

MVCAC- California Air Resources Board Fact Sheet

Small Off-Road Engine Program (SORE)

In December 2021, the California Air Resources Board (CARB) approved regulatory revision requiring most small off-road engines (SORE) sold in California on or after January 1, 2024, to be zero-emission. CARB classifies small off-road engines as spark ignition engines which are 25 HP/375 cc or less. These are typically associated with lawn and garden equipment, portable generators, and pressure washers, but these small off-road engines are also present in a variety of mosquito control equipment.

List of Equipment that must have zero emission to be sold in California on or after January 1, 2024. (This is not meant to be an exhaustive list, always check with CARB and/or the equipment vendor)

Equipment included in new regulatory rule (list not exhaustive)

2024	2028
Chainsaws	25hp or less generators
Weedeaters	Hotsy Pressure Washer
Hedger	
Lawnmower	
Stihl Backpack	
Maruyama Backpack	
Hand foggers (Colt/Bullet)	
A-1 Mist blower	
Guardian Blower	
Trash/Sump Pumps	
Dynafogger	
LV8 ULV Sprayer	
London Foggers	
Clarke Gas Foggers	

Frequently Asked Questions

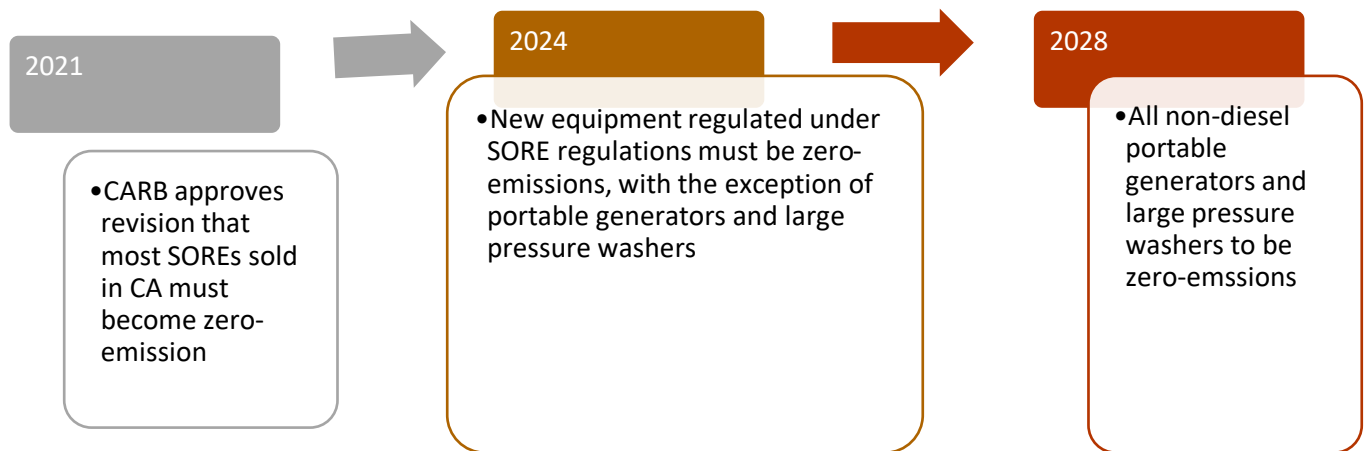
1. Do the new regulations affect existing equipment?
NO. The new regulations do not affect any equipment that has already been manufactured, the new regulations will only apply to equipment manufactured on or after January 1, 2024. **There are also NO bans on the use of existing equipment or the sale of existing equipment.**
2. Are there any grants to help support the transition from gas to ZEV equipment?
YES. Although not seen in all counties, the Carl Moyer Air Quality Attainment Program provides grant funding for some agencies to see reimbursement. For example, the San Joaquin Valley Air Pollution Control District offers the following to public agencies, landscapers and businesses:

EQUIPMENT TYPE	MAXIMUM AMOUNT PER EQUIPMENT
Edgers, String Trimmers, Hedge Trimmers, Chainsaws, Pole Saws and Brushcutters	Up to \$700
Leaf Blowers and Vacuums	Up to \$1,400
Walk-behind Mowers	Up to \$1,500
Ride-on/Stand-ride Mowers	Up to \$15,000
Additional Batteries and Chargers (for public schools in selected AB 617 Communities of Shafter, South Central Fresno, and Stockton only)	100% of purchase price for up to two (2) batteries and one (1) charger per piece of equipment purchased
Applicants that are not small businesses or public agencies must pay a minimum 15% cost share of eligible costs. Maximum funding amount may be reduced to ensure 15% cost share requirement is met.	

* Additional batteries and chargers acquired as part of the new equipment purchase may be included in the total eligible costs.

<https://ww2.arb.ca.gov/our-work/programs/zero-emission-landscaping-equipment/zero-emission-landscaping-equipment-incentive>

<https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program>



Resources:

<https://ww2.arb.ca.gov/resources/fact-sheets/sore-applicability-fact-sheet>

<https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore>

<https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore/resources>

CARB: Advanced Clean Fleets

The ACF regulation is the latest development in CARB’s decades-long history of setting increasingly stringent emission standards. The goal is to advance the introduction of zero-emission vehicles (ZEV) into California’s truck and bus fleets. These new requirements are phased in between 2024 and 2036, culminating in a manufacturing “ban” on all non-ZEVs.

There are two ways to be compliant with ACF.

The first option is a “**Model Year Schedule Timeline**”. Fleets can comply by replacing internal combustion engine (ICE) vehicles at the end of their useful life with ZEV vehicles. So, beginning January 1, 2024, when affected vehicles need to be replaced, they must be replaced with a ZEV. Furthermore, all ICE vehicles must be retired from service after 18 years or 8001 miles whichever comes first.

The second option is a “**Zero-Emission Milestone Timeline**” which is governed by a percentage milestone according to preset vehicle groups. It allows fleets full flexibility to manage composition over the phase-in period if ZEV milestone targets are met. This option allows continued purchase of fossil-fuel vehicles as long as the fleet composition target is met before the year when all ZEVs are required.

Fleet Milestones Option:

Percentage of vehicles that must be zero-emission	10%	25%	50%	75%	100%
Milestone Group 1: Box trucks, vans, buses with two axles, yard tractors, light-duty package delivery vehicles	2025	2028	2031	2033	2035 and beyond
Milestone Group 2: Work trucks, day cab tractors, buses with three axles	2027	2030	2033	2036	2039 and beyond
Milestone Group 3: Sleeper cab tractors and specialty vehicles	2030	2033	2036	2039	2042 and beyond

Navigating ACF: <https://www.xostrucks.com/blog/ixoi0y4d8fcfswncfnrqs37y15pzi>

Frequently Asked Questions

1. Does the ACF rules cover all vehicles?
NO. CARB’s ACF rule is only for vehicles over 8,500 GVWR (F-250 and larger). These vehicles are known as Class 2b-Class 8 on-road vehicles. <https://www.fleetequipmentmag.com/making-sense-of-truck-classification/>
2. HEVs are Not ZEVs

Under CARB's ACF rule, hybrid electric vehicles (HEVs) are not considered ZEVs. Keep this in mind when planning vehicle purchases. Here are the vehicle types that are considered ZEVs:

- Battery-electric vehicles
 - Hydrogen fuel cell electric vehicles.
 - Plug-in hybrid electric vehicles.
3. Are backup vehicles (those driven fewer than 1,000 miles per year) exempt?
YES. Vehicles that are part of your reserve fleet are exempt from the rule.
4. When must we begin implementing this program?

The deadline for the first reporting of the ZEV compliance requirement for fleets is **April 1, 2024.**

5. Who is responsible for compliance?

You are required to ensure that your fleet complies with the new rule. Local governments are required to keep records of compliant vehicle procurements for five years, must be available within 72 hours of a written or verbal request from CARB staff. Districts must submit an annual compliance report no later than

6. Are there any exemptions and/or flexibilities?

YES. Several have been implemented:

- ZEV purchase exemption
- Daily Usage Exemption
- Infrastructure Delay Provision
- Utility Exemption
- Zero-Emission Vehicle Delivery Delay
- Mutual Aid Exemption

7. Is there more time for small fleets and fleets operating in designated low population counties?

YES. Small government fleets (those with 10 or fewer vehicles) and those operating in low population counties that are using the ZEV Purchase Schedule can delay the start of their ZEV purchases until January 1, 2027, at which point 100% of vehicle purchase must be ZEV. However, fleets that meet these criteria must meet other regulation requirements, including reporting, starting January 1, 2024.

8. Which counties are designated low population counties?

Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Nevada, Plumas, Shasta, Sierra, Siskiyou, Sutter, Tehama, Tuolumne, and Yuba.



9. Are there any grants to help support the transition to ACF?
<https://ww2.arb.ca.gov/our-work/topics/incentives>
<https://fundingfindertool.org/>

Resources:

<https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/zev-truckstop>

<https://www.calcities.org/news/post/2023/11/29/what-cities-need-to-know-about-the-advanced-clean-fleet-rule>

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