



Carl Moyer Program Advisory: 4-002

Funding Eligibility for Tier I Engine Repowers in Off-Road Equipment

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The purpose of this advisory is to clarify the Air Resources Board's (ARB) policy regarding Carl Moyer Program funding eligibility for Tier 1 engine repowers in off-road equipment. The Carl Moyer Program Guidelines emphasize the implementation of Tier 2 technologies because of their superior emission reductions relative to Tier 1 engines. The ARB continues to encourage districts to select Tier 2 engines, where technically feasible, when repowering off-road engines. However, ARB will allow the use of Tier 1 engines when it is determined that repowering with a Tier 2 engine is technically infeasible, unsafe, or cost prohibitive. All Tier 1 engine repower projects funded under the Carl Moyer Program must still meet the project criteria outlined in the Carl Moyer Program Guidelines and all Tier 1 engines must be legally certified for sale in California.

This exemption does not apply to agricultural irrigation pumps. All agricultural irrigation pumps must use Tier 2 engines.

In order to be considered for a Tier 2 repower exemption, the applicant must submit to their respective air district a letter along with a written statement of reason from the engine manufacturer. The letter must specify the equipment being repowered, the engine being replaced, and the reason why a Tier 2 engine can not be used. It must also specify the proposed substitute Tier 1 engine. The statement of reason from the engine manufacturer is verification that clearly confirms a particular piece of equipment cannot accommodate a Tier 2 engine without major modifications, safety risks or exorbitant cost. The statement must detail equipment modifications necessitated by the Tier 2 engine and provide an estimate of the total cost for making those modifications if, in fact, they can be made without compromising safety. The air districts must submit all letters of request and statements of reason for each Tier 1 engine funded to the ARB as an attachment to their annual report.

As Tier 2 engines capable of repowering specific off-road equipment become available, the ARB will publish a list of those engines and the associated equipment. Once listed, the equipment will no longer be eligible for Tier 1 repowers. The list will be sent to the districts and posted on the ARB web site. In addition, we encourage the air districts to share any knowledge pertaining to modified Tier 2 engines that can be used in existing off-road equipment.

There are a number of ways that districts can encourage Tier 2 repowers such as establishing funding caps (or tightening existing funding caps) for Tier 1 engines. The ARB is in the process of evaluating strategies that encourage Tier 2 repowers, when feasible. The best of these strategies will be highlighted in the next revision of the Carl Moyer Program guidelines.