



Driving Trucking's Success

ISSUE: California Idling Regulation

BACKGROUND: On July 22, 2004, the California Air Resources Board (CARB) adopted a statewide regulation which limits to 5 minutes the idling of the primary diesel-fueled engine for vehicles greater than 10,000 pounds. The regulation took effect on February 1, 2005. Exceptions to the 5-minute limit include:

- a) A bus idling for up to 10 minutes prior to passenger boarding, or when passengers are onboard;
- b) Idling of the main engine during sleeping or resting in a sleeper berth beyond 100 feet from any home or school;
- c) Idling when the vehicle must remain motionless due to traffic conditions;
- d) Idling when the vehicle is queuing that at all times is beyond 100 feet from any home or school;
- e) Idling to verify safe operating condition;
- f) Idling is mandatory for testing, servicing, repairing, or diagnostic purposes;
- g) Idling when positioning or providing power for equipment that is performing work;
- h) Idling when operating defrosters, heaters, air conditioners, or other equipment to prevent a safety or health emergency;
- i) Idling by authorized emergency vehicles; and
- j) Idling of military tactical vehicles during periods of training.

Violations subject the driver of a vehicle to a minimum civil penalty of \$100 and to criminal penalties as specified in the California Health and Safety Code.

On October 20, 2005, CARB amended its idling regulation to include new provisions which will take effect on January 1, 2008. The amendments revise the current requirements for in-use diesel vehicles operating in California and add new requirements for the use of auxiliary power units (APU) and for the sale of new diesel vehicles in the state. These revisions included:

- 1) Eliminating the main engine idling exception for sleeping or resting in a sleeper berth (i.e., eliminates Exception b, above);
- 2) Allowing the use of APUs without additional PM controls on diesel vehicles with pre-2007 engines;
- 3) Requiring any APU used on a diesel vehicle with a post-2006 engine to be equipped with a Level 3 PM trap (85% control) or have the APU exhaust routed through the main engine's PM trap and include a hood label indicating compliance;
- 4) Allowing main engine idling for any primary diesel engine meeting an optional NOx standard of 30 grams/hour and include a hood label indicating compliance; and
- 5) Allowing the use of other idle reduction technologies subject to CARB approval.

In addition to these in-use requirements, APU manufacturers will need to furnish notice about the California requirements with each new APU sold. New trucks sold in California will need to either be equipped with a 5-minute tamper-resistant, nonprogrammable primary engine shut-down device or meet a 30 gram/hour NOx standard and provide a hood label or be sold with a compliant APU and hood label.

STATUS: ATA testified and submitted comments opposing the regulation at the October 2005 CARB hearing. ATA asked CARB to delay implementation of the regulation until adequate funding to offset a portion of the capital cost of idle reduction technologies could be secured and to develop a more reasonable implementation schedule to allow the proper testing and evaluation of these technologies. For more information, contact Mike Tunnell at mtunnell@trucking.org or (916) 300-3161. For information on the current regulation, visit www.arb.ca.gov/toxics/idling/idling.htm. For information on the January 1, 2008 amendments, visit www.arb.ca.gov/msprog/truck-idling/truck-idling.htm.

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