



What vehicles are subject to this regulation?

Commercial self propelled off-road diesel vehicles >25 horsepower that cannot be licensed to drive on road. Impacted industries include: construction, industrial, rental, mining, airport ground support equipment.

What vehicles are exempt from this regulation?

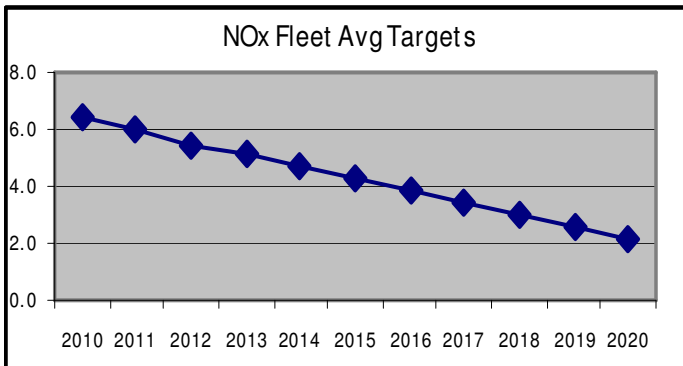
Locomotives, marine, recreational, military and vehicles used exclusively in agricultural operations are exempt.

Compliance Schedule for Off-Road Fleets:

<u>Fleet Size</u>	<u>Total Horsepower</u>	<u>Initial Fleet Report Due</u>	<u>Compliance Dates & Requirements</u>
Small	<2501	August 1, 2009	2015-2025 PM Only
Medium	2,501-5,000	June 1, 2009	2013-2020 PM and NOx
Large	>5,001	April 1, 2009	2010-2020 PM and NOx

Options to meet NOx Requirements (Medium and Large Fleets only):

1. Meet the fleet average targets



2. Best Available Control Technology

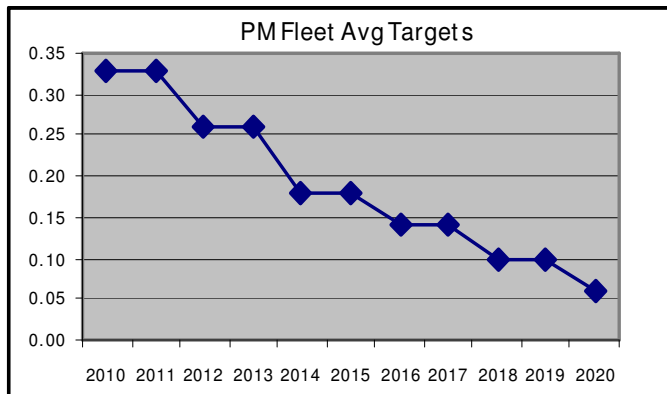
Turnover 8% of Hp (10% after 2015) per year

- Replace with New vehicles
- Replace with electric or alt fuel vehicles
- Repower to Tier 2 or higher
- Retire from fleet
- Designate as low usage (<100 hrs/year)
- Install verified NOx reducing retrofit

Vehicles Exempt from NOx Requirements: Small fleets, vehicles in captive attainment areas, vehicles <10 years old, vehicles retrofit in the past 6 years, Tier 4 or Tier 4 interim vehicles.

Options to meet PM Requirements:

1. Meet the fleet average targets



2. Best Available Control Technology

Retrofit 20% of Hp per year

- Retrofit with level 3 PM VDECS
- VDECS = Verified Diesel Emission Control Strategy
- If a fleet is “shrinking from the previous year, they get credit towards PM BACT for the Hp of the Tier 0 equipment they retire (a fleet that retires 20% Tier 0 in a year is compliant for PM & NOx)
- Double credit given to VDECS installed in 2009

Vehicles Exempt from PM Requirements: Engines in vehicles <5 years old, engines with no retrofit available, engines that come with OEM diesel particulate filter, engines already retrofit with VDECS.



Additional Requirements:

Disclosure of Regulation Applicability

- Any person selling a vehicle subject to this regulation in California must provide the disclosure in writing to the buyer on the bill of sale indicating the vehicle may be subject to the ARB regulation.

Written Idling Policy

- As of March 1, 2009- Medium and Large Fleets must have a written idling policy that informs operators that they cannot idle vehicles longer than 5 minutes.

Ban on adding Tier 0 Equipment

- No Tier 0 Equipment can be added to a fleet after March 1, 2009.

Adding Vehicles

- If you met the fleet average in the previous year: Cannot add vehicles that exceed most recent target. If the fleet targets are exceeded you have 3 months to bring the fleet back to compliance.
- If you met BACT in previous year: Small fleets must add Tier 2 or Higher. Medium/Large fleets must add Tier 2 or higher & have NOx emission ≤ current NOx fleet average target.

Reporting & Recordkeeping:

How to complete an initial and annual fleet compliance report:

- Report Online using DOORS: https://secure.arb.ca.gov/ssldoors/doors_reporting/reporting.php
- Vehicle data required: Serial #, Equipment Type, Manufacturer, Model, Year
- Engine data required: Serial #, Manufacturer, Model, Year, Max Hp, Displacement, Engine Family
- VDECS data required: Serial #, Manufacturer, Model, VDECS Family,
- Reports due annually on the same calendar date as the initial fleet report

Records that must be kept between reporting periods

- Hours of operation for low use vehicles, newly purchased vehicles, rebuilt engines, failed VDECS, VDECS serial numbers, manufacturers delays, Executive Orders for extensions and exemptions.

Changes to the rule as a result of 2009 California budget negotiations

The budget passed by the California legislature on February 20, 2009 included some provisions that relaxed certain elements of the CARB Off-Road rule. These changes may help some fleets comply with the regulation in early years. **The rule was not delayed!** All fleets are still required to submit initial fleet reports and be in compliance on the original schedule. Below is a summary of the changes made:

1. Fleets who operate their equipment fewer hours than they did from 2006-2008 will be able to claim credit for reduced activity.
2. Fleets will be able to claim credit for all Tier 0 equipment retired since March 1, 2006.
3. The percentage of vehicles to be turned over and retrofit under the BACT compliance options for PM and NOx in the years 2011, 2012, 2013 have been changed from 20% and 8% in each year. The new percentages are outlined below. Note the overall requirements have not changed.

	2011	2012	2013
PM - (Retrofit Requirement)	12%	12%	36%
NOx (Turnover Requirement)	4.8%	4.8%	14.4%