Outline

- Need for Emissions Reductions
- Exhaust Retrofit Technologies
- Off-Road Regulation Requirements
- Off-Road Compliance Examples
- Technology Demonstrations
- Funding Programs
- SOON Program
- Compliance Assistance and Outreach
- DOORS
- Contacts

Need for Emission Reductions

- Must reduce Diesel Particulate Matter (PM)
  - 70% of known cancer risk from all air toxics
  - Thousands of deaths per year in California (heart disease and cancer)
- Must reduce oxides of nitrogen (NOx)
  - Ozone and secondary PM formation
  - Ozone is a serious lung irritant, associated with premature deaths and asthma
- Attain ozone and PM standards
  - Could lose federal highway funds if California cannot show that standards will be attained by deadline
In-Use Diesel Vehicle Population (2005)

<table>
<thead>
<tr>
<th>Year Regulated:</th>
<th>2000</th>
<th>2003</th>
<th>2005</th>
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</thead>
<tbody>
<tr>
<td>Urban Buses</td>
<td>14,000</td>
<td>14,100</td>
<td>3,700</td>
</tr>
<tr>
<td>Solid Waste Collection Vehicles</td>
<td>200,000</td>
<td>150,000</td>
<td>100,000</td>
</tr>
<tr>
<td>Transit Fleet Vehicles</td>
<td>30,000</td>
<td>180,000</td>
<td>360,000</td>
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</tbody>
</table>

New Engine Standards Make New Engines Cleaner (100-174 hp)

Cumulative Health Benefits

- **4,000 fewer premature deaths**
- **110,000 fewer cases of asthma and lower respiratory symptoms**
- **680,000 work loss days**
- **3,900,000 restricted activity days**
- **$18 - $26 billion in avoided health costs**
- **2020:**
  - 32% reduction in NOx
  - 74% reduction in diesel PM
What is an Exhaust Retrofit?

- Systems that reduce specific pollutants
  - Can control one or more pollutants such as PM, NOx, or both
  - Installed on an in-use vehicle
- Systems include, but are not limited to:
  - Diesel particulate filters (DPFs)
  - Flow through filters (FTFs)
  - Diesel Oxidation Catalysts (DOCs)
  - Selective Catalytic Reduction (SCR)

Exhaust Retrofits Cont.

- Also commonly referred to as retrofits, filters, scrubbers
- “Repowers” are not considered exhaust retrofits
- Once a device is verified with ARB, it becomes a verified diesel emission control strategy (VDECS)

ARB Verification of Retrofits

- Ensures emission reductions and durability
- Provides end user warranty
  - 4-5 years and 2,600-4,200 operating hours
  - A current list of verified devices is located at: www.arb.ca.gov/diesel/verdev/verdev.htm

<table>
<thead>
<tr>
<th>Level</th>
<th>PM Reduction</th>
<th>Typical Device</th>
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<tbody>
<tr>
<td>1</td>
<td>≥ 25%</td>
<td>Oxidation catalyst</td>
</tr>
<tr>
<td>2</td>
<td>≥ 50%</td>
<td>Flow-thru filter</td>
</tr>
<tr>
<td>3</td>
<td>≥ 85%</td>
<td>Particulate filter</td>
</tr>
</tbody>
</table>

ARB Verification Cont.

- VDECS that reduce NOx are not given a “Level”
  - NOx VDECS are currently verified by % NOx reduction
  - Soon will be verified with Mark 1 to Mark 5
- Highest Level VDECS
  - Required by off-road regulation
  - Achieve maximum PM reductions
  - Do not take into account NOx reductions
  - Most commonly are DPFs
How Does a Diesel Particulate Filter (DPF) Work?

- The filter is positioned in the exhaust stream to trap or collect a significant fraction of the particulate emissions while allowing the exhaust gases to pass through the system.

DPF Information Cont.

- The volume of PM generated by a diesel engine will fill up (load) a DPF over time; thus the trapped PM must be burned off or "regenerated" periodically
  - Active regeneration: Needs heat to regenerate – electricity or burning additional fuel
  - Passive regeneration: No outside energy required
- DPF requires periodic cleaning of ash
  - Build-up of ash occurs due to regeneration
  - Ash cleaning required ~ yearly depending on usage

Verified Level 3 Off-road Devices
(as of 8/1/08)

<table>
<thead>
<tr>
<th>Product</th>
<th>Applicability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleaire Horizon</td>
<td>Most on-road engines; 15 ppm sulfur diesel; conditionally verified for off-road engines</td>
</tr>
<tr>
<td>HUSS Umwelttechnik FS_MK</td>
<td>Most on-road and off-road diesel engines through 2007 model year.</td>
</tr>
<tr>
<td>Engine Control System Combinfilter</td>
<td>1996-2004 off-road</td>
</tr>
<tr>
<td>Caterpillar DPF</td>
<td>Conditionally verified for 1996-2008 model years; off-road, rubber tired</td>
</tr>
<tr>
<td>DCL MINE-X Sootfilter</td>
<td>Conditionally verified for 1996-2008 model year, rubber tired off-road</td>
</tr>
</tbody>
</table>

Off-Road Regulation Requirements
**Applicability**

Regulation applies to any person, business, or government agency who owns or operates any diesel-fueled or alternative diesel fueled off-road vehicle horsepower within California

- Applies to vehicles $\geq 25$ horsepower
- Applies to the “drive” engine only
- Includes out-of-state vehicles brought into California
- Excludes vehicles primarily used (> 50% time) for agricultural operations
- Excludes vehicles used for personal use

**Applicability Cont.**

- What is considered an off-road vehicle?
  - Vehicles that were intended to be used off-road
  - Cannot be registered to drive safely on-road
  - A workover rig
- Excludes vehicles designed to operate on-road regardless of use
- Current proposal to add 2 engine cranes (both engines)

**Requirements Vary by Fleet Size**

<table>
<thead>
<tr>
<th>Fleet Size Category</th>
<th>Description</th>
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<tbody>
<tr>
<td>Small</td>
<td>Fleet with $\leq 2,500$ hp, or Municipal fleet in low population county</td>
</tr>
<tr>
<td>Medium</td>
<td>Fleet with $2,501$ to $5,000$ hp</td>
</tr>
<tr>
<td>Large</td>
<td>Fleet with more than $5,000$ hp, or State or Federal Government fleet</td>
</tr>
</tbody>
</table>

**5 Minute Limit on Idling**

- Requirement effective June 15, 2008
- 5 minute idling limit for off-road vehicles
- Exemptions from this requirement:
  - Idling when queuing
  - Idling to verify that the vehicle is in safe operating condition
  - Idling for testing, servicing, repairing or diagnostic purposes
  - Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane)
  - Idling required to bring the machine system to operating temperature
  - Idling necessary to ensure safe operation of the vehicle
Idling Limit Cont.

- Can apply to ARB Executive Officer to idle > 5 min. if reason not covered in exemptions
- Enforcement of 5 min. idling
  - Field audits will begin after September 15, 2008
  - Until then, only complaints of excessive idling filed by the public with ARB will be pursued
- Fines
  - First time offense: $300 per violation
  - Subsequent offenses: Can be $1,000 to $10,000 per violation

Disclosure of Applicability

- Disclosure of regulation applicability:
  - Persons selling in California to California buyer
  - Disclosure records must be kept for 3 years
  - Disclosure not required for manufacturers selling to dealers
  - Language must be included on the bill of sale, invoice, or price quote that is signed by buyer

Disclosure of Applicability Cont.

“When operated in California, any off-road diesel vehicle may be subject to the California Air Resources Board In-Use Off-road Diesel Vehicle Regulation. It therefore could be subject to retrofit or accelerated turnover requirements to reduce emissions of air pollutants. For more information, please visit the California Air Resources Board website at http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm”

Disclosure of Applicability Cont.

- Enforcement of disclosure provision
  - Field audits will not be conducted until after September 15, 2008
  - Until then, only complaints filed by the public will be pursued
- Fines
  - First time offense: $500 per violation
  - Subsequent offenses: $1,000 to $10,000 per violation
Beginning March 1, 2009

- Written 5 minute idling policy should be established by fleet owner
  - Required for medium and large fleets
  - Must make idling policy available to all vehicle operators in fleet
- Can no longer add Tier 0 vehicles to fleet

Initial Reporting

- Initial reporting varies by fleet size
  - Fleets must report their fleet information as it was on March 1, 2009
  - Fleets must report their information to ARB by their designated reporting date
  - Reporting is free, no cost to fleets to register vehicles with ARB

<table>
<thead>
<tr>
<th>Fleet Size Category</th>
<th>Initial Reporting Date</th>
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</thead>
<tbody>
<tr>
<td>Large</td>
<td>April 1, 2009</td>
</tr>
<tr>
<td>Medium</td>
<td>June 1, 2009</td>
</tr>
<tr>
<td>Small</td>
<td>August 1, 2009</td>
</tr>
</tbody>
</table>

Vehicle Labeling

- All vehicles subject to the regulation must be labeled
  - ARB assigns Equipment Identification Number (EIN) after initial reporting period; label stays with vehicle for life
  - Fleets must label vehicles within 30 days of receiving EIN; labels not issued by ARB
  - Label dimensions/specifications found in section 2449(f)

Compliance Requirements

- Compliance requirements must be met by March 1 of each year

<table>
<thead>
<tr>
<th>Fleet Size Category</th>
<th>Dates and Requirements</th>
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<tbody>
<tr>
<td>Large*</td>
<td>2010-2020 PM and NOx</td>
</tr>
<tr>
<td>Medium*</td>
<td>2013-2020 PM and NOx</td>
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<tr>
<td>Small</td>
<td>2015-2025 PM only</td>
</tr>
</tbody>
</table>

* Same requirements for large and medium fleets, only initial compliance date varies.
NOx Requirements
Two ways to meet the NOx requirements (the lesser of the two can be done):

- NOx fleet average targets requirements
  - Meet NOx emissions targets set in regulation by any means
  or

- Best Available Control Technology (BACT) requirements:
  - Turn over engines at a rate of 8% of total fleet horsepower per year (after 2015, the 8% turnover rate increases to 10%)

NOx Emission Factors*

<table>
<thead>
<tr>
<th>Year</th>
<th>25-49</th>
<th>50-74</th>
<th>75-99</th>
<th>100-174</th>
<th>175-299</th>
<th>300-599</th>
<th>600-750</th>
<th>750+</th>
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<td>1990</td>
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<td>6.9</td>
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</tr>
</tbody>
</table>

* Only partial chart shown

NOx Fleet Average Calculation Example

Example fleet of 3 vehicles:
Vehicle 1: 1996, 100 hp, NOx EF = 9.3
Vehicle 2: 2000, 200 hp, NOx EF = 6.9
Vehicle 3: 2002, 300 hp, NOx EF = 4.2

NOx Fleet Average
= [(9.3\times100)+(6.9\times200)+(4.2\times300)]/(100+200+300)
= 6.0

NOx Fleet Average Emission Targets

* Targets in 2010, 2011, and 2012 are for LARGE fleets only
NOx Fleet Average Target Calculation Example

For 2010 compliance date:
Vehicle 1 (100 hp): NOx target = 6.4
Vehicle 2 (200 hp): NOx target = 6.2
Vehicle 3 (300 hp): NOx target = 5.9

NOx Fleet Average Target:
\[
= \frac{(6.4\times100)+(6.2\times200)+(5.9\times300)}{(100+200+300)} = 6.1
\]

Compare Target with Average

NOx fleet average = 6.0
NOx fleet average 2010 target = 6.1

6.0 < 6.1

Since NOx fleet average is less than the NOx fleet target set for 2010, the fleet is in compliance

NOx BACT Requirements

• Must turn over Tier 0 and Tier 1 (without PM standard) vehicles first
• Compliance options for NOx BACT turnover requirements:
  – Replace older vehicles with new or used vehicles
  – Replace diesel vehicles with electric or alternative fuel vehicles
  – Repower older engines with a Tier 2 or higher engines
  – Retire vehicles from fleet
  – Designate vehicles as low use (used < 100 hours per year)
  – Install NOx verified diesel emission control strategy (VDECS)

Special Provisions for Attainment Counties

• Fleets captive to listed attainment counties
  – Do not need to meet turnover requirements or NOx fleet averages
• These counties are always in: they cannot fall out of this provision, and other counties cannot come in
• Fleets can travel within multiple attainment counties
Attainment Counties

Attainment counties include:
Alpine, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Monterey, Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Trinity, Tehama, and Yuba

PM Requirements

Two ways to meet the PM requirements (the lesser of the two can be done):

- PM fleet average targets requirements
  - Meet PM emissions targets set in regulation by any means
  
- Best Available Control Technology (BACT) requirements:
  - Install verified diesel emission control strategy VDECS (also referred to as PM retrofits) on 20% of total fleet horsepower per year

PM Emission Factors*

<table>
<thead>
<tr>
<th>PM Emissions Factors by Horsepower and Year (g/bhp-hr)</th>
<th>25-49</th>
<th>50-74</th>
<th>75-99</th>
<th>100-174</th>
<th>175-299</th>
<th>300-599</th>
<th>600-750</th>
<th>750+</th>
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<tbody>
<tr>
<td>Year</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>1990</td>
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<td>0.950</td>
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<td>0.950</td>
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<td>0.15</td>
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</tr>
</tbody>
</table>

* Only partial chart shown

PM Fleet Average Emission Targets

**Note:** There is a separate table for SMALL fleet targets

**Target:** in 2010, 2011, and 2012 are for LARGE fleets only

**Horsepower Groups:**
- 25-49 hp
- 50-74 hp
- 75-99 hp
- 100-174 hp
- 175-299 hp
- 300-599 hp
- 600-750 hp
- Greater than 750 hp

**Year:**
- 2010
- 2011
- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018
- 2019
- 2020
PM BACT Requirements

- Compliance options for PM BACT retrofit requirements:
  - Install PM VDECS
- Retirement of Tier 0s for a fleet decreasing in horsepower
  - If a fleet is “shrinking” from the previous year, the Tier 0 horsepower retired (and not replaced) from the fleet can count towards PM BACT compliance
  - Example: If a fleet retires 20% Tier 0 vehicles, both the PM and NOx BACT requirements are fulfilled

Annual Compliance Process

Large and Medium Fleets: NOx* and PM Requirements

1. Either meet NOx target or do 8% or 10% turn over
2. Either meet PM target or do 20% retrofits
3. Done for year

Small Fleets: PM Requirements ONLY

1. Either meet PM target or do 20% retrofits
2. Done for year

*Captive attainment area fleets must only meet the PM requirements

PM BACT Cont.

- Order of VDECS installation:
  - All vehicles accepting Level 3 VDECS must be retrofitted first
  - Then, install Level 2 VDECS only if:
    1. All vehicles that can accept Level 3 VDECS are already retrofitted, and
    2. A Level 2 VDEC is the highest verified device available at that time for that vehicle
  - Level 1 VDECS cannot be used to meet the PM BACT requirements

NOx Final Compliance

- As of March 1, 2020 (for medium and large fleets only):
  - If 2020 NOx fleet average target is not met, the fleet must do the required NOx BACT turnover until that 2020 target is met
PM Final Compliance

- As of March 1, 2021 (for medium and large fleets), and March 1, 2026 (for small fleets):
  - All vehicles must have the highest level VDECS installed; if not, the fleet is required to install the highest level VDECS at the required PM BACT retrofit rate
  - Fleets not meeting the NOx final compliance targets must do so first

Restrictions on Adding Vehicles

- Cannot add Tier 0 vehicles after March 1, 2009
- Fleet averages met in the previous year
  - Fleets may not add vehicles that cause them to exceed the most recent targets
  - If the targets are exceeded, the fleet has 3 months to bring the fleet back into compliance
- BACT requirements met in the previous year
  - Small fleets: The vehicle must be Tier 2 or higher

Adding Vehicles Cont.

- Large/Medium fleets: The vehicle must be Tier 2 or higher and have a NOx emission factor less than or equal to the current year NOx fleet average target

Annual Reporting

- Report any changes to the fleet from the previous year
  - Includes VDECS installed, vehicles replaced, etc.
- If final compliance target is not met, reporting must continue beyond last designated reporting date
- Reporting dates vary by fleet size:

|------------------|------|------|------|------|------|------|------|------|------|------|------|

<table>
<thead>
<tr>
<th>Fleet Size Category</th>
<th>Reporting Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small</td>
<td>August 1st: 2014-2026</td>
</tr>
<tr>
<td>Medium</td>
<td>June 1st: 2012-2021</td>
</tr>
<tr>
<td>Large</td>
<td>April 1st: 2010-2021</td>
</tr>
</tbody>
</table>
Annual Record keeping

• Records must be kept between reporting periods:
  – Changes in the fleet since last reported
  – Newly purchased vehicles
  – Rebuilt engines
  – VDECS that have failed
  – VDECS serial numbers
  – Manufacturer delays
  – Executive Officer approvals for extensions, approval of alternative fuels, idling exceptions, etc.

• Records must be kept until the vehicle is retired, or 2030 (whichever is earlier)

Rental and Leased Vehicles

Vehicles owned by a rental or leasing company

• If rented/leased < 1 year
  – Vehicle must be included in the owner’s fleet
• If rented/leased >= 1 year
  – May be excluded from the owner’s fleet, and included in the lessee’s fleet only if written into the lease agreement

• Leases occurring before June 15, 2008
  – If “leased” as defined in California Uniform Commercial Code for at least one year, the vehicle must be included in the lessee’s fleet (not owner)

Persons who provide financing in the form of “finance leases,” as defined in California Uniform Commercial Code 10103(a)(7) do not “own” such vehicles for the purposes of this regulation

Out-of-State Fleets

• All vehicles operating in California that are owned by an out-of-state company must still comply with the regulation
  – If they report initially in 2009, they can comply with the fleet average or BACT approach
  – If they are a new fleet that enters California after March 1, 2009, they must meet the fleet average targets upon entering the state
    • Stricter than for in-state fleets
  – All vehicles brought into California must be reported to ARB within 30 days of entering the state

Early Credit Examples

• Early credit for actions taken before March 1, 2009
• Double credit for PM retrofits
  – A VDECS installed early on a 200 hp vehicle would provide 400 hp credit towards the PM BACT requirements
• Single credit for repowers
  – A repower completed on a 300 hp machine would provide a 300 hp credit towards the NOx BACT requirements
  – A repower from a Tier 0 to Tier 1 will receive NOx BACT credit only until March 1, 2009
Early Credit Examples

- Credit for replacement of Tier 0s in excess of an average 8%/year turnover rate between March 1, 2006 and March 1, 2009
  - If a fleet retired/replaced its Tier 0 machines at a rate of 10% per year between 2006 and 2009, the fleet would obtain a 6% early credit towards the NOx BACT requirements
- Double credit for electric vehicles until 2016
  - If an electric vehicle is replacing a 200 hp diesel vehicle, 400 hp with a 0 NOx and 0 PM emission factor should be included in the NOx and PM fleet averages

Exemptions from Engine Turnover Requirements

- Small fleets
- Captive area attainment fleets
- Vehicles less than 10 years old
- Specialty vehicles if certain criteria are met
- Vehicles retrofit in past 6 years
- Tier 4 or Tier 4 Interim vehicles

Exemptions from Retrofit Requirements

- Engines in vehicles less than 5 years old
- Engines for which there is no retrofit available or for which one cannot be safely installed
- New engines that come with an OEM diesel particulate filter
- Engines already retrofit with the highest level VDECS at time of installation

Other Exemptions and Compliance Extensions

- Exempt from all but recordkeeping/reporting
  - Low-use vehicles
    - Operated less than 100 hours/year
  - Emergency vehicles
  - Dedicated snow removal vehicles
- Compliance extensions
  - Manufacturer delays for retrofits or new engines
  - Delay of Tier 4 interim or final vehicles
Fines for Non-Compliance

- Violation of the NOx provisions
  - Up to $1,000 per vehicle per day of non-compliance
- Violation of the PM provisions
  - Up to $10,000 per vehicle per day of non-compliance
  - If a citation is given, and the violation is not corrected, the fines can go up to $40,000 per vehicle per day of non-compliance

Off-Road Compliance Examples

Getting Started

1. Determine which vehicles are subject to the regulation
   - Dedicated snow removal, emergency use, agricultural, and personal use vehicles are exempt
   - On-road vehicles and portable equipment are not covered
2. Gather vehicle data for applicable vehicles
   - Engine model year, vehicle model year, engine hp
   - Are any vehicles low use?

Getting Started Cont.

3. Determine fleet size
   - Calculate total fleet hp: exclude any exempted vehicles from 1. above, also exclude low use vehicles
4. Determine compliance requirements
   - Based on fleet size, determine whether the fleet must comply with the NOx requirements
   - Is the fleet a captive area attainment fleet?
   - Determine first compliance date, also based on fleet size
5. Calculate early credit
   - Add up hp credit for any early repowers, exhaust retrofits, or replacements
Getting Started Cont.

6. Calculate NOx and PM fleet averages and targets (can use Fleet Average Calculator for this, available on ARB website)
   • Determine if the fleet is currently meeting fleet targets
   • If fleet is meeting the NOx and/or PM targets, no turnover and/or exhaust retrofitting is required
   • If not meeting the targets, determine turnover and/or retrofits needed to meet targets

7. If not meeting the fleet targets, calculate the applicable turnover and retrofits required by BACT (Best Available Control Technology requirements)

8. Determine the minimum turnover/retrofit requirements for compliance: BACT or targets

What About Turnover Exemptions?

• What if I have vehicles exempt from the BACT turnover requirements in a given year?
  – Vehicles < 10 years-old, specialty vehicles, etc.
  – Calculate the amount of turnover (in horsepower) needed, and compare to amount of horsepower with exemptions
• Cannot utilize exemption until all non-exempt hp has been turned over first

Turnover Example

• Fleet A has 10,000 total fleet hp
• 9,500 hp has turnover exemptions in 2010
• Therefore, 500 hp available for turnover
• 8% turnover required to meet NOx BACT requirements = 10,000*0.08 = 800 hp
  – Available hp for turnover = 500 hp
  – Required hp for NOx BACT turnover = 800 hp

Turnover Example Cont.

• Since available hp (500 hp) < required hp (800 hp), perform available turnover (500 hp) to meet the NOx requirements
• If available hp = 1,000 hp, only required hp (800 hp) would need to be turned over to meet NOx BACT turnover requirements
What About Retrofit Exemptions?
• What if there are no available VDECS for some/all of my fleet? What if some of my vehicles are > 5 years-old?
  – VDECS not available, vehicle < 5 years-old
  – Calculate amount of horsepower with retrofits needed, and compare to amount of horsepower with retrofit exemptions
• Cannot utilize exemption until all non-exempt hp has been retrofit

Retrofit Example
• Fleet A has 10,000 total fleet hp
• There are no retrofits available for 9,500 hp of the fleet in 2010
• Therefore, 500 hp available to retrofit
• 20% of fleet must be retrofitted to meet PM BACT requirements = 10,000*0.2 = 2,000 hp
  – Available hp to retrofit = 500 hp
  – Required hp to retrofit for PM BACT = 2,000 hp

Retrofit Example Cont.
• Since available hp (500 hp) < required hp (2,000 hp), perform available retrofits (500 hp) to meet the PM requirements
• If available hp = 3,000 hp, only required hp (2,000 hp) would need to be retrofit to meet PM BACT retrofit requirements

Other Considerations
• Hours in fleet average provision
  – Hours of operation can be used in the fleet average calculations
  – Beneficial for fleets with many minimal use Tier 0 vehicles
  – However, an 18% penalty is applied to fleet averages
• Use ARB Fleet Average Calculator or DOORS compliance tool to evaluate compliance options
Compliance Example
Fleet 1 - Older Earth Moving Fleet

- Fleet in 2008
  - 88 engines totaling 40,000 hp
  - Scrapers, tractors, and dozers
  - Average age of vehicles 21 yrs
  - Normal turnover 2% per year
  - Normally buys used

Fleet 1 Compliance Actions

- Continues to buy used vehicles
- 8% turnover per year (safety valve)
- 20% retrofits in first 3 years; few thereafter

Fleet 1 Engine Tier Distribution in 2020

- Majority of engines needed to comply with 2020 goals already available today

Technology Demonstrations

- Loader with Passive DPF
- Scraper with Passive DPF
Off-Road Showcase Demonstration

- $4.9 million allocated through SCAQMD (South Coast Air Quality Management District) & MSRC (Mobile Source Air Pollution Reduction Review Committee)
  - Close coordination with ARB
- Achieve early emission reductions
- Prove effectiveness of technologies on wide range of off-road engines
  - Interested fleets may view retrofits in action
- Will spur verification of new retrofits
  - Applicants required to pursue verification concurrently with Showcase demonstration

Off-Road Showcase Cont.

- Emission control manufacturer participants
  - 14 Manufacturers, 24 systems
  - 8 Active DPFs
  - 15 Passive DPFs
  - 6 PM + NOx devices
  - 6 Fuel borne catalyst systems
- Eighteen Fleet Owners
  - 5 Public Fleets
  - 13 Private Fleets
- Total of 230 Vehicles

U.S. EPA SEP

- U.S. EPA settlement against Chevron and Valero
  - $750,000 in fines
- Settlement agreements stipulated money to be spent on retrofit of off-road equipment
- Overall goals similar to Showcase
- Help fill gaps in Equipment Matrix
- Demonstrate Additional Technologies
- 15 vehicles have been successfully retrofitted with DPFs so far
  - 8 Passive DPF Devices
  - 5 Active DPF Devices
  - 3 NOx Control Systems

Funding Programs
Pilot Off-Road Loan Incentives (POLI)

- Help some fleets obtain loans for which they would not otherwise qualify
- Pilot program for fleets in SJV
- Must meet criteria
- Apply at participating lenders
- More info: [http://arb.ca.gov/ba/loan/loan.htm](http://arb.ca.gov/ba/loan/loan.htm) or contact Jessica Dean at jdean@arb.ca.gov

POLI Criteria

- < 100 employees
- <$10 mil annual revenues
- Loan for ARB-verified diesel retrofit
- Operate at least part time in SJV
- Difficulty obtaining conventional financing
- Any fleet sizes
- Other program & financial criteria

Carl Moyer Incentive Program

- Statewide program with $140 million/yr in incentive monies
- Program provides incentive money to clean up equipment in California
  - Equipment includes: off-road, on-road, marine, locomotive, agricultural
- Eligible off-road projects include engine repowers, exhaust retrofits, equipment replacement
- Vehicle owner has to pay a small portion of the project costs
- Must do more than required by regulation
- More information is located at: [www.arb.ca.gov/msprog/moyer/moyer.htm](http://www.arb.ca.gov/msprog/moyer/moyer.htm)

Is Incentive Funding Available?

- Small fleets
  - 100% eligible if completed by February 28, 2012
  - Eligible based on NOx and ROG reductions thereafter
- Medium fleets
  - 100% eligible if completed by February 28, 2010
  - Early compliance needed after
- Large fleets
  - Early compliance needed to receive funding
SOON Program

What is the SOON Program?

- Surplus Off-road Opt-in for NOx (SOON) program is designed to achieve additional NOx reductions
- Local air districts may opt into this program to reduce NOx emissions beyond what is required by the off-road regulation
  - May make program voluntary or mandatory
- Carl Moyer incentive money is used to fund these additional NOx reductions
- If fleets meet the applicable criteria, district may require them to apply for SOON funding

Fleet Criteria for SOON

- If SOON mandatory, a fleet must apply if they:
  - Operate vehicles in participating air district
  - Must have operated in that district more than any other air district and >100 hrs/yr for the past three years and
  - Contain over 20,000 hp statewide
  - Have >40% Tier 0 & 1 vehicles
- If they receive funds – must take actions funded
- Must apply for enough actions to go from compliance with ARB rule to SOON targets
- A way for large fleets to access incentive monies

Participating Districts

- South Coast
  - Opted in on May 2, 2008
  - Have already awarded $10 – $15 million
  - 2nd solicitation due November 7, 2008
- San Joaquin Valley
  - Have proposed to opt-in
  - Currently in the guideline development stage
Compliance Assistance and Outreach

- Staff will be available to work with individual fleets on their compliance plans
- Off-road Implementation Seminars planned for a dozen locations statewide
  - Late July – August, contact Eric Brown (ebrown@arb.ca.gov) with questions
- Staff available to give off-road presentations at the request of fleet owners, industry groups, equipment dealers and manufacturers

Off-Road Implementation Advisory Group (ORIAG)

- Informal committee of affected fleets, air districts, and industry representatives
- Goal is to help ARB to fine tune outreach, training, and implementation materials
- Members of the public welcome to attend
- First ORIAG meeting held May 12, 2008 in Sacramento, second meeting held June 25, 2008 in El Monte
- Contact Beth White (eiwhite@arb.ca.gov) or visit http://www.arb.ca.gov/msprog/ordiesel/oriag/oriag.htm for more details

Off-Road Fleet Average Calculator Overview

- Microsoft Excel spreadsheet tool designed by ARB staff
- Fleet enters horsepower and model year of each engine
- Calculates the NOx and PM fleet averages, targets, and BACT requirements for each year
- Also calculates early credit and carryover credits earned by fleets
<table>
<thead>
<tr>
<th>Compliance Options</th>
<th>Carryover Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enter in Baseline fleet information</td>
<td>Early credit calculated</td>
</tr>
</tbody>
</table>

Introduction to DOORS
What is DOORS?

- Diesel Off-road On-line Reporting System
  - An on-line tool which allows you to compile and report your fleet information
  - Meets the reporting requirements
  - Retains your fleet data for future reporting
  - Includes additional features such as automated compliance planning

Outline of DOORS Discussion

- Where to find reporting forms, tools, and user guides
- Creating a DOORS account
- Submitting your fleet information
  - Directly on-line
  - Uploading with a spreadsheet
  - Hardcopy
- ARB review of your fleet – receive EINs and Certificate of Compliance
- Compliance planning and other features

Finding the Reporting Homepage

http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm

DOORS Account

If you have not done so before, you will need to request an account.

[Request on Account]

After you have an account, you may log in on subsequent visits to view and update your fleet information.

User Name: ____________________

Password: ____________________

Login
DOORS Reporting Homepage

Select the fleet with which you want to work, then select the action below:
- [Enter a fleet]
- [An * indicates fleets that you have submitted for ARB review]
- [Take Action]

Select the action you would like to take, then click on 'Take Action'.

Owner Information

Vehicle Information

DOORS – Online Forms

“enter a fleet”

“Enter Fleet Data On-line”

[Take Action]
Adding Engine Information

<table>
<thead>
<tr>
<th>Veh serial num</th>
<th>Year</th>
<th>Eng serial num</th>
<th>Manufacturer</th>
<th>Model</th>
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<td>Taurus</td>
</tr>
</tbody>
</table>

Viewing Your Fleet Data

<table>
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<tr>
<th>Veh serial num</th>
<th>Year</th>
<th>Eng serial num</th>
<th>Manufacturer</th>
<th>Model</th>
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<td>54261043133813</td>
<td>Ford</td>
<td>Taurus</td>
</tr>
</tbody>
</table>

DOORS – Excel Spreadsheets

What if you already have your inventory information in a spreadsheet?

Download Excel Spreadsheet from ARB

Insert your information

Save the spreadsheet as a .PRN

Upload the files to ARB

“enter a fleet” – “Upload Fleet Data”
Download the Spreadsheet

You must enter your fleet information into one of the spreadsheets available. Once you receive the spreadsheet from our DOORS team, you must open it on your computer and fill in the appropriate fields. It contains a macro and you may need to change security settings if you open it.

If your security settings are not compatible with the spreadsheet, you may need to change your macro security settings in Excel. Please refer to the Excel Help files for instructions on how to do this.

Linked Worksheets & Macros

Change your macro security settings in Excel.

Download the Spreadsheet

DOORS – Excel Spreadsheets

Fill out the spreadsheets

Owner
Vehicle
Engine
VDECS

Uploading

DOORS – Excel Spreadsheets

Upload

Owner File
Vehicle File
Engine File
VDECS File

Owner
Vehicle
Engine
VDECS

Owner
Vehicle
Engine
VDECS

Owner
Vehicle
Engine
VDECS

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VDECS

Owner
Vehicle
Engine
VDECS
After Uploading the Spreadsheet

<table>
<thead>
<tr>
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<th>Age/Year</th>
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<th>MFD</th>
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<tr>
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<tr>
<td>2021 Kenworth</td>
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</tr>
<tr>
<td>2022 Mack</td>
<td>2019</td>
<td>Diesel</td>
<td>Yes</td>
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</table>

**DOORS – Excel Spreadsheets**

DOORS saves the information
Update / Review it later
Request ARB Review
- Receive EINs to label vehicles
Make changes later in online forms

Hardcopy Forms
- Similar format to the Excel Spreadsheets
- Currently under development
- Will be available from the “Reporting Forms” page directly off of the Off-road Diesel Homepage

After ARB Reviews the Data
Fleet Information and EINs

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<tr>
<th>EN</th>
<th>Flote</th>
<th>Year</th>
<th>Make</th>
<th>Type</th>
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<td>Munro, Inc.</td>
<td>122</td>
<td>122C22</td>
<td></td>
</tr>
</tbody>
</table>

Compliance Planning (in progress)

- Defaults to automated or customize as needed
- Calculate compliance for a thousand vehicle fleet in minutes

<table>
<thead>
<tr>
<th>Year</th>
<th>Turnover</th>
<th>Retrofit</th>
<th>Turnover &amp; Retrofit</th>
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<td>2010</td>
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<td>A380B9</td>
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</table>

Reporting Tool: DOORS

- Staff currently looking for fleets to use DOORS and get EINs early
  - Email doors@arb.ca.gov for information
  - Advantage for fleets to
    - Receive EINs early
    - Get more than 30 days to label vehicles (until 30 days after reporting deadline)
- Help us help you

ARB Website and Contacts

California Environmental Protection Agency
Air Resources Board
In-Use Off-Road Vehicle Regulation Homepage: www.arb.ca.gov/msprog/ordiesel/ordiesel.htm

Off-Road Contacts

General Off-Road Regulation Questions:
Kim Heroy-Rogalski, Manager
Off-road Implementation Section
kheroyro@arb.ca.gov
(916) 327-2200

Elizabeth Yura, Staff
eyura@arb.ca.gov
(916) 323-2397

Diesel vehicle information hot line:
(866) 6-DIESEL
(866) 634-3735

Carl Moyer Program:
Dinh Quach
dquach@arb.ca.gov
(626) 350-6485

ORIAG: Beth White, Staff
eiwhite@arb.ca.gov
(916) 324-1704

DOORS: Cory Parmer, Staff
pparmer@arb.ca.gov
(916) 323-1180

Carl Moyer Program:
Dinh Quach
dquach@arb.ca.gov
(626) 350-6485

Off-Road Regulation - www.arb.ca.gov/msprog/ordiesel/ordiesel.htm
Verified Devices - www.arb.ca.gov/diesel/verdev/verdev.htm
Carl Moyer Program - www.arb.ca.gov/msprog/moyer/moyer.htm

On July 25, 2007, the Air Resources Board (ARB) adopted a regulation to reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from on-road mobile heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. For more information you can call the diesel vehicle information hot line at (866) 6-DIESEL or (866) 634-3735.