

## **Proposed CARB Regulations could impact TRUs that operate in California**

As of October 2020, some proposals have changed. Not only have we outlined the proposed regulations for you, but our Precedent<sup>®</sup> unit is a solution.



CONCEPT INTENT	DRAFT INTENT	SUMMARY OF CHANGE
All TRU's must register with CARB by Dec. 31, 2021.	Not addressed	NA

CONCEPT INTENT	DRAFT INTENT	SUMMARY OF CHANGE
All newly manufactured truck, trailer, domestic shipping containers, and rail TRUs manufactured with refrigerant must have a Global Warming Potential (GWP) less than or equal to 2,200 by 2022.	Required use of lower GWP refrigerant for newly produced units – timing unclear.	Potential change to implementation date.

CONCEPT INTENT	DRAFT INTENT	SUMMARY OF CHANGE
New trailer TRU's must comply with SOTL by Dec. 31, 2023. All trailer TRU's must comply with SOTL by Dec. 31, 2027.	Abandoned	SOTL restrictions removed. Reference to full zero-emissions as possible future mandate. CARB staff to review options beginning 2023-2024 time frame.

CONCEPT INTENT	DRAFT INTENT	SUMMARY OF CHANGE
Telematics tracking device required – new units by Dec. 2023 and all units by Dec. 2027.	Abandoned	Abandoned

CONCEPT INTENT	DRAFT INTENT	SUMMARY OF CHANGE
Engine emissions. New equipment must meet 25-50 HP emissions by Dec. 2023. Legacy equipment with <25 HP engine must have DPF added by Dec. 2023. All equipment must meet 25-50 HP emissions by Dec. 2030.	Engine emissions. Revert to existing language to retain 7 year life for existing units and create new PM requirement for new units (add DPF).	Mandating a >25 HP engine has been removed and replaced with continuing 7 year life for existing <25 HP units and requiring DPF on new units effective date TBD.

**UPDATE FROM CARB ON REGULATORY LANGUAGE:** <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>

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