TO: All California Waste Hauler Fleets
California Refuse Removal Council
All Municipal and Utility Fleet Operators
Other Interested Parties

SUBJECT: 2009 COMPLIANCE EXTENSION FOR ALL DUAL OR BI-FUEL AND OTHER GROUP 3 ENGINES WITH NO AVAILABLE VERIFIED DIESEL EMISSION CONTROL STRATEGY

The Air Resources Board (ARB) is granting a 1-year blanket compliance extension for certain Group 3 vehicles subject to the Fleet Rule for Solid Waste Collection Vehicles and the Fleet Rule for Public Agencies and Utilities. This compliance extension is limited to Group 3 vehicles where a verified diesel emission control strategy (DECS) is not available and a fleet has applied a verified DECS to all remaining Group 3 vehicles where one is available. To qualify for an extension for the remaining Group 3 vehicles, the vehicle must be powered by:

- any dual or bi-fuel engine not currently retrofitted, or
- an engine with a displacement of over 15 liters and equipped with exhaust gas recirculation.

By December 31, 2009, 50 percent of both public agency and utility and solid waste collection Group 3 vehicles must apply best available control technology (BACT). BACT must be applied to all engines where DECSs are verified prior to using the above extension. A compliance extension will be provided for the remaining Group 3 vehicles that meet the above criteria through December 31, 2010.

Section 2022.1(d)(2) and section 2021.2(d)(2) allow for fleets to apply for a “Compliance Extension based on No Verified Diesel Emission Control Strategy” for other engines in their fleet that cannot be retrofitted based on technological reasons identified by a manufacturer. Again, the owner must first apply a verified DECS to all applicable engines as required before requesting an extension.

A fleet may apply for a “Compliance Extension based on No Verified Diesel Emission Control Strategy,” by providing ARB the following information by July 1, 2009:

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: http://www.arb.ca.gov.
(i) Identification of each engine, by vehicle identification number, engine manufacturer, model year, family, and series; and type of vehicle, for which no diesel emission control strategy has been verified, or

(ii) Identification of each engine, by vehicle identification number, engine manufacturer, model year, family, and series; and type of vehicle, for which a specific diesel emission control strategy would jeopardize the original engine warranty and statement from engine manufacturer or authorized dealer stating original engine warranty would be jeopardized, or

(iii) Identification of each engine and vehicle combination, by vehicle identification number; engine manufacturer, model year, family, and series; and type of vehicle, for which no diesel emission control strategy is commercially available and a list of manufacturers that have been contacted with their responses to a request to purchase, and

(iv) A description of the reason for the request for a compliance extension for each engine or engine and vehicle combination, and

(v) A copy of the statement of compliance for all applicable vehicles.

Please mail this information by July 1, 2009 to:

Mr. Tony Brasil, Chief
Heavy-Duty Diesel Implementation Branch
Post Office Box 2815
Sacramento, California 95812

If you have any questions regarding this advisory, please contact Ms. Kathleen Mead, Manager, at (916) 324-9550, or by email at kmead@arb.ca.gov.

Sincerely

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Robert H. Cross, Chief
Mobile Source Control Division

cc: Erik White, Chief
Heavy Duty Diesel In-use Strategies Branch

Kathleen Mead, Manager
Retrofit Implementation Section