

Updated Informative Digest

Proposal to Permanently Adopt the Emergency Vehicle Emissions Regulations

Sections Affected:

Proposed amendments to California Code of Regulations (CCR), title 13, sections 1900, 1956.8, 1961.2, 1961.3, 1961.4, 1962.2, 1962.3, 1962.4, 1965, 1968.2, 1968.5, 1969, 1971.1, 1971.5, 1976, 1978, 2035, 2036, 2037, 2038, 2040, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2121, 2123, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2133, 2137, 2139, 2139.5, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2166, 2166.1, 2167, 2168, 2169, 2169.1, 2169.2, 2169.3, 2169.4, 2169.5, 2169.6, 2169.7, 2169.8, 2170, 2317, 2423, 2485, and 2903.

Proposed permanent adoption of title 13, CCR, sections 1900.0.1, 1956.8.1, 1961.2.1, 1961.3.1, 1962.2.1, 1962.3.1, 1965.0.1, 1968.2.1, 1968.5.1, 1969.0.1, 1971.1.1, 1971.5.1, 1976.0.1, 1978.0.1, 2035.0.1, 2036.0.1, 2037.0.1, 2038.0.1, 2040.0.1, 2111.0.1, 2112.0.1, 2113.0.1, 2114.0.1, 2115.0.1, 2116.0.1, 2117.0.1, 2118.0.1, 2119.0.1, 2121.0.1, 2123.0.1, 2125.0.1, 2126.0.1, 2127.0.1, 2128.0.1, 2129.0.1, 2130.0.1, 2131.0.1, 2133.0.1, 2137.0.1, 2139.0.1, 2140.0.1, 2141.0.1, 2142.0.1, 2143.0.1, 2144.0.1, 2145.0.1, 2146.0.1, 2147.0.1, 2148.0.1, 2149.0.1, 2317.0.1, 2423.0.1, 2485.0.1, and 2903.0.1.

Proposed amendments to CCR, title 17, sections 95300, 95301, 95302, 95303, 95304, 95305, 95306, 95307, 95308, 95309, 95310, 95311, 95312, 95660, 95661, 95662, 95663, and 95664.

Proposed permanent adoption of title 17, CCR, sections 95300.0.1, 95301.0.1, 95302.0.1, 95303.0.1, 95304.0.1, 95305.0.1, 95306.0.1, 95307.0.1, 95308.0.1, 95309.0.1, 95310.0.1, 95311.0.1, 95312.0.1, 95660.0.1, 95661.0.1, 95662.0.1, 95663.0.1, and 95664.0.1.

Documents Incorporated by Reference (Cal. Code Regs., tit. 1, § 20, subd. (c)(3)):

As adopted in this proceeding, the Emergency Vehicle Emissions Regulations and the incorporated test procedures adopted previously by the Executive Officer incorporate by reference the following documents, which were identified in Office of Administrative Law File Numbers:

- Z-00-1010-10 [Consider Requiring Certain California Light-and Medium-Duty Vehicles to be Subject to Federal Tier 2 Exhaust Standards, and Adopting Additional Exhaust Emission Standards for Heavy-Duty Gasoline Vehicles and Engines]
- Z-01-0828-14 [Amendments Adopting More Stringent Emission Standards for 2007 and Subsequent Model Year New Heavy-Duty Diesel Engines]
- Z-02-0917-02 [Consider the Incorporation of Federal Exhaust Emission Standards for 2008 and Later Model-Year Heavy-Duty Gasoline Engines and the Adoption of Minor Amendments to the Low-Emission Vehicle Regulations]

- Z-2011-1129-12 [Amendments to the California Greenhouse Gas and Criteria Pollutant Exhaust and Evaporative Emission Standards and Test Procedures and to the On-Board Diagnostic System Requirements for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, and to the Evaporative Emission Requirements for Heavy-Duty Vehicles]
- Z-2012-0626-07 [Proposed Revisions to On-Board Diagnostic System Requirements for Heavy-Engines, Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles and Engines]
- Z-2012-0831-01 [Proposed Amendments to the New Passenger Motor Vehicle Greenhouse Gas Emission Standards for Model Years 2017-2025 to Permit Compliance Based on Federal Greenhouse Gas Emissions Standards and Additional Minor Revisions to the LEV III And ZEV Regulations]
- Z-2013-1015-07 [Proposed Greenhouse Gas (GHG) Regulations for Medium- and Heavy-Duty Engines and Vehicles, Optional Reduced Emission Standards for Heavy-Duty Engines, and Amendments to the Tractor-Trailer GHG Regulation, Diesel-Fueled Commercial Motor Vehicle Idling Rule, and the Heavy-Duty Hybrid-Electric Vehicles Certification Procedures]
- Z-2014-0819-06 [Proposed Amendments to the LEV III Criteria Pollutant Requirements for Light- and Medium-Duty Vehicles, the Hybrid Electric Vehicle Test Procedures, and the Heavy-Duty Otto-Cycle and Heavy-Duty Diesel Test Procedures]
- Z-2018-0724-07 [Proposed Amendments to the Low-Emission Vehicle III Greenhouse Gas Emission Regulation]
- Z-2018-0821-02 [Amendments to California Specification for Fill Pipes and Openings of Motor Vehicle Fuel Tanks]
- Z-2020-0609-07 [Proposed Amendments to the Exhaust Emissions Standards and Test Procedures for 2024 and Subsequent Model Year Heavy-Duty Engines and Vehicles, Heavy-Duty On-Board Diagnostic System Requirements, Heavy-Duty In-Use Testing Program, Emissions Warranty Period and Useful Life Requirements, Emissions Warranty Information and Reporting Requirements, and Corrective Action Procedures, In-Use Emissions Data Reporting Requirements, and Phase 2 Heavy-Duty Greenhouse Gas Regulations, and Powertrain Test Procedures]
- Z-2023-0718-09 [Proposed Amendments to the Heavy-Duty Engine and Vehicle Omnibus Regulation]

The following documents are also incorporated in the Emergency Vehicle Emissions Regulations regulatory action by reference as specified by the following sections of the Emergency Vehicle Emissions Regulations or by the original regulatory section in which they were adopted, and they are noted here for completeness:

- California Exhaust Emission Standards and Test Procedures for 1985 through 2003 Model Heavy-Duty Diesel-Engines and Vehicles, amended December 12, 2002, incorporated by reference in title 13, CCR, section 1956.8.1(b)
- California Exhaust Emission Standards and Test Procedures for 1987 through 2003 Model Heavy-Duty Otto-Cycle Engines and Vehicles, amended December 27, 2000, incorporated by reference in title 13, CCR, section 1956.8.1(d)
- California Non-Methane Organic Gas Test Procedures, amended December 6, 2012, incorporated by reference in title 13, CCR, sections 1956.8.1(d) and 1961.2.1

- Part I-C (Parts 1039/1065/1068): California Exhaust Emission Standards and Test Procedures for New 2008-2010 Tier 4 Off-Road Compression-Ignition Engines, Amended October 25, 2012, incorporated by reference in title 13, CCR, section 2421(a)(4)(A)
- Part I-D (Part 1039): California Exhaust Emission Standards and Test Procedures for New 2011 and Later Tier 4 Off-Road Compression-Ignition Engines, Amended October 25, 2012, incorporated by reference in title 13, CCR, section 2421(a)(4)(B)
- Part I-E (Part 1065): California Exhaust Emission Standards and Test Procedures for New 2011 and Later Tier 4 Off-Road Compression-Ignition Engines, Adopted October 25, 2012, incorporated by reference in title 13, CCR, section 2421(a)(4)(B)
- Part I-F (Part 1068): California Exhaust Emission Standards and Test Procedures for New 2011 and Later Tier 4 Off-Road Compression-Ignition Engines, Amended October 25, 2012, incorporated by reference in title 13, CCR, section 2421(a)(4)(B)
- California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles, amended October 21, 2014, incorporated by reference in title 13, CCR, section 2485.0.1(c)
- California 2001 through 2014 Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2009 through 2016 Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles, amended December 6, 2012, incorporated by reference in title 13, CCR, section 2485.0.1(c)
- California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, amended December 6, 2012, incorporated by reference in title 13, CCR, sections 1961.2.1, 1965.0.1, 2037.0.1, and 2038.0.1
- California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles, adopted August 1999, amended December 2012, incorporated by reference in title 13, CCR, section 1976.0.1
- California Refueling Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles, amended March 22, 2012, incorporated by reference in title 13, CCR, section 1978.0.1
- California Test Procedure for Evaluating Substitute Fuels and New Clean Fuels in 2015 and Subsequent Years, adopted March 22, 2012, incorporated by reference in title 13, CCR, section 2317.0.1
- California Exhaust Emission Standards and Test Procedures for 2018 and Subsequent Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes, amended December 6, 2012, incorporated by reference in title 13, CCR, sections 1961.2.1 and 1962.2.1
- California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel-Engines and Vehicles, amended October 21, 2014, incorporated by reference in title 13, CCR, section 1956.8.1(b)
- California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines, amended October 21, 2014, incorporated by reference in title 13, CCR, section 1956.8.1(d)

- California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles, adopted October 21, 2014, incorporated by reference in title 17, CCR, section 95663(c)
- California Interim Certification Procedures for 2004 and Subsequent Model Hybrid-Electric and Other Hybrid Vehicles in the Urban Bus and Heavy-Duty Vehicle Classes, amended October 21, 2014, incorporated by reference in title 13, CCR, section 1956.8.1(b)
- California Environmental Performance Label Specifications for 2009 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles, amended March 22, 2012, incorporated by reference in title 13, CCR, section 1965.0.1
- California Test Procedure for Evaluating Substitute Fuels and New Clean Fuels Through 2014, amended March 22, 2012, incorporated by reference in title 13, CCR, section 2317.0.1
- "Speed Versus Time Data for California's Unified Driving Cycle", dated December 12, 1996, incorporated by reference in title 13, CCR, section 1968.2.1(c)
- Title 40, Code of Federal Regulations, Part 86 (40 CFR 86), Appendix 1, section (g) "EPA US06 Driving Schedule for Light-Duty Vehicles and Light-Duty Trucks," amended July 13, 2005, incorporated by reference in title 13, CCR, section 1968.2.1(c)
- Air Resources Board (ARB) Manufacturers Advisory Correspondence (MAC) No. 99-06, adopted December 20, 1999, incorporated by reference in title 13, CCR, section 1968.2.1(e)(14.1.2)(A)
- Society of Automotive Engineers (SAE) J1930 "Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms – Equivalent to ISO/TR 15031-2: April 30, 2002", incorporated by reference in title 13, CCR, section 1968.2.1(e)(14.1.2)(B)
- SAE J1930 "Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms – Equivalent to ISO/TR 15031-2", October 2008, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.1)
- SAE J1962 "Diagnostic Connector – Equivalent to ISO/DIS 15031-3: December 14, 2001", April 2002, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.2)
- SAE J1978 "OBD II Scan Tool – Equivalent to ISO/DIS 15031-4: December 14, 2001", April 2002, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.3)
- SAE J1979 "E/E Diagnostic Test Modes", May 2007, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.4)
- SAE J1979-DA, "Digital Annex of E/E Diagnostic Test Modes", October 2011, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.4.1)
- SAE J1850 "Class B Data Communications Network Interface", May 2001, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.5)
- SAE J2012 "Diagnostic Trouble Code Definitions – Equivalent to ISO/DIS 15031-6", December 2007, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.6)
- ISO 9141-2:1994 "Road Vehicles-Diagnostic Systems-CARB Requirements for Interchange of Digital Information", February 1994, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.7)

- ISO 14230-4:2000 “Road Vehicles-Diagnostic Systems-KWP 2000 Requirements for Emission-related Systems”, June 2000, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.8)
- ISO 15765-4:2005 “Road vehicles-Diagnostics on Controller Area Network (CAN) - Part 4: Requirements for emissions-related systems”, January 2005, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.9)
- SAE J1939 “Recommended Practice for a Serial Control and Communications Vehicle Network” March 2009, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.1)
- SAE J1939/1 “Recommended Practice for Control and Communications Network for On-Highway Equipment”, September 01, 2000, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.2)
- SAE J1939/11 “Physical Layer, 250K bits/s, Twisted Shielded Pair”, September 18, 2006, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.3)
- SAE J1939/13 “Off-Board Diagnostic Connector”, March 11, 2004, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.4)
- SAE J1939/15 “Reduced Physical Layer, 250K bits/sec, UN-Shielded Twisted Pair (UTP)”, August 21, 2008, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.5)
- SAE J1939/21 “Data Link Layer”, December 22, 2006, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.6)
- SAE J1939/31 “Network Layer”, April 02, 2004, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.7)
- SAE J1939/71 “Vehicle Application Layer (Through February 2008)”, January 20, 2009, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.8)
- SAE J1939/73 “Application Layer - Diagnostics”, September 08, 2006, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.9)
- SAE J1939/81 “Network Management”, May 08, 2003, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.10)
- SAE J1939/84 “OBD Communications Compliance Test Cases for Heavy Duty Components and Vehicles”, December 2008, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.10.11)
- SAE J1699-3 “OBD II Compliance Test Cases”, May 2006, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.11)
- SAE J2534-1 “Recommended Practice for Pass-Thru Vehicle Programming”, December 2004, incorporated by reference in title 13, CCR, section 1968.2.1(g)(1.12)
- Attachment E: CAL ID and CVN Data of ARB Mail-Out #MSC 06-23, December 21, 2006, incorporated by reference in title 13, CCR, section 1968.2.1(g)(4.7.4)
- Attachment A of ARB Mail-Out #95-20, May 22, 1995, incorporated by reference in title 13, CCR, section 1968.2.1(i)(2.2)
- Attachment A: Misfire Disablement and Detection Chart of ARB Mail-Out #06-23, December 21, 2006, incorporated by reference in title 13, CCR, section 1968.2.1(i)(2.5.1)(C)

- Attachments F and G of ARB Mail-Out #MSC 06-23, December 21, 2006, incorporated by reference in title 13, CCR, section 1968.2.1(i)(2.16)
- Attachment D: Rate Based Data of ARB Mail-Out #06-23, December 21, 2006, incorporated by reference in title 13, CCR, section 1968.2.1(j)(3.2)
- EMFAC2000 “Public Meeting to Consider Approval of Revisions to the State’s On-Road Motor Vehicle Emissions Inventory: Technical Support Document, Section 7.1, ‘Estimation of Average Mileage Accrual Rates from Smog Check Data,’” May 2000, incorporated by reference in title 13, CCR, section 1968.5.1(b)(3)(A)(iv)
- SAE J1979 “E/E Diagnostic Test Modes,” February 2012, incorporated by reference in title 13, CCR, section 1971.1.1(c) and (h)(1.4)
- SAE J1930 “Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms – Equivalent to ISO/TR 15031-2”, October 2008, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.1)
- SAE J1930-DA “Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms Web Tool Spreadsheet”, March 2012, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.1.1)
- SAE J1962 “Diagnostic Connector – Equivalent to ISO/DIS 15031-3: December 14, 2001”, April 2002, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.2)
- SAE J1978 “OBD II Scan Tool – Equivalent to ISO/DIS 15031-4:December 14, 2001”, April 2002, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.3)
- SAE J1979-DA, “Digital Annex of E/E Diagnostic Test Modes”, October 2011, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.4.1)
- SAE J2012 “Diagnostic Trouble Code Definitions – Equivalent to ISO/DIS 15031-6”, December 2007, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.5)
- SAE J2012-DA “Digital Annex of Diagnostic Trouble Code Definitions and Failure Type Byte Definitions”, July 2010, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.5.1)
- ISO 15765-4 “Road Vehicles-Diagnostics Communication over Controller Area Network (CAN) - Part 4: Requirements for emission-related systems”, February 2011, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.6)
- SAE J1939 “Recommended Practice for a Serial Control and Communications Vehicle Network”, April 2011, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.1)
- SAE J1939/1 “On-Highway Equipment Control and Communication Network”, May 2011, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.2)
- SAE J1939/11 “Physical Layer, 250K bits/s, Twisted Shielded Pair”, September 2006, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.3)
- SAE J1939/13 “Off-Board Diagnostic Connector”, October 2011, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.4)
- SAE J1939/15 “Reduced Physical Layer, 250K bits/sec, UN-Shielded Twisted Pair (UTP)”, August 2008, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.5)

- SAE J1939/21 “Data Link Layer”, December 2010, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.6)
- SAE J1939/31 “Network Layer”, May 2010, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.7)
- SAE J1939/71 “Vehicle Application Layer (Through May 2010)”, March 2011, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.8)
- SAE J1939/73 “Application Layer - Diagnostics”, February 2010, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.9)
- SAE J1939/81 “Network Management”, June 2011, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.10)
- SAE J1939/84 “OBD Communications Compliance Test Cases for Heavy Duty Components and Vehicles”, December 2010, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.7.11)
- SAE J2403 “Medium/Heavy-Duty E/E Systems Diagnosis Nomenclature,” February 2011, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.8)
- SAE J1699-3 “OBD II Compliance Test Cases”, December 2009, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.9)
- SAE J2534-1 “Recommended Practice for Pass-Thru Vehicle Programming”, December 2004, incorporated by reference in title 13, CCR, section 1971.1.1(h)(1.10)
- Attachment F of ARB Mail-Out #MSC 09-22, July 7, 2009, incorporated by reference in title 13, CCR, section 1971.1.1(h)(4.7.6)
- Attachments G and H of ARB Mail-Out #MSC 09-22, July 7, 2009, incorporated by reference in title 13, CCR, section 1971.1.1(j)(2.17)
- EMFAC2007, incorporated by reference in title 13, CCR, section 1971.5.1(b)(3)(A)(iv)

Background and Effect of the Proposed Regulatory Action:

The 45-Day Notice of Public Hearing,¹ released on September 23, 2025, presented three regulatory items for the California Air Resources Board’s (CARB or Board) consideration and approval for adoption. The three regulatory items included: (a) proposed amendments to the On-Road Heavy-Duty Engine and Vehicle Omnibus (Omnibus) regulation, (b) proposed amendments to the Low Carbon Fuel Standard (LCFS) regulation, and (c) a proposal to permanently adopt the Emergency Vehicle Emissions Regulations, which became effective on October 2, 2025. These three items were consolidated into a single rulemaking package to streamline the administrative process.

¹ California Air Resources Board. [*Notice of Public Hearing to Consider Proposed Amendments to the On-Road Heavy-Duty Engine and Vehicle Omnibus, Low Carbon Fuel Standard Regulations, and to Permanently Adopt the Emergency Vehicle Emissions Regulations*](#). September 23, 2025.

On November 7, 2025, CARB staff issued a notice postponing the public hearing originally scheduled for November 20, 2025.²

On March 13, 2026, CARB staff released the Notice of Rescheduled Public Hearing³ for the Board's consideration of the proposal to permanently adopt the Emergency Vehicle Emissions Regulations. The proposed amendments to the Omnibus regulation and the proposed amendments to the LCFS regulation were not presented to the Board at the public hearing held on March 26, 2026. Thus, this Updated Informative Digest addresses only the proposal to permanently adopt the Emergency Vehicle Emissions Regulations.

On-road mobile sources are significant sources of oxides of nitrogen (NOx) emissions, other smog-forming emissions and fine particulate matter in California. As such, CARB has adopted several regulations to ensure emissions reductions from these mobile sources.

California's Low Emission Vehicle III (LEV III) regulations, approved for adoption on January 26, 2012, and subsequently updated, tightened criteria pollutant standards for 2015 through 2025 and subsequent model years. In 2013, U.S. Environmental Protection Agency (U.S. EPA) granted California's request for a Clean Air Act preemption waiver, authorizing enforcement of these regulations. As part of the Advanced Clean Cars II regulations approved for adoption on June 9, 2022, more stringent criteria-emission standards known as Low Emission Vehicle IV (LEV IV) established new requirements for 2026 and subsequent model years.

California first regulated heavy-duty (HD) vehicle exhaust emissions starting with the 1973 model year. In 2005 and 2010, U.S. EPA granted waivers for California's medium-duty (MD) and HD engine and vehicle regulations for diesel and Otto-cycle engine standards. In 2016, U.S. EPA granted California's requests for waivers for its on-board diagnostic (OBD) systems for light-duty (LD), MD, and HD vehicles, which were adopted in 2013 (the OBD II and HD OBD regulations). In 2016, U.S. EPA also granted California a waiver for its Phase 1 Greenhouse Gas emission standards which were adopted in 2013. In 2017, U.S. EPA granted California a waiver for several sets of amendments to CARB's emission standards for MD and HD vehicles adopted in 2011, 2008, 2007, and 2006. California's Omnibus regulations, adopted in 2020 and amended in 2023, tightened CARB's criteria pollutant standards for MD and HD vehicles.

On January 6, 2025, U.S. EPA published its notices of decision granting California's requests for Clean Air Act preemption waivers, authorizing the enforcement of the LEV IV regulations (and all of the Advanced Clean Cars II regulation) and the Omnibus regulation. However, on June 12, 2025, President Trump signed congressional resolutions that purported to disapprove these waivers. California and a coalition of states promptly filed suit to challenge these resolutions. At this time, the case remains pending in the court system.

The congressional resolutions introduced an unprecedented degree of uncertainty into the California market for new motor vehicles. Specifically, the resolutions purported to invalidate preemption waivers authorizing enforcement of newer, more stringent vehicle emission standards that had amended earlier regulations for which preemption had also been waived. That has left questions about which regulations are currently applicable. To clarify and ensure that new vehicles and engines can continue to be sold in California, despite the ongoing uncertainty created by the federal government's actions, CARB has

² California Air Resources Board. [*Notice of Postponement Public Hearing to Consider Proposed Amendments to the On-Road Heavy-Duty Engine and Vehicle Omnibus and the Low Carbon Fuel Standard Regulations, and to Permanently Adopt the Emergency Vehicle Emissions Regulations*](#). November 7, 2025.

³ California Air Resources Board. [*Notice of Rescheduled Public Hearing to Consider Proposal to Permanently Adopt the Emergency Vehicle Emissions Regulations*](#). March 13, 2026.

taken several steps, including the adoption of the Emergency Vehicle Emissions Regulations, via an emergency rulemaking that became effective on October 2, 2025.

In this rulemaking, CARB staff proposed to permanently adopt the Emergency Vehicle Emissions Regulations. The amendments would confirm that certain earlier regulations remain operative (as previously adopted); and, in addition that CARB may enforce Advanced Clean Cars II and Omnibus, to the extent permitted by law, in the event a court of law holds invalid the resolutions purporting to disapprove those waivers.

Objectives and Benefits of the Proposed Regulatory Action:

The intent of the proposed regulatory action is to permanently adopt the Emergency Vehicle Emissions Regulations. These regulations will clarify and ensure that new motor vehicles can be sold in California despite the unprecedented uncertainty introduced by the federal government into CARB's longstanding regulatory program. These amendments will ensure that new vehicles and engines sold in California will, at least, meet the emission standards and requirements for which U.S. EPA has already granted waivers and that were in place before the congressional resolutions targeted California's waivers for the Advanced Clean Cars II and Omnibus regulations.

This proposal will provide clarity and confirm that, at a minimum, the criteria pollutant emission standards for new passenger cars, light trucks, and chassis-certified MD vehicles up to 14,000 pounds, which have become status quo starting with the 2017 model year, will continue to apply beyond the 2025 model year. The proposal will also confirm that the HD engine standards that predated the Omnibus regulation remain effective, as will other regulations for which U.S. EPA has waived preemption. The proposed regulatory action will ensure that new engines and vehicles will continue, at a minimum, to adhere to the same standards required of today's vehicles and engines. CARB has enforced LEV III and pre-Omnibus standards, or stricter standards, since those standards went into effect, and thus the proposed regulatory action has no adverse environmental or health impact.

CARB staff does not anticipate any cost impacts from its proposal to make permanent the Emergency Vehicle Emissions Regulations because the compliance pathways available to manufacturers have already been understood for years; and manufacturers have either already achieved or planned to achieve one or more of the compliance pathways.

Description of Regulatory Action

On September 23, 2025, CARB released the Notice of Public Hearing (45-Day Notice) and Staff Report: Initial Statement of Reasons for Rulemaking (Staff Report), titled "Public Hearing to Consider the Proposed Amendments to the On-Road Heavy-Duty Engine and Vehicle Omnibus, Low Carbon Fuel Standard Regulations, and to Permanently Adopt the Emergency Vehicle Emissions Regulations," for public review. The Staff Report contains a description of the rationale for the proposed amendments. On September 23, 2025, all references relied upon and identified in the Staff Report were made available to the public. CARB received written comments from 30 stakeholders during the 45-Day Notice comment period. Two additional written comments were submitted outside of the 45-Day comment period.

On March 26, 2026, CARB conducted a public hearing to consider the proposal to permanently adopt the Emergency Vehicle Emissions Regulations as a consent item. At the hearing, the Board received both written and oral comments from the public. The Board reviewed and considered all comments, as well as the environmental analysis contained in the rulemaking record. At the conclusion of the hearing, the Board approved Resolution 26-3 for adoption of the proposed regulation.

In accordance with Government Code section 11346.8, the Board directed the Executive Officer to adopt the proposed regulations after making any appropriate conforming modifications, as well as any additional supporting documents and information, available to the public for a period of at least 15 days. The Board further provided that the Executive Officer shall consider such written comments as may be submitted during this period, shall make such modifications as may be appropriate in light of the comments received, and shall present the regulations to the Board for further consideration if warranted.

Subsequent to the hearing, on April 3, 2026, CARB released a “Notice of Public Availability of Modified Text and Availability of Additional Documents and/or Information,” (First 15-Day Notice).⁴ The First 15-Day Notice, text of the proposed modifications, and additional supporting documents were made available on CARB’s website for public review and comment from April 3 through April 20, 2026. CARB received a total of seven written comments during the First 15-Day Notice period.

On June 30, 2026, CARB released a “Second Notice of Public Availability of Modified Text and Availability of Additional Documents and/or Information,” (Second 15-Day Notice).⁵ The Second 15-Day Notice, text of the proposed modifications, and additional supporting documents were made available on CARB’s website for public review and comment from June 30 through July 15, 2026. CARB received a total of six written comments during the Second 15-Day Notice period.

On July 21, 2026, CARB released a “Third Notice of Public Availability of Modified Text,” (Third 15-Day Notice).⁶ The Third 15-Day Notice and text of the proposed modifications were made available on CARB’s website for public review and comment from July 21 through August 5, 2026. CARB received a total of four written comments during the Third 15-Day Notice period.

Comparable Federal Regulations:

Federal HD engine emission standards are set in Title 40 of the Code of Federal Regulations (CFR), Part 86, for pre-2027 model year engines and in 40 CFR Part 1036 for model year 2027 and later engines. California’s pre-Omnibus requirements for criteria air pollutants closely align with 40 CFR Part 86 standards, while the Omnibus regulation established more stringent criteria pollutant emission standards and test procedures for model year 2024 and later engines compared to 40 CFR Part 86 and 40 CFR Part 1036. On July 14, 2026, U.S. EPA proposed to relax and delay parts of its criteria pollutant emission standards for heavy-duty highway engines for 2027 and later model year engines and vehicles.⁷ The Emergency Vehicle Emissions Regulations recodify the pre-Omnibus standards to maintain as much continuity as possible during federal waiver uncertainty.

For 2026 model year LD vehicles, U.S. EPA’s Tier 3 general provisions, criteria pollutant standards, and test procedures outlined in 40 CFR Part 85, 40 CFR Part 86, and 40 CFR Part 1066, are similar to the LEV III requirements for non-methane organic gas plus NOx emissions, but not as stringent for particulate matter. On March 20, 2024, U.S. EPA adopted its Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles Rule, that sets new Tier 4 standards in 40 CFR Part 85, 40 CFR Part 86, and 40 CFR Part 1066 to further reduce harmful air pollutant emissions from LD and MD vehicles starting with model year 2027. Portions of this rule are identical to elements of the LEV IV requirements for those model years, but otherwise are more

⁴ California Air Resources Board. [*Notice of Public Availability of Modified Text and Availability of Additional Documents and/or Information of Modified Text/Changes*](#). April 3, 2026.

⁵ California Air Resources Board. [*Second Notice of Public Availability of Modified Text and Availability of Additional Documents and/or Information*](#). June 30, 2026.

⁶ California Air Resources Board. [*Third Notice of Public Availability of Modified Text*](#). July 21, 2026.

⁷ 91 Fed. Reg. 43,154, July 14, 2026.

stringent once they are fully phased in by the 2033 model year than the LEV III requirements would be. On May 18, 2026, U.S. EPA proposed to delay implementation of the Tier 4 standards by two model years, and was reconsidering and would propose in a separate rulemaking amendments to the Tier 4 criteria pollutant emission standards.⁸

In addition, on February 18, 2026, U.S. EPA repealed its greenhouse gas emission standards for light-, medium-, and heavy-duty vehicles and engines in 40 CFR Parts 85, 86, 1036, and 1037. (91 Fed. Reg. 7,686, Feb. 18, 2026.)

An Evaluation of Inconsistency or Incompatibility with Existing State Regulations (Gov. Code, § 11346.5, subd. (a)(3)(D)):

During the process of developing the proposed regulatory action, CARB conducted a search of similar regulations on this topic and concluded these regulatory actions are neither inconsistent nor incompatible with existing State regulations.

⁸ 91 Fed. Reg. 28,463, May 18, 2026.