The Maryland Clean Car Program

- Adopts the California Low Emission Vehicle Program in Maryland through incorporation by reference of the California Regulations.
- Applies to new motor vehicles registered in Maryland.
Purpose of Regulation Update

• To retain California’s standards, Maryland must remain consistent with their regulations, hence when California updates its regulations, Maryland must reflect these changes by amending our regulations.

• **Changes impact COMAR 26.11.34.02 Incorporation by Reference**
Alternative Fuel Conversions:

- California has updated the provisions for alternative fuel conversion kits in an effort to increase the availability of CARB certified kits.

- Streamlined approval requirements for small volume manufacturers who produce alternative fuel conversion kits.

- Additional time to sell conversions as “new” vehicles.

- These changes make the process quicker and cheaper for manufacturers and will increase the number of available kits.
Zero Emission Vehicle Program:

- Amendments provide Intermediate Volume Manufacturers (IVM) with greater flexibilities to meet the ZEV Program requirements.
- Global revenue test of $40 Billion for 2018 and 2019 in determining IVM status.
- Extending the lead time from 3 years to 5 years for IVMs to bring plug-ins to market.
- Providing a path for IVMs to adopt the Optional Compliance Path
  - Place extra ZEVs in Section 177 states for 2 years prior to becoming a Large Volume Manufacturer.
  - Ability to pool Transitional ZEVs from each 177 state to meet obligation.
- Increase from 1 year to 3 years the time allowed to make up a ZEV deficit and allow IVMs to use TZEV credits to make up deficit.
Aligning Cal LEV III with Federal Tier 3:

- California updated regulations to incorporate and better align the California LEV III program with the EPA Tier 3 program.

- These updates make it easier for manufacturers to certify vehicles to both the California and Federal standards.
Aligning MD/HD GHG with EPA

Phase 1 GHG:

• California passed amendments to align their GHG emissions standards for medium-duty and heavy-duty vehicles with the federal Phase 1 GHG program.

• The updates affect sections of California’s regulations that were incorporated by reference. They have no regulatory effect on Maryland’s Clean Cars Program.
OBD II updates:

- California updated the on-board diagnostic system to provide greater compliance flexibility and to strengthen and clarify performance requirements of the systems.

- The changes will help ensure that vehicles are meeting the emission standard requirements during real world usage.