

Heavy-Duty On-Highway GHG Phase 2

2019 Truck and Engine Manufacturers Association
Compliance Workshop
April 9-10, 2019

California GHG Phase 2 Program

- No "deemed to comply" provisions. Applications evaluated for compliance to GHG Phase 2 by CARB
- Standards applicable to
 - Trailers
 - Medium- and heavy-duty engines
 - Heavy duty vehicles
- CO2 standards stringency progressively increase in MY 2021, 2024, 2027, and later

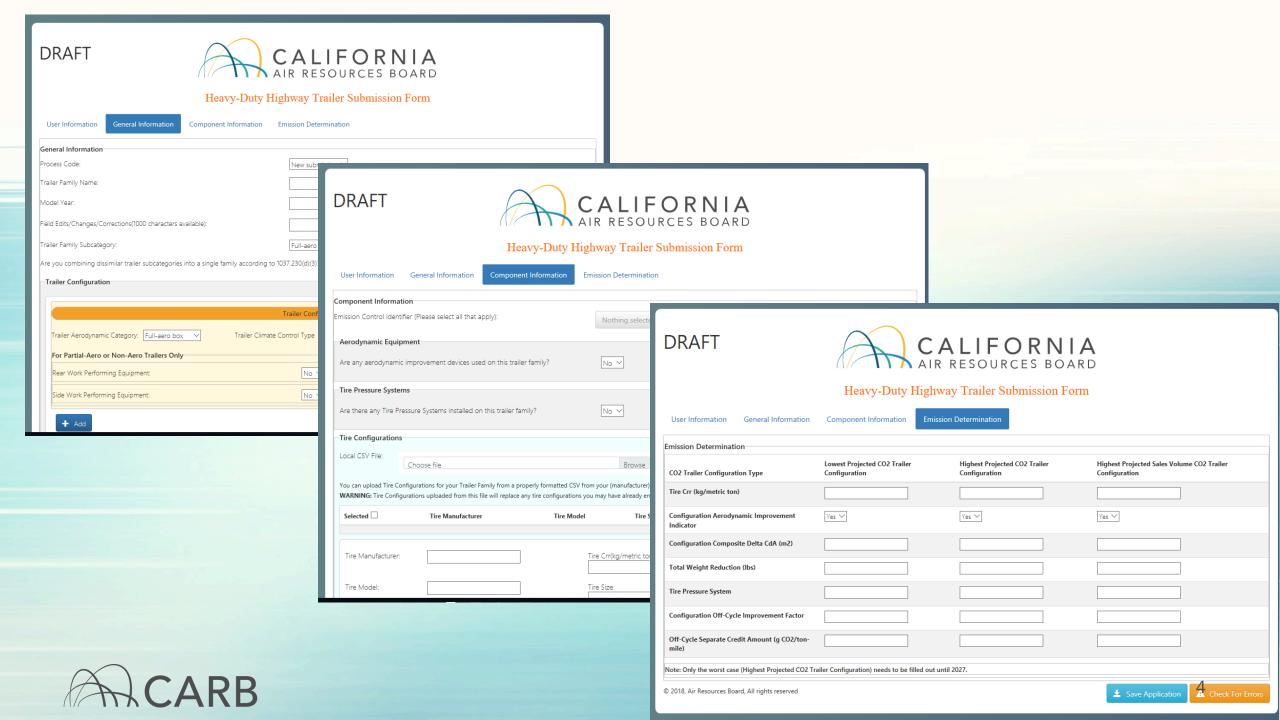




Trailer Certification – GHG Phase 2 Begins with MY 2020

- Applicable to trailers sold for CA use
- Applications are currently being accepted
- Contact CARB staff at <u>TrailerCert@arb.ca.gov</u> for
 - Guidance and
 - To initiate the application for an Executive Order (EO)
- Trailer Certification Process webinar (March 25, 2019) is available on CARB's website





California GHG Phase 2 Program

- Largely harmonized with U.S. EPA's Phase 2 GHG program
 - Same structure and stringency levels
 - GHG standards, corresponding service class/subcategory
 - Same timing (except CA trailer standards)
 - Would allow CARB to certify engines/vehicles and enforce Phase 2 in California



California GHG Phase 2 Program

- Some distinctions to credit, labeling, and reporting provisions
 - Additional credits for low-global warming potential refrigerants for medium and HD vehicles
 - Detailed description of the air conditioning system
 - List of emission control identifiers (ECI) that should be included on labels



California GHG Phase 2 Program (cont'd)

- Additional incentive for zero-emission buses
 - Transit bus manufacturers required to certify to the more stringent primary standards or surrender federal emission credits
 - Required to produce a certain percentage of the CA sold transit buses as zero-emission busses
- Production report for HD vehicles will include the engine families used in the vehicles and VIN numbers
- Applications submitted in DMS now
- Applications will be submitted to E-Cert





Questions





