to comply on January 1, 2016, can be calculated by multiplying 8 by 30% ($8 \times 0.30 = 2.4$), which rounds down to 2. This means that by January 1, 2016, you must have at least 2 log trucks with a 2010 or newer model year engine in your fleet. The other six can continue to operate during the year without taking further action.

Is funding available for upgrading my log trucks? How does this affect my compliance?

Fleet owners may qualify to receive funding for upgrading log trucks with pre-2010 engines through the TIMBER Program. Information about the TIMBER Program is available at <http://www.arb.ca.gov/msprog/moyer/timber/timber.htm>. Any truck purchased using TIMBER funding must replace a truck that was designated to use the Log Truck Phase-In Option and cannot operate a different truck in its place under the option. In addition, truck owners that use TIMBER funding to upgrade one of their log trucks to a 2010 engine cannot count the truck towards the annual log truck upgrade requirements until the funding period has ended. For instance, if the fleet of 8 log trucks in the prior example were to use TIMBER funding to replace one truck, the owner would still need to replace 2 other trucks with 2010 engines to comply in 2016, and only 5 (instead of 6) trucks would be able to continue operating without taking further action.

How does the Log Truck Phase-In Option affect the compliance of other heavy vehicles in the fleet?

Log trucks that use the Log Truck Phase-In Option are excused from meeting the general requirements of the regulation, but are otherwise counted like any other vehicle in the fleet that does not have a PM filter when using other flexibility options. This means that log trucks are still counted in determining the fleet size (log trucks plus other trucks) and in determining what portion of the entire fleet needs to be equipped with PM filters when using other compliance options such as the NOx Exempt Area Extension. In addition log trucks with 2010 or newer engines that are needed to meet the minimum requirement of the Log Truck Phase-In Option cannot be counted towards the PM filter requirements of other compliance options.

Are there any labeling requirements?

Yes. Log trucks that use the Log Truck Phase-In Option must be labeled. Fleet owners must permanently affix or paint the letters "AG" in white block lettering that is three inches high on a five inch by eight inch black background on the left and right door. The labels must be in clear view at all times. ARB will not issue the label.

Where can I find more information about the regulation?

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.

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