



Technical Information Bulletin

43-062



Section

Inlet/Exhaust/Aftertreatment - 43

Subject

California Air Resources Board (CARB) Periodic Smoke Inspection Program (PSIP) and Heavy Duty Vehicle Inspection Program (HDVIP) Information

Release Date

9/27/2019

Chassis Affected

Periodic Smoke Inspection Program (PSIP) is applicable to fleets with chassis registered in California. Heavy Duty Vehicle Inspection Program (HDVIP) is applicable to all Heavy Duty vehicles traveling in California. Refer to the following document, linked from the California ARB Regulations website, for details: [CALIFORNIA AIR RESOURCES BOARD CHAPTER 3.5 HEAVY-DUTY DIESEL SMOKE EMISSION TESTING, AND THE PERIODIC SMOKE INSPECTION PROGRAM](https://www3.arb.ca.gov/msprog/truckstop/azregs/opacityfaq.htm). If the link does not work, in your browser, navigate to <https://www3.arb.ca.gov/msprog/truckstop/azregs/opacityfaq.htm>

Action


Information Only

Dealers should be aware of the California PSIP and HDVIP programs.

Background

PSIP new/additional requirements/options effective 07/01/2019

- Fleets may now submit OBD data in lieu of performing the annual smoke opacity test (2013-Present).
- Fleet is defined as 2 or more vehicles.
- Smoke testers who perform PSIP opacity testing must meet new minimum training requirements.
- Vehicles less than four years of age are exempt from all requirements.

 NOTE
For PACCAR MX-11/MX-13 engines, all the required OBD data is currently not available through electronic collection at this time. This bulletin will be updated when this is possible.

New Opacity Standard

Heavy duty vehicles must meet new opacity thresholds

NEW OPACITY STANDARD	
Starting 07/01/2019	
Engine Model Year (MY)	Opacity Limit
2007 MY or subsequent MY	5%
1997-2006 MY, Non-retrofitted	20%
1991-1996 MY, Non-retrofitted	30%
Pre-1991 MY, Non-retrofitted	40%
Engines equipped with a Level 3 Verified Diesel Emissions Control System (VDECS)	5%
Engines equipped with a Level 2 VDECS	20%
Two-engine crane is powered by an off-road engine without a diesel particulate filter (DPF)	40%

OBD Data

- MIL status
- All stored emission-related fault codes:
 - Active (MIL on) fault codes
 - Previously active fault codes (if available)
 - Pending fault codes
 - Permanent fault codes
- Vehicle Identification Number
- Engine Serial Number (if available)
- Status of each readiness indicator
- Calibration Verification Number (CVN)
- Calibration Identification Number (Cal-ID)
- OBD requirements to which the engine is certified
- Distance traveled/engine run time while MIL activated
- Distance traveled/engine run time since fault memory last cleared
- Number of warm-up cycles since fault memory last cleared

Data collection options

OBD data can be collected with:

- Remote OBD collection through the engine manufacturer or a telematics provider
- Use of an OBD scan tool by the fleet or by a repair shop

After clean data is submitted, the fleet will receive CARB confirmation that they have met annual PSIP requirements:

- No MIL-on faults
- No Permanent faults

Fleets are required to repair MIL-on failures.

Authored by: OF

Access to PACCAR's Enterprise Portal is provided as a benefit of doing business with PACCAR. All applications and content accessed through this system are confidential and proprietary and the property of PACCAR Inc and its suppliers, and must be kept strictly confidential pursuant to the contract licensing such access. Disclosure, publication, release or distribution of any material found on PACCAR systems to any person other than employees with a need to know such information is strictly prohibited. All activity on this system is monitored. If PACCAR suspects or discovers any unauthorized activity, access may be immediately terminated without prior notification. Violators may be subject to legal action.

© Copyright 2019 PACCAR Inc. All rights reserved. We welcome your [feedback](#) on this page. For technical questions or concerns about this page, please contact the [DealerNet Webmaster](#).



SERVICE BULLETIN

43-062

Section

43 - Exhaust

Description

California Air Resources Board (CARB) Periodic Smoke Inspection Program (PSIP) and Heavy Duty Vehicle Inspection Program (HDVIP) Information

Release Date

9/27/2019

Introduction

Periodic Smoke Inspection Program (PSIP) is applicable to chassis registered in California.
Heavy Duty Vehicle Inspection Program (HDVIP) is applicable to all Heavy Duty vehicles traveling in California. Refer to the [California Air Resources Board Chapter 3.5 Heavy-Duty Diesel Smoke Emission Testing](#) for more details. If you cannot open the link, refer [here](#).

Resolution

Information Only

Dealers should be aware of the California PSIP and HDVIP programs.
See [Changes to Heavy Duty Truck Inspection Programs](#) for the most current details.

PSIP new/additional requirements/options effective 07/01/2019

- Fleets may now submit OBD data in lieu of performing the annual smoke opacity test (2013 - Present).
- A fleet is defined as 2 or more vehicles.
- Smoke testers who perform PSIP opacity testing must meet new minimum training requirements.
- Vehicles less than four years old are exempt from all requirements.

NOTE

For PACCAR MX-11/MX-13 engines, all the required OBD data is currently not available through electronic collection at this time. This bulletin will be updated when this is possible.

New Opacity Standard

Heavy duty vehicles must meet new opacity thresholds as shown below.

NEW OPACITY STANDARD Starting 07/01/2019	
Engine Model Year (MY)	Opacity Limit
2007 MY or subsequent MY	5%

1997-2006 MY, Non-retrofitted	20%
1991-1996 MY, Non-retrofitted	30%
Pre-1991 MY, Non-retrofitted	40%
Engines equipped with a Level 3 Verified Diesel Emissions Control System (VDECS)	5%
Engines equipped with a Level 2 VDECS	20%
Two-engine crane is powered by an off-road engine without a diesel particulate filter (DPF)	40%

OBD Data

- Malfunction Indicator Lamp Status (MIL status)
- All stored emission-related fault codes:
 - Active (MIL on) fault codes
 - Previously active fault codes (if available)
 - Pending fault codes
 - Permanent fault codes
- Vehicle Identification Number
- Engine Serial Number (if available).
- Status of each readiness indicator.
- Calibration Verification Number (CVN).
- OBD requirements to which the engine is certified.
- Distance traveled/engine run time while MIL activated.
- Distance traveled/engine run time since fault memory last cleared.
- Number of warm-up cycles since fault memory last cleared.

Data collection options

OBD data can be collected with:

- Remote OBD collection through the engine manufacturer or a telematics provider.
- Use of an OBD scan tool by the fleet or by a repair shop.

After clean data is submitted, the fleet will receive CARB confirmation that they have met annual PSIP requirements:

- No MIL- on faults
- No Permanent faults

Fleets are required to repair MIL-on failures.

Authored by: RP

Access to PACCAR's Enterprise Portal is provided as a benefit of doing business with PACCAR. All applications and content accessed through this system are confidential and proprietary and the property of PACCAR Inc and its suppliers, and must be kept strictly confidential pursuant to the contract licensing such access. Disclosure, publication, release or distribution of any material found on PACCAR systems to any person other than employees with a need to know such information is strictly prohibited. All activity on this system is monitored. If PACCAR suspects or discovers any unauthorized activity, access may be immediately terminated without prior notification. Violators may be subject to legal action.

© Copyright 2019 PACCAR Inc. All rights reserved. We welcome your [feedback](#) on this page. For technical questions or concerns about this page, please contact the [DealerNet Webmaster](#).