

Revised June 2011 to reflect the changes approved by the Board in December 2010

Off-Road Diesel Vehicle Regulation

Overview



The homepage of the regulation, with updates and information is:
www.arb.ca.gov/ordiesel

The regulation applies to:

All self-propelled off-road diesel vehicles over 25 horsepower used in California and all two-engine vehicles except two-engine sweepers are subject to the off-road diesel vehicle regulation. This includes vehicles that are available for rental (rental fleets).

Personal use vehicles, vehicles used solely for agriculture, vehicles that are awaiting sale, vehicles covered by the cargo-handling rule, vehicles which can only be moved on rail and two-engine sweepers are exempt from the off-road diesel vehicle regulation.

Emergency operations vehicles, dedicated snow removal vehicles, part-time agriculture, and low-use vehicles (under 200 hours per year, with an hour meter) must be reported to ARB and labeled, but are exempt from the turnover and retrofit requirements.

Summary: The regulation imposes limits on idling, buying older off-road diesel vehicles, and selling vehicles beginning in 2008; requires all vehicles to be reported to ARB and labeled in 2009; and then in 2014 begins gradual requirements for fleets to clean up their fleet by getting rid of older engines, using newer engines, and installing exhaust retrofits. The overall purpose of the regulation is to reduce emissions of oxides of nitrogen (NOx) and particulate matter (PM) from off-road diesel vehicles.

**Effective June, 2008
All Fleets**

The following requirements are in effect and being enforced:

IDLING Limited to 5 Minutes – Exceptions for vehicles that need to idle to perform work (such as a crane providing hydraulic power to the boom), or vehicles being serviced, or in a queue waiting for work.

More information – www.arb.ca.gov/enf/advs/advs377.pdf

WRITTEN Idling Policy – Medium and large fleets (those with over 2,500 horsepower of off-road diesel vehicles) must have a written idling policy.

More information - www.arb.ca.gov/enf/advs/advs391.pdf

Suggested language - www.arb.ca.gov/msprog/ordiesel/knowcenter.htm

SELLING Any Off-road Diesel Vehicle – The seller (whether a dealer or a contractor with just one vehicle) must provide disclosure of the regulation on the bill of sale or invoice, with the exact language provided in the regulation, and keep

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records for three years. The seller must also report the sale to ARB via DOORS within 30 days.

More information and necessary language - www.arb.ca.gov/enf/advs/advs378.pdf

Reporting and Labeling Vehicles April 1 to August 1, 2009

These requirements are already in effect for all fleets.

Reporting can be completed using ARB's free online reporting tool; more information on how to report and what information to report is available at: https://ssl.arb.ca.gov/ssldoors/doors_reporting/doors_login.html

After a fleet reports their vehicles to ARB, ARB will assign Equipment Identification Numbers (EINs) to every vehicle. The fleet must label the vehicle (ARB will not issue labels, the fleet may paint on the ID number, create or buy a sticker, or use a placard) within 30 days of receiving the ID number.

More information about how the labels must appear is available at:

www.arb.ca.gov/msprog/ordiesel/knowcenter.htm

A list of label vendors who can create labels for your vehicles is online at:

www.arb.ca.gov/msprog/ordiesel/labelvendors.htm

Vehicle Labeled with EIN



At the December 2010 Board hearing, the Air Resources Board amended the off-road diesel in-use regulation to require fleets to label both sides of each vehicle. Both sides must be labeled by January 1, 2013.

Adding Vehicles Requirements: All Fleets

When the United States Environmental Protection Agency (EPA) issues authorization for the off-road regulation (expected later in 2011), no fleet subject to the regulation will be allowed to purchase a Tier 0 off-road diesel vehicle. Tier 0 vehicles were vehicles produced without an emission standard, generally before 1996.

As of March 1, 2011, large and medium fleets may not add Tier 1 vehicles not already labeled with an EIN. As of January 1, 2013, for large and medium fleets, and January 1, 2016, for small fleets, no vehicles with a Tier 1 engine may be added, even if they had an EIN.

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As of January 1, 2018, for large and medium fleets, and January 1, 2023, for small fleets, vehicles with a Tier 2 engine may not be added; the engine tier must be Tier 3 or higher.

Emissions and Performance Requirements

January 1, 2014 Large Fleets Only: Over 5000 HP

On January 1, 2014, large fleets must be in compliance with the requirements shown below. Large fleets are those over 5,000 hp, and state and federal agencies. These requirements continue each year through January 1, 2023.

Large fleets must report each year from 2012 to 2023, detailing how they met the requirements.

Comply with the requirements by:

Meeting the fleet average targets – The fleet average is based on the average amount of NOx your vehicles are emitting and is calculated from each vehicle’s engine model year and horsepower. If you meet the fleet average, you have met your requirements for the year.

OR

Turning over or retrofitting 4.8 to 10 percent of the fleet’s horsepower – ‘Turn over’ means replacing older vehicles with newer ones, repowering with newer engines, retiring Tier 0s, moving to electric or alternative fuel vehicles, designating vehicles as permanent low-use (under 200 hrs per year), rebuilding to a higher emissions standard, or installing NOx-reducing retrofits. ‘Retrofit’ means installing a NOx verified diesel emission control strategy (VDECS) or highest level PM VDECS device on your vehicle.

Early credit: Fleets may meet their turn-over or retrofit requirements with early credits, such as double credit for early retrofitting.

Highest Level PM VDECS: If you install a highest level PM VDECS device on your vehicle, that will lower your Fleet Average Index. You can determine the amount your Fleet Average Index is reduced by utilizing a VDECS Factor, which can be found in the regulation in section 2449.1(a).

January 1, 2017 Medium Fleets: 2,501 to 5,000 HP

On January 1, 2017, medium fleets must be in compliance with the requirements described above. The fleets must meet the same fleet averages as large fleets, or turn over their engines or retrofit their vehicles. The medium fleet requirements continue each year until January 1, 2023.

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Medium fleets must report to ARB every year from 2016 to 2023, detailing how they met the requirements.

January 1, 2019 Small Fleets: 2,500 HP and Under

On January 1, 2019, small fleets must be in compliance with the requirements as described above. The fleet averages are calculated as described for large fleets, however they are more lenient for small fleets. The small fleet requirements continue each year through January 1, 2028.

If a small fleet is not able to meet its annual fleet average, they must turn over or retrofit 10% of their horsepower similar to what large and medium fleets must do. However, if a vehicle cannot be retrofit for any reason, then that vehicle is exempt from being turned over.

Additionally, small fleets with 500 hp or less have another compliance option. Rather than meet the small fleet requirements, they can phase out vehicles lower than Tier 2 by following the compliance schedule below:

Optional Compliance Schedule for Fleets with 500 HP or Less

Compliance Date: January 1 of Year	Percent of Fleet (by horsepower) Which Must Have a Tier 2 or Higher Engine
2019	25
2022	50
2026	75
2029	100

By 2029, all of the fleets' vehicles must have Tier 2 or higher engines. If small fleets with 500 hp or less choose not to pursue this compliance path, they must meet the small fleet requirements above.

Small fleets must report to ARB every year from 2018 to 2028, detailing how they met the requirements.

For more information, and guidance, visit the regulation knowledge center – www.arb.ca.gov/msprog/ordiesel/knowcenter.htm