



Introduction to Regulations Affecting Fleets in California, Part 2

March 19, 2026

Featuring:

David Worthington, MEMA NorCal Chapter Board Chairperson
Santa Clara County Fleet Manager



Fleet Academy

A 3-year initiative led by the Northern California Clean Cities Coalition, Silicon Valley Clean Cities Coalition, and the U.S. Department of Energy.

Offers in-person and virtual events where fleet managers can learn from industry experts, share experiences, and gain practical insights on improving efficiency and transitioning to zero-emission vehicles.

Reach out to our team at Info@FleetAcademy.org for more information!



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Help fleets succeed through our software, training and consulting

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An American automotive manufacturer that develops and builds category-defining electric vehicles

Highland

North America's leading provider of Electrification-as-a-Service

Upcoming

EVENTS

School Bus Consortium

April 2, 10:30am – 1:30pm | Fleet Resilience First
Thursday Every Other Month 10:30 – 1:30

Sacramento Region Education Mobility Coalition (SACeMo)

Third Tuesday Every Month 12:00 – 1:30

WEBINARS

**EV Charging Station and Infrastructure Development –
Presenter: Ronald Wirth, Fleet Advance Planning and
Sustainability Manager, County of Sacramento Fleet
Services Division**

April 23

**How to Use Fleet Management Information Software
(FMIS) to Make Data-driven Decisions**

May 21

**Fleet Replacement Strategies for an Optimum Program and
Compliance (with ACF)**

June 18

Be sure to email our team at Info@FleetAcademy.org to be included on our emailing list for future events and news!

Introduction to Regulations Affecting Fleets in California (2 of 2 Part Series)

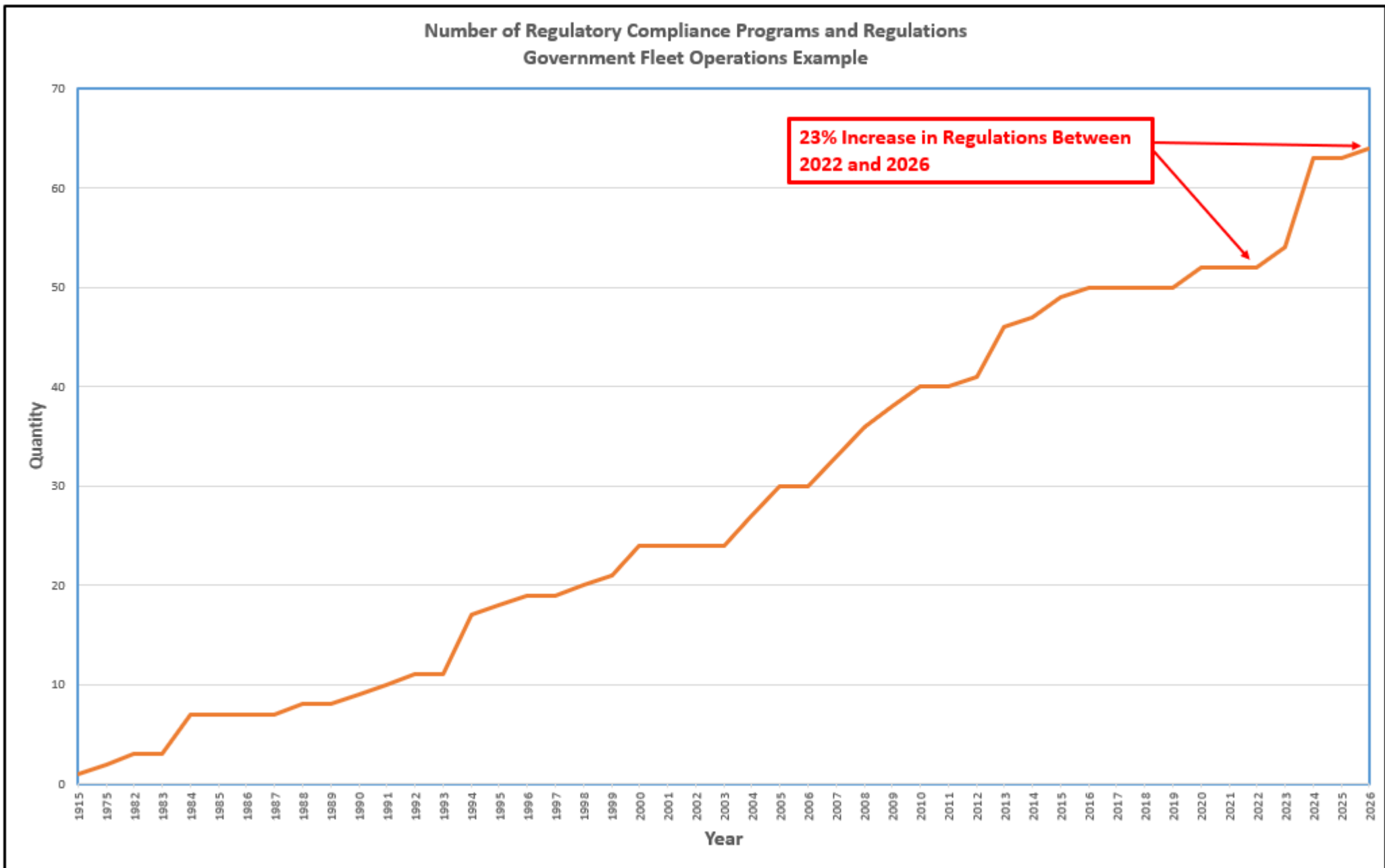
David Worthington
Fleet Manager
County of Santa Clara



Topics

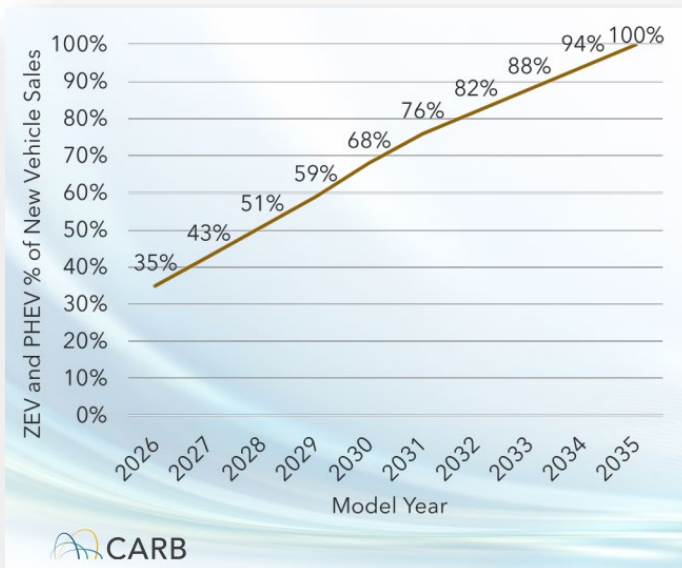
- **California Air Resources Board (CARB)**
 - **Advanced Clean Fleets (ACF)**
 - **Clean Truck Check (CTC)**
 - **Diesel-Fueled Vehicle Idle Time Limits**
 - **Portable Equipment Registration Program (PERP)**
 - **In-Use Off-Road Diesel-Fueled Fleets**
Renewable Diesel Fuel Amendment
- **Aerial Device Inspections**
- **Forklift Operator Training**
- **Bureau of Automotive Repair Smog Check**
- **Electric Vehicle Charging Station Testing**

Number of Regulatory Compliance Programs and Regulations
Government Fleet Operations Example



CARB Zero Emissions Regulatory Compliance Requirements

Advanced Clean Cars II



<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii>

Advanced Clean Trucks

Advanced Clean Trucks (ACT)

- Manufacturers must sell ZEVs as a percentage of sales*
- Approved June 2020
- Begins with 2024 model year
- Credit for sales start in 2021
- Minimum tractor sales
- Flexibility to shift sales between categories
- One-time fleet reporting

Model Year (MY)	Class 2b-3	Class 4-8	Class 7-8 Tractors
2024	5%	9%	5%
2025	7%	11%	7%
2026	10%	13%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035+	55%	75%	40%

CARB *Partial credit for near-zero emissions vehicles (NZEVs). NZEVs are plug-in hybrids with minimum all electric range

<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>

Advanced Clean Fleets



2024-2026

50 percent of purchases must be ZEV or NZEV

January 1, 2027

All purchases must be ZEV or NZEV

- Agencies in designated counties and divisions with 10 or fewer trucks exempt until 2027
- May use exemptions and extensions

CARB

<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>

Advanced Clean Fleets (ACF) Public Fleet Regulation

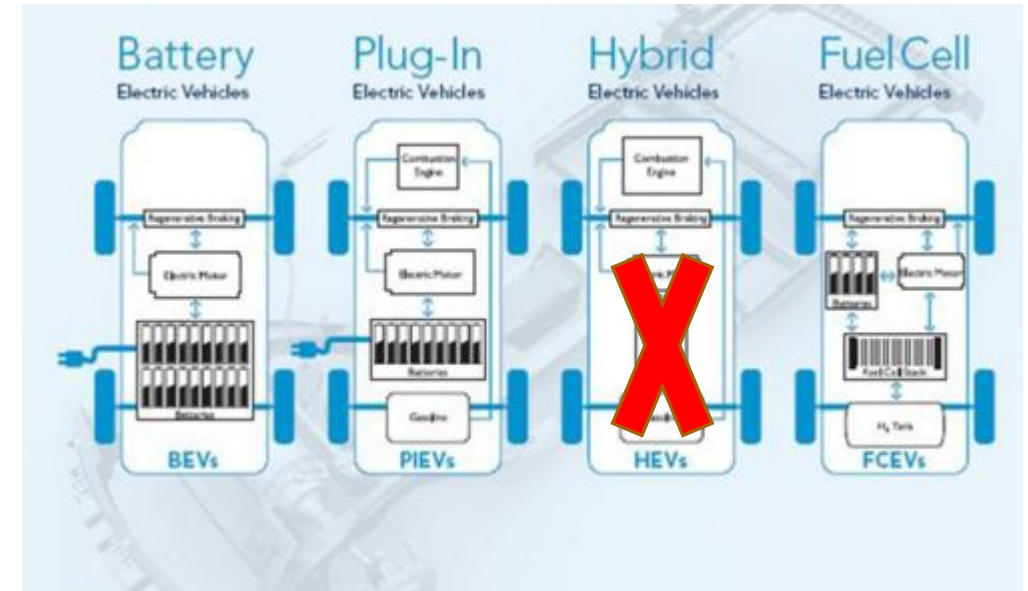
Scope and Applicability

- Public agencies that own, lease, or operate a diesel-fueled heavy-duty vehicle with manufacturer's gross vehicle weight rating greater than 8,500 pounds
- City, county, public utility, special district, or an agency of the State of California, and any department, division, public corporation
- Excludes federal agencies



CARB ACF Applicable Zero Emissions Vehicle (ZEV) Types

- The ACF Regulation Does Not Allow the Purchase of a Hybrid Electric Vehicle (HEV) to Meet Compliance Requirements
- Battery Electric Vehicles (BEV)
- Hydrogen Fuel Cell Electric Vehicles (FCEV)
- Plug-In Hybrid Electric Vehicles (PHEV) – Near Zero Emissions Vehicle (NZEV)



The ACF regulatory language as Amended in 2025 defines a “Near-Zero-Emissions Vehicle” or “NZEV” means a vehicle as defined in title 13, CCR, section 1963(c) and achieves a minimum number of miles, or “all-electric range”, as specified in title 13, CCR, section 1963.2(b)(2). Link below.

https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2025/acf_lcf/atta1.pdf

CARB ACF PHEV All-Electric Range Requirements

Title 13 CCR, section 1963.2(b)(2) states “Minimum All-Electric Range. To earn credit, NZEVs must have an all-electric range that equals or exceeds the criteria specified in 17 CCR section 95663(d) until the end of the 2029 model year and an all-electric range that equals or exceeds 75 miles or greater starting with the 2030 model year.” Link below.

<https://www.law.cornell.edu/regulations/california/13-CCR-1963.2>

Title 17, CCR Section 95663(d) Link below.

https://ww2.arb.ca.gov/sites/default/files/2022-09/Phase%20202019%20version_0.pdf

Title 17, CCR Section 95663(d)

CALIFORNIA GREENHOUSE GAS EXHAUST EMISSION STANDARDS AND TEST PROCEDURES FOR 2014 AND SUBSEQUENT MODEL HEAVY-DUTY VEHICLES.

(B) All-electric range (AER) as specified in the table below, tested in accordance with 40 CFR §1066.501.B., as modified by these test procedures.

Phase 2 Plug-in Hybrid Electric Vehicles All-Electric Range Requirements and ATC Multipliers			
Vehicle Model Year	AER (miles)		ATC Multiplier
	Slow-Charge ⁽¹⁾	Fast-Charge ⁽²⁾	
2017 - 2020	0	0	1.5 (Phase 1)
2021 - 2023	10+	10+	3.5 ⁽³⁾
2024 - 2026	20+	15+	3.5 ⁽³⁾
2027+	35+	20+	3.5 ⁽³⁾

Notes:

⁽¹⁾ Slow-charge refers to Level 1 and Level 2 chargers with electrical circuit rated up to 240 volts AC, up to 80 amps, and 19.2 kilowatts.

⁽²⁾ Fast-charge compatible PHEVs must: 1) be capable of charging from 15 percent state-of-charge to 85 percent state-of-charge within one-half hour (0.5hr); and 2) demonstrate that typical operating time is at least 8 times (8x) typical charging time (i.e., a vehicle must be capable of operating for 8 minutes for each minute of charge time).

⁽³⁾ If the PHEV AER is less than that specified in the AER column for the respective vehicle model year, an ATC multiplier of 1.5 would be applicable if the PHEV complies only with subparagraph (k)(7)(ii)(A) of this section.

U.S. Federal EPA Clean Air Act Waiver Request Withdrawn



- **The U.S. Clean Air Act was Established in 1970**
- **The Last Major Amendments were Enacted in 1990**
- **California Obtains Waivers for More Stringent Emissions Standards**
- **Other States Can Adopt California's Standards as Their Own Under Section 177 of the Act**
- **13 Other States & the District of Columbia Have Adopted All or Part of California's Regulations**
- **CARB Withdrew 3 Waiver Requests in January of 2025**
 - **Advanced Clean Fleets – Drayage and High Priority (Private) Fleets**
 - **In-Use Locomotive Standards**
 - **Commercial Harbor Craft Regulations**
- **The ACF Regulation is Still in Effect for State and Local Government Fleets**

CARB Waiver Request Facts: <https://ww2.arb.ca.gov/resources/fact-sheets/california-waiver-facts>

U.S. Federal EPA Clean Air Act Waiver Requests



6/12/2025 – The Federal Government Enacted Legislative to Rescind the

Following CARB Regulations:

- **Advanced Clean Cars II**
- **Advanced Clean Trucks**
- **Heavy-Duty Engine and Vehicle Omnibus**
- **California and 11 Other States Filed Suit the Same Day That the Legislation Violated Constitutional Principles of Federalism and Separation of Powers, the Take Care Clause, and Multiple Federal Statutes Including the Congressional Review Act and Administrative Procedure Act**

CARB Settlement With 17 Other States Over ACF

- **Nebraska Attorney General Announced a Legal Settlement with CARB In May of 2025**
 - **The State Led a Coalition of 17 States in Challenging the ACF Rules in Federal Court.**
 - **The Settlement Focused on CARB Repealing the ACF Rules that Applied to “High Priority” (Private Company) and Drayage Fleets**
- **It Did Not Affect the State and Local Government Fleets Directly**
 - **Indirectly It Reduced the Number of ZEVs to be Sold by ~87%**



ACF Amendments Approved By CARB Board Continued

- **Repeal of Drayage Truck and High Priority Fleet Requirements**
- **State and Local Government Fleet Requirements**
- **Minor Amendment to the Low Carbon Fuel Standard Regulation**

CARB Amendments Board Resolution

<https://ww2.arb.ca.gov/sites/default/files/barcu/board/books/2025/092525/prores25-9.pdf>

CARB Amendments Staff Presentation Slides

<https://ww2.arb.ca.gov/sites/default/files/barcu/board/books/2025/092525/25-6-8pres.pdf>

CARB Amendments Adopted Regulations and Materials Submitted to the Office of Administrative Law

<https://ww2.arb.ca.gov/rulemaking/2025/acfab1594>

ACF Amendments Approved By CARB Board Continued

CARB State and Local Government Fleet Regulatory Language Changes

Appendix A-1.1 Proposed Regulation Order

Word Document **Redlined Version**

https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2025/acf_lcfs/atta1.1.docx

CARB Board Meeting Webcast Video Archive

ACF Discussion Begins at Video Mark -4:28:24

https://cal-span.org/meeting/carb_20250925/

RECOMMEND WATCHING VIDEO

ACF Amendments Approved By CARB Board Continued

- **IMPORTANT RESOLUTION LANGUAGE TO UNDERSTAND**

“Be it further resolved that the Board directs the Executive Officer to **extend the 50 percent ZEV Purchase Schedule until 2030 and allow small fleets and those located in designated counties to continue to wait until 2030 before they need to purchase any ZEVs at all**, as well as **extend AB 1594 flexibilities to all state and local government fleets**. These changes will shift the ZEV purchase schedule to align with the ZEV market where it is today and recognize the uncertainty caused by our current federal administration.”

- **The Amended Regulatory Language Still Includes the 50 Percent ZEV Purchase Schedule Requirement on 1/1/2027**

ACF Amendments Approved By CARB Board Continued

- **The Amended Regulatory Language Still Includes the 50 Percent ZEV Purchase Schedule Requirement on 1/1/2027. It Has Been Moved to a New Section in the Regulation as Shown Below.**

“§ 2013.1. ZEV Purchase Schedule.

(a) ZEV Purchase Schedule. Beginning January 1, 2024, annual compliance with the ZEV purchase requirements is determined on January 1 of each calendar year.

(1) Except as specified in section 2013.1(a)(2), fleet owners must purchase ZEVs, or NZEVs as specified in section 2013(f), for their California fleet in accordance with the following schedule:

(A) Starting January 1, 2024, 50 percent of the total number of vehicle purchases for the California fleet in each calendar year must be ZEVs; and

(B) Starting January 1, 2027, 100 percent of the total number of vehicle purchases for the California fleet in each calendar year must be ZEVs.”

ACF Amendments Approved By CARB Board Continued

- **IMPORTANT RESOLUTION LANGUAGE TO UNDERSTAND**

“The Board **delegates to the Executive Officer the authority** to both (1) either **approve or disapprove proposed changes in regulatory language** under Government Code section 11346.8(c), and (2) **conduct any appropriate further environmental review associated** with such changes, consistent with the Board’s Certified Regulatory Program regulations, at California Code of Regulations, title 17, sections 60000-60008, for those sufficiently-related substantial modifications. Alternatively, rather than taking action on the proposed modifications, the Executive Officer may instead present the modifications, and any appropriate further environmental review associated with the modifications, to the Board for further consideration, **if the Executive Officer determines further Board consideration is warranted.**”

ACF Amendments Approved By CARB Board Continued

- **IMPORTANT RESOLUTION LANGUAGE TO UNDERSTAND**

“Be it further resolved that the **Board directs the Executive Officer to negotiate with manufacturers of light, medium-, and heavy-duty vehicles and engines** means to further CARB’s emission-reduction goals; notwithstanding Board Resolution 05-40, any memorandum of understanding or similar **agreement reached as a result of these negotiations shall become effective upon signature by the Executive Officer. Further resolved, the Executive Officer shall have discretion as to whether to solicit public comment on any potential memorandum of understanding and as to whether to present such memorandum to the Board in public session..”**

Assembly Bill 1594 Application

“Traditional Utility-Specialized Vehicle” means an ICE vehicle owned and operated by a **public agency utility** that meets all the following criteria:

- (A) Has a GVWR greater than 10,000 lbs.;
- (B) Has a body configuration that is not designed to primarily carry cargo or passengers;
- (C) Has maximum limits for tongue weight, axle loading, and a gross combination weight rating;
- (D) Is operated greater than 50 percent of the **time to maintain reliable public utility services** as defined in Section 224.3 of the Public Utilities Code, Section 116275 of the Health and Safety Code, Section 20200 of the Water Code, and Section 116773.2 of the Health and Safety Code; and.
- (E) Is either:
 1. Equipped with a power take off device that draws power directly from the engine or transmission, or
 2. Equipped with four-wheel drive or six-wheel drive capable of providing torque and power to all wheels simultaneously.

CARB Streamlined ZEV Purchase Exemption List

Configuration	Weight class	Added	Expires
Concrete mixer truck	Class 6	01/01/2025	N/A
Concrete mixer truck	Class 7	01/01/2025	N/A
Concrete mixer truck	Class 8	01/01/2025	N/A
Concrete pump truck	Class 4	01/22/2025	N/A
Concrete pump truck	Class 5	01/01/2025	N/A
Concrete pump truck	Class 6	01/01/2025	N/A
Concrete pump truck	Class 7	01/01/2025	N/A
Concrete pump truck	Class 8	01/01/2025	N/A
Drill rig	Class 4	01/22/2025	N/A
Drill rig	Class 5	01/01/2025	N/A
Drill rig	Class 6	01/01/2025	N/A
Drill rig	Class 7	01/01/2025	N/A
Drill rig	Class 8	01/01/2025	N/A

<https://ww2.arb.ca.gov/applications/streamlined-zev-purchase-exemption-list>

CARB Streamlined ZEV Purchase Exemption List Continued

Configuration	Weight class	Added	Expires
Front-loader refuse compactor truck	Class 4	01/01/2025	N/A
Front-loader refuse compactor truck	Class 5	01/01/2025	N/A
Front-loader refuse compactor truck	Class 6	01/01/2025	N/A
Front-loader refuse compactor truck	Class 7	01/01/2025	N/A
Side-loader refuse compactor truck	Class 4	01/01/2025	N/A
Side-loader refuse compactor truck	Class 5	01/01/2025	N/A
Side-loader refuse compactor truck	Class 6	01/01/2025	N/A
Side-loader refuse compactor truck	Class 7	01/01/2025	N/A
Street sweeper	Class 6	01/01/2025	N/A
Vacuum truck	Class 8	01/01/2025	N/A

23 Total Vehicles Models Comprised of 6 Configurations Over 5 Weight Classes

<https://ww2.arb.ca.gov/applications/streamlined-zev-purchase-exemption-list>

CARB Streamlined ZEV Purchase Exemption List Continued

- General vehicle weight class and configurations of medium- and heavy-duty vehicles listed can be replaced with **NEW** internal combustion engine (ICE) vehicles without requesting and submitting a ZEV Purchase Exemption application.
- The list will be updated as new information becomes available.
- Fleets can still submit a ZEV Purchase Exemption application if a needed configuration is not on the list.

Zero Emissions Vehicle Availability Concerns

- **The Repeal of the ACF Regulation for High Priority and Drayage Fleets Reduced the ZEV Market by ~333,301 Vehicles***
- **Only ~50,499* State and Local Government Fleet Vehicles Remain to be Replaced**
- **An 87% Reduction in the ZEV Manufacturer Potential Sales Market**
- **Anticipate a Reduction in ZEV Models Available for Purchase**
 - **At a Higher Cost**
 - **Fewer Applicable ZEV Types to Choose From**
 - **An Increase in ZEV Purchase Exemption Request Submissions**

*** Data from CARB Large Entity Fleet Reporting - STATEWIDE AGGREGATED DATA**

https://ww2.arb.ca.gov/sites/default/files/2022-02/Large_Entity_Reporting_Aggregated_Data_ADA.pdf

CARB ACF Regulatory Language and Reference Documentation

CARB ACF Regulatory Language Website

- **Main website**

- <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>

- **Original Final Regulation Order: State and Local Government Agency Fleet Requirements**

Document

- <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/acf22/acffroa1.pdf>

- **CARB Board Approved ACF Amendments: State and Local Government Agency Fleet Requirements**

Document

- <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/acf22/acffroa1.pdf>

CARB ACF Regulatory FAQ, Videos, and Tools

CARB ACF Fact Sheets Website:

<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-fact-sheets>

- **General Fact Sheets**
- **Components of the Regulation**
- **Exemptions and Extensions**
- **Videos**
- **Tools**
 - **Advanced Clean Fleets Searchable FAQ**
 - **Advanced Clean Fleets Compliance Planning Tool Calculator**
- **Annual and Ongoing Reporting is Through CARB TRUCRS Website and Software**

https://ssl.arb.ca.gov/trucrs_reporting/login.php

How to Sign Up to the CARB ACF E-Mail List



Advanced Clean Fleets

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Advanced Clean Fleets

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CARB is developing a medium and heavy-duty zero-emission fleet regulation with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last mile delivery and drayage applications.

[MORE ABOUT THIS PROGRAM >](#)

Email Updates

Keep up to date on future meetings and important events for the Advanced Clean Fleets regulation by signing up for our email updates.

[SUBSCRIBE](#)



<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>

CARB Penalties for Non-Compliance to Regulations

Regulation Name	Primary Citation / Program	Typical Penalty Statute	Examples	Maximum Fine per Violation (\$)	*Penalty can be assessed per vehicle per day.
Portable Equipment Registration Program (PERP)	13 CCR §2450	HSC §42400(a)	Failure to maintain records, minor reporting violations, administrative compliance issues.	\$6,470.00	Per violation/Per day
Portable Equipment Registration Program (PERP)	13 CCR §2450	HSC §42400(c)	Exceeding emissions limits, fuel quality violations, non-compliant equipment use.	\$19,410.00	Per violation/Per day
Low Carbon Fuel Standard	13 CCR §2450	HSC §42400.1(a)	Improper fuel blending, failing to maintain emissions equipment.	\$32,350.00	Per violation/Per day
Low Carbon Fuel Standard	17 CCR §§95480–95503	HSC §42400.1(b)	major emissions releases, operating equipment while knowingly unsafe	\$129,400.00	Per violation/Per day
Air Pollution Public Nuisance	Health & Safety Code	HSC §42401	Permit violations - operating equipment without permit, violating facility emissions limits.	\$32,350.00	Per violation/Per day
Cargo Tank Vapor Recovery	17 CCR §94014	HSC §42402	Gross negligence violations	\$129,400.00	Per violation/Per day
Vapor Recovery – Phase I	CARB Vapor Recovery Program	HSC §42402	Gross negligence violations	\$129,400.00	Per violation/Per day
Vapor Recovery – Phase II / EVR	CARB Vapor Recovery Program	HSC §42402	Gross negligence violations	\$129,400.00	Per violation/Per day
Gasoline Dispensing Facility ISD	CARB CP 201 / CP 206	HSC §42402	Gross negligence violations	\$129,400.00	Per violation/Per day
Bulk Plant / Terminal Vapor Recovery	CARB Vapor Recovery Program	HSC §42402	Gross negligence violations	\$129,400.00	Per violation/Per day
TRU Facility Operator Requirements	CARB TRU Program	HSC §42402	Gross negligence violations	\$129,400.00	Per violation/Per day
TRU Shipper / Receiver Requirements	CARB TRU Program	HSC §42402	Gross negligence violations	\$129,400.00	Per violation/Per day
Low Carbon Fuel Stanced, Advanced Clean Fleets, Cand and Trade program		HSC §43010(a)	Failing to comply with CARB enforcement orders, ignoring compliance directives	\$129,400.00	Per violation/Per day
Advanced Clean Fleets (State & Local Government)	ACF Program	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day

CARB Penalties Continued

Regulation Name	Primary Citation / Program	Typical Penalty Statute	Examples	Maximum Fine per Violation (\$)	*Penalty can be assessed per vehicle per day.
Advanced Clean Fleets – Drayage	ACF Program	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Advanced Clean Trucks – Large Entity Reporting	ACT Program	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Clean Truck Check (HD I/M)	Clean Truck Check Program	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Truck & Bus Regulation	13 CCR §2025	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Drayage Truck Regulation	13 CCR §2027	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day

CARB Penalties Continued

Regulation Name	Primary Citation / Program	Typical Penalty Statute	Examples	Maximum Fine per Violation (\$)	*Penalty can be assessed per vehicle per day.
Tractor Trailer GHG Regulation	13 CCR §§95300–95312	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Transport Refrigeration Unit (TRU) Regulation	13 CCR §2477	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Zero Emission TRU Requirements	CARB TRU ZE transition	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Commercial Vehicle Idling	13 CCR §2485	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
School Bus Idling Limits	13 CCR §2485 subset	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day

CARB Penalties Continued

Regulation Name	Primary Citation / Program	Typical Penalty Statute	Examples	Maximum Fine per Violation (\$)	*Penalty can be assessed per vehicle per day.
Solid Waste Collection Vehicle Regulation	13 CCR §2021.2	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Public Agencies & Utilities Fleet Rule	13 CCR §§2020–2022.1	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Innovative Clean Transit	13 CCR §2023.2	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Zero Emission Airport Shuttle	ZEAS Program	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
In Use Off Road Diesel Fleets	13 CCR §2449	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day

CARB Penalties Continued

Regulation Name	Primary Citation / Program	Typical Penalty Statute	Examples	Maximum Fine per Violation (\$)	*Penalty can be assessed per vehicle per day.
Off Road Idling Limits	13 CCR §2449	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Cargo Handling Equipment Regulation	13 CCR §2479	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Commercial Harbor Craft Regulation	CARB CHC Program	HSC §43016(a)(1)	Failure to comply with fleet purchase requirements, operating non-compliant vehicles, failure to meet ZEV purchase mandates, failure to following reporting requirements	\$50,288.00	Per violation/Per day
Heavy Duty Omnibus / Low NOx	CARB Omnibus Program	HSC §43154	Violation of vehicle or engine emissions standards	\$13,410.00	Per violation/Per day
General Enforcement	All program	HSC §42402(a)	administrative violations, initial enforcement actions, settlement agreements with fleets	\$6,470.00	Per violation/Per day. Civil penalties - \$10,000 Per day/Per violation
General Enforcement	All program	HSC §42402.1(a)	Fleets fail to properly track compliance deadlines, incorrect fleet data reported, required ZEV purchase requirements are missed	\$32,350.00	Per violation/Per day

CARB Penalties Continued

Regulation Name	Primary Citation / Program	Typical Penalty Statute	Examples	Maximum Fine per Violation (\$)	*Penalty can be assessed per vehicle per day.
General Enforcement	All program	HSC §42402.2(a)	Continuing to purchase diesel vehicles after compliance deadlines, Intentionally failing to report vehicles, ignoring CARB compliance notices	\$51,760.00	Per violation/Per day

CARB Clean Truck Check (CTC) Heavy-Duty Inspection and Maintenance Program



Posted on CARB Clean Truck Check Website on March 10, 2026

Clean Truck Check program requirements are in effect for subject vehicles, **including vehicles registered outside of California when operating in the state**, to report, pay an annual compliance fee, and submit required passing emissions tests.

On January 27, 2026 U.S. EPA announced its **partial** disapproval of the **State Implementation Plan (SIP)** relating to Clean Truck Check. This **only** means that the state cannot credit the portion of emissions reductions from out-of-state vehicles as part of meeting federal air quality standards. **This decision does not extend to determining, or enforcing, any part of Clean Truck Check to ensure all vehicles operating in California abide by the same rules, including vehicles registered outside of California.**

<https://ww2.arb.ca.gov/our-work/programs/CTC/about>

CARB CTC Regulation

Vehicle Applicability

- Vehicles with a Gross Vehicle Weight Rating (GVWR) over 14,000 pounds
- Almost all non-gasoline vehicles. Excludes Zero Emission Vehicles
- Vehicles that operate in California on public roads and highways, even if they are not registered in California. Including federal state, and local government vehicles.
- **Low use vehicles will be subject to Clean Truck Check.**

Vehicles That the Program Does Not Apply To

- Zero Emissions Vehicles (ZEV).
- Military tactical vehicles ([title 13, CCR, section 1905](#))
- Emergency Vehicles ([California Vehicle Code section 165 or California Health and Safety Code section 1797.84](#))

CARB CTC Regulation Continued

- Historical vehicles ([authorized by California Vehicle Code section 5004](#))
- New vehicles with engines certified to the most stringent optional, NOx standard (less than or equal to 0.01 g/bhp-hr) -This applies only during the first four years of Clean Truck Check implementation (2023-2027).
- Motorhomes registered outside of California
- Vehicles operating under an experimental permit (authorized by California Health and Safety Code section 4301)

CARB CTC Regulation Continued

Compliance Requirements

- Report all applicable vehicles through the CARB CTC-VIS website portal.
- Pay annual compliance fees before due dates shown in CTC-VIS.
- Submit passing emissions compliance tests before due dates shown in CTC-VIS.

Testing Requirements

- Testing twice a year
- **Beginning October 2027, on-board diagnostics (OBD) equipped vehicles will be required to undergo testing four times per year.**
 - Does not apply to Non-Commercial Motorhomes or Agricultural vehicles as defined in the Heavy-Duty Inspection and Maintenance regulation; they will remain on an annual testing schedule.
 - Passing Clean Truck Check test results may be submitted up to 90 days before a compliance deadline.

<https://cleantruckcheck.arb.ca.gov/>

CARB CTC Regulation Continued

Three Different Emissions Testing Methods

1. OBD-equipped vehicles (**2013 and newer diesel engines and 2018 and newer alternative fuel engines**) are required to undergo a scan of the engine's OBD data using a CARB certified OBD testing device.
2. Diesel non-OBD vehicles (**2012 and older diesel engines**) are required to complete a smoke opacity test and a visual inspection of the vehicle's emissions control equipment, referred to in this program as the Vehicle Emissions Control Equipment Inspection.
3. Alternative fuel non-OBD vehicles (**2017 and older alternative fuel engines**) are only required to complete the visual inspection and are not subject to the smoke opacity test requirement.

Available for Hire Credentialed Testers List

<https://cleantruckcheck.arb.ca.gov/Public/PublicTester/TesterList>

How to Become a Credentialed Tester

<https://ww2.arb.ca.gov/clean-truck-check-credentialed-tester-overview>


CARB CTC Regulation Continued

Non-OBD Smoke Opacity Standards

Allowable Levels of Smoke Opacity

- Refer to the emission control label on the engine to determine the engine model year (MY)
- Module V on the Vehicle Emissions Control Equipment Inspection includes details on where to locate the emission control label

Vehicles Equipped with On-Road Engines		Vehicles Equipped with Off-Road Engines*	
Engines Equipped with a DPF/Level 3 VDECS		Engines Equipped with a DPF/Level 3 VDECS	
5% Opacity Limit		5% Opacity Limit	
Engines Retrofitted with a Level 2 VDECS		Tier 4 Certified Engines Not Equipped with a DPF/Level 3 VDECS	
20% Opacity Limit		10% Opacity Limit	
Engines without a DPF/VDECS		Tier 2 or Tier 3 Certified Engines without a Level 3 VDECS	
1997 - 2006 MY		30% Opacity Limit	
1991 - 1996 MY		40% Opacity Limit	
Pre-1991 MY Engines		40% Opacity Limit	
		Tier 1 Certified Engines without a Level 3 VDECS	
		40% Opacity Limit	
		*Use of off-road engines in on-road vehicles occurs in rare situations	

 CARB

CARB CTC Regulation Continued

Testing and Fee Compliance Deadlines for California DMV Exempt Plated Vehicles

Last Number of VIN	0	1	2	3	4	5	6	7	8	9
Testing & Annual Fee Deadline Month	Apr Oct	May Nov	Jun Dec	Jan Jul	Feb Aug	Mar Sep	Apr Oct	May Nov	Jun Dec	Jan Jul

Bolded months indicate the month the compliance fee will be due.

CARB CTC Regulation Continued

Testing and Fee Compliance Deadlines for California Registered Vehicles

DMV Registration Expiration Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Testing & Annual Fee Deadline Month	Jan	Feb	Mar	Apr	May	Jun	Jan	Feb	Mar	Apr	May	Jun
	Jul	Aug	Sep	Oct	Nov	Dec	Jul	Aug	Sep	Oct	Nov	Dec

Vehicles are required to ensure that they have paid their annual compliance fee and have no outstanding enforcement violations as part of their compliance demonstration.

Bolded months indicate the month the compliance fee will be due.

CARB CTC Regulation Continued

Annual Regulation Compliance Deadline

- All individual vehicles **must have a current passed test** on file before an “Affirmation of Fleet Wide Compliance” certificate can be issued.
- Annual compliance date is based on when you entered your fleet data into the CTC-VIS.
- Contact CARB staff at (866) 634-3735 or Email: hdim@arb.ca.gov if a vehicle cannot be tested by its deadline due to it being out of service waiting for parts, waiting for collision repairs, warranty repairs, etc.

CARB CTC Regulatory Language and Reference Documentation

CARB CTC Regulatory Language Website

- Main website
 - <https://ww2.arb.ca.gov/our-work/programs/CTC>
 - Includes Fact Sheets
 - Original Final Regulation Order:
 - <https://ww2.arb.ca.gov/rulemaking/2021/hdim2021>

CARB CTC Regulatory FAQ, Videos, and Tools

CARB CTC Fact Sheets, Guides & Videos

<https://ww2.arb.ca.gov/our-work/programs/inspection-and-maintenance-program/hd-im-fact-sheets>

- **FAQ**
- **Compliance Schedule Factsheets**
- **General Fact Sheets**
- **Tester/Device Related Factsheets**
- **Outreach Materials**
- **Initial Account Setup**
- **Testing and Compliance**
- **Vehicle, User & Account Management**
- **Historical Webinars**

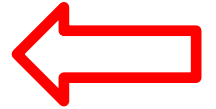
How to Sign Up to the CARB CTC E-Mail List



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A captcha image showing the letters "QHRC" in a green, blocky font on a sand dune background. Below the image is a text input field with the placeholder "Enter text from image" and a refresh icon.

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https://public.govdelivery.com/accounts/CARB/subscriber/new?topic_id=hdim

CARB Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling Regulation

Vehicle Applicability

- Diesel-fueled commercial motor vehicles with a GVWR over 10,000 pounds
 - Licensed for operation on highways
- California and non-California based vehicles
- Alternative idle reduction technologies including but not limited to internal combustion engine auxiliary power systems (APS), fuel-fired heaters, battery-electric APSs, and other technologies installed on diesel-fueled commercial motor vehicles.

<https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling>

CARB ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling Continued

Compliance Requirements

- Any person that owns, operates, or causes to operate any diesel-fueled commercial motor vehicle subject to the requirements of this section shall comply with the following requirements:
 1. No vehicle subject to this section **shall idle for more than 5 consecutive** minutes at any location.
 2. No diesel-fueled APS subject to this section shall be operated for greater than 5 minutes at any location when within 100 feet of a restricted area.

Idling Restriction Exemptions

(A) a bus is idling for

1. up to 10.0 minutes prior to passenger boarding,
2. or when passengers are onboard;

CARB ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling Continued

(C) idling when the vehicle must remain motionless due to traffic conditions, an official traffic control device, or an official traffic control signal over which the driver has no control, or at the direction of a peace officer, or operating a diesel-fueled APS or other device at the direction of a peace officer;

(D) idling when the vehicle is queuing that at all times is beyond 100 feet from any restricted area;

(E) idling of the primary diesel engine, operating a diesel-fueled APS, or operating other devices when forced to remain motionless due to immediate adverse weather conditions affecting the safe operation of the vehicle or due to mechanical difficulties over which the driver has no control;

(F) idling to verify that the vehicle is in safe operating condition as required by law and that all equipment is in good working order, either as part of a daily vehicle inspection or as otherwise needed, provided that such engine idling is mandatory for such verification;

CARB ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling Continued

(G) idling of the primary diesel engine, operating a diesel-fueled APS, or operating other devices is mandatory for testing, servicing, repairing, or diagnostic purposes, including regeneration or maintenance of the exhaust emission control device during engine idling when the dashboard indicator light, if so equipped, is illuminated indicating that regeneration or maintenance is in progress;

(H) idling when positioning or providing a power source for equipment or operations, other than transporting passengers or propulsion, which involve a power take off or equivalent mechanism and is powered by the primary diesel engine for:

- 1. controlling cargo temperature, operating a lift, crane, pump, drill, hoist, mixer (such as a ready mix concrete truck), or other auxiliary equipment;**
- 2. providing mechanical extension to perform work functions for which the vehicle was designed and where substitute alternate means to idling are not reasonably available; or**

CARB ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling Continued

3. collection of solid waste or recyclable material by an entity authorized by contract, license, or permit by a school or local government;

(I) idling of the primary diesel engine, operating a diesel-fueled APS, or operating other devices when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency;

(J) idling of the primary diesel engine, operating a diesel-fueled APS, or operating other devices by authorized emergency vehicles while in the course of providing services for which the vehicle is designed;

(K) idling of military tactical vehicles during periods of training, testing, and deployment;

(L) idling when operating equipment such as a wheelchair or people assist lift as prescribed by the Americans with Disabilities Act;

(M) idling of armored cars in the course of providing services for which the vehicle is designed; and

CARB ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling Continued

(N) idling of workover rigs while performing work for which the vehicle is designed.

ATCM Regulation Language

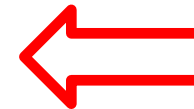
https://ww2.arb.ca.gov/sites/default/files/2022-06/13_CCR_2485_OAL_06222022-2_ADA_06272022_0.pdf



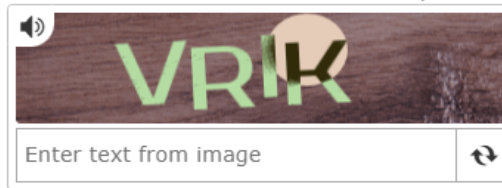
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CARB Portable Equipment Registration Program (PERP)

Applicability

- Owners or Operators of portable engines and other types of equipment can register their units under the CARB Statewide Portable Equipment Registration Program (PERP) in order to operate their equipment throughout California without having to obtain individual permits from local air districts.
- Portable diesel-fueled engines having a rated brake horsepower of 50 and greater.

Fleet Requirements

- All fleets are classified as either a small fleet (cumulative horsepower of up to 750), or a large fleet (cumulative horsepower of over 750).

<https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp>

CARB Portable Equipment Registration Program (PERP)

Fleet Requirements Continued

- Small fleets must follow the tier phase out schedule.
- Large fleets must follow either the phase out schedule, or meet the fleet-average emission standards.
- Notification by June 30, 2019 was required if the fleet average option was desired.

PERP Regulatory Language:

https://ww2.arb.ca.gov/sites/default/files/2020-03/PERP_ATCM_12.5.18R.pdf

CARB PERP Continued


Tier Phase Out Option:

Tier Phase-out Schedule (required for small fleets, default option for large fleets)			
Engine Certification	Engines rated 50 to 750 bhp		Engines rated >750 bhp
	Large Fleet	Small Fleet	
Tier 1	1/1/2020	1/1/2020	1/1/2022
Tier 2 built prior to 1/1/2009	1/1/2022	1/1/2023	1/1/2025
Tier 2 built on or after 1/1/2009	NA	NA	1/1/2027 ←
Tier 3 built prior to 1/1/2009	1/1/2025	1/1/2027 ←	NA
Tier 3 built on or after 1/1/2009	1/1/2027 ←	1/1/2029	NA
Tier 1, 2, and 3 flexibility engines	December 31 of the year 17 years after the date of manufacture. This provision shall not apply to any engine operation before the effective date of this regulation.		

CARB PERP Continued

Fleet-Averaging Option

- Large Fleets Only:

Compliance Date	Fleet PM Standard (g/bhp-hr)
1/1/2023	0.06
1/1/2027 	0.03

Fleet Reporting Tools

Calculators (Microsoft Excel) for large fleets only that have been approved to comply with the Fleet Average Option (not required for those following the tier phase out option):

- [Fleet Reporting Tool - Short Version](#)
- [Fleet Reporting Tool](#)
- [Fleet Reporting Tool- Expanded Version](#)

CARB PERP Continued

Portable Engines Not Subject to the Regulation

Any engine used to propel mobile equipment or a motor vehicle of any kind;

- (1) Any engine used to propel mobile equipment or a motor vehicle of any kind;
- (2) Any portable engine using an alternative fuel;
- (3) Dual-fuel diesel pilot engines that use an alternative fuel or an alternative diesel fuel;
- (4) Tactical support equipment;
- (5) Portable diesel-fueled engines operated on either San Clemente or San Nicolas Island;
- (6) Engines preempted from State regulation under 42 USC §7543(e)(1);
- (7) Portable diesel-fueled engines used exclusively in agricultural operations, unless owned by a rental business as defined in 13 Cal. Code Regs., section 2452(kk).
- (8) Engines used exclusively on two-engine cranes as defined in title 13, Cal. Code Regs., section 2449(c) which must meet all applicable requirements in title 13, Cal. Code Regs., commencing with section 2449

CARB PERP Continued

Portable Engines Not Subject to the Regulation

- (9) Engines used exclusively on street sweepers that are not subject to title 13, Cal. Code Regs., section 2022, which must meet all applicable requirements in title 13, Cal. Code Regs., commencing with section 2025;**
- (10) Engines used exclusively on two-engine water well drilling rigs as defined in title 13, Cal. Code Regs., section 2449(c), which must meet all applicable requirements in title 13, Cal. Code Regs., commencing with section 2449; and**
- (11) Engines used exclusively on dedicated snow removal vehicles as defined in title 13, Cal. Code Regs., section 2449(c);**
- (12) Engines use exclusively on two-engine vehicles as defined in title 13 Cal. Code Regs., section 2449(c) and the vehicle meets the criteria listed in title 13 Cal. Code Regs., section 2449(b)(2)(C);**
- (13) Engines use exclusively on harbor craft as defined in title 17 Cal. Code Regs., section 93118.5(d) which must meet all applicable requirements in title 17 Cal. Code Regs., commencing with section 93118.5; and**

CARB PERP Continued

Portable Engines Not Subject to the Regulation

(14) Engines used exclusively to alleviate the threat to public health and safety during an emergency event.

(15) Engines approved to operate in Hazardous Locations per title 29 CFR 1910.307 or 1926.407 and that meet

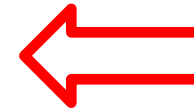
Tier 3 emission standards



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In-Use Off-Road Diesel-Fueled Fleets Renewable Diesel Fuel Amendment

Vehicle Applicability

- All vehicles subject to the Off-Road Regulation
- Rental fleets that operate in California

Exemptions

- **Operations in Captive Attainment Areas:** Any fleet or fleet portion that is designated a captive attainment area fleet is exempt from the renewable diesel fuel requirements. This includes fleets where the equipment exclusively operates in designated areas as defined under 2449(c)(6). This exemption also applies to any vehicle while operating in one of the counties listed under 2449(c)(6). California and non-California based vehicles.

<https://ww2.arb.ca.gov/resources/fact-sheets/fact-sheet-renewable-diesel-fuel-requirements>

In-Use Off-Road Diesel-Fueled Fleets Renewable Diesel Fuel Amendment

Exemptions

- **Tier 4 Final Fleets:** Any fleet or fleet portion that are entirely comprised of vehicles with Tier 4 final off-road engines, model year 2010 or newer on-road engines, or zero-emission vehicles are exempt from the renewable diesel fuel requirements. The use of renewable diesel fuel has less of an emissions reduction impact when used in engines with advanced emission control technologies, such as selective catalytic reduction and diesel particulate filters.

In-Use Off-Road Diesel-Fueled Fleets Renewable Diesel Fuel Amendment

Exemptions

- **Cold Weather Exemptions:** There are two types of low temperature exemptions that provide flexibility to mitigate potential performance issues when using renewable diesel at cold temperatures. In both cases, the temperature threshold is 20 degrees Fahrenheit (20° F), and both exemptions require additional reporting.
 - **Intermittent low temperature exemption:** This exemption is for intermittent cold temperature events where the temperature drops or is expected to drop below 20° F.
 - **Winter low temperature exemption:** Any fleet, fleet portion or vehicle is exempt from the renewable diesel fuel requirements from November through February if it is located or operates in a location where the tenth percentile January low temperature is below 20° F.

In-Use Off-Road Diesel-Fueled Fleets Renewable Diesel Fuel Amendment

Unable to Procure

- A fleet may be exempt from the renewable diesel fuel requirements if they are unable to procure R99 or R100 renewable diesel fuel as defined by the regulation. However, fleet owners are required to keep records describing the normal refueling methods, their documented attempts to procure renewable diesel fuel and proof that shows they were not able to procure renewable diesel (i.e., correspondence or contractor bids).

<https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/off-roaddiesel/froa-1.pdf#page=89>

In-Use Off-Road Diesel-Fueled Fleets Renewable Diesel Fuel Amendment Continued

Compliance Requirements

- **Beginning on January 1, 2024**, all California fleets subject to this regulation are required to procure and **only use R99 or R100 renewable diesel fuel** in all vehicles subject to the Off-Road Regulation, with some limited exceptions.
- **Recordkeeping, Reporting, and Affirmation**
 - Fleet owners must maintain documents that demonstrate compliance with the renewable diesel fuel requirements, including the date and volumes of fuel purchased. **Records must be kept for three calendar years** from the date the transaction is completed.

In-Use Off-Road Diesel-Fueled Fleets Renewable Diesel Fuel Amendment Continued

Compliance Requirements

- Recordkeeping, Reporting, and Affirmation Continued
 - Fleet owners are required to comply with all reporting requirements in the regulation, including any additional reporting requirements for exemptions, and affirm annually as, as part of the **annual reporting requirements due to CARB by March 1**, that they are in compliance with the renewable diesel fuel requirements and that the reported data is accurate and complete.

Regulatory Language:

<https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/off-roaddiesel/froa-1.pdf#page=89>

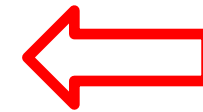
In-Use Off-Road Diesel-Fueled Fleets Renewable Diesel Fuel Amendment Continued



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Aerial Device Inspections



Applicability

- **Aerial Device:** Any vehicle-mounted or self-propelled device, telescoping extensible or articulating, or both, which is primarily designed to position personnel.
- **Aerial Ladder:** An aerial device consisting of a single-or-multiple-section extension ladder.
- **Articulating Boom:** An aerial device with two or more hinged boom sections.
- **Boom:** An elevating member; the lower end of which is so attached to a rotating or non-rotating base that permits elevation of the free or outer end in vertical plane.
- **Elevating Work Platform:** A device designed to elevate a platform in a substantially vertical axis. (Vertical Tower, Scissor Lift, Mast-Climbing Work Platform)

Aerial Device Inspections Continued

Applicability

- **Extensible Boom Platform:** An aerial device (except ladders) with an extensible boom. Telescopic booms with personnel platform attachments shall be considered to be extensible boom platforms.
- **Insulated Aerial Device:** An aerial device designed for work on energized lines and apparatus.
- **Mast-Climbing Work Platform:** A powered elevating work platform or platforms, supported on one or more vertical masts, for the purpose of positioning personnel, along with necessary tools and materials, to perform their work.
- **Orchard Man-Lift (Pruning Tower):** An aerial device designed to elevate and position personnel for the purpose of harvesting and/or pruning fruit and nut trees.

<https://www.dir.ca.gov/title8/3637.htm>

[L](#)

Aerial Device Inspections Continued

Inspection Compliance Requirements

- **Prior to use on each shift, visual inspections and operational checks shall be made of equipment to determine that it is in safe operating condition**
- **Inspection, maintenance and repairs shall be performed by a qualified person in accordance with the manufacturer's specifications.**
- **If the manufacturer is no longer in business and manufacturer's specifications are no longer available, required inspection, maintenance and repairs shall be performed by a qualified person under the direction of a registered professional engineer experienced in the design of elevating work platforms or aerial devices.**

https://www.dir.ca.gov/title8/2940_7.html

Aerial Device Inspections Continued

Recordkeeping Compliance Requirements

- Records of inspections and repairs shall be maintained for at least three years and be made available to the Division upon request.
- Records of inspections shall document the date of inspection, and any deficiencies found, the corrective action recommended and identification of the persons or entities performing the inspection.
- Records of repairs shall include the date of any such repair, a description of the work accomplished and identification of the persons or entities performing the work.

<https://www.dir.ca.gov/title8/3640.html>

Aerial Device Inspections Continued

Regulatory Language:

<https://www.dir.ca.gov/title8/sb7g4a24.html>



<https://www.dir.ca.gov/>

Powered Industrial Truck Operator Training

Commonly Referred to as Forklift Operator Training



Training Requirements

- (a) Safe Operation.
 - (1) The employer shall ensure that each powered industrial truck operator is competent to operate a powered industrial truck safely, as demonstrated by the successful completion of the training and evaluation specified in this section.
 - (2) Prior to permitting an employee to operate a powered industrial truck (except for training purposes), the employer shall ensure that each operator has successfully completed the training required by this section, except as permitted in subsection (e).

<https://www.dir.ca.gov/title8/3668.html>

Powered Industrial Truck Operator Training Continued

Training Requirements

- **(b) Training program implementation. Trainees may operate a powered industrial truck only:**
 - (1) Under the direct supervision of persons who have the knowledge, training and experience to train operators and evaluate their competence; and**
 - (2) Where such operation does not endanger the trainee or other employees.**
 - (3) Training shall consist of a combination of formal instruction (e.g., lecture, discussion, interactive computer learning, video tape, written material), practical training (demonstrations performed by the trainer and practical exercises performed by the trainee) and evaluation of the operator's performance in the workplace.**
 - (4) All operator training and evaluation shall be conducted by persons who have the knowledge, training and experience to train powered industrial truck operators and evaluate their competence.**

Powered Industrial Truck Operator Training Continued

Training Requirements

- **(c) Training program content. Powered industrial truck operators shall receive initial training in the following topics, except in topics which the employer can demonstrate are not applicable to the safe operation of the truck in the employer's workplace.**
 - (1) Truck-related topics:**
 - (A) Operating instructions, warnings, and precautions for the types of truck the operator will be authorized to operate;**
 - (B) Differences between the truck and the automobile;**
 - (C) Truck controls and instrumentation: where they are located, what they do, and how they work;**
 - (D) Engine or motor operation;**
 - (E) Steering and maneuvering;**

Powered Industrial Truck Operator Training Continued

Training Requirements

(E) Steering and maneuvering;

(F) Visibility (including restrictions due to loading);

(G) Fork and attachment adaptation, operation, and use limitations;

(H) Vehicle capacity;

(I) Vehicle stability;

(J) Any vehicle inspection and maintenance that the operator will be required to perform;

(K) Refueling and/or charging and recharging of batteries;

(L) Operating limitations;

(M) Any other operating instructions, warnings, or precautions listed in the operator's manual for the types of vehicle that the employee is being trained to operate

Powered Industrial Truck Operator Training Continued

Training Requirements

(E) Steering and maneuvering;

(F) Visibility (including restrictions due to loading);

(G) Fork and attachment adaptation, operation, and use limitations;

(H) Vehicle capacity;

(I) Vehicle stability;

(J) Any vehicle inspection and maintenance that the operator will be required to perform;

(K) Refueling and/or charging and recharging of batteries;

(L) Operating limitations;

(M) Any other operating instructions, warnings, or precautions listed in the operator's manual for the types of vehicle that the employee is being trained to operate

Powered Industrial Truck Operator Training Continued

Training Requirements

(2) Workplace-related topics:

(A) Surface conditions where the vehicle will be operated;

(B) Composition of loads to be carried and load stability;

(C) Load manipulation, stacking, and unstacking;

(D) Pedestrian traffic in areas where the vehicle will be operated;

(E) Narrow aisles and other restricted places where the vehicle will be operated;

(F) Hazardous (classified) locations where the vehicle will be operated;

(G) Ramps and other sloped surfaces that could affect the vehicle's stability;

(H) Closed environments and other areas where insufficient ventilation or poor vehicle maintenance could cause a build-up of carbon monoxide or diesel exhaust;

Powered Industrial Truck Operator Training Continued

Training Requirements

(I) Other unique or potentially hazardous conditions in the workplace that could affect safe operation.

(d) **Refresher training and evaluation.** Refresher training, including an evaluation of the effectiveness of that training, shall be conducted as required by subsection (d)(1) to ensure that the operator has the knowledge and skills needed to operate the powered industrial truck safely.

(1) Refresher training in relevant topics shall be provided to the operator when:

(A) The operator has been observed to operate the vehicle in an unsafe manner;

(B) The operator has been involved in an accident or near-miss incident;

(C) The operator has received an evaluation that reveals that the operator is not operating the truck safely;

(D) The operator is assigned to drive a different type of truck; or

Powered Industrial Truck Operator Training Continued

Training Requirements

(2) An evaluation of each powered industrial truck operator's performance shall be **conducted at least once every three years.**

(e) Avoidance of duplicative training. If an operator has previously received training in a topic specified in subsection (c) of this section, and such training is appropriate to the truck and working conditions encountered, additional training in that topic is not required if the operator has been evaluated and found competent to operate the truck safely.

(f) Certification. The employer shall certify that each operator has been trained and evaluated as required by this section. The certification shall include the name of the operator, the date of the training, the date of the evaluation, and the identity of the person(s) performing the training or evaluation.

Powered Industrial Truck Operator Training Continued

Training Requirements

(g) Dates. The employer shall ensure that operators of powered industrial trucks are trained, as appropriate, in accordance with the following dates:

(1) If the employee was hired before July 15, 2000, the initial training and evaluation of that employee must be completed by July 15, 2000;

(2) If the employee was hired after July 15, 2000, the initial training and evaluation of that employee must be completed before the employee is assigned to operate a powered industrial truck.

Exception: Agricultural operations as defined in Section 3437 of the General Industry Safety Orders are exempt from the requirements of Section 3668.

Powered Industrial Truck Operator Training Continued

Additional Resources

- **Operating Rules**
 - <https://www.dir.ca.gov/title8/3664.html>
- **Operating Rules of Industrial Trucks Poster.**
 - https://www.dir.ca.gov/dosh/dosh_publications/IndTrucks_eng.pdf

Bureau of Automotive Repair Smog Check Program



Vehicles That Need a Smog Check Inspection

- Gasoline, hybrid, and alternative-fuel vehicles - model year 1976 and newer
- Diesel vehicles - model year 1998 and newer
- RVs, motorhomes, collector cars, and government vehicles that meet the above criteria also need a Smog Check.

Vehicles That **Do Not** Need a Smog Check Inspection

- Gasoline, hybrid, and alternative-fuel vehicles - eight model years and newer (for vehicle registration renewal only)
- Gasoline, hybrid, and alternative-fuel vehicles - four model years and newer (for change of ownership only)
- Gasoline, hybrid, and alternative-fuel vehicles - model year 1975 and older

Bureau of Automotive Repair Smog Check Program Continued

Vehicles That **Do Not** Need a Smog Check Inspection

- Gasoline, hybrid, and alternative-fuel vehicles - eight model years and newer (for vehicle registration renewal only)
- Gasoline, hybrid, and alternative-fuel vehicles - four model years and newer (for change of ownership only)
- Gasoline, hybrid, and alternative-fuel vehicles - model year 1975 and older
- Diesel vehicles - model year 1997 and older
- Diesel vehicles - with a gross vehicle weight rating of more than 14,000 pounds
- Electric vehicles
- Motorcycles

Bureau of Automotive Repair Smog Check Program Continued

When a Smog Check is Required

- **Generally**
 - **A Smog Check is required every other year to renew your vehicle registration. Check your DMV registration Renewal notice for one of these messages:**
 - **“Smog Certification Required”**
 - **“Smog Certification Required at a STAR station”**
- **Change of Ownership**
 - **If you're selling your vehicle, a Smog Check is required before you sell it. Be sure to give the buyer a copy of the vehicle inspection report.**

Bureau of Automotive Repair Smog Check Program Continued

When a Smog Check is Required

- **Change of Ownership**
 - **If you're buying a used vehicle from a private seller, it must have passed a Smog Check within the last 90 days. Ask the seller for a copy of the vehicle inspection report. You can also check the vehicle's inspection history online.**
 - **If you're buying a used vehicle from a dealership, it must have passed a Smog Check within the past two years.**
 - **If a family member bought you a vehicle, a Smog Check is usually required. Transferring a vehicle between immediate family members does not require a Smog Check.**

Bureau of Automotive Repair Smog Check Program Continued

Model year exceptions

- Gasoline, hybrid, and alternative-fuel vehicles generally need a Smog Check. But, there are exceptions for certain newer model year vehicles. These exceptions depend on the vehicle's model year and the specific inspection requirement. **There are no model year exceptions for diesel vehicles.**
- Here are the exceptions for gasoline, hybrid, and alternative-fuel vehicles:
 - **Eight model years and newer - do not need a Smog Check** for vehicle registration renewal. Instead, California law requires a smog abatement fee. This fee is due with your DMV vehicle registration renewal fees.
 - **Four model years and newer - do not need a Smog Check for a change of ownership.** Instead, California law requires a smog transfer fee. This fee is due to DMV to transfer the vehicle title.

Bureau of Automotive Repair Smog Check Program Continued

Fleet Operations

- **BAR's Fleet Operations Unit monitors federal, state, county, city, and special district agency compliance with Smog Check requirements for vehicle fleets pursuant to Health and Safety Code section 44019.**

Continuous Testing Program (CTP) Pilot

- **Government agencies that own and/or operate vehicles in California are subject to Smog Check Program requirements. The law requires that every vehicle affected by program requirements be smog tested and the results reported to the Bureau of Automotive Repair (BAR). Government agencies that wish to participate in BAR's Continuous Testing Program (CTP) pilot must complete and submit this enrollment application for review and approval**

Bureau of Automotive Repair Smog Check Program Continued

Continuous Testing Program (CTP) Pilot Participating Telematics Providers 3/19/2026

- Forward Thinking Systems, LLC
- Geotab Inc.
- GPS Insight
- Networkfleet
- Samsara Inc.
- Verizon Connect

CTP Pilot Enrollment Application:

<https://www.bar.ca.gov/services/fine/publicletterofresponseform?form=ctp>

Bureau of Automotive Repair Smog Check Program Continued

Fleet Operations

- **BAR's Fleet Operations Unit monitors federal, state, county, city, and special district agency compliance with Smog Check requirements for vehicle fleets pursuant to Health and Safety Code section 44019.**

<https://www.bar.ca.gov/fleets>

Continuous Testing Program (CTP) Pilot

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Bureau of Automotive Repair Smog Check Program Continued

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Bureau of Automotive Repair Smog Check Program Continued

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Bureau of Automotive Repair Smog Check Program Continued

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Contra Costa County

Marin County

Napa County

Solano County

Sonoma County

Electric Vehicle Charging Station Testing

2020 Electric Vehicle Supply Equipment (EVSE) Regulation

Applicability



- Electric Vehicle Supply Equipment (EVSE) – Charging Stations

EVSE NOT Subject to the Regulation

1. EVSE wholly owned and operated by public utilities, public entities, and municipalities;
2. EVSE which are not used for commercial purposes;
3. EVSE that dispense electricity as motor vehicle fuel at no cost to the consumer; and
4. EVSE that deliver wholesale electricity.

Electric Vehicle Charging Station Testing Continued

Who Is Affected by this Regulation

- **Manufacturers of commercial EVSE.** EVSE intended for commercial purposes must be type evaluated and approved by either the California Type Evaluation Program or the National Type Evaluation Program. More information is available on DMS' [California Type Evaluation Program webpage](#) or the National Institute of Standards and Technology's [National Type Evaluation Program webpage](#).
- **Businesses that own or operate commercial EVSE.** A business that owns or operates commercial retail EVSE must register each device with the local county office of weights and measures.
- **Businesses that install or repair commercial EVSE.** Any business that installs or repairs commercial EVSE must license with DMS as a registered service agency, provide proof of certified and traceable standards, and maintain a copy of current, applicable laws, regulations, and test methods. Before any work can be done, the business's repair technicians must also license with DMS as a registered service agent. More information about registering with DMS is available on the [Registered Service Agency webpage](#).

Electric Vehicle Charging Station Testing Continued

Who Is Affected by this Regulation

- **State and County Weights and Measures Officials.** The Department has authority over weights and measures devices used for commercial purposes. It also supervises and oversees the work of each county office of weights and measures. DMS works closely with county officials who perform most of the routine field inspecting, testing, and sealing of devices used for commercial purposes. County officials also inspect for proper labeling and advertising of devices such as EVSE. Contact information for each county is available on the Department's [County Agriculture/Weights & Measures Departments webpage](#).
- **Consumers.** The EVSE regulation aids consumers by facilitating an "apple-to-apple" price comparison of electricity sold at different locations. Uniform requirements for price advertising and EVSE labeling helps eliminate inconsistent, misleading, or fraudulent business practices by retailers. See the Electric Vehicle Owners' Questions section below for additional consumer related FAQs.

Electric Vehicle Charging Station Testing

2020 Electric Vehicle Supply Equipment (EVSE) Regulation

Enforcement Dates

- January 1, 2021. All new commercial **AC** EVSE installed on or **after January 1, 2021**, will be fully subject to the regulation.
- January 1, 2023. All new commercial **DCFC** EVSE installed on or **after January 1, 2023**, will be fully subject to the regulation.
- January 1, 2031. All commercial **AC** EVSE installed **prior to January 1, 2021**, must comply with the regulation **by January 1, 2031**.
- January 1, 2033. All commercial **DCFC** EVSE installed **prior to January 1, 2023**, must comply with the regulation **by January 1, 2033**.

Electric Vehicle Charging Station Testing - Continued

Additional Information

- California Department of Food and Agriculture (CDFA) Zero-Emission Vehicle Projects
 - <https://www.cdfa.ca.gov/dms/programs/zevfuels/>
- CDFA EVSE Educational Resources
 - EVSE Infor Hour on Thursday, March 26, 2026 from 1:30PM to 2:30PM on Microsoft Teams. The Info Hour will provide updates and will address questions from stakeholders on the legal requirements for EVSE installed for commercial purposes.
 - To submit a request for access to the Teams Link, or to submit a question that you would like addressed, please email DMS@cdfa.ca.gov and include “**EVSE Info Hour**” in the subject line.

Electric Vehicle Charging Station Testing - Continued

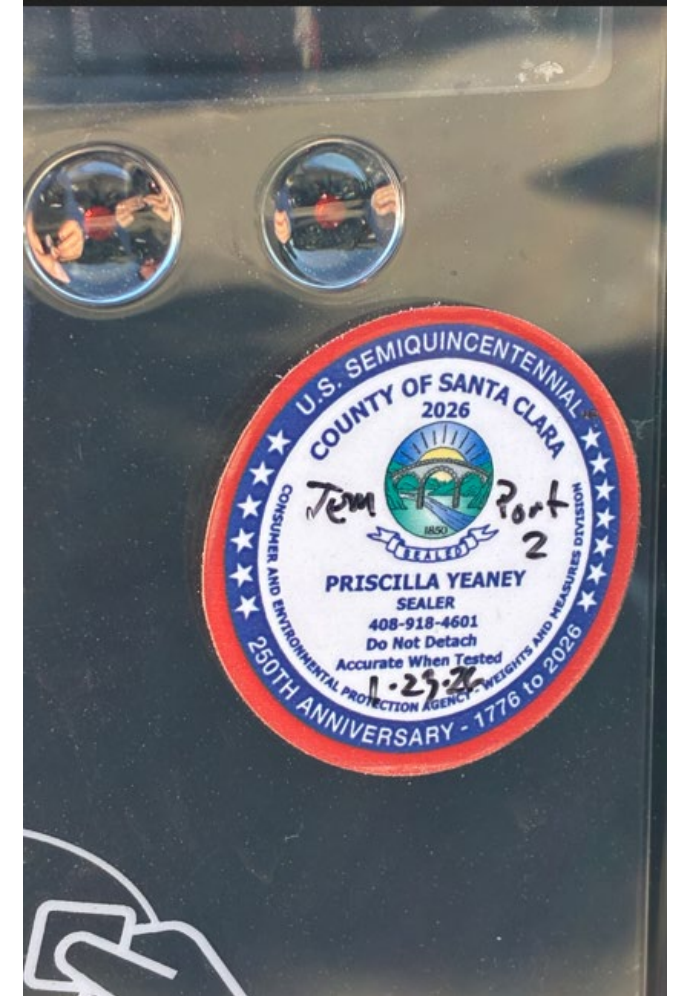
Additional Information

- CDFA EVSE Educational Resources
 - Previous EVSE Info Hour CDFA staff responses to questions
 - December 16, 2025
 - https://www.cdfa.ca.gov/dms/docs/20251216_Info_Hour_Responses.pdf
 - September 30, 2025
 - https://www.cdfa.ca.gov/dms/pdfs/20250930_Info_hr_resp.pdf
 - September 17, 2025
 - https://www.cdfa.ca.gov/dms/docs/20250925_Info_Hour_Responses.pdf

Electric Vehicle Charging Station Testing - Continued

Fees Charge for Testing

- Set by Government entity performing the testing
- Fees can be by station or port
- Can take 15 to 30 minutes per test
- A certification decal will be placed on the station after it passes the testing



Example of Certification Decal

Thank You to the NorCal Clean Cities and Communities, Fleet Associations, and Partners that Helped Make this Recording Possible



Contact Information



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