



# UNDERSTANDING CALIFORNIA'S ADVANCED CLEAN FLEETS (ACF) RULE

Effective as of October 1, 2023, the ACF Rule mandates a measured transition to 100% zero-emission vehicles (ZEVs) by 2042 for:

- Most on road vehicles  $\geq$  8,501 lbs. GVWR
- On- and off-road yard tractors
- Some light-duty package delivery vehicles



**Compliance and reporting deadlines are fast approaching, so fleets need to start planning now!**

## THE ACF RULE SPLITS FLEETS INTO THREE CATEGORIES. EACH CATEGORY HAS ITS OWN REQUIREMENTS AND PATHWAYS TO COMPLIANCE.



### HIGH PRIORITY & FEDERAL FLEETS

**Definition:**

Any entity that owns, operates, or directs  $\geq$ 1 vehicle in California, and has:

- $\geq$  \$50 million in gross annual revenue; OR
- $\geq$  50 vehicles that it owns, operates, OR has common ownership or control over



### DRAYAGE TRUCKS

**Definition:**

All drayage trucks—regardless of fleet size—intending to begin or continue operations at California seaports or intermodal railyards.



### STATE & LOCAL GOVERNMENT FLEETS

**Definition:**

California state and local government fleets with vehicles  $\geq$  8,501 lbs. GVWR, including cities, state agencies, counties, public utilities & special districts.

## BEGINNING JANUARY 1, 2024:

### To Comply, Fleets Can Choose Between:

**Pathway 1 (Default Pathway): Model Year Schedule**

Fleets limit their new vehicle purchases to only ZEVs starting in 2024 while systematically removing older vehicles from operation.

**Pathway 2: Zero-Emission Vehicle Milestones (Must Opt-In)**

Fleets must meet yearly conversion targets to ensure an increasing percentage of their operations are ZEVs until they reach 100% by a set date.

### To Comply, Fleets Must Do the Following:

All new drayage trucks registering in Truck Regulation Upload Compliance and Reporting System (TRUCRS) must be ZEVs. (Note: For ICE drayage trucks to continue operating, they **must be registered in TRUCRS as Drayage by December 31, 2023.**)

**Starting January 1, 2025:**

Any vehicle 13 years or 800,000 miles (with a maximum of 18 years from the model year the engine and emission control system are first certified) must be removed from TRUCRS.

**Starting January 1, 2035:**

All drayage trucks registered in TRUCRS are required to be ZEVs.

### To Comply, Fleets Can Choose Between:

**Pathway 1 (Default Pathway): ZEV Purchase Requirement**

- By 2024, 50% of California fleet vehicle purchases in each calendar year must be ZEVs.
- By 2027, 100% of California fleet vehicle purchases in each calendar years must be ZEVs.

**Pathway 2: Zero-Emission Vehicle Milestones (Must Opt-In)**

Fleets must meet yearly conversion targets to ensure an increasing percentage of their operations are ZEVs until they reach 100% by a set date.

# UNDERSTANDING PATHWAY 2: ZERO-EMISSION VEHICLE MILESTONES

Fleets **must opt-in** to use this compliance pathway. This option – available to **High Priority & Federal Fleets** and **State & Local Government Fleets** – allows flexibility to continue to add eligible internal combustion vehicles to their fleet and remain compliant.

Vehicle Group Turnover Requirements	10%	25%	50%	75%	100%
Group 1: Vans, box trucks, two-axle buses, yard tractors	2025	2028	2031	2033	2035
Group 2: Work trucks, day cab tractors, three-axle buses	2027	2030	2033	2036	2039
Group 3: Sleeper cabs tractors and specialty vehicles	2030	2033	2036	2039	2042

Milestone deadlines for ZEV deployment occur January 1st of each year.

## UNDERSTANDING EXTENSIONS AND EXEMPTIONS:

Considerations are built into the regulation so that fleets will not be penalized for delays beyond their control however, not all extensions and exemptions are available to all fleets. All of these require extensive documentation (e.g., executed purchase orders, executed infrastructure contracts, permitting documents, etc.).

Extensions	Applicability
<b>Vehicle Delivery Delay</b>	Extension for delayed ZEV delivery, assuming that fleet owners or controlling parties have placed a valid ZEV order at least one year prior to the applicable compliance date.
<b>Infrastructure Construction Delay</b>	Up to a 2-year extension for delayed infrastructure construction, which would allow for delayed delivery of purchased ZEVs reliant on that infrastructure.
<b>Infrastructure Site Electrification Delay</b>	Up to a 5-year extension for vehicles at sites where charging infrastructure cannot currently be supported by existing utility capacity.

Exemptions	Model Year Schedule	ZEV Milestones	Drayage	State & Local Government
ZEV Purchase	Yes	Yes	No	Yes
Daily Usage	Yes	Yes	No	Yes
Accident/Non-Reparable Vehicle	Yes	N/A	Yes	Yes
Five-Day Pass	Yes	Yes	No	No
Mutual Aid Provision	Yes	Yes	No	Yes
Declared Emergency Event	Yes	Yes	No	Yes
Backup Vehicle	Yes	Yes	No	Yes
Intermittent Snow Removal Vehicles	No	Yes	No	Yes



For more information, visit the California Air Resources Board's [ACF Rule program website](#). All fleets should consult their legal teams to fully understand how this regulation may impact their operations.

For support creating your ACF compliance plan, contact your local dealership, or:

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