The California Low-Emission Vehicle Regulations
(With Amendments Effective November 30, 2022)

The California low-emission vehicle (LEV) regulations are administered by the California Air Resources Board (CARB) and apply to passenger cars, light-duty trucks, and medium-duty vehicles. They are contained in various sections of chapter 1 (Motor Vehicle Pollution Control Devices), division 3 (Air Resources Board), title 13, California Code of Regulations (CCR), which commences with section 1900. The LEV exhaust emission standards were originally adopted in a 1990-1991 rulemaking, and generally became applicable in the 1994 model year. The LEV program also includes requirements for the introduction of zero-emission vehicles (ZEVs).

The LEV I (Criteria Pollutant) Regulations

The LEV I standards are contained primarily in section 1960.1, which includes all of the California exhaust emission standards for 1981 through 2003 model-year passenger cars, light-duty trucks and medium-duty vehicles.


The key portions of section 1960.1 pertaining to the LEV I program are:


§ 1960.1(e)(3) Formaldehyde exhaust emission standards for 1992-2006 model LEV I TLEVs, LEVs, ULEVs and SULEVs in the passenger car, light-duty truck, and medium-duty vehicle classes.


§ 1960.1(g)(1) The “LEV I” TLEV, LEV and ULEV standards for passenger cars and light-duty trucks.

§ 1960.1(g)(2) The fleet average non-methane organic gas (NMOG) requirements for passenger cars and light-duty trucks for the 1994 through 2000 model years (the fleet average NMOG requirements for the 2001-2003 model years are now in section 1961(b)(1)(A)). The fleet average NMOG mechanism requires manufacturers to introduce an incrementally cleaner mix of Tier 1, TLEV, LEV, ULEV and ZEV vehicles each year, with the fleet average NMOG value for passenger cars and lighter light-duty trucks decreasing from 0.25 gram/mile in the 1994 model year to 0.062 gram/mile in the 2003 model year.

§ 1960.1(h)(2) The “LEV I” LEV, ULEV and SULEV standards for medium-duty vehicles (the phase-in requirements are in note (10) to the table in section 1960.1(h)(2)).


In addition, section 1960.1(q) and (r) contain the following Supplemental Federal Test Procedure (SFTP) standards which apply to both LEV I and LEV II vehicles:

§ 1960.1(q) The SFTP standards for 2001 and subsequent model passenger cars and light-duty trucks other than LEVs, ULEVs, and ZEVs (the phase-in requirements are in note (9) to the table in §1960.1(q)).

§ 1960.1(r) The SFTP exhaust emission standards for 2001 and subsequent model LEVs and ULEVs in the passenger cars and light-duty truck classes, and 2003 and subsequent LEVs, ULEVs, and SULEVs in the medium-duty classes (the phase-in requirements are in note (10) to the table in §1960.1(r)).

Section 1956.8, which establishes exhaust emission standards for heavy-duty vehicles, contains two subsections containing optional standards for engines used in incomplete medium-duty vehicles or diesel engines used in medium-duty vehicles. Engines subject to this option are tested in accordance with the heavy-duty test procedures incorporated by reference in section 1956.8(b) and (d).

§ 1956.8(g) Tier I exhaust emission standards for 1995 through 2003 model engines used in incomplete medium-duty vehicles.

§ 1956.8(h) LEV, ULEV, SULEV standards for engines used in incomplete medium-duty vehicles, and for diesel engines used in medium-duty LEVs, ULEVs and SULEVs.

The LEV I standards in the subsections of section 1960.1 listed above are also contained in a comprehensive document incorporated by reference in section 1960.1(k) – the “California Exhaust Emission Standards and Test Procedures for 1988 Through 2000 Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles.” This document is available here on CARB’s Internet site for Low-Emission Vehicle Regulations & Test Procedures. To reduce testing burdens, CARB has to the extent feasible based the California test procedures on the corresponding federal test procedures administered by U.S. EPA. The Standards and Test Procedures document accordingly incorporates the federal test procedures contained in subparts A, B, and C, Part 86, Title 40, Code of Federal Regulations with modifications for the California program.

The LEV II (Criteria Pollutant) Regulations

Following a November 5, 1998 hearing, CARB adopted the California “LEV II” regulations, which generally become applicable with the 2004 model year (although earlier certification to the LEV II standards is permitted). The LEV II rulemaking also included the adoption of Compliance Assurance Program “CAP 2000” amendments which establish new motor vehicle certification and in-use test requirements – developed jointly with the U.S. Environmental Protection Agency – applicable to 2001 and subsequent model motor vehicles. The original LEV standards are now referred to as the “LEV I”
standards. Amendments adopted December 7, 2000 require manufacturers to market in California any vehicle models that are certified to federal “Tier 2” exhaust emissions standards for sale outside California that are more stringent than the California LEV exhaust emission standards to which the manufacturer would otherwise certify the equivalent California model, which could occur through compliance with federal Tier 2 exhaust emission standards that authorized offsetting emission rates between certification categories for vehicle emission rates.

The LEV II exhaust emission standards and requirements are contained in section 1961 and were phased in over the 2004 through 2007 model years. One of the major changes made by the LEV II standards is that all light-duty trucks will be subject to the same emission standards as passenger cars, and vehicles under 8500 lbs. gross vehicle weight (including sport utility vehicles) that had previously been treated as medium-duty vehicles will start to be treated as light-duty trucks.


Section 1961 includes the following subsections:

§ 1961(a) The LEV II exhaust emission standards.

§ 1961(b) The LEV II emissions standards phase-in requirements (including: fleet average NMOG requirements for passenger cars and light-duty trucks in section 1961(b)(1); a schedule containing the minimum percentages of 2004-2007 passenger cars and light-duty trucks that must be certified to the LEV II rather than LEV I standards in section 1961(b)(2); and medium-duty vehicle phase-in requirements in section 1961(b)(3)). The amendments adopted in December 2000 regarding the instances in which federally-certified Tier 2 vehicles are required in California are contained largely in section 1961(a)(14).

§ 1961(c) Calculation of NMOG credits and debits.


§ 1961(e) Abbreviations.

Another element of the LEV II regulations is the LEV II evaporative emission standards, which are contained in section 1976(b)(1)(F) and are phased in during the 2004 - 2006 model years. The preexisting evaporative emission standards are in section 1976(b)(1)(B) and (C).
The ("Pavley") Greenhouse Gas Regulation

In September 2004, CARB approved the “Pavley” regulation to control greenhouse gas emissions from new LEV II vehicles beginning with the 2009 model year. This emission regulation adds to the vehicular criteria and toxic air contaminant emissions that California was already regulating four greenhouse gas air contaminants – carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and hydrofluorocarbons (air conditioner refrigerants). This rulemaking established a declining fleet average standard for these gases, with separate standards for the lighter and heavier portions of the passenger vehicle fleet. The greenhouse gas regulation delayed compliance for small, independent low volume, and intermediate size manufacturers. The regulation also provided alternative compliance methods including credit generation from alternatively-fueled vehicles, and averaging, banking, and trading of credits within and among manufacturers. To ensure compliance with the adopted standards, the rulemaking also required additional certification emissions testing for the covered greenhouse gases.

The greenhouse gas emission regulation was approved by OAL on September 15, 2005 and includes standards for 2009 through 2016 model-year passenger cars, light-duty trucks, and medium-duty vehicles, which are contained in section 1961.1.


Section 1961.1 includes the following subsections:


§ 1961.1(b) Calculation of Greenhouse Gas credits and debits.


§ 1961.1(d) Abbreviations.

§ 1961.1(e) Definitions specific to section 1961.1

§ 1961.1(f) Severability.

Amendments Effective November 30, 2022
§ 1961.1(g) Effective date of section 1961.1

The LEV III Regulations

The LEV III exhaust emission standards and requirements are contained in sections 1961.2 and 1961.3 and will be phased in over the 2015 through 2025 model years. The LEV III regulations include criteria pollutant emission standards (§1961.2) and greenhouse gas emission standards (§1961.3). The LEV III regulations were adopted as part of California’s Advanced Clean Cars program, which also included new requirements for zero-emission vehicles (ZEVs). The Advanced Clean Cars program combined the control of smog-causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2015 through 2025 and assures the development of environmentally superior cars that will continue to deliver the performance, utility, and safety vehicle owners have come to expect.


Section 1961.2 includes the following subsections:

- § 1961.2(a) The LEV III criteria pollutant exhaust emission standards.
- § 1961.2(b) The LEV III criteria pollutant emissions standards phase-in requirements (including: fleet average NMOG+NOx requirements for passenger cars, light-duty trucks, and medium-duty passenger vehicles in section 1961.2(b)(1); the LEV III criteria pollutant phase-in requirement for passenger cars, light-duty trucks, and medium-duty passenger vehicles in section 1961.2(b)(2); the LEV III criteria pollutant phase-in requirement for medium-duty vehicles, other than medium-duty passenger in section 1961.2(b)(3); and LEV III SFTP phase-in requirements in section 1961.2(b)(4)).
- § 1961.2(c) Calculation of NMOG+NOx credits and debits.

§ 1961.2(e) Abbreviations.

§ 1961.2(f) Severability.


Section 1961.3 includes the following subsections:

§ 1961.3(a) The LEV III greenhouse gas emission requirements.

§ 1961.3(b) Calculation of LEV III greenhouse gas credits and debits.

§ 1961.3(c) Optional Compliance with the 2017 through 2025 MY National Greenhouse Gas Program.


§ 1961.3(e) Abbreviations.

§ 1961.3(f) Definitions specific to section 1961.3

§ 1961.3(g) Severability.
Another element of the LEV III regulations is the LEV III evaporative emission standards, which are contained in section 1976(b)(1)(G) and are phased in beginning with the 2015 model year. The preexisting evaporative emission standards are in section 1976(b)(1)(B), (C), (E), and (F).

The LEV IV Criteria Pollutant Regulations

The LEV IV criteria pollutant exhaust emission standards and requirements are contained in section 1961.4 and will be phased in over the 2026 through 2035 model years. The LEV IV regulation was adopted as part of California’s Advanced Clean Cars II program, which also included new requirements for ZEVs. The Advanced Clean Cars II program is designed to drive the sales of ZEVs to 100 percent ZEVs in California by the 2035 model year, including battery electric vehicles and hydrogen fuel cell electric vehicles and the cleanest possible plug-in hybrid-electric vehicles, while reducing smog-forming emissions from new internal combustion engine vehicles.


Section 1961.4 includes the following subsections:

§ 1961.4(a) Purpose and Applicability.

§ 1961.4(b) Abbreviations.

§ 1961.4(c) General Provisions.


§ 1961.4(e) Medium-Duty Vehicle Standards.


§ 1961.4(g) Disclosure of Records.

§ 1961.4(h) Severability.

The ZEV Regulation

California’s ZEV program began as part of the LEV I regulations, which included standards for ZEVs, and requirements that specified percentages of 1998 and subsequent model passenger cars and light-duty trucks with a loaded vehicle weight of 0-3750 lbs. be certified as ZEVs. As originally adopted in the 1990-1991 LEV I rulemaking, the percentages were 2% for 1998-2000 model vehicles, 5% for 2001-2002 model vehicles, and 10% for 2003 and subsequent model vehicles. The ZEV program has been modified a number of times since its inception including in 2012, as part of the Advanced Clean Cars program. The 2012 amendments to the ZEV program, which were adopted as part of the Advanced Clean Cars program, were designed to incentivize advanced technology by requiring manufacturers to produce increasing percentages of pure ZEVs and plug-in hybrid electric vehicles in the 2018 through 2025 model years. For more information about the ACC program, see CARB’s Internet site for the Advanced Clean Cars Program. The ZEV regulations are contained in nine sections.


Amendments Effective November 30, 2022
Related Requirements

In addition to the LEV exhaust emission standards in sections 1960.1, 1961, and 1961.2, and the greenhouse gas emission standards in sections 1961.1 and 1961.3, several other CARB requirements apply to LEVs. These include the following sections in title 13, California Code of Regulations. In addition, the provisions regarding recalls (sections 2111 and following), definitions (section 2122), testing (section 2139), and related provisions (sections 2145, 2147, 2235) apply to LEVs.

§ 1900. Definitions.


§ 1965. Emission Control, Smog Index, and Environmental Performance Labels -1979 and Subsequent Model-Year Motor Vehicles.


§ 1968.5. Enforcement of Malfunction and Diagnostic System Requirements for 2004 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines.


§ 2062. Assembly-Line Test Procedures - 1998 and Subsequent Model Years.


§ 2235. Requirements. (fill pipes)