



FAQ: Advanced Clean Fleets Regulation

What is the Advanced Clean Fleets regulation?

The [Advanced Clean Fleets](#) (ACF) regulation is a component of the California Air Resources Board's (CARB) overall strategy to accelerate the transition of California's medium- and heavy-duty trucks to zero-emissions vehicles where feasible by 2045. This regulation works in conjunction with [Advanced Clean Trucks](#) (ACT) that was approved by CARB in March 2021 to ensure that zero-emission vehicles (ZEV) are brought to market. The ACF is the purchase mandate on fleets and the ACT is the sales mandate on truck manufacturers.

Who does ACF apply to?

The ACF regulation applies to fleets operating in California that are performing drayage operations, those owned by State and local government agencies, high priority fleets defined as an entity with 50 trucks or \$50 million in annual revenue, and Federal fleets. It applies to fleets with medium- and heavy-duty on-road vehicles with a gross vehicle weight rating (GVWR) greater than 8,500 pounds, off-road yard tractors, and light-duty mail and package delivery vehicles.

What are the different components of the ACF regulation?

The ACF regulation is made up of four independent sections:

- [High Priority and Federal Fleets](#). Requires specified entities to phase zero-emission vehicles (ZEV) into their fleets beginning in 2024 according to one of two available compliance pathways—the “Model Year Schedule” (which is the default compliance pathway) or the “ZEV Milestones Option” (which is the alternate, opt-in compliance pathway).
- [Drayage Fleets](#). Requires all new drayage truck registrations into the CARB Online system be ZEV beginning January 1, 2024. Non-zero-emission drayage trucks are allowed to register in the CARB Online System through December 31, 2023 and can continue to operate through their “minimum useful life¹.”
- [State and Local Agencies](#). Requires 50 percent of vehicles purchased by state and local government fleets (including city, county, special district, and State agency fleets) between 2024 and 2027 to be ZEV and 100 percent thereafter. Small government fleets (those with 10 or fewer vehicles) and government fleets in designated low-population areas are delayed until the 2027 purchase mandate.
- [Manufacturer Sales Mandate](#). Tightens the manufacturers' sales mandate under ACT regulation to 100 percent ZEV medium- and heavy-duty vehicle sales starting on January 1, 2036.

What is the status of the ACF rulemaking?

The ACF was recently approved by CARB in April 2023 and is undergoing final adoption for implementation by January 1, 2024.

¹ “Minimum useful life” is the minimum time period a vehicle may remain in the California fleet. It is defined as the earlier of 18 years or 800,000 miles or a minimum of 13 years if the truck has over 800,000 miles.