

Heavy-Duty Engine and Vehicle Omnibus Regulation Fact Sheet

The California Air Resources Board (CARB) adopted the Heavy-Duty Engine and Vehicle Omnibus regulation, commonly known as the Omnibus regulation, in September 2021. The rule was amended in December 2023. The primary goal of the regulation is to reduce harmful nitrogen oxide (NO_x) emissions from medium and heavy-duty engines and vehicles beginning in 2024 model year.



Regulation highlights



More stringent NO_x and particulate matter (PM) emissions standards representing a 75% reduction compared to the 2010 model year standard



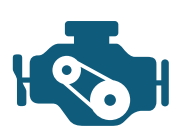
More stringent NO_x emission standards were also established for 2027 and subsequent model years



A revamping of the heavy-duty in-use testing program



Enhancing the warranty period, useful life, and emissions warranty information and reporting



Strengthening the heavy-duty durability demonstration program

Benefits to California

Emissions reductions

The Omnibus regulation was the single largest NO_x control measure in California's 2016 State Implementation Plan, reducing statewide NO_x emissions in California by approximately **17.4 tons per day** in 2031, and more than doubling to **45.2 tons per day** reduced in 2050. The 2023 amendments did not affect the overall emissions benefits of the program but provided manufacturers additional compliance flexibility during the 2024 through 2026 model year period.

Health and economic benefits

By 2050, the regulation is expected to reduce NO_x emissions by **226,000 tons**. These reduced emissions will result in roughly **2,500 avoided premature deaths**, and **2,010 avoided hospitalizations** statewide over the life of the rule, equivalent to approximately **\$23.4 billion of monetized health benefits**. Cleaner engines and trucks will bring similar benefits in states that choose to adopt California's standards under Section 177 of the Clean Air Act.