

## **Appendix C-B-1**

### **Purpose and Rationale for Proposed Amendments to the Heavy-Duty Diesel Engine Test Procedures**

### **CALIFORNIA EXHAUST EMISSION STANDARDS AND TEST PROCEDURES FOR 2004 THROUGH 2026 MODEL HEAVY-DUTY DIESEL ENGINES AND VEHICLES**

This Page Intentionally Left Blank

## **Cover Page**

### **Purpose**

The title of the document on the cover page has been amended from “California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles” to “California Exhaust Emission Standards and Test Procedures for 2004 through 2026 Model Heavy-Duty Diesel Engines and Vehicles” (2026-DTPS). The purpose of this amendment is to indicate that these test procedures are only applicable through the end of the 2026 model year (MY).

### **Rationale**

The proposed amendment is necessary to phase out the existing test procedures by the end of the 2026 MY. All existing requirements will only apply through the end of the 2026 MY, and a new set of test procedures will be introduced to cover all heavy-duty engine (HDE) productions for 2027 and subsequent MYs.

### **Purpose**

The purpose of the amendment that states “Insert Date of Amendment” on the cover page is to create a placeholder for the most recent date of amendment to the 2026-DTPS.

### **Rationale**

This proposed amendment is necessary to ensure that California Air Resources Board (CARB) staff’s proposed amendments to these test procedures are properly referenced in the regulations. The proposed amendments to the test procedures are a necessary complement to the proposed regulations for this rulemaking because the test procedures contain requirements applicable to only 2024 through 2026 MY heavy-duty (HD) diesel engines that help to ensure the emission benefits of this rulemaking are fully realized.

## **Reference Documents**

### **Purpose**

The purpose of the documents referenced in the 2026-DTPS is to specify the documents that are referred to and used in conjunction with the certification of HDEs and heavy-duty vehicles (HDV). The following documents have been added to the list of references of these test procedures: “California Evaporative Emission Standards and Test Procedures for 2026 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles,” “Useful life requirements,” and “California Exhaust Emission Standards and Test Procedures for 2027 and Subsequent Model Heavy-Duty Engines, Vehicles and Hybrid Powertrains”. Additionally, the updated title of the Evaporative Emission Standards and Test Procedures was referenced, and the warranty requirements (section 2036) were duplicative; thus, we are proposing for deletion. The adopted and last amended dates were also included in the list. The section numbering conventions for this document in subparagraph 4 on page 6 were proposed to be deleted as it is no longer applicable here.

## **Rationale**

The reference to these test procedures is necessary to establish the applicability of California emission standards and test procedures for HDEs and HDVs and for harmonization with the federal regulations. By referring to these specified test procedures, this section helps ensure that the regulated entities can find additional important information to meet California requirements and enable CARB to enforce these regulations. The section numbering conventions for this document were removed because they are no longer necessary and applicable here.

## **Document Title**

### **Purpose**

The title of the document has been amended from “California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles” to “California Exhaust Emission Standards and Test Procedures for 2004 through 2026 Model Heavy-Duty Diesel Engines and Vehicles.” The purpose of this amendment is to indicate that these test procedures are only applicable through the end of the 2026 MY.

### **Rationale**

The proposed amendment is necessary to phase out the existing test procedures by the end of the 2026 MY. All existing requirements will only apply through the end of the 2026 MY, and a new set of test procedures will be introduced to cover all HDE productions for 2027 and subsequent MYs.

## **Introductory Paragraph**

### **Purpose**

The purpose of the introduction is to provide context and background regarding the 2026-DTPS. The title of the referenced test procedures has been amended from “California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles” to “California Exhaust Emission Standards and Test Procedures for 2004 through 2026 Model Heavy-Duty Diesel Engines and Vehicles.” The text in the introductory paragraph reflects this change.

### **Rationale**

The proposed amendment is necessary to modify the title of the referenced test procedures in the introductory paragraph because the title of the document has been modified in this rulemaking. All existing requirements will only apply through the end of the 2026 MY, and a new set of test procedures will be introduced to cover all HDE productions for 2027 and subsequent MYs.

# **PART 86 – CONTROL OF EMISSIONS FROM NEW AND IN-USE HIGHWAY VEHICLES AND ENGINES**

## **Part I. GENERAL PROVISIONS FOR CERTIFICATION AND IN-USE VERIFICATION OF EMISSIONS**

### **Subpart A - General Provisions for Heavy-Duty Engines and Heavy-Duty Vehicles**

#### **1. General Applicability. [§86.xxx-1]**

##### **A. Federal Provisions.**

##### **Paragraph 3. §86.016-1**

##### **Subparagraph 3.1.2**

##### **Purpose**

The purpose of this subparagraph is to describe the general applicability of Part 86. The applicability of this requirement has been modified from “2020 and subsequent model” to “2020 through 2026 model” incomplete HDVs with 10,000 pounds (lb) or less gross vehicle weight rating (GVWR).

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make it consistent with the applicable MYs throughout the 2026-DTPS. A new test procedure, “California Exhaust Emission Standards and Test Procedures for 2027 and Subsequent Model Heavy-Duty Engines, Vehicles and Hybrid Powertrains” (2027-TPS), will specify the requirements for 2027 and subsequent MYs.

##### **B. California Provisions.**

##### **Paragraph 1**

##### **Purpose**

The purpose of this paragraph is to describe the applicability criteria for HD Otto-Cycle engines. The applicability of these requirements has been modified from “2021 and subsequent model” to “2021 through 2026 model” HD Otto-Cycle engines, used in vehicles which normally exceed 33,000 lb GVWR, based on primary intended service class.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make it consistent with the applicable MYs throughout the 2026-DTPS. A new test procedure, 2027-TPS, will specify the requirements for 2027 and subsequent MYs.

## **2. Definitions. [§86.xxx-2]**

### **A. Federal Provisions.**

#### **Paragraph 1. §86.004-2**

##### **Subparagraph 1.2.2**

###### **Purpose**

The purpose of this subparagraph is to define the terms used in this test procedures document. The “Useful Life” definition for light, medium, and heavy HDE families (old subparagraphs 1.2.2(4)(i)(B) and (C), 1.2.2(4)(ii)(B) and (C), and 1.2.2(4)(iii)(B) and (C)) have been modified to delete the applicable requirements for 2027 and later MYs. The old subparagraph 1.2.2(4)(i)(D) is renumbered to new subparagraph 1.2.2(4)(i)(B) due to the deletions. The applicable MYs in the new subparagraph 1.2.2(4)(i)(B) have been modified from “2024 and subsequent model” to “2024 through 2026 model” diesel engines used in medium-duty vehicles (MDV).

###### **Rationale**

The proposed amendments are necessary since the requirements in these test procedures are only applicable to 2004-2026 MY engines, and would not apply to 2027 and subsequent MY engines. The useful life (UL) requirements for 2027 and subsequent MYs are specified in the new test procedures (2027-TPS).

##### **Subparagraph 1.2.4**

###### **Purpose**

The purpose of this subparagraph is to define the terms used in this test procedures document. The “Useful Life” definition for diesel hybrid powertrain families in subparagraphs 1.2.4(6) and 1.2.4(6)(i) has been modified to end the applicability for diesel hybrid powertrain families in the 2026 MY.

###### **Rationale**

The proposed amendments are necessary since the requirements would not apply to 2027 and subsequent MY engines. The UL requirements for 2027 and subsequent MYs are specified in the 2027-TPS.

#### **Paragraph 3. §86.012-2**

##### **Subparagraph 3.1**

###### **Purpose**

The purpose of this subparagraph is to define the terms used in this test procedures document. The introductory paragraph has been modified to end the applicability for engines and vehicles in the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending the applicability in the 2026 MY. This amendment would make it consistent with the applicable MYs throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **B. California Provisions.**

### **“Intermediate useful life” and “Intermediate useful life NOx standard”**

#### **Purpose**

The purpose of this subparagraph is to define the terms used in this test procedures document. The definitions for “Intermediate useful life” and “Intermediate useful life oxides of nitrogen (NOx) standard” have been deleted since the requirements are for 2027 and subsequent MY diesel HDEs.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement and to make it consistent with the applicable MYs throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **“Medium-duty vehicle,” “Optional low NOx engine,” “Ramped Modal Cycle (RMC),” and “Vehicle-RMC”**

#### **Purpose**

The purpose of these subparagraphs is to define the terms used in this test procedures document. “Medium-duty vehicle,” “Optional Low NOx Engine,” “Ramped Modal Cycle (RMC),” and “Vehicle-RMC” definitions have been modified to end the applicability requirements with the 2026 MY.

#### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make it consistent with the applicable MYs throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **11. Emission standards for diesel heavy-duty engines and vehicles. [§86.xxx-11]**

### **A. Federal Provisions.**

**Paragraph 2. §86.007-11. Emission standards and supplemental requirements for 2007 and later model year diesel heavy-duty engines and vehicles.**

#### **Subparagraph 2.2**

##### **Purpose**

The purpose of this subparagraph is to specify the applicable emission standards and requirements for diesel HDE including engines used in urban buses. This subparagraph has been modified to end the applicability requirements with the 2026 MY engines.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make it consistent with the applicable MYs throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **B. California Provisions.**

**Subparagraph 5.1. Requirements Specific to Heavy-Duty Engines Used in Medium-Duty Vehicles 8,501 to 10,000 pounds GVW.**

##### **Purpose**

The purpose of this subparagraph is to specify the requirements for HDEs used in MDVs with 8,501 to 10,000 lb GVWR. This subparagraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

**Subparagraph 5.2. Requirements Specific to Heavy-Duty Engines Used in Medium-Duty Vehicles 10,001 to 14,000 pounds GVW.**

##### **Purpose**

The purpose of this subparagraph is to specify the requirements for HDEs used in MDVs with 10,001 to 14,000 lb GVWR. This subparagraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.



### **Subparagraph 5.3.2**

#### **Purpose**

The purpose of this subparagraph is to specify the exhaust emission standards for HDEs used in MDVs with 10,001 to 14,000 lb GVWR. This subparagraph has been modified to end the applicability in the 2026 MY. The exhaust emission standards for 2027 and subsequent model diesel engines have been deleted since the applicability requirement for the 2026-DTPS ends in the 2026 MY.

#### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 5.3.3**

#### **Purpose**

The purpose of this subparagraph is to specify the exhaust emission standards for HDEs. This subparagraph has been modified to end the applicability in the 2026 MY. The exhaust emission standards for 2027 and subsequent model diesel HDEs have been deleted since the applicability requirement for the 2026-DTPS ends in the 2026 MY.

#### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 6. Heavy-Duty Diesel Engine Idling Requirements.**

#### **Purpose**

The purpose of this paragraph is to specify the idling requirements for HDEs used in vehicles with greater than 10,000 lb GVWR. This paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 6.1.1. Requirements.**

#### **Purpose**

The purpose of this subparagraph is to specify the engine shutdown system requirements for HDEs. This subparagraph has been modified to end the applicability in the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 6.2.2**

#### **Purpose**

The purpose of this subparagraph is to specify the criteria for identifying exempt vehicles, i.e., HDEs used in military tactical vehicles. This subparagraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 6.3.1.2**

#### **Purpose**

The purpose of this subparagraph is to provide an option for engine manufacturers to certify the optional NOx idling emission standards. This subparagraph has been modified to end the applicability in the 2026 MY. The title of the Table for this subparagraph has also been modified to end the applicability in the 2026 MY and delete the optional NOx idling emission standards for 2027 and subsequent MY diesel engines.

#### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 6.4. Optional Alternatives to Main Engine Idling.**

#### **Purpose**

The purpose of this subparagraph is to specify the option to install idling emission reduction devices for HDEs. This subparagraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Paragraph 7. Optional Low NOx Emission Standards for Heavy Duty Engines for 2015 and Subsequent Model Year.**

### **Purpose**

The purpose of this paragraph is to provide an option for engine manufacturers to certify to the optional low NOx emission standards. The title of this paragraph has been modified to end the applicability in the 2026 MY.

### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subparagraph 7.2**

### **Purpose**

The purpose of this subparagraph is to provide an option for engine manufacturers to certify to the optional Low NOx emission standards. This subparagraph has been modified to end the applicability in the 2026 MY. The title of the Table for this subparagraph has also been modified to end the applicability in the 2026 MY and delete the optional low NOx emission standards for 2027 and subsequent MY HDEs.

### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Paragraph 8. Low-Load Cycle Standard for Heavy Duty Engines for 2024 and Subsequent Model Years.**

### **Purpose**

The purpose of this paragraph is to specify the low-load cycle (LLC) standard for HDEs. This paragraph, including the title, has been modified to end the applicability in the 2026 MY.

### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

**Paragraph 9. Exhaust Emission Standards for 2022 and Subsequent Model Diesel Hybrid Powertrains Used In Hybrid Vehicles Over 14,000 pounds GVWR, or Used in Incomplete Vehicles from 10,001 to 14,000 Pounds GVWR.**

**Purpose**

The purpose of this paragraph is to specify the exhaust emission standards for diesel hybrid powertrains used in hybrid vehicles. This paragraph, including the title, has been modified to end the applicability in the 2026 MY.

**Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

**12. Alternative Certification Procedures. [§86.080-12]**

**B. California Provisions.**

**Subparagraph 1.2. (a)(5) Optional Powertrain Certification Test Procedure for Diesel Hybrid Powertrains for 2022 and Subsequent Model Year.**

**Purpose**

The purpose of this subparagraph is to describe the applicable optional powertrain certification test procedures for diesel hybrid powertrains. The title of this subparagraph has been modified to end the applicability in the 2026 MY.

**Rationale**

The amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

**15. NOx plus NMHC and Particulate Averaging, Trading, and Banking for Heavy-Duty Engines. [§86.xxx-15]**

**A. Federal Provisions.**

**Paragraph 1. §86.004-15**

**Subparagraph 1.5**

**Purpose**

The purpose of this subparagraph is to specify the requirement for participating in the California NOx plus non-methane hydrocarbons (NMHC) and particulate averaging, banking, and trading (ABT) program for compliance with the standards. This subparagraph has been modified to end the applicability in the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 2. §86.007-15**

#### **B. California Provisions.**

### **Paragraph 3. California-only averaging, banking, and trading (CA-ABT) program for 2022 and subsequent model years.**

#### **Purpose**

The purpose of this paragraph is to provide the general provisions for participating in the California NOx and particulate matter CA-ABT program for compliance with the standards. This paragraph, including the title, has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 3.(g)**

#### **Purpose**

The purpose of this subparagraph is to show the methodology for calculating credits for engine and hybrid powertrain families. The “applicable useful life” and “current MY useful life” requirements for the engine family or optionally certified diesel hybrid powertrain family in miles have been modified to be consistent with the 2026 MY requirement of 435,000 miles applicable UL for a heavy HD diesel engine.

#### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY as well as the appropriate UL for that MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 3.(h). Credit Life.**

#### **Purpose**

The purpose of this subparagraph is to specify the credit life requirement. The example in this subparagraph has been deleted because the credit life stated in the example would end in the 2029 MY and these test procedures have been modified to indicate applicability through the end of the 2026 MY. Therefore, the example would no longer be applicable here.

## **Rationale**

The proposed deletion of the example is necessary because five MYs of credit life would go beyond the 2026 MY which is out of the scope of these test procedures. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 3.(i)(1)**

#### **Purpose**

The purpose of this subparagraph is to specify the NO<sub>x</sub> and particulate matter (PM) federal test procedure (FTP) family emission limit (FEL) values for Medium-Duty engines (MDE) and HDEs and hybrid powertrains. Subparagraphs 3.(i)(1)(D) through (F) have been deleted because they specify FTP FELs for 2027 and subsequent MYs, whereas these test procedures have been modified to indicate applicability through the end of the 2026 MY. In addition, the old subparagraph 3.(i)(1)(G) is renumbered to new subparagraph 3.(i)(1)(D) and has been modified to end the applicability with the 2026 MY.

#### **Rationale**

The proposed amendments are necessary since the requirements in these test procedures would not apply to 2027 and subsequent MYs. The FTP FEL value requirements for 2027 and subsequent MYs are specified in the new 2027-TPS.

### **Subparagraph 3.(i)(3)**

#### **Purpose**

The purpose of this subparagraph is to specify the NO<sub>x</sub> and PM LLC FEL values for MDEs, HDEs, and hybrid powertrains. Subparagraphs 3.(i)(3)(A) and (B) have been modified to end the applicability in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY. The factor of "2.5" for 2027 and subsequent MYs has been deleted in subparagraph 3.(i)(3)(A).

#### **Rationale**

The proposed amendments are necessary since the requirements would not apply to 2027 and subsequent MY engines. The FEL value requirements for 2027 and subsequent MYs are specified in the new 2027-TPS.

### **Subparagraph 3.(i)(4)**

#### **Purpose**

The purpose of this subparagraph is to specify the intermediate UL NO<sub>x</sub> FEL values. Subparagraph 3.(i)(4) has been deleted entirely since the applicability is for 2027 and subsequent MYs.

## **Rationale**

The proposed amendment is necessary since the requirements in these test procedures would not apply to 2027 and subsequent MY engines. The FEL value requirements for 2027 and subsequent MYs are specified in the new 2027-TPS.

### **Subparagraph 3.(I)**

#### **Purpose**

The purpose of this subparagraph is to allow carryover of excess NOx credits in the CA-ABT bank at the end of the 2026 MY and require remediation of 2026 MY deficits through the CA-ABT program.

#### **Rationale**

The proposed amendment is necessary to provide flexibility in credit usage for 2027 and subsequent MYs, ensure continued compliance with NOx emission standards, and maintain accountability through timely remediation of deficits. Manufacturers will be allowed to carryover excess NOx credits accumulated at the end of the 2026 MY in the CA-ABT bank, and use those credits for certification and sale of 2027 and subsequent MY HDEs in California.

The five-year credit life requirement will continue to be applicable. For example, credits accumulated during the 2025 MY period will expire at the end of the 2030 MY.

Accumulated credits in the CA-ABT bank must be used in the corresponding emissions averaging set for 2027 and subsequent MYs. Cross-trading of credits between different averaging sets is not allowed. For example, excess credits in the 2026 MY heavy HD diesel averaging set can only be used to offset engine families in 2027 and subsequent MY heavy HDE averaging sets.

All credits in the HD zero-emission averaging set will expire at the end of the 2026 MY; therefore, those credits will not be available in 2027 and subsequent MYs.

All deficits in the CA-ABT bank must be offset under the provisions of the CA-ABT program and credits from the national ABT program cannot be used to offset those deficits.

### **Paragraph 4. Early compliance credit multipliers for 2022 through 2030 model year engine families and optionally certified diesel hybrid powertrains.**

#### **Purpose**

The purpose of this paragraph is to provide an incentive mechanism to manufacturers for complying with future MY requirements. The title of this paragraph has been modified to end the early compliance credit multipliers in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraph 4.(a)**

##### **Purpose**

The purpose of this subparagraph is to provide early compliance credit multipliers to manufacturers for complying with future MY requirements for California certified engine families and optionally certified diesel hybrid powertrains. This subparagraph has been modified to end the early compliance credit multipliers in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraph 4.(b). Early compliance eligibility criteria for engine families and optionally certified diesel hybrid powertrains.**

##### **Purpose**

The purpose of this subparagraph is to provide eligibility criteria for engine families and optionally certified diesel hybrid powertrains. The example in this subparagraph has been modified from “2025 MY” to “2023 MY” engine family with its appropriate NOx FEL value. In addition, the example has been modified to show compliance with “2024 MY” rather than “2027 MY” UL, durability, warranty, in-use testing requirements, on-board diagnostics (OBD) requirements, etc. since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

##### **Rationale**

The proposed amendments are necessary to reflect the applicable MY, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraph 4.(d)**

##### **Purpose**

The purpose of this subparagraph is to specify the early compliance credit multipliers depending on engine family MY. The Table in this subparagraph has been modified to delete the credit multipliers applicable for 2027 and subsequent MYs.

##### **Rationale**

The proposed amendment is necessary since the credit multipliers would not apply to 2027 and subsequent MY engines. The eligibility to generate credits for such MYs is specified in the new 2027-TPS.



## **21. Application for certification. [§86.xxx-21]**

### **A. Federal Provisions.**

#### **Paragraph 2. §86.007-21**

##### **Subparagraph 2.4**

##### **Purpose**

The purpose of this subparagraph is to specify the additional information to include in the application for certification, i.e., supplemental steady state test conducted under §86.1360-2007. This subparagraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **B. California Provisions.**

#### **Paragraph 1**

##### **Purpose**

The purpose of this paragraph is to specify the requirement for manufacturers to submit projected California sales and fuel economy data two years prior to certification of medium-duty (MD) ultra-low-emission and super-ultra-low emission vehicles and engines not powered exclusively by diesel fuel. This paragraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Paragraph 2. Heavy-Duty Diesel Engine Idling Requirements.**

##### **Subparagraph 2.1**

##### **Purpose**

The purpose of this subparagraph is to specify the requirement for manufacturers to submit a statement in the application for certification indicating that the HDE complies with the automatic engine shutdown requirements to control idle emissions. This subparagraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **23. Required data. [§86.xxx-23]**

### **A. Federal Provisions.**

#### **Paragraph 1. §86.098-23**

##### **Subparagraph 1.2.2**

###### **Purpose**

The purpose of this subparagraph is to describe the required tests and data, i.e., durability test data, for the submission of an engine certification for application. This subparagraph has been modified to end the applicability in the 2026 MY.

###### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **24. Test vehicles and engines. [§86.xxx-24]**

### **A. Federal Provisions.**

#### **Paragraph 2. §86.096-24**

##### **Subparagraph 2.2**

###### **Purpose**

The purpose of this subparagraph is to provide instructions for grouping engines into families then selecting certain engines for submission of emission data for certification. This subparagraph has been modified to end the applicability in the 2026 MY for Executive Officer's consideration of aftertreatment conversion efficiency.

###### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **25. Maintenance. [§86.xxx-25]**

### **A. Federal Provisions.**

#### **Paragraph 1. §86.004-25**

##### **Subparagraph 1.4**

###### **Purpose**

The purpose of this subparagraph is to provide the maintenance requirements for HDEs. This subparagraph has been modified to end the applicability in the 2026 MY for the adjustment,

cleaning, repair, or replacement intervals for the listed items in subparagraph 1.4(i). The subparagraph has also been modified to end the applicability in the 2026 MY and delete the maintenance requirements for 2027 and subsequent MY for diesel hybrid powertrain families.

### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 1.6**

#### **Purpose**

The purpose of this subparagraph is to provide the maintenance requirements for HDEs. This subparagraph has been modified to end the applicability in the 2026 MY for the adjustment, cleaning, repair, or replacement of the listed items in subparagraph 1.6(iii). The subparagraph has also been modified to end the applicability in the 2026 MY and delete the maintenance requirements for 2027 and subsequent MY for diesel hybrid powertrain families.

### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 1.8**

#### **Purpose**

The purpose of this subparagraph is to provide the maintenance requirements for diesel hybrid powertrain families. This subparagraph has been modified to end the applicability in the 2026 MY for the repair and replacement of the listed items in subparagraph 1.8(vi). The subparagraph has also been modified to delete the maintenance requirements for 2027 and subsequent MY for diesel hybrid powertrain families.

### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 1.9**

#### **Purpose**

The purpose of this subparagraph is to provide the maintenance requirements for diesel hybrid powertrain families, depending on the vehicle's GVWR. This subparagraph has been modified to end the applicability in the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 1.13**

#### **Purpose**

The purpose of this subparagraph is to provide an option for manufacturers to request a new maintenance schedule. This subparagraph has been modified to delete the maintenance schedule request applicable for 2027 and subsequent Mys since these test procedures have been modified to indicate applicability through the end of the 2026 MY. The format has been changed because of the deletion of the numbering (old subparagraphs 1.13(A) to (C)) that are applicable for 2027 and subsequent MYs.

#### **Rationale**

The proposed amendments are necessary since these maintenance provisions would not apply to 2027 and subsequent MY engines. The maintenance requirements for such MYs are specified in the new 2027-TPS.

## **26. Mileage and service accumulation; emission measurements. [\$86.004-26]**

### **B. California Provisions.**

#### **Paragraph 1**

##### **Purpose**

The purpose of this paragraph is to describe the durability demonstration program (DDP) provisions for MDE and HDE families as well as diesel hybrid powertrains. This paragraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraphs 1.1.1.4.2 and 1.1.1.4.3**

##### **Purpose**

The purpose of these subparagraphs is to specify the required service accumulation schedule of 4,900 hours for Option 2 and 3,000 hours for Option 3. The subparagraphs have been modified to update the reference from subparagraph B.1.1.3 to B.1.1.2 since the old subparagraph B.1.1.2 for 2027 and subsequent MYs has been deleted.

## **Rationale**

The proposed amendments are necessary to avoid confusion regarding the correct reference for the in-use emissions reporting for California certified HDEs (new subparagraph B.1.1.2) and to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 1.1.2**

#### **Purpose**

The purpose of this subparagraph is to describe the process for DDP for 2027 and subsequent MYs. The subparagraph has been deleted entirely since the applicability requirement for the 2026-DTPS ends in the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 1.1.3**

#### **Purpose**

The purpose of this subparagraph is to specify the reporting requirements for the in-use NOx emissions reporting program. This subparagraph has been modified to renumber from 1.1.3 to 1.1.2, thus the succeeding subparagraphs under this subparagraph have been renumbered as well. For example, old subparagraph 1.1.3.1 is now 1.1.2.1, and 1.1.3.2 is now 1.1.2.2.

Old subparagraphs 1.1.3.1.1 and 1.1.3.8 have been modified to end the applicability in the 2026 MY. In addition, old subparagraphs 1.1.3.1.2 and 1.1.3.8 have been modified to delete the applicability requirements for 2027 and subsequent MYs. Furthermore, the old subparagraphs 1.1.3.7(L) and 1.1.3.10 have been modified to update the reference from subparagraph B.1.1.3 to B.1.1.2 since the old subparagraph B.1.1.2 for 2027 and subsequent MYs has been deleted.

## **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY and to maintain sequence with the other subparagraphs in this paragraph after the deletion of old subparagraph 1.1.2. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 1.2**

#### **Purpose**

The purpose of this subparagraph is to provide guidelines for the break-in period for emission-data and durability-data engines for MDEs and HDEs equipped with selective

catalytic reduction (SCR) systems. This subparagraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraph 1.3**

##### **Purpose**

The purpose of this subparagraph is to describe the methodology for calculating the exhaust emission deterioration factors for engines that use the accelerated aftertreatment aging process. This subparagraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. References to Figure CA26-5 have been deleted as this figure has been deleted. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraph 1.4**

##### **Purpose**

The purpose of this subparagraph is to specify the handling of sawtooth and other nonlinear deterioration patterns. This subparagraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraph 1.5.1**

##### **Purpose**

The purpose of this subparagraph is to identify the emissions test intervals for FTP, RMC, and LLC cycles. References to Figure CA26-5 have been deleted as this figure corresponds to the 2027 and subsequent MY requirements.

##### **Rationale**

Figure CA26-5 refers to the DDP requirements for 2027 and subsequent MYs. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subparagraph 1.5.2**

### **Purpose**

The purpose of this subparagraph is to specify the submission of periodic in-use emissions reports for each applicable engine family that uses an SCR system. The subparagraph has been modified to update the reference from subparagraph B.1.1.3 to B.1.1.2 since the old subparagraph B.1.1.3 for 2027 and subsequent MYs has been deleted.

### **Rationale**

The proposed amendment is necessary to update the reference for in-use emissions reporting for California certified HDEs (new subparagraph B.1.1.2) and to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subparagraph 2.1**

### **Purpose**

The purpose of this subparagraph is to describe the required DDP for diesel hybrid powertrains. This subparagraph has been modified to end the applicability in the 2026 MY.

### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subparagraph 3**

### **Purpose**

The purpose of this subparagraph is to allow manufacturers of 2026 MY HD diesel engines which are carried over for 2027 MY certification to optionally use the 2027 MY durability test procedures.

### **Rationale**

The proposed amendment is necessary to provide manufacturers with flexibility in meeting durability test requirements while aligning with future emission standards. Additional flexibility will streamline the durability test requirements for 2026 MY HDEs.

## **30. Certification. [§86.xxx-30]**

### **Paragraph 2. §86.007-30**

#### **B. California Provisions.**

##### **Subparagraph 1**

###### **Purpose**

The purpose of this subparagraph is to describe the restrictions for carryover or carry across of certification applications for HDEs. This subparagraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

###### **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **35. Labeling. [§86.xxx-35]**

### **Paragraph 1. §86.095-35**

#### **B. California Provisions.**

##### **Paragraph 1**

###### **Purpose**

The purpose of this paragraph is to describe the labeling requirements for HDEs. The paragraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

###### **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 4. Vehicle Labels for Heavy-Duty Diesel Engine Idling Requirements.**

###### **Purpose**

The purpose of this paragraph is to specify the labeling requirements HDEs certified to the optional NOx idling emission standards. The paragraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.



## **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Paragraph 5**

### **Purpose**

The purpose of this paragraph is to specify the labeling language for MDEs and HDEs certified to the Optional Low NOx Engine emission standards. The paragraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Paragraph 6**

### **Purpose**

The purpose of this paragraph is to specify the labeling language for diesel engine hybrid powertrains. The paragraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **38. Maintenance instructions. [§86.xxx-38]**

### **A. Federal Provisions.**

#### **Paragraph 2. §86.010-38**

##### **Subparagraph 2.1**

### **Purpose**

The purpose of this subparagraph is to require manufacturers to provide instructions to the purchaser of a new vehicle or engine for proper maintenance and use of the vehicle or engine. The subparagraph's reference has been modified to correct the typographical error of maintenance instructions provisions that were previously aligned with the federal regulations, i.e., from subparagraph (a) to subparagraph (a)(2).

## **Rationale**

The proposed amendment is necessary to specify and correct the omission of subparagraph (a)(2).

## **Subparagraph 2.2**

### **Purpose**

The purpose of this subparagraph is to prevent a manufacturer's maintenance instructions from prohibiting the use of commercially available diesel and biofuel blends that meet California's fuel specifications. The subparagraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

### **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Part II. TEST PROCEDURES**

### **Subpart N – Exhaust Test Procedures for Heavy-Duty Engines**

#### **86.1333. Transient test cycle generation.**

##### **B. California Provisions.**

##### **Paragraph 1. Accessory loads for the low-load cycle.**

### **Purpose**

The purpose of this paragraph is to identify the allowable accessory loads for the LLC. The paragraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

### **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 2**

### **Purpose**

The purpose of this paragraph is to describe the process for unnormalizing the proposed LLC second-by-second engine speed and torque values. The paragraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **86.1360. Supplemental emission test; test cycle and procedures.**

### **A. Federal Provisions.**

#### **Paragraph 2**

##### **Purpose**

The purpose of this paragraph is to specify the applicability criteria for supplemental emissions testing of HDEs. The paragraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraph 3.1**

##### **Purpose**

The purpose of this subparagraph is to describe the RMC procedures for HDEs. The subparagraph has been modified to end the requirements in the 2026 MY since these test procedures have been modified to indicate applicability through the end of the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the applicable MY, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **B. California Provisions.**

#### **Paragraph 2. In-Use Compliance for 2005 and subsequent model year engines.**

##### **Purpose**

The purpose of this paragraph is to describe the procedures for in-use voluntary and influenced recalls for HD diesel engines. The title of the paragraph has been modified to end the applicability in the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 4. Determination of NOx Idling Emissions.**

#### **Purpose**

The purpose of this paragraph is to set forth the requirements for HDEs certifying to the optional NOx idling emission standard. The paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **86.1370. Not-To-Exceed.**

### **A. Federal Provisions.**

#### **Paragraph 1**

##### **Purpose**

The purpose of this paragraph is to describe the in-use testing procedures for HDEs. The paragraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **B. California Provisions.**

#### **Paragraph 6. Test Procedures for Three Binned Moving Average Window (3B-MAW) Method for diesel engines.**

##### **Purpose**

The purpose of this paragraph is to describe the 3B-MAW approach that replaces the Not-to-Exceed approach for in-use compliance (IUC). The paragraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subparagraph 6.6. Emissions testing evaluation and vehicle pass criteria Sum-over-Sum (SOS) Evaluation.**

### **Purpose**

The purpose of this subparagraph is to describe the three bins used in the 3B-MAW methodology. Footnote B of this subparagraph has been modified to end the applicability in the 2026 MY and deleted the conformity factor applicable for 2030 and subsequent MYs.

### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS, and a new set of test procedures will be introduced to cover all HDE productions for 2027 and subsequent MYs.

## **Paragraph 7. In-Use Compliance Testing for Idling Emissions.**

### **Purpose**

The purpose of this paragraph is to describe the process for IUC testing for idling emissions that would be conducted by CARB to determine compliance with the NO<sub>x</sub> idling emission standards for MD diesel engines used in vehicles 10,001 to 14,000 lb GVWR and HDEs used in vehicles with GVWR greater than 14,000 lb. The paragraph has been modified to end the applicability in the 2026 MY.

### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subpart S – General Compliance Provisions for Control of Air Pollution From New and In-Use Light-Duty Vehicles, Light-Duty Trucks, and Complete Otto-Cycle Heavy-Duty Vehicles**

### **86.1863-07. Optional chassis certification for diesel vehicles.**

#### **A. Federal Provisions.**

##### **Paragraph 1**

### **Purpose**

The purpose of this paragraph is to provide an option for manufacturers to chassis certify HDVs with 10,001 to 14,000 lb GVWR. HD diesel vehicles with 8,501 to 10,000 lb GVWR are required to certify to the primary emission standards and test procedures for complete vehicles. Reference to section 1961.4 is added to incorporate “California 2026 and Subsequent Model Year Criteria Pollutant Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” The paragraph has been modified to end the applicability criteria in the 2026 MY for optional certification of HD diesel

vehicles weighing 10,001 to 14,000 lb GVWR or less. The paragraph has also been modified to end the applicability criteria in the 2025 MY for certification to primary emission standards of HD diesel vehicles 8,501 to 10,000 lb GVWR. Finally, the last sentence was added to set forth that all incomplete and complete MDVs with a GVWR of less than or equal to 10,000 lb, including engines used in such vehicles, and all complete Otto-Cycle MDVs with a GVWR of greater than 10,000 lb must be certified to the Low-Emission Vehicle IV chassis standards for MDVs beginning in the 2026 MY.

### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, e.g., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS. The proposed amendments are also necessary to reflect provisions of section 1961.4, title 13, that were adopted by CARB in 2022.

## **Subpart T – Manufacturer-Run In-Use Testing Program for Heavy-Duty Diesel Engines**

### **86.1908. How must I select and screen my in-use engines?**

#### **A. Federal Provisions.**

##### **Subparagraph 1.2**

##### **Purpose**

The purpose of this subparagraph is to specify that engines fueled with CARB-approved biodiesel fuel blends are not considered to be misfueled. The subparagraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **86.1910. How must I prepare and test my in-use engines?**

#### **A. Federal Provisions.**

##### **Subparagraph 2.2(ii)**

##### **Purpose**

The purpose of this subparagraph 2.2(ii) is to specify that manufacturers may use any commercially available biodiesel fuel blend. The subparagraph has been modified to end the applicability in the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subparagraph 2.3(ii)**

#### **Purpose**

The purpose of this subparagraph 2.3(ii) is to specify that manufacturers may drain a prospective test vehicle's fuel tanks and refill the tanks with diesel fuel conforming to American Society for Testing and Materials (ASTM) D 975 specifications or commercially available biodiesel. The subparagraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 4**

#### **Purpose**

The purpose of this paragraph is to direct manufacturers to select test conditions that match normal vehicle operating conditions reasonably expected to be encountered during a 3B-MAW evaluation for 2024 and subsequent MY. The paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 6**

#### **Purpose**

The purpose of this paragraph is to describe the process for specifying the conditions for collecting the minimum amount of data necessary to determine the IUC for a 3B-MAW evaluation for 2024 and subsequent MY engines. The paragraph has been modified in two instances to end the applicability criteria in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **86.1912. How do I determine whether an engine meets the vehicle-pass criteria?**

### **B. California Provisions.**

#### **Paragraph 1**

##### **Purpose**

The purpose of this paragraph is to describe the passing criteria to determine if a vehicle has passed or failed the test. The paragraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **86.1915. What are the requirements for Phase 1 and Phase 2 testing?**

### **B. California Provisions.**

#### **Paragraph 1**

##### **Purpose**

The purpose of this paragraph is to remove the allowances for a second phase of IUC testing for 2024 and subsequent MY engines in California. The paragraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Paragraph 2**

##### **Purpose**

The purpose of this paragraph is to require the use of the 3B-MAW methods for evaluating IUC for 2024 and subsequent MY HDEs in California. The paragraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.



### **Paragraph 3**

#### **Purpose**

The purpose of this paragraph is to identify the criteria for determining the non-compliance of an engine family under Phase 1 testing for 2024 and subsequent MY engines in California. The paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 4**

#### **Purpose**

The purpose of this paragraph is to determine the compliance or non-compliance for in-use testing prior to testing the maximum of 10 engines when a manufacturer concedes the engine family being tested is in non-compliance for 2024 and subsequent MY engines in California. The paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 5**

#### **Purpose**

The purpose of this paragraph is to determine when Phase 1 testing is considered complete for 2024 and subsequent MY engines in California. The paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **86.1920. What in-use testing information must I report to ARB?**

### **A. Federal Provisions.**

#### **Paragraph 3**

##### **Purpose**

The purpose of this paragraph is to specify the process for measurement of ambient temperature, dewpoint, and atmospheric pressure during a 3B-MAW evaluation beginning with the 2024 MY. The paragraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraph 4.(ii)**

##### **Purpose**

The purpose of this subparagraph is to specify the requirement to submit the count of 3B-MAW Windows and the number of Windows per bin during in-use testing for 2024 and subsequent MYs. The subparagraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Paragraph 5**

##### **Purpose**

The purpose of this paragraph is to specify the requirement for determining emissions for each pollutant during a 3B-MAW evaluation beginning with the 2024 MY. The paragraph has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

#### **Subparagraph 9.(i)**

##### **Purpose**

The purpose of this subparagraph is to specify the requirement to reference 3B-MAW-specific thresholds of IUC for 2024 and subsequent MY HDEs. The subparagraph has been modified to end applicability in the 2026 MY.

## **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **B. California Provisions.**

### **Paragraph 1**

#### **Purpose**

The purpose of this paragraph is to specify the list of parameters that need to be collected and reported during in-use testing for 2024 and subsequent MY engines in California. The paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 2**

#### **Purpose**

The purpose of this paragraph is to require manufacturers to perform a complete scan of OBD data stream parameters, service mode data, and tracking data at scheduled intervals and events during in-use testing for 2024 and subsequent MY engines in California. The paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 3. HDIUT Test Plan Approval.**

#### **Purpose**

The purpose of this paragraph is to require manufacturers to submit a Heavy-Duty In-Use Testing (HDIUT) test plan to CARB for preapproval at least 30 days prior to the beginning of in-use testing for 2024 and subsequent MY engines in California. The paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Appendix I to Part 86 Urban Dynamometer Schedules.**

### **B. California Provisions.**

#### **Paragraph 1**

##### **Purpose**

The purpose of this paragraph is to specify the LLC engine dynamometer schedule for 2024 and subsequent MY MD and HD diesel engines. The paragraph has been modified to end the applicability in the 2026 MY. Additionally, the paragraph has been modified to correct the typographical error, i.e., “unnormalizing” spelling.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY and correct omission of this paragraph. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

# **PART 1036 – CONTROL OF EMISSIONS FROM NEW AND IN-USE HEAVY-DUTY HIGHWAY ENGINES**

## **Subpart A – Overview and Applicability**

### **1036.1. Does this part apply for my engines?**

#### **Paragraph 1**

##### **Purpose**

The purpose of this paragraph is to describe the applicability of Part 1036. The applicability of these requirements has been modified from “2022 and subsequent model year” to “2022 through 2026 model year” diesel hybrid powertrains.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **1036.108. Greenhouse gas emission standards.**

#### **Paragraph 3**

##### **Purpose**

The purpose of this paragraph is to specify the greenhouse gas emission standards for HDEs. This paragraph also provides an optional compliance pathway for manufacturers referred to as the “Optional Low carbon dioxide (CO<sub>2</sub>) Emission Standard.” The applicability of this optional compliance pathway has been modified from “2017 through 2027 model year” to “2017 through 2026 model year” HD diesel engines. The title of the Table for this paragraph has also been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subpart F – Test Procedures**

### **1036.501. How do I run a valid emission test?**

#### **Paragraph 3**

##### **Purpose**

The purpose of this paragraph is to describe how to run a valid emission test using the specified special equipment and procedures. This paragraph also provides additional

information to demonstrate compliance with the emission standards. The applicability has been modified from “2021 and later” to “2021 through 2026” engines and from “2022 and later” to “2022 through 2026” optionally certified diesel hybrid powertrains.

### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Paragraph 8**

#### **Purpose**

The purpose of this paragraph is to specify how to measure emissions of criteria pollutants for optionally certified diesel hybrid powertrains, i.e., testing the diesel hybrid powertrain on a dynamometer with the Vehicle-LLC testing procedures to determine whether it meets the low-load emission standards. The paragraph has been modified to end the applicability in the 2026 MY.

### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **1036.503. Engine data and information for vehicle certification.**

### **Paragraph 1**

#### **Purpose**

The purpose of this paragraph is to specify the data and information needed for certification. The applicability has been modified from “2021 and later” to “2021 through 2026” vehicles and from “2022 and later” to “2022 through 2026” optionally certified diesel hybrid powertrains.

### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **1036.505. Supplemental emission test.**

### **Paragraph 1**

#### **Purpose**

The purpose of this paragraph is to specify the requirements to measure CO<sub>2</sub> emissions using the supplemental emission test duty cycle or the duty cycle specified in this section. The paragraph has been modified to end the applicability in the 2026 MY.

**Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **PART 1065 – ENGINE-TESTING PROCEDURES**

### **Subpart A – Applicability and General Provisions**

#### **1065.1. Applicability.**

##### **Subparagraph 1.3**

###### **Purpose**

The purpose of this subparagraph is to describe the applicability of Part 1065. The applicability of these requirements has been modified from “2010 and later” to “2010 through 2026” HD highway engines.

###### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

### **Subpart F – Performing an Emission Test in the Laboratory**

#### **1065.518. Engine preconditioning.**

##### **B. California Provisions.**

###### **Paragraph 1**

###### **Purpose**

The purpose of this paragraph is to specify the engine preconditioning procedures for different types of duty cycles. The paragraph has been modified to end the applicability in the 2026 MY.

###### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

###### **Paragraph 2**

###### **Purpose**

The purpose of this paragraph is to specify that the preconditioning sequences for the engine and aftertreatment must be designed such that emissions measured during the test are representative of emissions during normal operation and use. The paragraph has been modified to end the applicability in the 2026 MY.



## **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Paragraph 3**

### **Purpose**

The purpose of this paragraph is to describe the engine preconditioning for the LLC. The paragraph has been modified to end the applicability in the 2026 MY.

### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subpart G – Calculations and Data Requirements**

### **1065.680. Adjusting emission levels to account for infrequently regenerating aftertreatment devices.**

#### **B. California Provisions.**

### **Paragraph 1**

#### **Purpose**

The purpose of this paragraph is to set forth that adjustments for infrequent regeneration events are intended to capture and account for all emissions that occur both during such a regeneration event and between such events. The paragraph has been modified to end the applicability in the 2026 MY.

#### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subpart J – Field Testing and Portable Emission Measurement Systems**

### **1065.935. Emission test sequence for field testing.**

#### **B. California Provisions.**

##### **Paragraphs 1 and 2**

##### **Purpose**

The purpose of these paragraphs is to address the validity of new test intervals, i.e., 3B-MAW. The paragraphs have been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendments are necessary to reflect the MY requirement, i.e., ending in the 2026 MY. These amendments would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.

## **Subpart K – Definitions and Other Reference Information**

### **1065.1001. Definitions.**

#### **B. California Provisions.**

##### **Paragraph 4**

##### **Purpose**

The purpose of this paragraph is to define the terms used in this test procedures document. The “Test interval” definition has been modified to end the applicability in the 2026 MY.

##### **Rationale**

The proposed amendment is necessary to reflect the MY requirement, i.e., ending in the 2026 MY. This amendment would make the applicability criteria consistent throughout the 2026-DTPS. The 2027 and subsequent MY requirements are specified in the 2027-TPS.