

2022 Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation
ENFORCEMENT NOTICE
July 21, 2025

California Air Resources Board's (CARB) In-Use Off-Road Vehicle Regulation Background

The purpose of the In-Use Off-Road Diesel-Fueled Fleets (Off-Road) Regulation is to reduce diesel particulate matter (PM), oxides of nitrogen (NO_x), and other criteria air pollutants from in-use off-road heavy-duty vehicles in California. In 2022, CARB approved amendments to the Off-Road Regulation, which became effective on October 1, 2023. These amendments will achieve additional NO_x and PM reductions and enhance the enforceability of the Off-Road Regulation. Since the 2022 amendments were adopted, CARB has held several training webinars teaching fleets about their provisions (e.g., renewable diesel and contractor requirements), discussed them at outreach events, and published compliance assistance documents related to them. Please visit the [2022 Amendment Fact Sheets website to learn more](#).

Updates Regarding Enforcement of the 2022 Off-Road Regulation Amendments

On January 10, 2025, the U.S. Environmental Protection Agency granted authorization to CARB to enforce all provisions of the 2022 Off-Road Regulation amendments. This advisory informs owners and operators of off-road vehicles operating in California as to how CARB staff will proceed with enforcement of the new and modified requirements, including (1) expanded requirements for adding vehicles, (2) tier phase-out, (3) low-use designations, and (4) contracting and prime contracting requirements.

To facilitate compliance with the tier phase-out, low-use designations, and contracting and prime contracting requirements, CARB will consider exercising its discretion and emphasizing education and outreach until at least October 21, 2025. CARB continues to enforce all requirements that existed prior to the 2022 amendments including the reporting, labeling, sales disclosure, idle limitation, and emissions performance requirements.

(1) Adding Vehicles Requirement

As described in Section 2449(d)(6) of the Off-Road Regulation and in Table 1 below, fleets are prohibited from adding Tier 3 and Tier 4 Interim (Tier 4I) vehicles. For more details regarding the adding vehicle requirements see the [regulation text here](#).

Table 1: Minimum tier engine allowed to be added by fleet size and calendar Year (applicable January 1 of each calendar year)

Fleet Size	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Medium/Large	Tier 4 Final (Tier 4F)											
Small	Tier 4I				Tier 4F							
Ultra-Small	Tier 4I										Tier 4F	

Table 1 above shows the updated minimum tier engine that a fleet may add beginning January 1 of a given calendar year. For example, if a small fleet were to purchase a vehicle on January 1, 2026, the vehicle's engine would have to be a Tier 4I or higher.

Starting January 11, 2025, CARB began enforcement of the expanded adding vehicles requirement on fleets. Fleets are allowed to continue operating lower tier vehicles that they already own until those vehicles are required to be phased out.

(2) Tier Phase-Out Requirements

As described in Section 2449.1(c) of the Off-Road Regulation, and in Table 2 below, all fleets must comply with the tier phase-out requirement. For more details regarding the tier phase-out requirements, see the [regulation text here](#).

Table 2: Tier phase-out requirements by fleet size and calendar Year (applicable January 1 of each calendar year)

Year (January 1)	Large Fleets >5,000 total horsepower (hp)	Medium Fleets 2,501 to 5000 total hp	Small Fleets ≤2,500 total hp	Ultra-Small Fleets ≤500 total hp
2024	Tier 0	-	-	-
2026	Tier 1	Tier 0	-	-
2028	Tier 2	Tier 1	Tier 0	Tier 0
2030	-	Tier 2	Tier 1	Tier 1
2032	-	-	Tier 2	-
2036	-	-	-	Tier 2

Table 2 above shows the engine tier that needs to be phased out depending on the fleet size and calendar year.

CARB will consider exercising its discretion until at least October 21, 2025, and any large fleet still operating a vehicle with a Tier 0 engine should come into compliance with the regulation as quickly as possible. Fleets may decide to phase out the vehicle by retiring it, selling it, or designating it as a permanent low-use vehicle.

(3) Low-use Vehicles Designation

Changes to the low-use provisions of the Off-Road Regulation are summarized below:

- **Date-stamped photo:** A date-stamped photograph of the engine hour meter at the time the hour meter reading is taken for reporting purposes must be documented and maintained in accordance with recordkeeping requirements in section 2449(h).
- **Year-by-Year Discontinued:** The year-by-year low-use option was discontinued as of January 1, 2024, meaning no vehicle will be considered a year-by-year low-use vehicle on or after January 1, 2024.
- **Three-Year Rolling Average:** For vehicles that fleet owners intend to designate under the three-year rolling average definition of permanent low-use, fleets must report two distinct hour meter readings per year: one that is taken within 30 days of January 1 of the first year of the three-year period, and one that is taken within 30 days of December 31 of the third year of the three-year period.

CARB will consider exercising its discretion until at least October 21, 2025, and fleets should come into compliance with the low-use provisions as quickly as possible. Fleets with vehicles currently designated as year-by-year low-use may decide to redesignate them as permanent low use, remove the year-by-year low-use designation and bring the vehicles back into fleet compliance calculations, or retire or sell the vehicles. Furthermore, fleets will need to maintain date-stamped photograph records of hour meter readings and records of hour meter replacements or alterations for CARB review, if applicable.

(4) Contracting and Prime Contracting Requirements

Beginning January 1, 2024, prime contractors and public works awarding bodies are subject to the requirements in sections 2449(i)(1)-(4) and 2449(j)(1)-(2). Key elements are summarized below but [please see the Contracting Requirement fact sheet for more details](#).

1. The prime contractor or public works awarding body must obtain a valid Certificate of Reported Compliance for any fleets selected for the contract and their listed subcontractors. Prime contractors and public works awarding bodies can verify fleet compliance through the [Public Info Lookup tool](#):
https://ssl.arb.ca.gov/ssldoors/doors_reporting/compliance_cert1.html.
2. Prime contractors must report observed non-compliance to CARB within five business days at: <https://calepacomplaints.secure.force.com/complaints/Complaint>, or by email: diesel.complaints@arb.ca.gov.

CARB will consider exercising its discretion until at least October 21, 2025. Prime contractors and public works awarding bodies should be complying with these requirements as soon as possible.

Penalties

Fleets that fail to comply with the Off-Road Regulation risk enforcement action, including potential fines. Health and Safety Code Section 39674 authorizes civil penalties for the violation of the programs for the regulation of toxic air contaminants.

For More Information

For information regarding this notice or technical questions concerning the regulation, please visit the program website at arb.ca.gov/offroadzone or contact the DOORS hotline at (877) 593-DOORS (6677) or via email at doors@arb.ca.gov.