



## **Carl Moyer Program Advisory 04-006**

### **Eligibility and Categorization of Large Diesel Forklifts**

*This page updated May 10, 2004*

#### **What is a large forklift?**

For the purposes of this advisory, a large forklift is defined as a Class 7 forklift. Class 7 forklifts typically have a lift capacity of over 6,000 pounds, pneumatic tires, and internal combustion, compression ignition engines powered by diesel. Many of the characteristics of these forklifts, including pneumatic tires for rough terrain, make them exclusively for outdoor use.

#### **Are large forklifts eligible for Carl Moyer Program funding?**

Yes. Under limited circumstances large forklifts are eligible for Carl Moyer Program funding under the off-road category, not the forklift category. Currently, the Carl Moyer Program only allows diesel-to-diesel repowers for class 7 forklifts, evaluated under the off-road category. The forklift category is for the retrofit or electrification of smaller warehouse-type internal combustion engine forklifts. The characteristics and uses of large forklifts are more consistent with the off-road equipment.

#### **When presented with a large forklift diesel-to-diesel repower project, how should an air district proceed?**

The air district should assure the project meets all Carl Moyer Program off-road project criteria and local air district requirements. In addition, the air district should obtain and verify documentation of the classification of the forklift. This information should be submitted to the air district's Carl Moyer Program liaison at the Air Resources Board prior to obligating funds to the project. This step prior to obligation of funds is imperative, since other classifications (smaller) of forklifts are not eligible for Carl Moyer Program funds for a diesel-to-diesel repowers.

#### **Are there any other technologies certified for use in large forklifts and eligible for Carl Moyer Program funding?**

At this time, a diesel-to-diesel repower is the only technology available for reducing emissions from large forklifts that the Carl Moyer Program will fund. Currently, engine manufacturers have certified their alternative-fuel engines for on-road applications only. And, manufacturers of retrofit technologies have not had their devices verified for either the compression ignition or spark ignition engines used in forklifts. If a district has further questions or another technology to propose, the district's Carl Moyer Program representative should be contacted.