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)):

The following documents are also incorporated in the Emergency Vehicle Emissions Regulations regulatory action by reference 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” (adopted 4/8/1985, last amended 12/12/2002)
- 40 CFR 86.007-11(g)(1/18/2001)
- “California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel-Engines and Vehicles” (adopted 12/12/2002, last amended 10/21/2014)
- “California Interim Certification Procedures for 2004 and Subsequent Model Hybrid-Electric and Other Hybrid Vehicles in the Urban Bus and Heavy-Duty Vehicle Classes” (adopted 10/24/2002, last amended 10/21/2014)
- 40 CFR 86.005-10(f) (10/6/2000)

- “California Exhaust Emission Standards and Test Procedures for 1987 through 2003 Model Heavy-Duty Otto-Cycle Engines and Vehicles” (adopted 4/25/1986, last amended 12/27/2000)
- “California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles” (adopted 12/27/2000, last amended 10/21/2014)
- “California Non-Methane Organic Gas Test Procedures” (adopted 7/12/1991, last amended 12/6/2012)
- SAE J1979 "E/E Diagnostic Test Modes" (5/2007)
- SAE J1939 “Recommended Practice for a Serial Control and Communications Vehicle Network” (9/2000 and 4/2011)
- 40 CFR 86.1360-2007 (7/13/2005)
- 40 CFR 86, Appendix 1, section (g), “EPA US06 Driving Schedule for Light-Duty Vehicles and Light-Duty Trucks” (7/13/2005)
- “Speed Versus Time Data for California’s Unified Driving Cycle” (12/12/1996)
- Air Resources Board Manufacturers Advisory Correspondence (MAC) No. 99-06 (12/20/1999)
- SAE J1930 "Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms – Equivalent to ISO/TR 15031-2: April 30, 2002" (4/2002)
- SAE J1930 “Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms – Equivalent to ISO/TR 15031-2” (10/2008)
- SAE J1962 "Diagnostic Connector – Equivalent to ISO/DIS 15031-3: December 14, 2001” (4/2002)
- SAE J1978 "OBD II Scan Tool – Equivalent to ISO/DIS 15031-4:December 14, 2001” (4/2002)
- SAE J1979-DA “Digital Annex of E/E Diagnostic Test Modes” (10/2011)
- SAE J1850 "Class B Data Communications Network Interface" (5/2001)
- SAE J2012 "Diagnostic Trouble Code Definitions” (12/2007)
- ISO 9141-2:1994 "Road Vehicles-Diagnostic Systems-CARB Requirements for Interchange of Digital Information" (2/1994)
- ISO 14230-4:2000 "Road Vehicles-Diagnostic Systems-KWP 2000 Requirements for Emission-related Systems" (6/2000)
- ISO 15765-4:2005 "Road vehicles-Diagnostics on Controller Area Network (CAN) - Part 4: Requirements for emissions-related systems" (1/2005)
- J1939 “Recommended Practice for a Serial Control and Communications Vehicle Network” (3/2009)
- J1939-1 “Recommended Practice for Control and Communications Network for On-Highway Equipment” (9/1/2000)
- J1939-11 “Physical Layer, 250K bits/s, Twisted Shielded Pair” (9/2006)
- J1939-13 “Off-Board Diagnostic Connector” (3/2004)

- J1939-15 “Reduced Physical Layer, 250K bits/sec, UN-Shielded Twisted Pair (UTP)” (8/2008)
- J1939-21 “Data Link Layer” (12/22/2006)
- J1939-31 “Network Layer” (4/2/2004)
- J1939-71 “Vehicle Application Layer (Through February 2008)” (1/20/2009)
- J1939-73 “Application Layer - Diagnostics” (9/8/2006)
- J1939-81 “Network Management” (5/2003)
- SAE J1939-84 “OBD Communications Compliance Test Cases For Heavy Duty Components and Vehicles” (12/2008)
- SAE J1699-3 “OBD II Compliance Test Cases” (5/2006)
- SAE J1699-3 “OBD II Compliance Test Cases” (12/2009)
- SAE J2534-1 “Recommended Practice for Pass-Thru Vehicle Programming” (12/2004)
- Attachment E: CAL ID and CVN Data of ARB Mail-Out #MSC 06-23 (12/21/2006)
- Attachment A of ARB Mail-Out #95-20 (5/22/1995)
- Attachment A: Misfire Disablement and Detection Chart of ARB Mail-Out #06-23 (12/21/2006)
- Attachments F and G of ARB Mail-Out #MSC 06-23 (12/21/2006)
- Attachment D: Rate Based Data of ARB Mail-Out #06-23 (12/21/2006)
- 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’” (5/2000)
- SAE J1979 “E/E Diagnostic Test Modes” (2/2012)
- SAE J1930-DA “Electrical/ Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms Web Tool Spreadsheet” (3/2012)
- SAE J2012-DA “Digital Annex of Diagnostic Trouble Code Definitions and Failure Type Byte Definitions” (7/2010)
- ISO 15765-4 “Road Vehicles-Diagnostics Communication over Controller Area Network (CAN) - Part 4: Requirements for emission-related systems” (2/2011)
- SAE J1939 “Recommended Practice for a Serial Control and Communications Vehicle Network” (4/2011)
- SAE J1939-1 “On-Highway Equipment Control and Communication Network” (5/2011)
- SAE J1939-13 “Off-Board Diagnostic Connector” (10/2011)
- SAE J1939-21 “Data Link Layer” (12/2010)
- SAE J1939-31 “Network Layer” (5/2010)
- SAE J1939-71 “Vehicle Application Layer (Through May 2010)” (3/2011)
- SAE J1939-73 “Application Layer – Diagnostics” (2/2010)

- SAE J1939-81 “Network Management” (6/2011)
- SAE J1939-84 “OBD Communications Compliance Test Cases For Heavy Duty Components and Vehicles” (12/2010)
- ARB Mail-Out #MSC 09-22 (7/7/2009)
- Attachment A of ARB Mail-Out #MSC 09-22 (7/7/2009)
- Attachment C of ARB Mail-Out #MSC 09-22 (7/7/2009)
- Attachments D and E of ARB Mail-Out #MSC 09-22 (7/7/2009)
- Attachment F of ARB Mail-Out #MSC 09-22 (7/7/2009)
- Attachments G and H of ARB Mail-Out #MSC 09-22 (7/7/2009)
- EMFAC2007
- ARB "Emissions Warranty Parts List” (dated 12/14/1978, as amended 2/22/1985)
- 40 CFR, Part 86, Subpart N (7/1/1999)
- 40 CFR 86.098-24 (2013)
- 40 CFR 1037.120 (11/14/2011)
- SAE 2403 “Medium/Heavy-Duty E/E Systems Diagnosis Nomenclature” (2/2011)
- 40 CFR 86.085-2 (11/16/1983)
- 40 CFR 86.1839-01 (1/17/2006)
- “Emissions-Related Parts List” (11/4/1977, last amended on 6/1/1990)
- 40 C.F.R. § 80.125 (1/19/2007)
- U.S. EPA OMS Advisory Circular A/C No. 17F (1/21/1988)
- “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” (12/6/2012)
- ASTM E29-67
- “California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes” (adopted 12/17/2008 and last amended 9/3/2015)
- “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” (adopted 3/22/2012 and amended 12/6/2012)
- “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” (3/22/2012)

- 40 CFR 86.1811-04(c) (2/10/2000)
- "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles" (10/21/2014)
- "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel-Engines and Vehicles" (adopted 12/12/2002, 10/21/2014)
- "California Non-Methane Organic Gas Test Procedures" (adopted 7/12/1991, last amended 12/6/2012)
- "Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Public Hearing to Consider the 'LEV III' 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" (12/7/2011)
- SAE J1634 "Battery Electric Vehicle Energy Consumption and Range Test Procedure" (10/2012)
- SAE J2572 "Recommended Practice for Measuring Fuel Consumption and Range of Fuel Cell and Hybrid Fuel Cell Vehicles Fueled by Compressed Gaseous Hydrogen" (10/2008)
- SAE J2727 "(R) Mobile Air Conditioning System Refrigerant Emission Charts for R-134a and R-1234yf" (2/2012)
- ISO 13837:2008 "Road vehicles - Safety glazing materials - Method for determination of solar transmittance" (4/15/2008)
- "EPA Vehicle Simulation Tool" 40 CFR 86.1 (76 Fed. Reg. 74854, 75357 (12/1/2011))
- "Intergovernmental Panel on Climate Change (IPCC) 2007: Climate Change 2007 – The Physical Science Basis." S. Solomon et al. (editors), Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, Cambridge University Press, Cambridge, UK and New York, NY, USA, ISBN 0-521-70596-7
- "2017 through 2025 MY National Greenhouse Gas Program" (75 Fed. Reg. 25324, 25677 (5/7/2010))
- 40 CFR Part 86, Subpart S (last amended 10/25/2016)
- SAE J2765 "Procedure for Measuring System COP of a Mobile Air Conditioning System on a Test Bench" (10/2008)
- ASTM E903-96 "Standard Test Method for Solar Absorptance, Reflectance, and Transmittance of Materials Using Integrating Spheres, DOI: 10.1520/E0903-96"
- ASTM E1918-06 "Standard Test Method for Measuring Solar Reflectance of Horizontal and Low-Sloped Surfaces in the Field, DOI: 10.1520/E1918-06"
- ASTM C1549-09 "Standard Test Method for Determination of Solar Reflectance Near Ambient Temperature Using a Portable Solar Reflectometer, DOI: 10.1520/C1549-09"
- ETA-NTP002 (revision 3) "Implementation of SAE Standard J1666 May 93: Electric Vehicle Acceleration, Gradeability, and Deceleration Test Procedure" (12/1/2004)
- ETA-NTP004 (revision 3) "Electric Vehicle Constant Speed Range Tests" (2/1/2008)

- SAE J1772 “Electric Vehicle and Plug in Hybrid Electric Vehicle Conductive Charger Coupler” (1/2010)
- “California Motor Vehicle Emission Control and Smog Index Label Specifications for 1978 through 2003 Model Year Motorcycles, Light-, Medium- And Heavy-Duty Engines And Vehicles” (3/1/1978, last amended 9/5/2003)
- “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” (12/6/2012)
- “California Interim Certification Procedures for 2004 and Subsequent Model Hybrid-Electric and Other Hybrid Vehicles, in the Urban Bus and Heavy-Duty Vehicle Classes” (adopted 10/24/2002, last amended 10/21/2014)
- “California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles” (adopted 12/27/2000, last amended 10/21/2014)
- “California Smog Index Label Specifications for 2004 Through 2009 Model Year Passenger Cars and Light-Duty Trucks” (adopted 5/2/2008, last amended 5/2/2008)
- “California Environmental Performance Label Specifications for 2009 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles” (adopted 5/2/2008, last amended 3/22/2012)
- 40 CFR 86.413-78 (10/28/1977)
- SAE J1979 “E/E Diagnostic Test Modes – Equivalent to ISO/DIS 15031-5: April 30, 2002”(4/2002, amended 5/2007)
- SAE J1939-73 “Application Layer - Diagnostics” (9/8/2006)
- SAE J1930 “Electrical/Electronic Systems, Diagnostic Terms, Definitions, Abbreviations, and Acronyms - Equivalent to ISO/TR 15031-2: April 30, 2002” (4/2002)
- SAE J2403 “Medium/Heavy-Duty E/E Systems Diagnosis Nomenclature” (8/2004)
- SAE J2534-1 “Recommended Practice for Pass-Thru Vehicle Programming” (12/2004)
- Technology and Maintenance Council's (TMC) Recommended Practice RP1210A, “WindowsE Communication API” (7/1999)
- SAE J1939-71 “Vehicle Application Layer (Through May 2010)” (12/2003)
- SAE J1939-81 “Network Management” (5/2003)
- 40 CFR 86.130-78 through 86.143.90 (7/1/1989)
- “California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Motor Vehicles”
- “California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles” (adopted 8/5/1999, last amended 12/6/2012)
- “California Evaporative Emission Standards and Test Procedures for 1978-2000 Model Motor Vehicles” (adopted 4/16/1975, amended 8/5/1999)

- American National Standards Institute/American Gas Association Standard for Compressed Natural Gas Vehicle Fueling Connection Devices, ANSI/AGA NGV1 standard 1994
- "California Refueling Emission Standards and Test Procedures for 1998-2000 Model Year Motor Vehicles" (amended 8/5/1999)
- "California Refueling Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles" (adopted 8/5/1999, last amended 3/22/2012)
- 40 CFR 1037.120 (as adopted 11/14/2011)
- ARB "Emissions Warranty Parts List" (2/22/1985)
- "California Test Procedures for Evaluating Substitute Fuels and New Clean Fuels through 2014" (amended 3/22/2012)
- "California Test Procedure for Evaluating Substitute Fuels and New Clean Fuels in 2015 and Subsequent Years" (amended 3/22/2012)
- "California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles" (adopted 10/21/2014)
- 40 CFR 86.085-2 (11/16/1983)
- 40 CFR 86.415-78 (4/15/1978 and 7/7/1986)
- 40 CFR 86.416-80 (4/15/1978 and 7/7/1986)
- "California Certification Procedures for Light-Duty Engine Packages for Use in New Light-Duty Specially-Produced Motor Vehicles for 2019 and Subsequent Years" (6/17/2019)
- 50 CFR 679.2 (as adopted 6/19/1996)
- 46 CFR 69.51-.61 (as adopted 9/12/1989)
- "Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles" (76 Fed. Reg. 57106 (9/15/2011))
- "California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles" (adopted 10/21/2014)

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 Hearing[3] 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

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[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

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[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.