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TEMPORARY ADMINISTRATIVE ORDER
INCLUDING STATEMENT OF NEED & JUSTIFICATION
DEQ 23-2024
CHAPTER 340
DEPARTMENT OF ENVIRONMENTAL QUALITY

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FILING CAPTION: Temporary: Advanced Clean Truck Rules

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NEED FOR THE RULE(S):

What need is DEQ trying to address?

CARB recently adopted minor amendments to the ACT rule. These amendments provide additional compliance flexibilities for manufacturers to meet the requirements and DEQ's intended action addresses some practical implementation challenges. It ensures these compliance flexibilities are incorporated to allow manufacturers to take advantage of them when implementation of the ACT rule begins with the 2025 vehicle model year. Adoption of the rule also ensures Oregon's program maintains identity with California's rules, as required under Section 177 of the Clean Air Act.

Following the adoption of prior amendments to delay the HD Omnibus rule for one year, DEQ staff continued to engage in conversations with manufacturers, dealers, fleets and clean air advocates. Several manufacturers have recently communicated to DEQ that in 2025 they are:

- 1) Expecting to have very limited availability of engines that are compliant with the HD Omnibus rule.
- 2) Expecting to limit their use of compliance flexibilities that are available under the rule such as credit purchases and emission offset projects.
- 3) Expecting to place restrictions on dealers that order new vehicles such as requiring a zero-emission vehicle to be sold prior to releasing any diesel-powered vehicles for sale.

CARB staff have addressed similar truck availability concerns in a memo to their board. This situation has raised concern among fleet owners and managers that there will be an extremely limited supply of new conventionally fueled medium- and heavy-duty vehicles available for sale in Oregon next year.

How would the proposed rule address the need?

The proposed temporary rule clarifies that compliance determination and sales reporting requirements are both defined when vehicles are produced and delivered for sale in the state, increases the deficit makeup period from one year to three years, incorporates an additional certification pathway for complete medium-duty zero emission vehicles, and modifies the manufacturer definition as well as adding a definition for secondary vehicle manufacturer.

Manufacturers have indicated to DEQ some of the challenges with meeting the existing ACT requirements and are choosing to impose sales mandates on dealers and fleets to ensure they can comply. These changes provide additional options for truck manufacturers in meeting their compliance obligations.

The proposed temporary rule would delay the implementation of the HD Omnibus rules for one year. It will provide the manufacturers and buyers with compliance certainty for the year 2025 and continue to allow the delivery and sale of federally certified engines for an additional year. If the proposed temporary rules are adopted, the HD Omnibus rules go into effect with engine model year 2026 and/or vehicle model year 2027 depending on the specific rule section. The rule also incorporates minor changes to the HD Omnibus rule, to include additional flexibilities for manufacturers to certify complete medium duty ZEVs and eliminates language referring to trailers that was overturned in a court challenge. This allows manufacturers additional certification options and provides clarity on who the regulations apply to.

JUSTIFICATION OF TEMPORARY FILING:

Finding of serious prejudice

Failing to act promptly would result in serious prejudice to the interests of vehicle and engine manufacturers, public and private fleets that are seeking to acquire new medium- and/or heavy-duty vehicles in 2025 and vehicle dealers that sell new medium- and heavy-duty vehicles. If the EQC fails to act, public and private fleets may not be able to purchase compliant new medium- and heavy-duty vehicles as their needs dictate, vehicle dealers may need to stop selling or sell fewer new medium- and heavy-duty vehicles and vehicle and engine manufacturers may stop selling these vehicles and engines into Oregon.

Consequences of not taking immediate action

If the commission does not adopt these temporary proposed rules, DEQ's existing rules would conflict with California's rules as amended in October 2024. This conflict would likely create risk for companies selling new medium- and heavy-duty vehicles in Oregon which could lead to temporary stoppages of sales or manufacturer-led restrictive sales mandates of these new vehicles into Oregon. This supply restriction could create problems for both public and private fleets that need to purchase new vehicles in 2025 either as replacements or for fleet expansion. Not taking action could also harm businesses that rely on revenue from the sale of these vehicles.

Affected parties

- Public and private fleets that need to acquire new medium- and/or heavy-duty vehicles in 2025
- Vehicle dealerships that sell new medium- and heavy-duty vehicles with internal combustion or zero emission engines
- Vehicle manufacturers that sell medium- and heavy-duty vehicles with internal combustion or zero emission engines
- Engine manufacturers that sell internal combustion engines that are included in medium- and heavy-duty vehicles

Why or how failing to act immediately would cause the harm described above

The harm described above would occur if EQC does not act immediately because engine and vehicle manufacturers are restricting the sale of new medium- and heavy-duty engines and vehicles into Oregon. It would also not make available the additional options vehicle manufacturers could utilize to comply with the Advanced Clean Truck Rule. That would likely lead to a cascade of impacts that are described above.

How temporary rule would avoid or mitigate consequences

If EQC adopts the proposed temporary amendment, this will prevent the harm described above because it provides additional options vehicle manufacturers can factor into their compliance approach for the Advanced Clean Truck Rule. It gives manufacturers more time and flexibility to make up any deficits accrued for a model year, especially in the face

of supply chain issues or market conditions. Additionally, clarifying when a vehicle is delivered for sale for a manufacturer to claim credit, provides more certainty for the manufacturer in determining their sales allocations for zero emission and internal combustion engines. For the HD Omnibus Rule, delayed implementation would provide more time for engine manufacturers to bring CARB certified products to market. Delaying for another year also gives DEQ the ability to learn from the California implementation for model year 2024 and 2025.

DOCUMENTS RELIED UPON, AND WHERE THEY ARE AVAILABLE:

Clean Truck Rules - Staff Report to Oregon's Environmental Quality Commission, Nov 2021
https://www.oregon.gov/deq/EQCdocs/111721_C_CleanTrucks.pdf

California Air Resources Board Staff Report: Initial Statement of Reasons – Proposed Amendments to the Heavy-Duty Engine and Vehicle Omnibus Regulation
<https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2023/hdomnibus2023/isor.pdf>

California Air Resources Board and the Truck and Engine Manufacturers Association Clean Truck Partnership Agreement https://ww2.arb.ca.gov/sites/default/files/2023-07/Final%20Agreement%20between%20CARB%20and%20EMA%202023_06_27.pdf

California Air Resources Board Staff Report: Initial Statement of Reasons – Proposed Amendments to the Advanced Clean Trucks Regulation and the Zero-Emission Powertrain Certification Test Procedure
<https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2024/actzepcert/isor.pdf>

California Air Resources Board Memorandum: California Truck Availability Analysis
https://ww2.arb.ca.gov/sites/default/files/2024-09/240925_actmemo_ADA_0.pdf

HOUSING IMPACT STATEMENT:

The proposed temporary rule amendments seek to adopt by reference minor amendments to California's Advanced Clean Truck Rule and delay implementation of the Emission Standards for New Heavy-Duty Trucks (HD Omnibus) in OAR Chapter 340, Division 261 by one year. The temporary proposed rule would delay the start of the HD Omnibus rule from engine model year 2025 to engine model year 2026.

As ORS 183.534 requires, DEQ evaluated whether the proposed rules would have an effect on the development cost of a 6,000-square-foot parcel and construction of a 1,200-square-foot detached, single-family dwelling on that parcel. DEQ determined the proposed rules would have no effect on development costs because they only affect manufacturers of new medium- and heavy-duty vehicles and engines. While indirect impacts to transportation costs that are related to the supply of new medium- and heavy-duty vehicles are possible, DEQ is unable to estimate the extent of such an impact. However, that impact would likely be to avoid an increase in the price of new vehicles associated with supply restrictions and lack of market availability of HD Omnibus compliant engines and for higher costs associated with manufacturers having fewer compliance options to meet the Advanced Clean Truck Rule.

NOTE: Additional PDF filed with this filing not included in this document. Please contact Department of Environmental Quality for a copy of this document.

RULES:

340-257-0050, 340-261-0020, 340-261-0040, 340-261-0050

AMEND: 340-257-0050

RULE TITLE: Incorporation by Reference and Program Review

RULE SUMMARY: • Adopt by reference minor amendments to California's Advanced Clean Truck Rule; and

• Delay the start of the Emission Standards for New Heavy-Duty Trucks Rule implementation from engine model year 2025 to engine model year 2026.

RULE TEXT:

(1) For purposes of applying the incorporated sections of the California Code of Regulations in sections (2) and (3), unless otherwise specified in this division or the application is clearly inappropriate, "California" means "Oregon," "Air Resources Board (ARB)" or "California Air Resources Board (CARB)" means "Department of Environmental Quality" or "Environmental Quality Commission," depending on context, and "Executive Officer" means the DEQ director or director's designee. Where such incorporated sections of the California Code of Regulations refer to states that have also adopted California's regulations under Clean Air Act section 177, such references shall be interpreted to include both California and any other such states. Where such incorporated sections of the California Code of Regulations refer to enforcement and civil penalty authority under the California Health and Safety Code for violation of those regulations, such references shall be interpreted to authorize DEQ to pursue enforcement of such violations under ORS chapters 468 and 468A and OAR chapter 340, division 12.

(2) Emission standards, warranty, recall and other California provisions adopted by reference. Each manufacturer of new 2009 and subsequent model year passenger cars, light-duty trucks, and medium-duty vehicles must comply with each applicable standard specified in the following sections of the California Code of Regulations (CCR), Title 13, which are incorporated by reference herein. References to provisions of CCR, Title 13 in this division are to such provisions effective on the California effective dates listed in this section:

(a) Section 1900: Definitions. California adopted date 8/25/22.

(b) Section 1956.8(a)(8), (g) and (h): Exhaust Emission Standards and Test Procedures — 1985 and Subsequent Model Heavy Duty Engines and Vehicles. California adopted date 10/24/24.

(c) Section 1960.1: Exhaust Emission Standards and Test Procedures — 1981 and through 2006 Model Passenger Cars, Light-Duty and Medium-Duty Vehicles. California effective date 12/31/12.

(d) Section 1961: Exhaust Emission Standards and Test Procedures — 2004 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 12/31/12.

(e) Section 1961.1: Greenhouse Gas Exhaust Emission Standards and Test Procedures - 2009 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 8/7/12.

(f) Section 1961.2: Exhaust Emission Standards and Test Procedures — 2015 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California adopted date 8/25/22.

(g) Section 1961.3: Greenhouse Gas Emission Standards and Test Procedures — 2017 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective adopted date 8/25/22.

(h) Section 1961.4: Exhaust Emission Standards and Test Procedures — 2026 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California adopted date 8/25/22 except that subsection 1961.4(g)(1) is not adopted by reference.

(i) Section 1962: Zero-Emission Vehicle Standards for 2005 through 2008 Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles. California effective date 2/13/2010.

(j) Section 1962.1: Zero-Emission Vehicle Standards for 2009 through 2017 Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 1/1/16.

(k) Section 1962.2: Zero-Emission Vehicle Standards for 2018 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California adopted date 8/25/22.

(l) Section 1962.3: Electric Vehicle Charging Requirements. California adopted date 8/25/22.

(m) Section 1962.4: Zero Emission Vehicle Standards for 2026 and Subsequent Model Year Passenger Cars and Light-Duty Trucks. California adopted date 8/25/22; except that subsection 1962.4(e)(2)(A)3 is not adopted by reference.

(n) Section 1962.5: Data Standardization Requirements for 2026 and Subsequent Model Year Light-Duty Zero Emission

Vehicles and Plug-in Hybrid Electric Vehicles. California adopted date 8/25/22.

(o) Section 1962.6: Battery Labeling Requirements. California adopted date 8/25/22.

(p) Section 1962.7: In-Use Compliance, Corrective Action and Recall Protocols for Zero Emission for 2026 and Subsequent Model Year Passenger Cars and Light-Duty Trucks. California adopted date 8/25/22.

(q) Section 1962.8: Warranty Requirements for Zero Emission and Batteries in Plug-in Hybrid Electric 2026 and Subsequent Model Year Passenger Cars and Light-Duty Trucks. California adopted date 8/25/22.

(r) Section 1965: Emission Control and Smog Index Labels - 1979 and Subsequent Model Year Vehicles. California adopted date 8/25/22.

(s) Section 1968.2: Malfunction and Diagnostic System Requirements — 2004 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California adopted date 8/25/22.

(t) Section 1968.5: Enforcement of Malfunction and Diagnostic System Requirements for 2004 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines. California effective date 7/25/16.

(u) Section 1976: Standards and Test Procedures for Motor Vehicle Fuel Evaporative Emissions. California adopted date 8/25/22.

(v) Section 1978: Standards and Test Procedures for Vehicle Refueling Emissions. California adopted date 8/25/22.

(w) Section 2035: Purpose, Applicability and Definitions. California adopted date 9/9/21.

(x) Section 2036: Defects Warranty Requirements for 1979 Through 1989 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles; 1979 and Subsequent Model Motorcycles and Heavy-Duty Vehicles; and Motor Vehicle Engines Used in Such Vehicles; and 2020 and Subsequent Model Year Trailers. California effective date 4/1/22.

(y) Section 2037: Defects Warranty Requirements for 1990 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles and Motor Vehicle Engines Used in Such Vehicles. California adopted date 8/25/22.

(z) Section 2038: Performance Warranty Requirements for 1990 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles and Motor Vehicle Engines Used in Such. California adopted date 8/25/22.

(aa) Section 2039: Emission Control System Warranty Statement. California effective date 12/26/90.

(bb) Section 2040: Vehicle Owner Obligations. California effective date 12/26/90.

(cc) Section 2046: Defective Catalyst. California effective date 2/15/79.

(dd) Section 2109: New Vehicle Recall Provisions. California effective date 12/30/83.

(ee) Section 2111: Applicability. California adopted date 9/9/21.

(ff) Section 2112: Definitions. California adopted date 8/25/22.

(gg) Appendix A to Article 2.1. California effective date 8/16/2009.

(hh) Section 2113: Initiation and Approval of Voluntary and Influenced Recalls. California adopted date 9/9/21.

(ii) Section 2114: Voluntary and Influenced Recall Plans. California adopted date 9/9/21.

(jj) Section 2115: Eligibility for Repair. California adopted date 9/9/21.

(kk) Section 2116: Repair Label. California adopted date 9/9/21.

(ll) Section 2117: Proof of Correction Certificate. California adopted date 9/9/21.

(mm) Section 2118: Notification. California adopted date 9/9/21.

(nn) Section 2119: Record keeping and Reporting Requirements. California adopted date 9/9/21.

(oo) Section 2120: Other Requirements Not Waived. California effective date 1/26/95.

(pp) Section 2122: General Provisions. California effective date 12/8/2010.

(qq) Section 2123: Initiation and Notification of Ordered Emission-Related Recalls. California adopted date 9/9/21.

(rr) Section 2124: Availability of Public Hearing. California effective date 1/26/95.

(ss) Section 2125: Ordered Recall Plan. California adopted date 9/9/21.

(tt) Section 2126: Approval and Implementation of Recall Plan. California adopted date 9/9/21.

(uu) Section 2127: Notification of Owners. California adopted date 9/9/21.

(vv) Section 2128: Repair Label. California adopted date 9/9/21.

(ww) Section 2129: Proof of Correction Certificate. California adopted date 9/9/21.

(xx) Section 2130: Capture Rates and Alternative Measures. California adopted date 9/9/21.

- (yy) Section 2131: Preliminary Tests. California adopted date 9/9/21.
 - (zz) Section 2132: Communication with Repair Personnel. California effective date 1/26/95.
 - (aaa) Section 2133: Record keeping and Reporting Requirements. California adopted date 9/9/21.
 - (bbb) Section 2135: Extension of Time. California effective date 1/26/95.
 - (ccc) Section 2141: General Provisions. California adopted date 9/9/21.
 - (ddd) Section 2142: Alternative Procedures. California adopted date 9/9/21.
 - (eee) Section 2143: Failure Levels Triggering Recall. California adopted date 9/9/21.
 - (fff) Section 2144: Emission Warranty Information Report. California adopted date 9/9/21.
 - (ggg) Section 2145: Field Information Report. California adopted date 9/9/21.
 - (hhh) Section 2146: Emissions Information Report. California adopted date 9/9/21.
 - (iii) Section 2147: Demonstration of Compliance with Emission Standards. California adopted date 8/25/22.
 - (jjj) Section 2148: Evaluation of Need for Recall. California adopted date 9/9/21.
 - (kkk) Section 2149: Notification of Subsequent Action. California adopted date 9/9/21.
 - (III) Section 2235: Requirements. California effective date 8/8/12.
- (3) Emission standards, warranty, recall and other California provisions adopted by reference. Each manufacturer of new 2025 and subsequent model year medium-duty and heavy-duty vehicles must comply with each applicable standard specified in the following sections of the California Code of Regulations (CCR), Title 13, which are incorporated by reference herein. References to provisions of CCR, Title 13 in this division are to such provisions effective on the California effective dates listed in this section:
- (a) Section 1963 Advanced Clean Trucks Purpose, Applicability, Definitions, and General Requirements. California adopted date 10/24/24.
 - (b) Section 1963.1 Advanced Clean Trucks Deficits Section. California adopted date 10/24/24.
 - (c) 1963.2 Advanced Clean Trucks Credit Generation, Banking, and Trading Section. California adopted date 10/24/24.
 - (d) 1963.3 Advanced Clean Trucks Compliance Determination Section. California adopted date 10/24/24.
 - (e) 1963.4 Advanced Clean Trucks Reporting and Recordkeeping Section. California adopted date 10/24/24.
- (4) Program Review. Beginning in 2028 and every two years through 2034, DEQ will provide a review of program implementation in Oregon including but not limited to:
- (a) An evaluation of vehicle manufacturer compliance;
 - (b) A Summary of publicly available information on vehicle and battery costs;
 - (c) An assessment of the deployment of ZEVs in low-income and disadvantaged communities;
 - (d) A description of the geographic distribution of new and used ZEVs and PHEVs by registration;
 - (e) An evaluation of the electrical grid and its current capacity to meet the charging needs related to ZEV light-duty vehicles; and
 - (f) A Summary of infrastructure deployment.

STATUTORY/OTHER AUTHORITY: ORS 468.020, 468A.025, 468A.360, ORS 468.020, 468A.025, 468A.360

STATUTES/OTHER IMPLEMENTED: ORS 468.010, 468A.015, 468A.025, 468A.360, ORS 468.010, 468A.015, 468A.025, 468A.360

AMEND: 340-261-0020

RULE TITLE: Applicability

RULE SUMMARY: • Delay the start of the Emission Standards for New Heavy-Duty Trucks Rule implementation from engine model year 2025 to engine model year 2026.

RULE TEXT:

This division is in effect as of January 1, 2022 and applies to and establishes requirements for medium- and heavy-duty truck engine manufacturers, Oregon truck dealers, all 2026 and subsequent model year on-highway heavy-duty engines, and all 2027 and subsequent model year trucks delivered for sale or sold in the State of Oregon, except as provided in OAR 340-261-0060 Exemptions.

STATUTORY/OTHER AUTHORITY: ORS 468.020, ORS 468A.025, 468A.360

STATUTES/OTHER IMPLEMENTED: ORS 468A.025, 468A.360, ORS 468A.010, 468A.015, 468A.050, 468A.279

AMEND: 340-261-0040

RULE TITLE: Requirement to Meet California Vehicle Emission Standards

RULE SUMMARY: • Delay the start of the Emission Standards for New Heavy-Duty Trucks Rule implementation from engine model year 2025 to engine model year 2026.

RULE TEXT:

(1) Starting with the 2026 engine model year and for each engine model year thereafter no person may deliver for sale, or sell, in Oregon any new on-highway heavy-duty engine unless such engine is certified to the California emission standards as required under OAR 340-261-0050, except as provided in OAR 340-261-0060, Exemptions.

(2) Starting with the 2027 model year and for each model year thereafter no person may deliver for sale, or sell, in Oregon any new medium- or heavy-duty truck unless such vehicle is certified to the California emission standards as required under OAR 340-261-0050, except as provided in OAR 340-261-0060, Exemptions.

(3) All motor medium- and heavy-duty truck manufacturers and dealers must comply with the sales and reporting requirements contained in this division.

STATUTORY/OTHER AUTHORITY: ORS 468.020, ORS 468A.025, 468A.360

STATUTES/OTHER IMPLEMENTED: ORS 468A.025, 468A.360, ORS 468A.010, 468A.015, 468A.050, 468A.279

AMEND: 340-261-0050

RULE TITLE: Incorporation by Reference

RULE SUMMARY: • Delay the start of the Emission Standards for New Heavy-Duty Trucks Rule implementation from engine model year 2025 to engine model year 2026.

RULE TEXT:

- (1) For purposes of applying the incorporated sections of the California Code of Regulations described in this rule, "California" or "CA" means "Oregon" or "OR," respectively, and "Air Resources Board (ARB)" or "California Air Resources Board (CARB)" means Department of Environmental Quality (DEQ) or Environmental Quality Commission (EQC) depending on context, unless otherwise specified in this division or the application is clearly inappropriate.
- (2) The sections of the California Code of Regulations (CCR), Title 13 and Title 17, adopted by reference in sections (3) and (4) are in addition to, and compatible with, the CCR, Title 13, standards and requirements adopted by reference under OAR 340-257-0050. It is the intent of this rule that the standards and requirements adopted by reference under OAR 340-257-0050 also apply in Oregon to the on-highway medium- and heavy-duty engines and vehicles regulated by the CCR, Title 13 and Title 17, standards and requirements adopted by reference in this rule, to the same extent and identical to how they would apply in California.
- (3) Emission standards, testing procedures, warranty, reporting, enforcement, recall and other California provisions adopted by reference. Each manufacturer of new 2026 and subsequent model year on-highway medium- and heavy-duty engines and 2027 and subsequent model year trucks must comply with each of the following applicable standards specified in CCR, Title 13 as incorporated by reference herein:
- (a) Section 1956.8(a) – (f) and (i): Exhaust Emission Standards and Test Procedures – 1985 and Subsequent Model Heavy Duty Engines and Vehicles. California adopted date 10/24/24. Except that CCR Title 13, Section 1956.8(a)(2)(F) "Transit Agency Diesel-Fueled Bus Engine Exemption Request" shall be disregarded and is not incorporated by reference.
- (b) Section 1971.1: On-Board Diagnostic System Requirements – 2010 and Subsequent Model-Year Heavy-Duty Engines. California adopted date 12/28/2023.
- (c) Section 2036: Defects Warranty Requirements for 1979 Through 1989 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles; 1979 and Subsequent Model Motorcycles and Heavy-Duty Vehicles; and Motor Vehicle Engines Used in Such Vehicles; and 2020 and Subsequent Model Year Trailers. California effective date 4/1/22.
- (d) Section 2121: Penalties. California adopted date 9/9/21. Except that the reference in this regulation to "a violation of Health and Safety Code Section 43105" shall be disregarded and is not incorporated by reference.
- (e) Section 2137: Vehicle, Engine, and Trailer Selection. California effective date 4/1/22.
- (f) Section 2139: Testing. California adopted date 9/9/21.
- (g) Section 2139.5: CARB Authority to Test for Heavy-Duty In-Use Compliance. California effective date 04/21/03.
- (h) Section 2140: Notification and Use of Test Results. California adopted date 9/9/21.
- (i) Section 2166: General Provisions. California adopted date 9/9/21.
- (j) Section 2166.1: Definitions. California adopted date 9/9/21.
- (k) Section 2167: Required Recall and Corrective Action for Failures of Exhaust After-Treatment Devices, On-Board Computers or Systems, Urea Dosers, Hydrocarbon Injectors, Exhaust Gas Recirculation Valves, Exhaust Gas Recirculation Coolers, Turbochargers, Fuel Injectors. California adopted date 9/9/21.
- (l) Section 2168: Required Corrective Action and Recall for Emission-Related Component Failures. California adopted date 9/9/21.
- (m) Section 2169: Required Recall or Corrective Action Plan. California adopted date 9/9/21.
- (n) Section 2169.1: Approval and Implementation of Corrective Action Plan. California adopted date 9/9/21.
- (o) Section 2169.2: Notification of Owners. California adopted date 9/9/21.
- (p) Section 2169.3: Repair Label. California adopted date 9/9/21.
- (q) Section 2169.4: Proof of Correction Certificate. California adopted date 9/9/21.

- (r) Section 2169.5: Preliminary Tests. California 9/9/21 date 9/9/21.
- (s) Section 2169.6: Communication with Repair Personnel. California adopted date 9/9/21.
- (t) Section 2169.7: Recordkeeping and Reporting Requirements. California adopted date 9/9/21.
- (u) Section 2169.8: Extension of Time. California adopted date 9/9/21.
- (v) Section 2423(n): Exhaust Emission Standards and Test Procedures – Off-Road Compression-Ignition Engines. California adopted date 9/9/21.
- (w) Section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. California adopted date 9/9/21.
- (4) Emission standards, testing procedures, warranty, reporting, enforcement, recall and other California provisions adopted by reference. Each manufacturer of new 2027 and subsequent model year on-highway medium- and heavy-duty vehicles must comply with each of the following applicable standards specified in CCR, Title 17 as incorporated by reference herein:
 - (a) Section 95660: Purpose. California effective date 1/1/2015.
 - (b) Section 95661: Applicability. California effective date 1/1/2015.
 - (c) Section 95662: Definitions. California effective date 12/22/21.
 - (d) Section 95663: Greenhouse Gas Exhaust Emission Standards and Test Procedures for New 2014 and Subsequent Model Heavy-Duty Vehicles. California effective date 12/22/21.

STATUTORY/OTHER AUTHORITY: ORS 468.020, ORS 468A.025, 468A.360

STATUTES/OTHER IMPLEMENTED: ORS 468A.025, 468A.360, ORS 468A.010, 468A.015, 468A.050, 468A.279