



December 2, 2022

Sent via Electronic Mail to [kyle.krall@delaware.gov](mailto:kyle.krall@delaware.gov)

Mr. Kyle Krall  
Delaware Natural Resources  
100 W. Water Street, Suite 6A  
Dover, DE 19904

**Subject: DE Adoption of Advanced Clean Cars II (ACC II) – Auto Comments**

Dear Mr. Krall,

The Alliance for Automotive Innovation (Auto Innovators),<sup>1</sup> representing car companies that produce about 97 percent of the new vehicles sold in the United States, appreciates the opportunity to provide comments on the Draft Amendments to Delaware’s Low Emission Vehicle Program. Specifically, the Delaware Department of Natural Resources and Environmental Control (DNREC) plans to update their current Low Emission Vehicle program to incorporate California’s Advanced Clean Cars II (ACC II) program and add the ACC II zero emission vehicle (ZEV) regulations.<sup>2</sup>

### **ACC II Regulations**

California’s ACC II regulations are the most sweeping and transformative regulations in the history of the automobile industry. They set an incredibly challenging framework for fundamentally changing personal transportation in the United States over the next 10 years. Automakers are fully committed to this transformation with expected investments of \$1.2 trillion dollars by 2030.<sup>3</sup>

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<sup>1</sup> The Alliance for Automotive Innovation members include vehicle manufacturers (BMW, Ferrari, Ford, GM, Honda, Hyundai, Isuzu, Jaguar Land-Rover, Kia, Mazda, Mercedes-Benz, Mitsubishi Motors, Nissan, Porsche, Stellantis, Subaru, Suzuki, Toyota, Volkswagen, and Volvo), original equipment suppliers, technology companies, and other automotive-related companies and trade associations. The Alliance for Automotive Innovation is headquartered in Washington, DC, with offices in Detroit, MI and Sacramento, CA. For more information, visit our website <http://www.autosinnovate.org>.

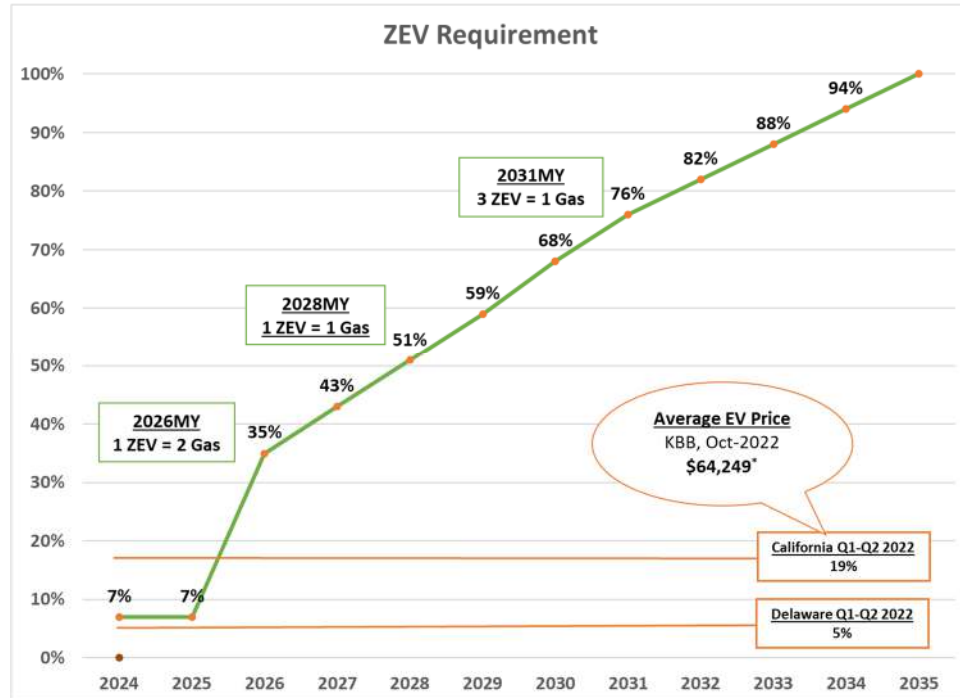
<sup>2</sup> Previously, DNREC adopted California’s Low Emission Vehicle III program (for tailpipe and evaporative criteria emissions) and its greenhouse gas (GHG) regulations.

<sup>3</sup> See <https://www.reuters.com/technology/exclusive-automakers-double-spending-evs-batteries-12-trillion-by-2030-2022-10-21/>

For decades, automakers and regulatory agencies have debated the technical feasibility of emission regulations. However, with electric vehicles (EVs)<sup>4</sup>, the question is not, “Are EVs feasible?” They are. The questions that we must address are instead:

1. Can consumers afford EVs?
2. Can consumers fuel EVs?
3. Can manufacturers obtain the critical minerals and processing to power EVs?

The ACC II ZEV Regulations will be incredibly challenging, even in California, which has more than a decade of comprehensive, consistent, and sustained support for the technology. To meet the 2026 model year (MY) mandated volumes, California EV sales must double in three model years, while Delaware sales must increase seven-fold in the same period. Moreover, EV sales must move beyond the relatively affluent single-family homeowners that appear to be primarily purchasing EVs today, where the average national transaction price of an EV was \$64,249 in October.<sup>5</sup>



<sup>4</sup> Unless otherwise stated, “electric vehicles” or “EVs” includes battery electric vehicles (BEVs), plug-in hybrid electric vehicles (PHEVs), and fuel cell electric vehicles (FCEVs).

<sup>5</sup> See <https://mediaroom.kbb.com/2022-11-09-Consumers-Pay-More-for-Both-Non-Luxury-and-Luxury-New-Vehicles-in-October,-According-to-Latest-Kelley-Blue-Book-Average-Transaction-Price-Data>. See <https://www.autosinnovate.org/resources/electric-vehicle-sales-dashboard> for new vehicle sales.

## **Complementary Measures**

Thus, ZEV regulations are not the final word on success – far from it. Regulations must be complimented by other measures such as, to name a few:

- Establishing a hydrogen fueling network,
- Adopting and tracking residential charging goals (single- and multi-family housing as well as low-income housing),
- Deploying a comprehensive public charging network,
- Adopting and enforcing building codes to make residential and non-residential parking EV ready,
- Providing EV incentives, and
- Adopting public and private fleet rules that encourage or require fleet purchases of electric vehicles.

Automakers are investing hundreds of billions of dollars in battery production facilities, battery supply chains, and EV production facilities. The U.S. Congress is also investing in infrastructure, manufacturing, and battery supply chain through the Inflation Reduction Act (IRA) and Infrastructure Investment and Jobs Act (IIJA). States will need to do the same to incentivize both the vehicles and the infrastructure.

Automakers are committed to working with Delaware, other states, and the federal government to support this technology and the policies needed for it to succeed.

## **Recommended Regulatory Changes**

While the regulations cannot ensure success, they could unintentionally harm the market if not implemented properly. This is particularly important in Delaware, where the ZEV regulations are being adopted for the first time. As noted in the above chart, Delaware's ZEV sales rate needs to almost quadruple just to reach the California's current ZEV level. However, in adopting ACC II, Delaware's regulations will require the same ZEV percentage as California.

California's ZEV regulations were developed recognizing that manufacturers have substantial ZEV credits banked in that state that can be used to reduce the percentage ZEV requirements by up to 15% each year through 2030MY. For example, in 2027MY, a manufacturer could meet the 43% ZEV requirement in California by selling 37% ZEVs and using "converted" ZEV credits to meet the remaining 6%. However, because manufacturers do not have ZEV credit banks in Delaware, a manufacturer could be required to produce a higher percentage of ZEVs in Delaware (43%) than in California (37%). This could lead to a market disruption.

To smooth the transition to ACC II implementation, Auto Innovators recommends the following programs to both encourage early ZEV sales and prevent a situation where Delaware's program requires a higher portion of ZEVs than in California:

- Early ACC I credits in 2023-2024MYS

- Early ACC I credits in 2025-2026MYs for sales < 7%
- Proportional Credits

#### Early ACC I Credits (2023-24MY)

Although the 2023MY has already begun and the ability to affect 2023 and 2024MY EV sales is likely limited, we recommend providing early ACC I credits calculated in accordance with 13 CCR §1962.2 for both model years. To the extent manufacturers can increase sales in Delaware, this provides them an incentive to do so. ACC I credits will be converted to ACC II credits and will be subject to limitations in the ACC II regulations.

#### Early ACC I Credits for Sales < 7% (2025-26MY)

The ACC II regulations provide “Early Compliance Vehicle” (ECVs) values<sup>6</sup> for the two model years prior to implementation of the regulations (2025 and 2026MY in Delaware). These ECVs are earned in accordance with ACC II regulations but would only be earned for vehicle sales more than 7 percent. For example, if a manufacturer’s total Delaware sales are 1,000 vehicles in 2026 and 100 are ZEVs, then the manufacturer would receive 30 ECVs under this provision. These ACC II ECVs can be used during the first three model years after program implementation (2027-2029MYs in Delaware).

While ACC II regulations clearly define ECV values and use, the regulations do not address sales less than 7 percent since those would normally be required to meet the existing ACC I ZEV regulations (Title 13 CCR 1962.2), which do not exist in Delaware.

We recommend providing ACC I ZEV credits calculated in accordance with 13 CCR §1962.2 for 2025 and 2026MYs sales less than 7 percent. Again, this would encourage the sale of ZEVs even by OEMs that may not otherwise reach the 7 percent threshold. ACC I credits will be converted to ACC II credits and will be subject to limitations in the ACC II regulations.

#### Proportional Credits

Finally, consistent with other states that have adopted and implemented ZEV many years after California, we recommend providing “proportional credits.” At the beginning of the 2027MY, a manufacturer would be allowed to credit to its Delaware credit bank its 2027 model year starting California “Converted credit” balance (i.e., those converted pursuant to 13 CCR § 1962.4(g)(2)) multiplied by the number of new passenger cars and light-duty trucks the manufacturer produced and delivered for sale in Delaware in model year 2026 and divided by the number of new passenger cars and light-duty trucks that the manufacturer produced and delivered for sale in California in model year 2026.

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<sup>6</sup> See Title 13 CCR §1962.4(e)(3),

<https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/accii/2acciifro1962.4.pdf>

## Conclusion

These changes (1) provide automakers a smoother transition to the ZEV regulations; (2) ensure Delaware's ZEV regulations are not more stringent than California's; (3) accelerate the introduction of ZEVs in Delaware by offering early action credits; (4) do not violate the identity provisions of Section 177 of the Clean Air Act.

We have attached modifications to the DNREC regulations, Title 7, Natural Resources and Environmental Control, Section 1140 that capture our recommendations above. The attachment also contains other minor suggested changes.

We sincerely appreciate DNREC's work on these regulations and your willingness to meet with stakeholders in workshops, webinars, and conference calls. These regulations are just the very first step. Far more beyond the vehicle is required to meet the regulations and ensure a successful transformation of the vehicle fleet.

Sincerely

A handwritten signature in blue ink that reads "Steven P. Douglas". The signature is fluid and cursive, with the first name "Steven" being the most prominent.

Steve Douglas  
Vice President, Energy & Environment  
Alliance for Automotive Innovation  
[sdouglas@autosinnovate.org](mailto:sdouglas@autosinnovate.org)

Copy: Valerie Gray

Attachment

TITLE 7 NATURAL RESOURCES AND ENVIRONMENTAL CONTROL

DIVISION OF AIR QUALITY

PROPOSED REGULATION

1140 Delaware **Low Emission Vehicle** Program

Commented [GVA(1)]: Change to Advanced Clean Car Program

12/11/2013

1.0 Purpose

- 1.1 The provisions of this regulation establish in Delaware a Low Emission Vehicle (LEV) program, which incorporates the requirements of the California LEV program.
- 1.2 The LEV program shall apply to all new model year 2014 and subsequent model year motor vehicles that are passenger cars, light-duty trucks, medium-duty passenger vehicles, and medium-duty vehicles subject to the California LEV program and delivered for sale in Delaware.

Commented [GVA(2)]: ACC2 the model year will be 2027. See new subsection 2.4

17 DE Reg. 640 (12/01/13)

12/11/2013 [xx/xx/xx]

2.0 Applicability

- 2.1 Except as set forth in 2.3 of this regulation no person shall deliver for sale, offer for sale, sell, deliver, purchase, rent, acquire, receive, or register a new model year 2014 or subsequent model-year passenger car, light-duty truck, or medium-duty vehicle within Delaware unless the vehicle has been certified by CARB and has received a CARB Executive Order.
- 2.2 For the purposes of this regulation, it is presumed that the equitable or legal title to any motor vehicle with an odometer reading of 7,500 miles or more has been transferred to an ultimate purchaser and that the equitable or legal title to any motor vehicle with an odometer reading of fewer than 7,500 miles has not been transferred to an ultimate purchaser.
- 2.3 The prohibitions contained in 2.1 of this regulation shall not apply to vehicles that are:
  - 2.3.1 Held for daily lease or rental to the general public or engaged in interstate commerce, which are registered and principally operated outside of Delaware;
  - 2.3.2 Test vehicles and emergency vehicles;
  - 2.3.3 Acquired by a resident of Delaware for the purposes of replacing a vehicle registered to such resident, which vehicle was damaged, or became inoperative beyond reasonable repair, or was stolen while out of Delaware; provided that such replacement vehicle is acquired outside of Delaware at the time the previously registered vehicle was either damaged or became inoperative beyond reasonable repair or was stolen;
  - 2.3.4 Transferred by inheritance;
  - 2.3.5 Transferred by court decree;

Commented [CS3]: ???

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- 2.3.6 Issued a certificate of conformity pursuant to the Clean Air Act and originally registered in another state by a resident of that state who subsequently establishes residence in Delaware;
- 2.3.7 Sold directly from one dealer to another dealer;
- 2.3.8 Sold for the purpose of being wrecked or dismantled;
- 2.3.9 Sold exclusively for off-highway use;
- 2.3.10 Sold for registration outside of Delaware;
- 2.3.11 Military tactical vehicles; or
- 2.3.12 Acquired by a Delaware resident serving in the armed forces while stationed in another state.

~~2.4 Beginning with the 2027 model year, each manufacturer's sales fleet of passenger cars and light-duty trucks in the State of Delaware shall be subjected to the ZEV credit percentage requirements in California Code of Regulations, Title 13, Section 1962.2 which is incorporated by reference.~~

17 DE Reg. 640 (12/01/13)

3/11/2018 [xx/xx/xx]

### 3.0 Definitions

The following words and terms, when used in this regulation, shall have the following meanings unless the context clearly indicates otherwise.

**"Air contaminant emission control system"** means the equipment designed for installation on a motor vehicle or motor vehicle engine for the purpose of reducing the air contaminants emitted from the motor vehicle or motor vehicle engine or a system or engine modifications on a motor vehicle which causes a reduction of air contaminants emitted from the motor vehicle engine, including but not limited to exhaust control systems, fuel evaporative control systems and crankcase ventilating systems.

**"ATPZEV"** means advanced technology Partial Zero Emission Vehicle.

**"Business"** means an occupation, profession or trade; a person or partnership or corporation engaged in commerce, manufacturing, or a service; a profit-seeking enterprise or concern.

**"California-certified"** (vehicle) means a vehicle having a valid Executive Order stating that the vehicle meets all applicable requirements under applicable sections of Title 13, CCR and approved for sale in California by CARB.

**"California Air Resources Board or CARB"** means the agency or its successor established and empowered to regulate sources of air pollution in the state of California, including motor vehicles, pursuant to Section 39003, California Health & Safety Code, as amended or supplemented.

**"California low emission vehicle program"** means the low emission vehicle program being implemented in the state of California, pursuant to the provisions of the Clean Air Act and the California Code of Regulations.

**"CCR"** means the California Code of Regulations.

**"Certificate of conformity"** means that document issued by California Air Resources Board, or the United States Environmental Protection Agency.

**"Clean Air Act or CAA"** means the Federal Clean Air Act, 42 U.S.C. §§ 7401 et seq., as amended and supplemented.

**"Dealer"** means any person actively engaged in the business of offering to sell, soliciting or advertising the sale, buying, transferring, leasing, selling or exchanging new motor vehicles and who has an established place of business.

Commented [GVA(4)]: ACC2 will add 1962.3

Commented [SD5R4]: ACC II ZEV is §1962.4. However, it's probably not necessary to include this in the applicability section. For example, there's not anything in the applicability section about GHG regulations (§1961.3) or LEV III (§1961.2) regs.

Commented [GVA(6)]: May need additional definitions added.

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“**Delivered for sale**” means vehicles that have received a bill of lading for sale in Delaware and are shipped, or are in the process of being shipped to a dealer in Delaware.

“**Department**” means the Delaware Department of Natural Resources and Environmental Control.

“**Emergency vehicle**” means any publicly owned vehicle operated by a peace officer in the performance of their duties, any authorized emergency vehicle used for fighting fires or responding to emergency fire calls and any publicly owned authorized emergency vehicle used by an emergency medical technician or –paramedic or any ambulance used by a private entity under contract with a public agency.

“**Emission Control Label**” means a paper, plastic, metal or other permanent material, welded, riveted or otherwise permanently attached to an area within the engine compartment (if any), or to the engine, in such a way that it will be visible to the average person after installation of the engine in all new vehicles certified for sale in California, in accordance with Title 13, California Code of Regulations Section 1965.

“**Emission standards**” mean specified limitations on the discharge of air contaminants into the atmosphere.

“**Environmental Performance Label**” means a paper or plastic decal securely affixed by the manufacturer to a window of all passenger cars, light-duty trucks, and medium-duty passenger vehicles which disclose the global warming and smog score for the vehicle in accordance with Title 13, CCR Section 1965.

“**Executive Order**” means a document issued by CARB certifying that a specified test group or model year vehicle has met all applicable requirements adopted by CARB pursuant to the applicable sections of Title 13, CCR for the control of specified air contaminants from motor vehicles and is thereby certified for sale in California.

“**Federal Fuel Economy and Environmental Label**” means a Federal Label that is affixed by the manufacturer to a window on all 2013 and subsequent model year passenger cars, light-duty trucks, and medium-duty passenger vehicles and would deem automobile manufacturers compliant with the federal Economy and Environmental Label published in 40 CFR Parts 85, 86 and 600 as promulgated on July 6, 2011 as compliant with the California Environmental Performance Label requirements. The label must disclose the smog and global warming scores for the vehicle in accordance with Title 13, CCR Section 1965 and the “California Motor Vehicle Emission Control, Smog Index, and Environmental Performance Label Specifications.”

“**Fleet Average Emission**” means a vehicle manufacturer’s average vehicle emissions of all greenhouse gases, non-methane organic gases (NMOG), or NMOG plus oxides of nitrogen (NMOG + NOx), as applicable, from all new vehicles delivered for sale or lease in Delaware in any model-year.

“**Greenhouse Gas**” means any of the following gases: carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons.

“**Greenhouse Gas Credit**” means greenhouse gas credit.

“**Greenhouse Gas Vehicle Test Group**” means vehicles that have an identical test group, vehicle make and model, transmission class and driveline, aspiration method (e.g., naturally aspirated, turbocharged), camshaft configuration, valve train configuration, and inertia weight class.

“**Gross vehicle weight rating or GVWR**” means the value specified by the manufacturer as the maximum design loaded weight of a single vehicle.

“**Heavy-duty Engine**” means any engine used to propel a heavy-duty vehicle.

“**Heavy-duty Vehicle**” means a heavy-duty vehicle as defined at Title 13, CCR, Section 1900.

“**Independent Low Volume Manufacturer**” means a manufacturer that has been designated by CARB as an independent low volume manufacturer as defined at Title 13, CCR, Section 1900.



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“**Intermediate volume manufacturer**” means a manufacturer that has been designated by CARB as an intermediate volume manufacturer as defined at Title 13, CCR, Section 1900.

“**Large volume manufacturer**” means a manufacturer that has been designated by the CARB as a large volume manufacturer as defined at Title 13, CCR, Section 1900.

“**Light-duty truck**” means any 2000 and subsequent model year motor vehicle certified to the standards in Title 13, CCR, Section 1961(a)(1), rated at 8,500 pounds gross vehicle weight or less, and any other motor vehicle rated at 6,000 pounds gross vehicle weight or less, which is designed primarily for purposes of transportation of property or is a derivative of such a vehicle, or is available with special features enabling off-street or off-highway operation and use.

“**Loaded vehicle weight**” means the vehicle curb weight plus 300 pounds.

“**Manufacturer**” means any independent low volume, small, intermediate or large volume vehicle manufacturer as defined at Title 13, CCR, Section 1900.

“**Medium-duty passenger vehicle**” means medium-duty passenger vehicle as defined at Title 13, CCR, Section 1900.

“**Medium-duty vehicle**” means medium-duty vehicle as defined at Title 13, CCR, Section 1900.

“**Military tactical vehicle**” means all land combat and transportation vehicles, excluding rail-based, which are designed for or are in use by any of the United States armed forces.

“**Model year**” means, for each vehicle manufacturer the period which includes January 1 of the calendar year in which the model is first offered for sale and ends December 31 of the final calendar year of sale or, if the manufacturer has no annual production period, the calendar year. In case of any vehicle manufactured in two or more stages, the time of manufacture shall be the date of completion of the chassis.

“**Motor vehicle or vehicle**” means every device in, upon, or by which a person or property is or may be transported otherwise than by muscular power, excepting such devices as run only upon rails or tracks and motorized bicycles.

“**Motor vehicle engine**” means an engine that is used to propel a motor vehicle.

“**New motor vehicle engine**” means a new engine in a motor vehicle.

“**New vehicle**” means any vehicle with 7,500 miles or fewer on its odometer.

“**Non-methane organic gas or NMOG**” means the total mass of oxygenated and non-oxygenated hydrocarbon emissions.

“**NMOG + NOx Credit**” means non-methane organic gas plus oxides of nitrogen credit.

“**Passenger car**” means any motor vehicle designed primarily for transportation of individuals and having a design capacity of 12 individuals or fewer.

“**Person**” means an individual, public or private corporation, company, partnership, firm, association, society or joint stock company, municipality, state, interstate body, or any Board, commission, employee, agent, officer or political subdivision of a state, an interstate body or the United States.

“**Placed in service**” means having been sold or leased to an end-user and not to a dealer or other distribution chain entity, and having been individually registered for on-road use by the Delaware Division of Motor Vehicles.

“**PZEV**” means partial zero emission vehicle.

“**Recall**” means: a manufacturer’s issuing of notices directly to consumers that vehicles in their possession or control should be corrected; and/or a manufacturer’s efforts to actively locate and correct vehicles in the possession or control of consumers.

“**Recall Campaign**” means that plan approved by the California Air Resources Board or the Department, by which the manufacturer will effect the recall of noncomplying vehicles.

Commented [CS7]: ????

Commented [SD8R7]: PZEV dropped out of the ZEV regulations starting in 2018MY. It’s probably not necessary to define it here.

“**Sale or sell**” means the transfer of equitable or legal title to a motor vehicle or motor vehicle engine to the ultimate purchaser.

“**Secretary**” means the Secretary of the Department.

“**Small Volume Manufacturer**” means a manufacturer that has been designated by the CARB as a small volume manufacturer as defined at Title 13, CCR, Section 1900.

“**State**” means the State of Delaware, unless otherwise specified.

“**Test group**” means a grouping of vehicles as defined by 40 CFR 86.1827-01, as supplemented or amended, and incorporated herein by reference.

“**Test vehicle**” means an experimental or prototype motor vehicle that appears to have very low emission characteristics, or a used motor vehicle within which an experimental motor vehicle pollution control device is installed, and which has also received a test vehicle or fleet permit from CARB.

“**Ultimate purchaser**” means, with respect to any new motor vehicle or new motor vehicle engine, the first person whom in good faith purchases a new motor vehicle or new motor vehicle engine for purposes other than resale.

“**USEPA**” means the United States Environmental Protection Agency.

“**Vehicle identification number or VIN**” means a unique, 17 digit, alphanumeric code that the vehicle manufacturer assigns to a vehicle.

**“ZEV” means any passenger car, light-duty truck, or medium-duty truck certified to the zero emission vehicle standards in Title 13 CCR § 1962, 1962.1 and 1962.2, and 1962.4.**

**17 DE Reg. 640 (12/01/13)**

**21 DE Reg. 730 (03/01/18)**

12/11/2013

**4.0 Emission certification standards**

Each model year and subsequent motor vehicle subject to 2.1 ~~of this regulation~~ shall be California-certified.

3/11/2018 [xx/xx/xx]

**5.0 New Vehicle Emission Requirements**

5.1 No person, including a manufacturer or dealer, shall deliver for sale or lease, offer for sale or lease, sell or lease, import, acquire, receive, purchase or rent a new vehicle that is a **2014 or subsequent model-year** passenger car, light-duty truck, and medium-duty passenger vehicles, or medium-duty vehicle in Delaware unless the vehicle is California-certified and complies with the following criteria:

- 5.1.1 the exhaust emission standards, as applicable in Title 13, CCR Section 1956.8 (g) or (h), 1960.1, 1961, 1961.1, 1961.2, ~~or 1961.3~~ or 1961.4 and
- 5.1.2 the environmental performance label requirements for 2014 and subsequent model year vehicles in accordance with Title 13, CCR, Section 1965, and
- 5.1.3 the evaporative emission standards in Title 13, CCR, Section 1976, and
- 5.1.4 the refueling emission standards in Title 13, CCR, Section 1978, and
- 5.1.5 the malfunction and diagnostic system requirements in Title 13, CCR, 1968.2, and
- 5.1.6 the assembly-line testing procedure requirements in Title 13, CCR, Section 2062, and
- 5.1.7 the specifications for fill pipes and openings of motor vehicle fuel tanks in Title 13, CCR, Section 2235.

**Commented [GVA(9)]:** ACC2 adds 1962.3

**Commented [SD10R9]:** Should add 1962.4. (§1962.3 is the regulation containing charging requirements for Plug-in Electric vehicles.)

**Commented [CS11]:** Need to add 1961.4 to capture updated LEV regulation

5.2 The Zero Emission Vehicle (ZEV) regulations contained in Title 13 CCR Section 1962.4 shall apply to all new 2027 and subsequent model year vehicles. Each manufacturer's sales fleet of passenger cars and light-duty trucks produced and delivered for sale in Delaware shall contain at least the same percentage of ZEVs subject to the same requirements set forth in the California Code of Regulations, Title 13, Section 1962.2-4 using Delaware specific vehicle production volume calculated per California Code of Regulations, Title 13, Section 1962.24.

**Commented [GVA(12)]:** ACC2 adds 1962.3

**17 DE Reg. 640 (12/01/13)**  
**21 DE Reg. 730 (03/01/18)**

12/11/2013

**6.0 Manufacturer Fleet Requirements**

6.1 Each manufacturer shall meet the following fleet requirements for the new vehicles delivered for sale or lease in Delaware:

6.1.1 ~~Effective for 2014 model years, each manufacturer shall comply with the fleet average NMOG emission requirements and LEV II phase-in requirements for passenger cars and light-duty trucks which average shall be based on the number of the manufacturer's vehicles subject to 2.1 of this regulation and, for 2014 and subsequent model years, may earn and bank NMOG credits, both in accordance with Title 13, CCR, Section 1961(c), except that the formula for accruing credits at Title 13, CCR, Section 1961(c) shall be based upon the number of vehicles the manufacturer produces and delivers for sale in Delaware in accordance with this regulation.~~

6.1.2 Effective for the 2015 and subsequent through 2025 model-years, each manufacturer shall comply with the fleet average NMOG + NOx emission requirements and the LEV VIII phase-in requirements for passenger cars, light-duty trucks and medium-duty vehicles, and may earn and bank NMOG + NOx credits as applicable, all in accordance with Title 13, CCR, Section 1961.2.

6.1.3 Effective for the 2027 and subsequent model-years, each manufacturer shall comply with the fleet average NMOG + NOx emission requirements and phase-in requirements for passenger cars, light-duty trucks and medium-duty vehicles, and may earn and bank NMOG + NOx credits as applicable, all in accordance with Title 13, CCR, Section 1961.4. ~~Effective for the 2014 through 2016 model years, each manufacturer shall comply with the fleet average emission greenhouse gas requirements for passenger cars, light-duty trucks and medium-duty passenger vehicles, and for 2014 and subsequent model years earn and bank GHG credits, in accordance with Title 13, CCR, Section 1961.1.~~

**Commented [SD13]:** Updated LEV IV exhaust regs (the LEV III exhaust regs sunset after 2025MY).

6.1.4 Effective for the 2017 and subsequent model years, each manufacturer shall comply with the fleet average emission greenhouse gas requirements for passenger cars, light-duty trucks and medium-duty passenger vehicles, and may earn and bank GHG credits, in accordance with Title 13, CCR, Section 1961.3.

**Commented [GVA(14)]:** Insert 1962, 1962.1, 1962.2 and 1962.3?

6.2 Each new vehicle model **subject to 2.1 of this regulation** shall satisfy the motor vehicle emission requirements of Title 13, CCR, Sections: 1956.8 (g) or (h), 1960.1, 1961, 1961.1, 1961.2, 1961.3, 1961.4, 1962.3, 1962.4, 1962.5, 1962.6, 1962.7, 1962.8, 1965, 1968.2, 1968.5, 1969, 1976, 1978, 2037, 2038, 2062, 2101, 2111, and 2235. A manufacturer shall demonstrate compliance by presenting to the Department upon request copies of the applicable Executive Order.

**Commented [SD15R14]:** 1961.4: New LEV IV Exhaust Regs  
 1962.3: Existing (but updated) ZEV Charging requirements  
 1962.4: New ZEV Regs  
 1962.5: New ZEV Data standardization regs  
 1962.6: New Battery labeling requirements  
 1962.7: New ZEV In-Use requirements  
 1962.8: New ZEV Warranty requirements  
 1969: Existing (but updated) Service Information requirements

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- 6.3 Each manufacturer of a vehicle subject to 2.1 ~~of this regulation~~ shall conduct Inspection Testing and Quality Audit Testing in accordance with Title 13, CCR, Section 2062, and shall provide the test results to the Department upon request. A manufacturer shall demonstrate compliance by presenting to the Department, upon request, copies of the test results and the determination and findings made by CARB.
- 6.4 Each new vehicle subject to 2.1 ~~of this regulation~~, prior to being offered for sale in Delaware, shall meet the motor vehicle emission requirements of Title 13, CCR, Section 1961, as determined by compliance testing, conducted by CARB in accordance with Title 13, CCR, Sections 2101 through 2110, 2150, and 2151. A manufacturer shall demonstrate compliance by presenting to the Department, upon request, copies of the test results and the determination and findings made by CARB.
- 6.5 For the purposes of detection and repair of vehicles subject to this regulation failing to meet the motor vehicle emission requirements of Title 13, CCR, Section 1961 the Department may conduct, after consultation with CARB, In-Use Vehicle Enforcement Testing in accordance with the protocol and testing procedures in Title 13, CCR, Section 2140. A manufacturer shall demonstrate compliance by presenting to the Department, upon request, copies of the test results and the determination and findings made by CARB.

17 DE Reg. 640 (12/01/13)

3/11/2018

## 7.0 Warranty

- 7.1 Each manufacturer of a vehicle subject to 2.1 ~~of this regulation~~ shall warrant to the ultimate purchaser and each subsequent purchaser that the vehicle shall comply over its period of warranty coverage with all requirements of Title 13, CCR, Sections 2035 through 2038, 2040, and 2041.
- 7.2 Each manufacturer of a vehicle subject to 2.1 ~~of this regulation~~ shall submit to the Department, upon request, an Emission Warranty Information report as defined at Title 13, CCR, Section 2144.
- 7.3 For purposes of compliance with 7.2 ~~of this regulation~~, a manufacturer may submit copies of the Emission Warranty Information report that are submitted to CARB.
- 7.4 Each manufacturer of a vehicle subject to 2.1 ~~of this regulation~~ shall include the emission control system warranty statement that complies with the requirements of Title 13, CCR, Section 2039. Manufacturers may modify this statement as necessary to inform Delaware vehicle owners of the warranty applicability. The manufacturer shall provide a telephone number appropriate for Delaware residents.

17 DE Reg. 640 (12/01/13)

21 DE Reg. 730 (03/01/18)

12/11/2013

## 8.0 Reporting and Record-Keeping Requirements

- 8.1 Beginning with the 2014 model year, each manufacturer of a vehicle subject to 2.1 ~~of this regulation~~ shall submit annually to the Department, **no later than May 1** following the close of the model year, a report itemized by test group and emissions standard documenting total new vehicle deliveries for sale or lease in Delaware.
- 8.2 Beginning with the 2014 model year, each manufacturer of a vehicle subject to 2.4 ~~of this regulation~~ shall submit annually to the Department, **by no later than May 1** following the close of the model year, a report, itemized by test group and emission standard, that demonstrates the manufacturer has met the fleet requirements of Section 6.0 ~~of this regulation~~ for the model year just ended for vehicles delivered for sale in Delaware.

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8.3 If a manufacturer wants to bank GHG, NMOG, or NMOG + NOx credits, the manufacturer shall submit annually to the Department, by no later than May 1 following the end of the model-year, a report which demonstrates that such manufacturer has earned GHG, NMOG, or NMOG + NOx credits in Delaware. Credits are to be calculated in the same manner as required by CARB.

**Commented [GVA(16):** In order to bank ZEV credits – do we need language here to include the ZEV banking?

**Commented [SD17R16]:** I added it to the ZEV Section (Section 13) below.

8.4 Beginning with the 2014 model year, each dealer of a vehicle exempted under 2.3.7 of this regulation must keep records on all inter or intra-dealer trades of new 2014 or subsequent model-year vehicles that have not been certified by CARB and therefore have not received a CARB Executive Order, and these records shall be made readily available to the Department upon request.

**Commented [GVA(18):** Do we need an 8.5 to describe the ZEV delivery for sale reporting requirements for Delaware

8.5 No later than the 2027 model year, manufacturers shall establish a ZEV Credit Bank per section 13 below and submit ZEV reports to the Department in accordance with California Code of Regulations, Title 13, Section 1962.4 as adopted by reference pursuant to section 10.0 of this regulation.

17 DE Reg. 640 (12/01/13)

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## 9.0 Enforcement

- 9.1 Records to support any application, notice, report or amendment submitted to the Department under this regulation shall be maintained for a period of no less than five years after submitting the information to the Department, and shall be made readily available to the Department upon request.
- 9.2 Failure to comply with any of the obligations or requirements of this regulation shall subject the violator to an enforcement action pursuant to the provisions of 7 Del.C. Ch 60.
- 9.3 Any order or enforcement action taken by CARB to correct noncompliance with any section of Title 13, CCR, which action results in the recall of any vehicle pursuant to Title 13, CCR, sections 2109 through 2135, shall be applicable in Delaware, except where the manufacturer demonstrates to the Department's satisfaction within 30 days of issuance of the CARB action that the action is not applicable to vehicles subject to this regulation.
- 9.4 Any emission-related recall campaign, voluntary or otherwise, initiated by any manufacturer pursuant to Title 13, CCR, Sections 2113 through 2121, shall extend to all similar vehicles subject to 2.1 of this regulation, except where the manufacturer demonstrates to the Department's satisfaction within 30 days of CARB approval of the campaign that the campaign is not applicable to vehicles subject to 2.1 of this regulation.

5/11/2019 [xx/xx/xx]

## 10.0 Incorporation by Reference

- 10.1 Unless specifically excluded by this regulation, when a provision of the CCR is incorporated by reference, all notes, comments, appendices, diagrams, tables, forms, figures, and publications are also incorporated by reference.
- 10.2 The Low Emission Vehicle Program at 7 DE Admin. Code 1140 refers to various sections of Title 13 of the California Code of Regulations (CCR). Wherever 7 DE Admin. Code 1140 refers to a specific section of the CCR, the reference is made to that version of the section as of the section amended date provided for that section in Table 1 of this regulation. The Department hereby incorporates by reference each of the sections of Title 13 CCR that are listed in Table 1 as of such section's respective section amended date.
- 10.3 Provisions of the CCR that are excluded from incorporation by reference in this regulation are excluded in their entirety, unless otherwise specified. If there is a cross-reference to a

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California citation that was not specifically incorporated, the cross-referenced citation is not incorporated by virtue of the cross-reference.

- 10.4 Nothing in these provisions incorporated by reference from the CCR shall affect the Department's authority to enforce statutes, rules, permits, or orders administered or issued by the Secretary.
- 10.5 The following documents and sources of Title 13 of the California Code of Regulations (CCR) are incorporated by reference within this regulation:

**Table 1**  
**California Code of Regulations (CCR)**  
**Title 13**  
**Provisions Incorporated by Reference**

Title 13, CCR	Title	Section Amended Date
Chapter 1 Motor Vehicle Pollution Control Devices Article 1 General Provisions		
Section 1900	Definitions	<i>As effective July 25, 2016</i>
Article 2 Approval of Motor Vehicle Pollution Control Devices (New Vehicles)		
Section 1956.8(g) and (h)	Exhaust Emission Standards and Test Procedures – 1985 and Subsequent Model Heavy Duty Engines and Vehicles	<i>As effective July 25, 2016</i>
Section 1960.1	Exhaust Emission Standards and Test Procedures – 1981 and through 2006 Model Passenger Cars, Light-Duty and Medium-Duty Vehicles	<i>As effective December 31, 2012</i>
Section 1961	Exhaust Emission Standards and Test Procedures – 2004 through 2019 Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles	<i>As effective December 31, 2012</i>
Section 1961.1	Greenhouse Gas Exhaust Emission Standards and Test Procedures – 2009 through 2016 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles	<i>As effective August 7, 2012</i>
Section 1961.2	Exhaust Emission Standards and Test Procedures – 2015 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.	<i>As effective December 12, 2018</i>
Section 1961.3	Greenhouse Gas Exhaust Emission Standards and Test Procedures – 2017 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.	<i>As effective December 12, 2018</i>
Section 1961.4	Exhaust Emission Standards and Test Procedures - 2026 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles	<i>As effective</i>
Section 1962	Zero-Emission Vehicle Standards for 2005 through 2008 Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.	<i>As effective February 13, 2010</i>

**Commented [GVA(19)]:** May need to add

1962.3 Charging Standards  
 1962.4 2026-2035 ZEV ACC2  
 1962.6 ZEV Battery Label  
 1962.7 ZEV In-Use regulations  
 1962.8 ZEV Warranty  
 1969 Service Information

Washington IBR included:

1963  
 1963.1 – 1963.5  
 1965  
 1968.2  
 1968.5  
 1976  
 1978  
 2036 – 2040  
 2046  
 2109  
 2111 – 2120  
 2122 – 2133  
 2135  
 2141 – 2149  
 2235  
 Appendix to Article 2.1 in Section 2112

**Commented [SD20]:** Many of these will change with ACC II. Not necessary substantial changes, but the effective date will probably be 2022.

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Title 13, CCR	Title	Section Amended Date	
Section 1962.1	Zero-Emission Vehicle Standards for 2009 through 2017 Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.	As effective January 1, 2016	<p><b>Commented [SD20]:</b> Many of these will change with ACC II. Not necessary substantial changes, but the effective date will probably be 2022.</p> <p><b>Commented [GVA(21)]:</b> Not sure if we need to incorporate these sections as well – they predate our potential adoption</p>
Section 1962.2	Zero-Emission Vehicle Standards for 2018 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.	As effective January 1, 2016	<p><b>Commented [SD22R21]:</b> Agree. I don't think 1962 and 1962.1 are necessary, but 1962.2 probably is for early action credits.</p> <p><b>Commented [SD23R21]:</b> 1962.2 is revised as part of ACC II.</p>
Section 1962.3	Zero-Emission Vehicle Standards for 2026 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.	As effective ...	<p><b>Commented [GVA(24)]:</b> 2018-2025</p> <p><b>Commented [GVA(25)]:</b> Delaware will begin with 2027 model year</p>
Section 1962.4	Zero-Emission Vehicle Requirements for 2026 and Subsequent Model Year Passenger Cars and Light-Duty Trucks	As effective ...	
Section 1962.5	Data Standardization Requirements for 2026 and Subsequent Model Year Light-Duty Zero Emission Vehicles and Plug-in Hybrid Electric Vehicles	As effective ...	
Section 1962.6	Battery Labeling Requirements	As effective ...	
Section 1962.7	In-Use Compliance, Corrective Action and Recall Protocols for Zero Emission for 2026 and Subsequent Model Year Passenger Cars and Light-Duty Trucks	As effective ...	
Section 1962.8	Warranty Requirements for Zero Emission and Batteries in Plug-in Hybrid Electric 2026 and Subsequent Model Year Passenger Cars and Light-Duty Trucks	As effective ...	
Section 1965	Emission Control and Smog Index Labels – 1979 and Subsequent Model Year Vehicles	As effective October 8, 2015	<p><b>Commented [GVA(26)]:</b> VT has 1964 Special Test Procedures for Certification and Compliance</p>
Section 1968.1	Malfunction and Diagnostic System Requirements – 1994 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles	As effective November 27, 1999	
Section 1968.2	Malfunction and Diagnostic System Requirements – 2004 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles	As effective July 25, 2016	
Section 1968.5	Enforcement of Malfunction and Diagnostic System Requirements for 2004 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines	As effective July 25, 2016	
Section 1976	Standards and Test Procedures for Motor Vehicle Fuel Evaporative Emissions	As effective October 8, 2015	<p><b>Commented [GVA(27)]:</b> VT has 1971.1 On-Board Diagnostic Requirements – 2010 and subsequent HDV??</p>
Section 1978	Standards and Test Procedures for Vehicle Refueling Emissions	As effective October 8, 2015	
Article 6 Emission Control System Warranty			



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Title 13, CCR	Title	Section Amended Date
Section 2035	Purpose, Applicability and Definitions	<i>As effective November 9, 2007</i>
Section 2036	Defects Warranty Requirements for 1979 through 1989 Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles; 1979 and Subsequent Model Year Motorcycles and Heavy-Duty Vehicles; and Motor Vehicle Engines Used in Such Vehicles	<i>As effective December 5, 2014</i>
Section 2037	Defects Warranty Requirements for 1990 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles and Motor Vehicle Engines Used in Such Vehicles	<i>As effective December 5, 2014</i>
Section 2038	Performance Warranty Requirements for 1990 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles and Motor Vehicle Engines Used in Such Vehicles	<i>As effective August 7, 2012</i>
Section 2039	Emission Control System Warranty Statement	<i>As effective December 26, 1990</i>
Section 2040	Vehicle Owner Obligations	<i>As effective December 26, 1990</i>
Section 2041	Mediation; Finding of Warrantable Condition	<i>As effective December 26, 1990</i>
Section 2046	Defective Catalyst	<i>As effective February 15, 1979</i>
Chapter 2 Enforcement of Vehicle Emission Standards and Enforcement Testing Article 1 Assembly Line Testing		
Section 2062	Assembly-line Test Procedures 1998 and Subsequent Model years	<i>As effective August 7, 2012</i>
Article 2 Enforcement of New and In-use Vehicle Standards		
Section 2101	Compliance Testing and Inspection – New Vehicle Selection, Evaluation and Enforcement Action	<i>As effective November 27, 1999</i>
Section 2109	New Vehicle Recall Provisions	<i>As effective December 30, 1983</i>
Section 2110	Remedial Action for Assembly-Line Quality Audit Testing of Less than a Full Calendar Quarter of Production Prior to the 2001 Model Year	<i>As effective November 27, 1999</i>
Article 2.1 Procedures for In-Use Vehicle Voluntary and Influenced Recalls		
Section 2111	Applicability	<i>As effective December 8, 2010</i>
Section 2112	Definitions	<i>As effective December 5, 2014</i>
Appendix A to Article 2.1		

**Commented [SD20]:** Many of these will change with ACC II. Not necessary substantial changes, but the effective date will probably be 2022.

**Commented [GVA(28)]:** VT has section 2047 2014 Certification procedures for used modifier certified motor vehicles



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Title 13, CCR	Title	Section Amended Date
Section 2113	Initiation and Approval of Voluntary and Influenced Recalls	<i>As effective January 26, 1995</i>
Section 2114	Voluntary and Influenced Recall Plans	<i>As effective November 27, 1999</i>
Section 2115	Eligibility for Repair	<i>As effective January 26, 1995</i>
2116	Repair Label.	<i>As effective December xx, 2022</i>
2117	Proof of Correction Certificate.	<i>As effective December xx, 2022</i>
2118	Notification.	<i>As effective December xx, 2022</i>
2119	Recordkeeping and Reporting Requirements	<i>As effective December xx, 2022</i>
2120	Other Requirements Not Waived.	<i>As effective December xx, 2022</i>
2121	Penalties.	<i>As effective December xx, 2022</i>
Section 2127	Notification of Owners	<i>As effective January 26, 1995</i>
Section 2128	Repair Label	<i>As effective January 26, 1995</i>
Section 2129	Proof of Correction Certificate	<i>As effective January 26, 1995</i>
Section 2130	Capture Rates and Alternative Measures	<i>As effective November 27, 1999</i>
Section 2131	Preliminary Tests	<i>As effective January 26, 1995</i>
Section 2132	Communication with Repair Personnel	<i>As effective January 26, 1995</i>
Section 2133	Record keeping and Reporting Requirements	<i>As effective January 26, 1995</i>
Section 2135	Extension of Time	<i>As effective January 26, 1995</i>
Article 2.3 In-Use Vehicle Enforcement Test Procedures		
Section 2136	General Provisions	<i>As effective December 8, 2010</i>
Section 2137	Vehicle and Engine Selection	<i>As effective December 28, 2000</i>
Section 2138	Restorative Maintenance	<i>As effective November 27, 1999</i>
Section 2139	Testing	<i>As effective December 5, 2014</i>
Section 2140	Notification of In-Use Results	<i>As effective December 5, 2014</i>
Article 2.4 Procedures for Reporting Failure of Emission-Related Components		
Section 2141	General Provisions	<i>As effective December 8, 2010</i>
Section 2142	Alternative Procedures	<i>As effective February 23, 1990</i>

**Commented [SD20]:** Many of these will change with ACC II. Not necessary substantial changes, but the effective date will probably be 2022.

**Commented [GVA(29):** DOJ review needed

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Title 13, CCR	Title	Section Amended Date
Section 2143	Failure Levels Triggering Recall	<i>As effective November 27, 1999</i>
Section 2144	Emission Warranty Information Report	<i>As effective November 27, 1999</i>
Section 2145	Field Information Report	<i>As effective August 7, 2012</i>
Section 2146	Emissions Information Report	<i>As effective November 27, 1999</i>
Section 2147	Demonstration of Compliance with Emission Standards	<i>As effective December 5, 2014</i>
Section 2148	Evaluation of Need for Recall	<i>As effective November 27, 1999</i>
Section 2149	Notification of Subsequent Action	<i>As effective February 23, 1990</i>
Chapter 3 Surveillance Testing		
Section 2150	Assembly-Line Surveillance	<i>As effective December 30, 1983</i>
Section 2151	New Motor Vehicle Dealer Surveillance	<i>As effective December 30, 1983</i>
Chapter 4.4 Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks		
Section 2235	Requirements	<i>As effective August 8, 2012</i>

**Commented [SD20]:** Many of these will change with ACC II. Not necessary substantial changes, but the effective date will probably be 2022.

- 17 DE Reg. 640 (12/01/13)
- 21 DE Reg. 730 (03/01/18)
- 22 DE Reg. 949 (05/01/19)

3/11/2018

**11.0 Document Availability**

Any of the documents incorporated by reference may be obtained either from the Department or from the State of California Office of Administrative Law, 300 Capitol Mall, Suite 1250 Sacramento, California 95814-4339 or at the California Office of Administrative Law website at: <http://www.oal.ca.gov/>.

- 21 DE Reg. 730 (03/01/18)

12/11/2013

**12.0 Severability**

Each section of this subchapter is severable. In the event that any section, subsection or division is held invalid in a court of law, the remainder of this subchapter shall continue in full force and effect.

- 14 DE Reg. 583 (12/01/10)
- 17 DE Reg. 640 (12/01/13)
- 21 DE Reg. 730 (03/01/18)
- 22 DE Reg. 949 (05/01/19)

[XX/XX/XX]

**Section 13.0 ZERO EMISSION VEHICLES (ZEV)**

13.1 Emission Standard. Certification for ZEV Emission Standards of new 2023, 2024, and 2025 and subsequent model year passenger cars, light-duty trucks and medium-duty vehicles shall be made pursuant to California Code of Regulations, Title 13, Section 1962.2. Certification for ZEV Emission standards of new 2026 and subsequent model year passenger cars, light-duty trucks and medium-duty vehicles shall be made pursuant to California Code of Regulations, Title 13, Section 1962.4.

Commented [GVA(30)]: Discuss further

Commented [GVA(31)]: Discuss further

13.2. Percentage Requirements. Beginning with the 2027 model year, each manufacturer's sales fleet of passenger cars and light-duty trucks produced and delivered for sale in Delaware shall contain at least the same percentage of ZEVs subject to the same requirements set forth in the California Code of Regulations, Title 13, Section 1962.42 using Delaware specific vehicle production volume calculated per California Code of Regulations, Title 13, Section 1962.24.

Commented [GVA(32)]: These may need to change to 1962.3 (ACC2)

13.3 Reporting Requirements. Beginning with model year 202X, a manufacturer must submit a report to the Department for each on-road vehicle produced and delivered for sale in Delaware for each model year as required by California Code of Regulations, Title 13, Section 1962.3 [?]

13.4. ZEV Credit Bank:

13.4.1 Beginning with model year 2023, a manufacturer may open an account in the California ZEV Credit System for banking credits generated in Delaware. The manufacturer may deposit and earn ZEV credits for each qualifying vehicle delivered for sale in Delaware in accordance with this section and California Code of Regulations, Title 13, Section 1962.4 as adopted by reference pursuant to section 10.0 of this regulation.

13.4.2. A manufacturer may earn early action credits for any 2023 and 2024 model year range extended battery electric vehicles, neighborhood electric vehicles, transitional zero emission vehicles and zero emission vehicles meeting the requirements of California Code of Regulations, Title 13, Section 1962.2, the manufacturer produces and delivers for sale in Delaware by reporting the total production and delivery of such vehicles to the Department. Any early action credits earned pursuant to this section will be deposited into the manufacturer's account in the California ZEV Credit System for model year 2025 in addition to the credits deposited pursuant to subsection 13.4.3 below. These credits shall be converted in accordance with California Code of Regulations, Title 13, Section 1962.4(q)(2).

13.4.3. [Proportional Credits] A manufacturer may deposit into its Delaware account a number of credits equal to the manufacturer's 2027 model year starting California "Converted credit" balance (i.e., those converted pursuant to California Code of Regulations, Title 13, Section 1962.4(q)(2)) multiplied by the number of new passenger cars and light-duty trucks the manufacturer produced and delivered for sale in Delaware in model year 2026 and divided by the number of new passenger cars and light-duty trucks that the manufacturer produced and delivered for sale in California in model year 2026.

13.4.4 [Early Compliance Values] For 2025 and 2026 model year ZEVs and PHEVs certified to 1962.24 and produced and delivered for sale in Delaware, a

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[manufacturer may deposit Early Compliance Vehicle Values pursuant to California Code of Regulations, Title 13, Section 1962.4\(e\)\(3\).](#)

[13.4.5 \[ACC I credits for ZEVs < 7%\] A manufacturer may also deposit credits generated from 2025 and 2026 model year ZEVs and PHEVs produced and delivered for sale in Delaware below the 7 percent threshold specified in California Code of Regulations, Title 13, Section 1962.4\(e\)\(3\)\(A\)1. under the credit provisions of 1962.2. These credits shall be converted in accordance with California Code of Regulations, Title 13, Section 1962.4\(q\)\(2\).](#)

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