

## FACTS ABOUT

## Regulation for Medium and Large Fleets of In-Use Off-Road Diesel Vehicles

On July 26, 2007, the California Air Resources Board (ARB) approved a regulation to reduce emissions from existing off-road diesel vehicles used in California in construction, mining, and other industries. This fact sheet discusses provisions for medium and large fleets, a separate fact sheet is available that discusses special provisions for small fleets. For general information regarding this regulation, please see: *Overview of Regulation to Reduce Emissions from In-Use Off-Road Diesel Vehicles*.

### How does the regulation define medium and large fleets?

FLEET OWNERSHIP	TOTAL FLEET HORSEPOWER <sup>1</sup>		
	0-2500 HP	2501-5000 HP	5001 HP +
FLEET	<b>S</b>	<b>M</b>	<b>L</b>
MUNICIPALITY <sup>2</sup>	<b>S</b>	<b>M</b>	<b>L</b>
FEDERAL GOVERNMENT		<b>L</b>	
STATE GOVERNMENT		<b>L</b>	

(1) Total fleet horsepower excludes vehicles used less than 100 hours per year

(2) For low population county options please see Small Fleet fact sheet.

### What compliance actions does the regulation require of large fleets and when do the requirements take effect?

Beginning in 2010, each year, the regulation requires each large fleet to meet the fleet average emission rate target for PM or apply the highest level verified diesel emission control system to 20 percent of its horsepower. The regulation also requires each large fleet to meet the fleet average emission rate target for NOx or to turn over a certain percent of its horsepower (8 percent in early years, and 10 percent in later years). The regulation requires annual reporting beginning April 1, 2009.

### What compliance actions does the regulation require of medium fleets and when do the requirements take effect?

Medium fleet requirements start three years after those for large fleets but after that are identical. Beginning in 2013, each year, the regulation requires each medium fleet to meet the fleet average emission rate target for PM or apply the highest level verified diesel emission control system to 20 percent of its horsepower. The regulation also requires each medium fleet to meet the fleet average emission rate target for NOx or to turn over a certain percent of its horsepower (8 percent in early years, and 10 percent in later years). The regulation requires annual reporting beginning June 1, 2009.

### What actions can fleets take to reduce their emissions?

Fleets can reduce their emissions by applying exhaust retrofits that capture pollutants before they are emitted to the air; repowering vehicles with newer, cleaner engines; rebuilding engines to a more stringent emissions configuration, retiring the oldest, dirtiest vehicles, and accelerating turnover of fleets to newer, cleaner vehicles.

### What is the SOON program?

The regulation also includes the Surplus Off-road Opt-in for NOx (SOON) program. Local air districts may opt into the SOON program to reduce NOx emissions beyond what is required by the regulation. Larger fleets that operate vehicles in districts participating in the SOON program may be required to apply for incentive money, and – if they receive the money – to

take additional actions to reduce NOx emissions. A fleet may be required to participate in the SOON program if the following criteria are met:

- Statewide the fleet has greater than 20,000 hp;
- As of January 1, 2008, the fleet consists of more than 40 percent Tier 0 and Tier 1 vehicles; and
- At least one vehicle operates a majority of the time in a participating district.

The governing board of any air quality management district or air pollution control district has the authority to opt into the SOON program.

#### **What exemptions are there from the turnover requirements?**

The following vehicles are exempt from turnover requirements:

- Vehicles less than 10 years old;
- Specialty vehicles if certain criteria are met;
- Engines equipped with the best available PM exhaust retrofit, installed within the past six years; and
- Engines meeting the Tier 4 or interim Tier 4 standards.

If NOx retrofits become available and verified, they can be used in lieu of the mandatory turnover so long as they achieve equivalent emission reductions.

#### **What exemptions are there from the mandatory retrofit requirements?**

The following engines are exempt from exhaust retrofit requirements:

- Engines in vehicles less than five years old;
- Engines for which there is no retrofit available or for which the retrofit cannot be safely installed;
- New engines that come with a diesel particulate filter (DPF);
- Engines already retrofit with the best available PM exhaust retrofit that achieves at least 50 percent PM reduction at the time of installation; and
- Engines retrofit with an experimental diesel emission control strategy approved by ARB's Executive Officer.

#### **Are there special provisions for low-use vehicles?**

Yes, low-use vehicles (that operate less than 100 hours/year in California) are subject only to the labeling and reporting portions of the regulation. They need not be turned over, retrofit, or included in the fleet average calculations.

#### **Will incentive funding be available for medium fleets?**

Yes. California has the largest clean air incentive program in the nation, the Carl Moyer Program, with more than \$140 million available each year primarily through the local air districts. In addition, ARB is in the process of awarding a one-time \$25 million grant program to public agencies for the purchase of low-polluting construction vehicles.

The Carl Moyer Program will only pay for emission reductions that go beyond the requirements of the regulation and occur at least three years early. Because their initial compliance dates are not until 2013, many medium fleets would be able to access Carl Moyer Program funds in advance of their first compliance date. Carl Moyer program information is available at: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>

#### **Where can I find more information about the regulation?**

The staff report and technical support document for the regulation are posted at <http://www.arb.ca.gov/regact/2007/ordiesl07/ordiesl07.htm>

Further information, including a spreadsheet fleet average calculator for compliance planning, is available on the off-road regulation website at <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>

You may also contact ARB's diesel hotline at (866) 6DIESEL (634-3735).