

# *San Diego Heavy Truck & Equipment Repair, Inc*

## NEWSLETTER

1st Quarter, 2023

Do you know about the new CARB reporting requirements for 2023?

**CARB HD I/M  
CERTIFIED  
TESTING  
FACILITY**

**90-DAY BIT  
INSPECTION  
PROGRAM  
REQUIREMENTS**

**SCHEDULING  
YOUR ROUTINE  
MAINTENANCE**

### ***CARB HD/IM Testing Requirements.***

Starting January 2023, CARB rolled out some strict Emissions rules for Diesel vehicles in California.

Opacity Testing on all diesel vehicles over 14,000 lbs. (2019 and older), see the second page of this document for more details and information.

Our techs are certified to perform testing on all vehicles.

### ***BIT Inspection Program Requirements.***

Vehicles with 3 or more axles, which are more than 10,000 GVW or any combination of vehicles over 10,000 GVW are required to have a 90-Day BIT Inspection performed every 90-Days or less.

### ***SCHEDULE your MAINTENANCE.***

We all dread seeing that pesky “Change Oil Soon” light pop up on our dash. How about that ghastly Yellow Triangle?

Not only are we a full maintenance facility, but we can also plug in and tell you what those codes mean and how we can fix them.

# Heavy-Duty Inspection and Maintenance (HD I/M) Regulation: Vehicle Owner Basics

December 9, 2022

## What is the HD I/M regulation?

- It is a new program to test heavy-duty vehicles' emissions control systems for proper operation. Nearly all diesel and alternative fuel vehicles over 14,000 pounds gross vehicle weight rating that operate in California, including personal vehicles, will be required to comply.



## As a vehicle owner, what do I need to do starting in 2023?

- Keep up with regularly scheduled maintenance to ensure your vehicle's emissions controls remain in proper operating condition. Repair any emissions control systems issues as soon as possible.
- If you receive a Notice to Submit to Testing from the California Air Resources Board (CARB) due to a potential high-emitting vehicle, submit a passing compliance test to CARB within 30 days.
- If you have vehicles subject to the [Periodic Smoke Inspection Program \(PSIP\)](#), continue annual inspections (smoke opacity or optional OBD) and recordkeeping.
- Subscribe to [HD I/M Email Notifications](#) to receive program announcements. CARB will post more information on future HD I/M requirements in July 2023.

## Who can perform HD I/M compliance testing?

- Only individuals who have completed CARB's HD I/M Tester Training Course.
- A fact sheet with information on the HD I/M Tester Training, along with other program fact sheets detailing owner responsibilities and program requirements, can be found at: [HD I/M Fact Sheets | California Air Resources Board](#).

## How do I get more detailed information?

- Please visit CARB's HD I/M program webpage at: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program>.

## Welcome to BIT

### The Basic Inspection of Terminals (BIT) Program

#### Introduction

Terminal inspections have been conducted by the CHP since 1965 as a tool to determine if motor carriers are complying with Motor Carrier Safety regulations, particularly with regard to the legal requirement to maintain commercial motor vehicles according to a scheduled maintenance (preventive maintenance) program. The CHP's role is to determine whether carriers' selected maintenance schedules are adequate to prevent collisions or mechanical breakdowns involving the vehicles, and all required maintenance and driver records are prepared and retained as required by law.

Assembly Bill 529 was signed by Governor Edmund G. Brown on October 3, 2013, which created the Basic Inspection of Terminals (BIT) Program. The BIT program ensures the safe operation of regulated vehicles by motor carriers. Primarily, the intent of this program is to ensure truck terminals are inspected by the California Highway Patrol (CHP) on a performance-based inspection selection system.

Effective January, 1, 2016, the terminal inspection requirements changed from a time-based inspection system to a performance-based inspection selection system. Terminals selected for inspection are based on the California Performance Safety Score (CPSS). The CPSS is derived from the Federal Motor Carrier Safety Administration (FMCSA) Safety Measurement System (SMS) Behavior Analysis and Safety Improvement Category (BASIC) percentiles. Generally, carriers with a BASIC percentile at or above the Federal alert level will have all California terminals selected for inspection. Additionally, the prioritized inspection of terminals includes those never before inspected and those from which hazardous materials are transported.

#### Who is a motor carrier for purposes of the BIT Program?

A motor carrier is defined in Section 408 of the California Vehicle Code (CVC) as the registered owner, lessee, licensee, or bailee of any vehicle set forth in Section 34500 CVC, who operates or directs the operation of any such vehicle on either a for-hire or not-for-hire basis.

Section 34501.12(a) CVC identifies vehicles subject to the BIT program as those described in Section 34500 CVC as listed below:

- Any motortruck of three or more axles that are more than 10,000 pounds Gross Vehicle Weight Rating (GVWR).
- Truck tractors.
- Trailers and semitrailers, pole or pipe dollies, auxiliary dollies, and logging dollies used in combination with vehicles listed above. This subdivision does not include camp trailers, trailer coaches, and utility trailers.
- A combination of a motor truck with a GVWR of more than 10,000 pounds, while towing any trailer listed above, which exceeds 40 feet in length when coupled together. Combinations which include a pickup truck as defined in Section 471 CVC or which are never operated in commercial use are excluded.
- A commercial motor vehicle with a GVWR of more than 26,000 pounds or a commercial motor vehicle of any GVWR towing trailers listed above with a GVWR of more than 10,000 pounds, except combinations including camp trailers, trailer coaches, or utility trailers.
- A vehicle, or a combination of vehicles, transporting hazardous materials for which the display of placards, a California hazardous materials transportation license, or a California hazardous waste transporter registration is required.
- Any other motortruck not specified above that is regulated by the Department of Motor Vehicles (DMV) Motor Carrier Permit (MCP), Public Utilities Commission (PUC), or FMCSA.



Go to <https://www.chp.ca.gov/CommercialVehicleSectionSite/Documents/O%20chp800h.pdf> to see the entire document.

## How Often should I change the oil on my Semi Truck?

We all dread seeing that “oil change soon” light or ANY light on the dash for that matter.

Generally, an oil change for a semi-truck is recommended at 25,000 miles.

With recent engine efficiency and oil quality developments, the distance intervals between oil changes have increased significantly, allowing drivers to go further between service visits.

San Diego Heavy Truck & Equipment Repair, Inc. is your One-Stop-Shop for all your maintenance needs.

Not only are we a Full Service Facility, but we have also partnered with AMSOIL for your Full Synthetic oils (if desired).

Our techs are also trained in Computer Plug-in, Diagnostics & Repairs, and Parameter Changes (as permitted by the manufacturers).

We can plug in and advise the repairs needed to fix the light on your dashboard within a few minutes.



Why use Amsoil?

### **Synthetic Oil vs. Conventional Oil**

AMSOIL synthetic lubricants deliver wear protection, engine cleanliness and fuel efficiency conventional oils simply can't match. They help your vehicles run better and last longer.

<https://www.amsoil.com/why/synthetic/>

We are a proud dealer of Amsoil products. If we do not have it in stock, we can normally have it within 24 hours.

Please reach out to us for any of your service needs.