

Notice of Public Availability of Modified Text and Availability of Additional Documents

Proposed Amendments to the Advanced Clean Trucks Regulation and the Zero-Emission Powertrain Certification Test Procedure

Public Hearing Date: October 24, 2024
Public Availability Date: October 7, 2024
Deadline for Public Comment: October 22, 2024

At its May 23, 2024, public hearing, the California Air Resources Board (CARB or Board) deferred taking final action on proposed amendments to sections 1956.8, 1963, 1963.1, 1963.2, 1963.3, 1963.4, 1963.5, and the proposed adoption of new section 1963.6, Title 13, California Code of Regulations. Those proposed changes were intended to address minor issues that have arisen during CARB staff's implementation of the Advanced Clean Trucks regulation, and to fulfill some of CARB's commitments in the Clean Truck Partnership to initiate the rulemaking action for the proposed amendments in 2024. The proposed amendments generally consist of minor, administrative changes that have minimal cost impacts and no emissions impact.

At the May 23, 2024, hearing, several vehicle body upfitters and dealers spoke about their challenges in acquiring new medium- and heavy-duty internal combustion engine (ICE) powered trucks from manufacturers. As a result, the Board deferred its vote on the proposed amendments to a future hearing and directed staff to work with industry and other stakeholders to further assess the vehicle shortage situation.

As described in the memo submitted to the Board on September 25, 2024,¹ CARB staff has determined through numerous meetings with medium- and heavy-duty vehicle and engine manufacturers that the product availability issues for the 2024 model year are likely not driven by the ACT regulation. At this time, there is a considerable excess of zero-emission vehicle (ZEV) credits available, as evidenced by the fact that manufacturers have met their ACT

¹ CARB, Memo to Board - Subject: California Truck Availability Analysis, September 25, 2024, https://ww2.arb.ca.gov/sites/default/files/2024-09/240925_actmemo_ADA_0.pdf, last accessed September 27, 2024.

compliance obligations one year ahead of schedule and have generated more than twice the number of credits required to meet their 2024 model year ACT obligations.²

It therefore appears that the current shortage of medium- and heavy-duty combustion vehicles for the 2024 model year can be attributed to a number of unanticipated non-ACT factors.

One element of the 2023 Amendments to the Heavy-Duty Engine and Vehicle Omnibus (HD Omnibus) regulation adopted by CARB in October 2023 provided additional compliance flexibility to manufacturers by increasing the medium heavy-duty legacy engine caps for 2024 through 2026 model year legacy engines. This change was necessary as some manufacturers did not intend to produce HD Omnibus-compliant engines for certain categories of trucks in California. However, the legacy engine caps were determined as a percentage, estimated on an assumed number of HD Omnibus-compliant engines to be sold in 2024, and sales of these cleaner engines in 2024 have been lower than anticipated. Consequently, the legacy engines caps in the Omnibus regulation appear to be restricting supply of ICE-powered trucks.

Other contributing factors to the product shortages appear to include unexpected delays in the certification of HD Omnibus-compliant engines, upfitter production capacity limitations, supply chain issues not caused by CARB regulations, decisions by manufacturers to stop certifying certain products to focus on more profitable engines, and other issues not resulting from CARB regulations. However, it is also important to note that there are manufacturers such as Paccar and Volvo who have recently announced the introduction of new HD Omnibus-compliant engines, and other manufacturers are in the process of bringing other HD Omnibus-compliant engines to market. These announcements are expected to assist in remediating the current shortage. Therefore, CARB staff has determined that the product shortage issue is not attributable to the ACT regulation and, while the proposed amendments are relatively minor, the changes are expected to provide manufacturers with more flexibility as the market adjusts and potentially mitigate pressure on truck purchasers in future years.

Upon review of the written comments submitted during the public review period for the proposed amendments, as specified in the Notice of Public Hearing for the May 23, 2024 Board hearing, CARB staff has determined that additional proposed modifications are appropriate for the proposed amendments and has developed the proposed modifications (15-Day Changes) as stated below in the “Summary of Proposed Modifications” section of this notice. The Attachments showing the specific proposed modifications to the text of the proposed regulation being made with these 15-Day Changes are shown in multiple ways to meet the requirements of the Administrative Procedure Act (APA) while also posting alternate/complementary versions that provide increased accessibility to view the modifications in multiple ways.

The Attachments are as follows:

Attachment A - Amendments to Sections 1963, 1963.2, 1963.3, 1963.4, and 1963.5 Title 13, California Code of Regulations

- Attachment A-1: Proposed 15-Day Modifications to Proposed Regulation Order (compared to version released for 45-day comments)

² CARB, Advanced Clean Trucks Credit Summary Through the 2023 Model Year, May 22, 2024, <https://ww2.arb.ca.gov/resources/fact-sheets/ACT-Credits-Summary%202023>, last accessed August 13, 2024.

- Attachment A-2: ~Alternative format to Attachment A-1~
- Attachment A-3: Proposed 15-Day Modifications to Proposed Regulation Order (15-Day Modifications and 45-Day Modifications combined and compared to existing regulatory text) in Alternative format

The Attachments showing the specific proposed modifications to the text of the proposed regulation orders available for comment with this Notice are provided in the two formats denoted with the suffixes “-1” and “-2.”

In the version denoted Attachment A-1, the 45-Day Changes (proposed regulatory language as posted on March 26, 2024) are shown in “normal type.” The deletions and additions to the 45-Day Changes that comprise the 15-day Changes that are being made public and available for comment with this Notice are shown in ~~strikeout~~ to indicate deletions and underline to indicate additions.

In the version denoted Attachment A-2, the 15-Day Changes are provided in a tracked-changes format to meet the requirement for accessible electronic documents. The 45-Day Changes are incorporated into this version as plain, clean text because they are not being made available for public comment by this Notice. The Proposed 15-day Changes are shown in tracked changes and are made public with this Notice and available for comment. To review this document in a clean format, without underline or strikeout to show changes, that shows all the proposed regulations being considered for adoption, please select “Simple Markup” or “No Markup,” or accept all changes in Microsoft Word’s Review menu. You can also change the view to the initially proposed 45-Day Changes (originally proposed regulatory text prior to these proposed modifications) by selecting “Original” or rejecting all tracked changes. Additionally, “Advanced Track Changes Options” will allow for further options regarding color and other markings.

In the version denoted Attachment A-3, the existing, original regulatory language currently adopted into the California Code of Regulations (pre-45-Day Changes) is shown as plain, clean text, while the 45-Day Changes and the proposed 15-Day Changes are combined and shown in tracked changes. To review the net proposal in this document in a clean format (no underline or strikeout to show changes), please select “Simple Markup” or “No Markup” in Microsoft Word’s Review menu or accept all changes. You can also change the view to the original (originally proposed regulatory text prior to any proposed modifications, or 45-Day Changes) by selecting “Original” or rejecting all tracked changes. By progressing through the changes and comparing them with the 15-Day Changes, the public can see the net and stepwise changes being proposed in relation to existing law. Please refer to the version denoted A-1 to review the 15-Day Changes available for comment and its companion/alternate version A-2 to view an accessible version showing the 15-Day Changes.

In the Final Statement of Reasons, staff will respond to all comments received on the record during the comment periods. The APA requires that staff respond to comments received regarding all noticed changes. Therefore, staff will only address comments received during this 15-day comment period that are responsive to this notice, documents added to the record, or the changes detailed in Attachment A-1.

Summary of Proposed Modifications

The following summary does not include all modifications to correct typographical or grammatical errors, changes in numbering or formatting, nor does it include all of the nonsubstantive revisions made to improve clarity.

1. In section 1963(c), the language “all” was added to the excluded bus definition. The proposed change is necessary to ensure appropriate stakeholder interpretation of the definition by clearly stating that all four of the listed criteria must be met for a vehicle to be considered an excluded bus.
2. In section 1963(c), the citation under the definition for incomplete vehicle was updated from “section 95662(b)(2)” to “section 95662(a)(26)(B)(2).” This proposed change is necessary as the citation previously did not point to an existing section. This change aligns with the original intent of the citation.
3. In section 1963(c), the last amended date under the secondary vehicle manufacturer definition was updated from June 17, 2013 to April 22, 2024. This proposed change is necessary to reflect the most recently updated version of this definition.
4. In section 1963, new subsection (g) titled “Vehicle Labeling” with the language “for all new 2025 model year or later vehicles produced and delivered for sale in California, the manufacturer must indicate whether a vehicle is or is not intended for sale as a new vehicle in California. If that information is included, the manufacturer shall not be subject to sections 1963.5(a)(2)(A-B). Conversely, should this information be excluded upon the sale of a new 2025 model year or later vehicle, the manufacturer shall be subject to sections 1963.5(a)(2)(A-B)” was added. The proposed change is necessary to identify vehicles intended for sale in California and to ensure that manufacturers report accurate data and update reports when changes occur regarding ZEVs and NZEVs reported as delivered for sale in California. This proposed change is also necessary to provide protection to manufacturers should a purchaser or owner of a vehicle not place it as indicated to the manufacturer upon its sale. Alternatively subjecting manufacturers to sections 1963.5(a)(2)(A-B) is necessary to reinforce that accurate data is reported and updated when appropriate. Specifying the 2025 model year is necessary to establish the first model year in which the requirements would begin to apply.
5. In new section 1963(g), subsection (1) with the language “for all vehicles produced and delivered for sale in California, manufacturers must permanently affix, engrave, or stamp an identification label with the term “for sale in CA” on the engine or ZEV powertrain label in a legible way. The label must be located either on the engine, ZEV powertrain, next to the powertrain’s emergency disconnect or charge port, or the vehicle’s driver side door jamb. Alternatively, manufacturers may include the “for sale in CA” language on the label required under 17 CCR section 95663” was added. The proposed change is necessary to establish specific parameters for the labeling requirements to ensure consistency in the identification of vehicles intended for sale in California. The specified label locations are consistent with typical placements of labels and are in locations that are easily accessible. Alternatively permitting manufacturers to add “for sale in CA” language to the label under 17 CCR section 95663 is necessary as this specified label is already recognized by both CARB and the Environmental Protection Agency, and is subject to existing requirements related to location,

permanence, and tampering. Therefore, this alternative provides manufacturers flexibility to fulfill the requirement with an existing label instead of creating a new one.

6. In new section 1963(g), subsection (2) with the language “for all vehicles produced and delivered for sale in California, manufacturers must disclose to the ultimate purchaser, secondary vehicle manufacturer, or dealer at the time of sale in writing that the vehicle is intended for sale in California on the manufacturer’s statement of origin” was added. The proposed change is necessary to ensure and verify that, at the time of sale, the ultimate purchaser, secondary vehicle manufacturer, or dealer is aware that the manufacturer intends the vehicle for sale in California. It is necessary to require such a disclosure on the manufacturer’s Statement of Origin (MSO) because manufacturers are required to issue an MSO for new vehicles so using the MSO ensures the ultimate purchaser, secondary vehicle manufacturer, or dealer will be able to see the disclosure.
7. In section 1963.2(e), the language “secondary vehicle manufacturers have the option to trade, sell, or otherwise transfer ZEV and NZEV credits with manufacturers” was added. The proposed change is necessary to allow secondary vehicle manufacturers to participate in the credit banking and trading system of the ACT regulation. Secondary vehicle manufacturers would be provided with a greater ability to procure internal combustion engine vehicles in instances where a manufacturer is restricting sales of these vehicles and choosing not to purchase credits. The language “transferred ZEV and NZEV credits must be reported to the Executive Officer in accordance with the requirements of section 1963.4(c)” was also added to the section. This proposed change is necessary to set forth a reporting requirement for secondary vehicle manufacturers that have traded or received credits so that credit trades between entities may be properly accounted for.
8. In section 1963.2(h), the language “heavy-duty” was added. The proposed change allows for consistency in language when referencing vehicles with the specified GVWR. The language “8,501 through 14,000 pounds GVWR” was modified to “10,001 through 14,000 pounds GVWR.” This proposed change is necessary as under other California certification requirements, all vehicles that are 10,000 pounds GVWR and below have to be chassis-certified, so the ZEP Certification is not an appropriate test procedure. The language “or 13 CCR section 1962.2” was removed. The proposed change is necessary as 13 CCR section 1962.2 was not intended to certify incomplete medium-duty ZEVs. The proposed change is also consistent with the addition of new section 1963.2(i) that describes the certification pathways for complete medium-duty ZEVs. The language “under section 1963.2” was added. The proposed change was added to in order to reference the generation of credits under ACT. Lastly, the title was modified from “Zero-Emission Powertrain Certification for ZEVs” to “Certification to Receive ZEV Credit for Heavy-Duty and Incomplete Medium-Duty Vehicles.” The proposed change is necessary to more accurately describe the requirements of this section.
9. In section 1963.2(h), the language “as amended by the Zero-Emission Powertrain and Enhanced Fuel Cell and Electric Vehicle Certification regulation” was modified to “the Zero-Emission Powertrain Certification Regulation”. Additionally, the references to 13 CCR section 1956.8 and 17 CCR section 95663 were updated to 13 CCR section 1956.8(a)(8) and 17 CCR section 95663(d), respectively. The proposed changes are necessary to more specifically reference the regulatory text and sections in which they are described and to refer to the ZEP Cert regulation by its correct name. These changes align with the original intent of the language.

10. In new section 1963.2(i) titled "Certification to Receive ZEV Credit for Complete Medium-Duty Vehicles", the language "on-road complete medium-duty ZEVs from 8,501 through 14,000 pounds GVWR produced and delivered for sale in California must meet the requirements of either the Zero-Emission Powertrain Certification Regulation in 13 CCR section 1956.8(a)(8) and 17 CCR section 95663(d), 13 CCR section 1962.2, 13 CCR section 1962.4, or the certification procedures in the "California Exhaust Emission Standards and Test Procedures for 2018 and Subsequent Model Year Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes" as amended on September 3, 2015, which is incorporated by reference herein, to receive ZEV credit towards compliance under section 1963.2" was added. This proposed change is necessary to update the certification pathways for complete medium-duty ZEVs to generate credit under the ACT regulation. The proposed changes were made in response to comments received and provide flexibility for manufacturers to use the described certification pathways. Permitting ACT ZEV credit generation for certification in accordance with "California Exhaust Emission Standards and Test Procedures for 2018 and Subsequent Model Year Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes" as amended on September 3, 2015, is necessary to provide an additional option for manufacturers to certify and generate ACT ZEV credits for complete medium-duty ZEVs. It is necessary to refer to the September 3, 2015, test procedure because 13 CCR section 1962.2 is only applicable through the 2025 model year. The proposed amendments establish new procedures beyond the 2025 model year and, therefore, it is necessary to refer to the specified test procedure, which extend beyond the 2025 model year. The language "under section 1963.2" was added. The proposed change was added in order to reference the generation of credits under ACT.
11. In renumbered section 1963.2(j), the language "manufacturers must comply with reporting requirements specified in section 1963.4(d) including the vehicles they elect to be counted towards compliance with section 1962.4" was moved to the beginning of the section. Given the insertion of other changes to this section, the proposed change is necessary to clearly establish that the requirements refer to all Class 2b-3 ZEVs and NZEVs produced and delivered for sale in California. This change aligns with the original intent of the language.
12. In renumbered section 1963.2(j), the language "produced or delivered for sale" was modified to "produced and delivered for sale." The proposed change is necessary to align with the original intent of the language and for consistency with the regulation's requirements given that deficits and credits are accrued for vehicles produced and delivered for sale in California.
13. In renumbered section 1963.2(j), the language "beginning with the 2026 model year, Class 2b-3 ZEVs or NZEVs produced and delivered for sale in California may earn credits under 13 CCR section 1962.4 or 1963.2, but may not earn credits under more than one of these sections for the same vehicle" was added. The proposed change is necessary to clearly establish the sections in which double counting is not permitted for the specified vehicles and for consistency with the requirements of section 1962.4(i)(7)(A). This change aligns with the original intent of the language.
14. In renumbered section 1963.2(j), the language "vehicle" was replaced with "credit nor a deficit". The proposed change is necessary to ensure appropriate stakeholder

interpretation of the requirement by including more accurate language as credits and deficits are counted, not vehicles.

15. In renumbered section 1963.2(j), the reference to section 1963.4(d) was updated to reference section 1963.4(a)(10). The proposed change is necessary to conform with the proposed removal of section 1963.4(d) as part of these 15-day changes.
16. In renumbered section 1963.2(j), the language “ZEVs and NZEVs not claiming credits under 13 CCR section 1962.2, 13 CCR section 1962.4, or 13 CCR section 1963 may be excluded from the reporting and recordkeeping requirements of section 1963.4” was added. The proposed change reduces reporting burden on manufacturers as it is unnecessary to report vehicles that are not generating credits nor deficits under the ACT and ACC regulations.
17. In section 1963.3(b), the language “deficits carried over to the subsequent model years cannot” was modified to “in accordance with section 1963.3(d), up to 50 percent of the deficits generated in a model year may”. The proposed change is necessary to provide manufacturers with additional flexibility to offset a deficit under the makeup period and to align with other flexibility in the rule that permits near-zero-emission vehicles to account for up to one half of the total annual weighted deficits. The proposed change additionally ensures that no more than 50 percent of the deficit is offset with NZEV credits at any point during the makeup period.
18. In section 1963.3(b), the language “by the end of the first year of the makeup period” was modified to “by the end of the first and second years of the makeup period”. The proposed change is necessary to ensure that a manufacturer does not increase the net deficit balance above the 30 percent threshold by the end of the second model year. This aligns with the original intent of the requirement.
19. In section 1963.3(b), the language “and must have a deficit below 30 percent of the manufacturer’s 2025 model year net deficits (added together with the deficit balance from 2024) by the end of the 2025 model year” was added. This proposed change is necessary to further demonstrate how the 30 percent threshold is intended to be applied. This change aligns with the original intent of the language and ensures appropriate stakeholder interpretation.
20. In section 1963.4(a), the language “beginning with the 2027 model year, the information described in sections 1963.4(a)(13-15) is optional to report unless the information is requested by the Executive Officer” was added. This proposed change reduces the reporting burden on manufacturers following the 2026 model year. Requiring manufacturers to initially provide this information to CARB leading up to the 2027 model year would permit staff to better monitor sales information while California and federal engine standards are different. Following the 2026 model year, requiring the information on an as-requested basis would continue to hold stakeholders accountable to maintain vehicle delivery information and appropriately comply with the rule while simultaneously reducing the reporting burden. Also in this section, the reference to section 1964.3(e) was updated to section 1963.4(d) to reflect section renumbering as a result of the proposed 15-day changes.
21. In new section 1963.4(a)(4), the language “applicable engine family name or zero-emission powertrain family name” was added. The proposed change is necessary to

improve CARB's ability to audit reported information against other data sources and verify the accuracy of reported information.

22. In section 1963.4(a), new subsection (10) with the language "whether the ZEV is certified to the Zero-Emission Powertrain Certification Regulation in 13 CCR section 1956.8(a)(8) and 17 CCR section 95663(d) (yes or no)" was added. The proposed change is necessary to ensure that vehicles sold by manufacturers are meeting the appropriate certification requirements on a per-vehicle basis to receive ZEV credit.
23. In section 1963.4(a), new subsection (11) with the language "whether the Class 2b-3 ZEV or NZEV will be excluded from ACT credit and deficit calculations (yes or no)" was added. The proposed change is necessary to reduce reporting burden on manufacturers by simplifying the credit and deficit declaration process. This change conforms with the removal of section 1963.4(d).
24. In section 1963.4(a), new subsection (12) with the language "whether the reporting manufacturer is exempt under the Low Volume Exemption as provided in section 1963(e) (yes or no)" was added. The proposed change is necessary to verify if a manufacturer is regulated or is opt-in into the regulation's requirements under section 1963(f).
25. In section 1963.4(a)(15), the language "including the street address, city, state, and zip code" was added. The proposed change is necessary to ensure appropriate stakeholder interpretation of the requirement by clarifying the specific information to be reported for a physical address. This aligns with the original intent of the proposed language.
26. In section 1963.4(b), the language "a manufacturer may update a vehicle report for up to three previous model years if they determine that a vehicle is or is not delivered for sale in California" was added. This proposed change is necessary to ensure that vehicles reported as delivered for sale in California are actually delivered for sale in California and placed in service in California as a new vehicle. Enabling updates to reports for up to three model years aligns with ZEV reporting under the ACC regulations. In addition, the language "all other" was added as a necessary conforming change that coincides with the other modification made to this section. This change aligns with the original intent of the proposed language.
27. In section 1963.4(c), the language "a manufacturers that transfers" was modified to "a manufacturer or secondary vehicle manufacturer that transfers ZEV or NZEV credits." The proposed change is necessary to set forth a reporting requirement for secondary vehicle manufacturers that have traded or received credits so that credit trades between entities may be properly accounted for. The added language is a necessary conforming change that coincides with the inclusion of secondary vehicle manufacturers in section 1963.2(e). Adding "ZEV or NZEV credits" is a necessary grammatical change for clarity and does not change the intent of the original language. Additionally, the terms "added" and "annual" were removed. The proposed changes are necessary to remove extraneous language and align with modifications made in section 1963.4(c)(1), respectively. The language "date the" was also added. This proposed change is necessary to provide greater specificity to the point at which CARB will recognize credit transfers.
28. In section 1963.4(c)(1), the language "end of each model year to demonstrate compliance" was modified to "credit transaction date." The proposed change is

necessary to provide sufficient time for manufacturers to determine how many credits are needed to meet their compliance requirements based on the sales for the given model year.

29. In section 1963.4(c)(2), the language "or secondary vehicle manufacturers" was added. This proposed change is necessary to track credit transfers between manufacturers and secondary vehicle manufacturers should it be required to demonstrate compliance as well as verification in case of audit. This is also a necessary conforming change that coincides with the modification made in section 1963.4(c).
30. The Class 2b-3 credit declaration of section 1963.4(d) was removed. The proposed removal of this section is necessary because it originally aligned with the grouped sales reporting option that staff proposed to be removed as part of the 45-day changes. As a result, this section is unnecessary. The credit election for Class 2b-3 vehicles is now established under renumbered section 1963.4(a)(10) as part of the sales reporting requirements.
31. In renumbered section 1963.4(d), the language "the manufacturer's Statement of Origin" was added. This proposed change is necessary as it conforms with the addition of section 1963(g)(2). It is necessary to retain the MSO in order for CARB staff to verify that a manufacturer disclosed to the ultimate purchaser, secondary vehicle manufacturer, or dealer that the vehicle was intended for sale in California. The language "at least one of the following" was also added to this section. The proposed change is necessary to ensure appropriate stakeholder interpretation of the requirement by clearly stating that, at minimum, one of the listed documents for vehicle sales tracking is necessary for retention as opposed to all being necessary for the same vehicle.
32. In section 1963.4(d)(1), the language "from the manufacturer" was modified to "between the manufacturer and ultimate purchaser". The proposed change is necessary to specify that the required document must be between the manufacturer and ultimate purchaser to ensure both parties are included in the correspondence. This aligns with the original intent of the requirement and ensures appropriate stakeholder interpretation of the requirement.
33. In section 1963.4(d)(2), the language "from the manufacturer" was modified to "between the manufacturer and dealership". The proposed change is necessary to specify that the required document must be between the manufacturer and the dealership to ensure both parties are included in the correspondence. This aligns with the original intent of the requirement and ensures appropriate stakeholder interpretation.
34. In section 1963.4(d)(4), the language "documentation" was replaced with "an invoice, receipt, contract, or purchase order". The proposed change is necessary to provide greater specificity in the required documentation. The change also maintains consistency with the other reporting requirements and aligns with the original intent of the language.
35. In section 1963.5(a)(2), new subsection (A) with the language "if the Executive Officer identifies that any ZEV or NZEV is not registered or domiciled in California as reported based on the documentation provided per section 1963.4(d), the Executive Officer shall revoke the credit and the manufacturer may be subject to penalty, unless the requirements of section 1963(g) are met." was added. The proposed change is

necessary to ensure that manufacturers are taking appropriate steps as outlined in section 1963(g) to ensure ZEVs or NZEVs which were intended for sale in California are actually placed in California.

36. In section 1963.5(a)(2), new subsection (B) with the language “if the Executive Officer identifies any vehicle which is newly registered with the California Department of Motor Vehicles or newly domiciled in California as a new vehicle and is not included in a manufacturer’s reports, the Executive Officer shall add the deficits and the manufacturer may be subject to penalty, unless the requirements of section 1963(g) are met.” was added. The proposed change is necessary to ensure that manufacturers are taking appropriate steps as outlined in section 1963(g) to ensure vehicles which were not intended for sale in California are not placed in California.

In addition to the modifications described above, additional modifications correcting grammar, punctuation and spelling have been made throughout the proposed changes. These changes are nonsubstantive.

These modifications do not change implementation of the regulation in any way that affects the conclusions of the environmental analysis included in the Staff Report because the modifications primarily consist of definition and provision clarifications or minor, administrative changes that do not alter the compliance responses, so no additional environmental analysis is required.

Additional Document(s) Added to the Record

In the interest of completeness and in accordance with Government Code section 11347.1, subdivision (a), staff has also added to the rulemaking record and invites comments on an additional document:

- CARB, Memo to Board - Subject: California Truck Availability Analysis, September 25, 2024 (web link: https://ww2.arb.ca.gov/sites/default/files/2024-09/240925_actmemo_ADA_0.pdf, last accessed September 27, 2024).
- SpecialtyResearch.net, Truck Body Manufacturing in North America, 2018 (web link: <https://www.specialtyresearch.net/>, last accessed September 2024).
- California Air Resources Board, Advanced Clean Trucks Credit Summary Through the 2023 Model Year, 2024 (web link: <https://ww2.arb.ca.gov/resources/fact-sheets/ACT-Credits-Summary%202023>, last accessed September 2024).

This document is available for inspection at the California Air Resources Board, 1001 I Street, Sacramento, California, 95814, between the hours of 9:00am to 4:00pm, Monday through Friday (excluding holidays). To inspect this document, please contact Bradley Bechtold, Regulations Coordinator, at (279) 208-7266.

Agency Contacts

Inquiries concerning the substance of the proposed regulation may be directed to Paul Arneja, Air Resources Supervisor, at (279) 208-7342 or (designated back-up contact) Kat Talamantez, Air Pollution Specialist, at (916) 282-6265.

Public Comments

Written comments will only be accepted on the modifications identified in this Notice. Comments may be submitted by postal mail or by electronic submittal no later than the due date to the following:

Postal mail: Clerks' Office, California Air Resources Board
1001 I Street, Sacramento, California 95814

Electronic submittal: <https://ww2.arb.ca.gov/lispub/comm/bclist.php>

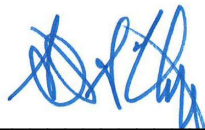
Please note that under the California Public Records Act (Gov. Code § 6250 et seq.), your written and verbal comments, attachments, and associated contact information (e.g., your address, phone, email, etc.) become part of the public record and can be released to the public upon request.

In order to be considered by the Executive Officer, comments must be directed to CARB in one of the two forms described above and received by CARB no later than the deadline date for public comment listed at the beginning of this notice. Only comments relating to the above-described modifications to the text of the regulations shall be considered by the Executive Officer.

If you need this document in an alternate format or another language, please contact the Clerks' Office at (916) 322-5594 or by facsimile at (916) 322-3928 no later than five (5) business days from the release date of this notice. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Si necesita este documento en un formato alternativo u otro idioma, por favor llame a la oficina del Secretario del Consejo de Recursos Atmosféricos al (916) 322-5594 o envíe un fax al (916) 322-3928 no menos de cinco (5) días laborales a partir de la fecha del lanzamiento de este aviso. Para el Servicio Telefónico de California para Personas con Problemas Auditivos, ó de teléfonos TDD pueden marcar al 711.

California Air Resources Board



Steven S. Cliff, Ph.D.,
Executive Officer

Date: October 7, 2024

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see [CARB's website](https://ww2.arb.ca.gov) (ww2.arb.ca.gov).