

The Periodic Smoke Inspection “Fleet” Program (PSIP)

- Established to promote self-inspection of fleet vehicles.
- Requires California-based truck and bus fleets with two or more heavy duty diesel vehicles (gross vehicle rating over 14,000 pounds; except for 1998 and older, the rating is over 6,000 pounds) to conduct annual smoke opacity and tampering self-inspections for all of their vehicles.
- To ensure compliance, the Air Resources Board audits maintenance and inspection records and may test a representative sample of vehicles.

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FLEETCREW

EMISSIONS
SERVICE
ZIPPY LUBE

The Periodic Smoke Inspection “Fleet” Program (PSIP)



For more information on the
Periodic Smoke Inspection
Program visit: www.arb.ca.gov

FleetCrew is listed by ARB as
an Approved and Certified
Smoke Testing Facility.

ZIPPY TRUCK
REPAIRS

FACTS ABOUT

The Periodic Smoke Inspection "Fleet" Program (PSIP)

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In response to public concerns about the health impacts of heavy-duty vehicle smoke emissions, California law requires the owners of California-based truck and bus fleets to perform annual inspections of their vehicles.

The PSIP helps everyone by helping to keep our environment pollution-free.

Program Requirements

All California-based fleets of two or more heavy-duty vehicles (gross vehicle rating over 14,000 pounds; except for 1998 and older, the rating is over 6,000 pounds) are required to perform annual smoke and tamper inspections of their fleet.

Fleet owners are not required to inspect vehicles that are powered by diesel engines until after the 4th model year of the engine. (Example: 2010 engines are exempt from being tested for the PSIP until January 1 of 2014.)

Heavy-Duty Diesel Inspection

The Periodic Smoke Inspection "Fleet" Program serves as a companion to the Heavy-Duty Diesel Inspection "Roadside" Program, to ensure that all of California's heavy-duty vehicles are properly maintained, tamper-free and free from excessive smoke.

Fleet owners are required to maintain inspection and repair / retest records for each vehicle.

A 2010 model year engine must be tested sometime during 2014 or it will be in violation of PSIP).

Heavy-duty diesel-powered vehicles that are not part of a fleet or are exclusively for personal use are exempt.

To ensure compliance, the Air Resources Board will randomly audit fleets' maintenance and inspection records, and test a representative sample of vehicles.

Program Requirements

All testing must conform to the Society of Automotive Engineers' (SAE) J1667 snap-acceleration test procedure. All vehicles that do not pass the test must be repaired and retested. All testing must be performed using an SAE J1667 smoke meter.

A list of smoke meter manufacturers can be found at: <http://www.arb.ca.gov/enf/hdvip/smokemtr.htm>. All testing records must be maintained for a period of two years.

For assistance with testing your fleet, please see this ARB webpage: http://www.arb.ca.gov/enf/hdvip/hdvip.htm#test_facilities.

The California Council on Diesel Education and Technology (CCDET) is a joint training effort by community colleges, government, and industry. CCDET was created to assist the trucking and transit industries in complying with the Air Resources Board's anti-smoke regulations, namely the Heavy-Duty Vehicle Inspection Program (HDVIP) and the Periodic smoke Inspection Program (PSIP).

Information about the CCDET can be obtained at this ARB website: <http://www.arb.ca.gov/enf/hdvip/ccdet/ccdet.htm>.