

Frequently Asked Questions In-Use Off-Road Diesel Vehicle Regulation

Two-Engine Cranes and Two-Engine Water-Well Drilling Rigs FAQ Revised May 2011

Q – Will both engines of my two-engine crane and two-engine water-well drilling rig fall under the In-Use Off-road Diesel Vehicle Regulation (off-road regulation)? Will I still need to meet the performance requirements of the Portable Equipment ATCM?

A – Formerly, the upper (auxiliary) engine of both two-engine cranes and two-engine water-well drilling rigs fell under the Portable Airborne Toxic Control Measure (ATCM). However, in December 2008, and January 2010, respectively, the Air Resources Board (ARB) approved a regulation change which removed the upper crane and water-well drilling rig engines from the performance requirements of the Portable ATCM and instead requires both engines of each vehicle type to comply with the reporting, labeling, and performance requirements of the off-road regulation. Since the engines of the cranes and water-well drilling rigs are non-separable, they will need to be reported so that they are assigned only one Equipment Identification Number (EIN). For more information on how to report two-engine cranes and two-engine water-well drilling rigs, please see our DOORS User Guide on how to report two-engine vehicles:
https://ssl.arb.ca.gov/ssldoors/doors_reporting/doors_login.html

Q – Do I still need a PERP registration for my upper engine?

A – Most local air districts do require a permit for the operation of the upper engine, because it still technically meets the definition of portable. Hence, if you operate a crane or water-well drilling rig upper engine within a local air district, and in a manner which is subject to local permitting requirements, you are required to maintain either an air district Permit to Operate or an ARB Statewide Portable Equipment Registration (“PERP registration”). Nothing is required to be registered in PERP, but an owner/operator of a portable engine that needs a permit may choose to register in PERP in lieu of having to get a permit from an air district. If you choose to register in PERP, then you are still required to remit applicable registration fees and display the PERP identification device (sticker and green placard) in addition to the EIN listed on the vehicle. The owner/operator must also comply with the PERP inspection requirements. However, no additional recordkeeping or reporting is required beyond what is required for the off-road regulation (i.e., reporting the upper engines through DOORS), and the engines are no longer subject to the Portable ATCM performance requirements. For more information about PERP, please see the PERP website at: www.arb.ca.gov/portable/portable.htm

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Q – Can a two-engine crane or two-engine water-well drilling rig be considered a low use vehicle if only one engine is low use? For example, what if the lower (carrier) engine is used less than 200 hrs per year, but the upper engine is used more often?

A – No. In order to be considered a low use vehicle, both engines of a two-engine crane must meet the criteria of the low-use provisions individually. For example, if the upper engine on a two-engine crane operated for 90 hrs in a year, and the lower engine was also operated for 90 hrs in that year, that two-engine crane could be considered a low-use vehicle. For more information on the low-use provisions of the off-road regulation, please see the Low-use FAQ which is available in the off-road Knowledge Center at:
www.arb.ca.gov/msprog/ordiesel/knowcenter.htm

Q – The lower (carrier) engine of my two-engine crane or two-engine water-well drilling rig is an off-road engine. If I want to repower that engine, can I repower it with another off-road engine?

A – If an on-road registered vehicle with an off-road engine is repowered, and will be registered and driven on-road, it must be repowered with an on-road certified engine of the same model year or newer as the engine being replaced. Therefore, the carrier engine of a two-engine crane or two-engine water-well drilling rig can only be repowered with an off-road engine if it will not be registered or driven on-road. For more information about on-road vehicles with off-road engines, please see the advisory available at:
www.arb.ca.gov/enf/advs/advs381.pdf.

Q – I have a two-engine crane or two-engine water-well drilling rig, and want to retrofit the lower (carrier) engine only. Does this make the entire vehicle eligible for the BACT exemption if the installation is done before January 1, 2013? Does it make the vehicle eligible for a six-year delay before turnover is required?

A – Section 2449.1(b)(8)(E) of the regulation allows fleets to claim an exemption from future BACT requirements if they install a highest level PM VDECS prior to January 1, 2013. This exemption is capped at 15 percent of the horsepower in the fleet as of December 31, 2012. The regulation also contains a six year BACT exemption for the engines that are retrofit with highest level PM VDECS (as stated in section 2449.1(b)(8)(C)).

If VDECS exist for both the carrier and auxiliary engines, then BOTH engines must be retrofit with the highest level PM VDECS to be eligible for the BACT exemption for the entire vehicle. If a highest level VDECS is installed on only the carrier engine prior to January 1, 2013, then the entire vehicle is eligible for the

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exemption from future BACT requirements (i.e., both engines) ONLY IF there is no VDECS available for the auxiliary engine. If this is the case, the horsepower from both engines must count towards the 15 percent exemption cap. The same is true if a VDECS is available for the auxiliary engine, but not the carrier engine. If a fleet has already exceeded its 15 percent cap, a six year BACT exemption for the entire vehicle will still exist (as stated in section 2449.1(b)(8)(C)).

If both engines have VDECS available, and the highest level VDECS is only installed on one of the engines, the entire vehicle will not be exempt from future BACT requirements; however, the engine with the highest level VDECS installed will still receive the six year BACT exemption (from the date of VDECS installation) as stated in section 2449.1(b)(8)(C).

Q – If my fleet was previously less than 20,000 horsepower (hp) statewide, and now, after adding in my two-engine cranes or two-engine water-well drilling rigs into my fleet I am greater than 20,000 hp, am I subject to the SOON program if all other applicable criteria are met?

A – No. Since this was a change that was made after the development of the SOON program, you do not need to add in the hp from two-engine cranes or two-engine water-well drilling rigs when determining SOON fleet applicability.

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