

In-Use Off-Road Diesel Vehicle Regulation



ARB Off-road Implementation Section

California Environmental Protection Agency
Air Resources Board



Outline

- Need for Emissions Reductions
- Exhaust Retrofit Technologies
- Off-Road Regulation Requirements
- Off-Road Compliance Steps and Examples
- Technology Demonstrations
- Funding Programs
- SOON Program
- Compliance Assistance and Outreach
- DOORS
- Contacts

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Need for Emission Reductions



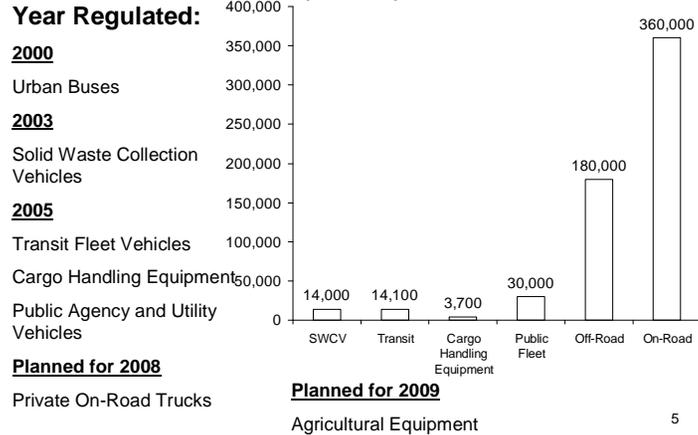
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Need for Emission Reductions

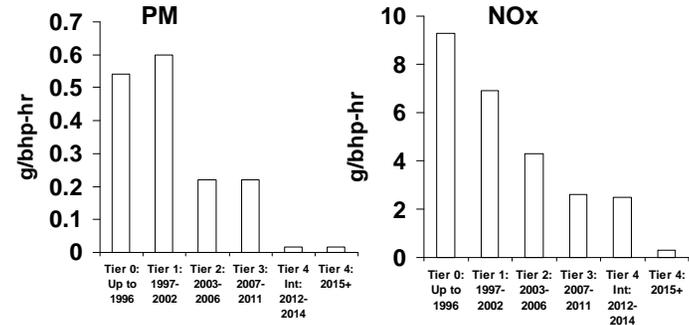
- Must reduce Diesel Particulate Matter (PM)
 - 70% of known cancer risk from all air toxics
 - Thousands of deaths per year in California (heart disease and cancer)
- Must reduce oxides of nitrogen (NOx)
 - Ozone and secondary PM formation
 - Ozone is a serious lung irritant, associated with premature deaths and asthma
- Attain ozone and PM standards
 - Could lose federal highway funds if California cannot show that standards will be attained by deadline

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In-Use Diesel Vehicle Population (2005)



New Engine Standards Make New Engines Cleaner (100-174 hp)



Cumulative Health Benefits

- **4,000 fewer premature deaths**
- 110,000 fewer cases of asthma and lower respiratory symptoms
- 680,000 work loss days
- 3,900,000 restricted activity days
- \$18 - \$26 billion in avoided health costs
- 2020:
 - 32% reduction in NOx
 - 74% reduction in diesel PM

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Exhaust Retrofit Technologies



What is an Exhaust Retrofit?

- Systems that reduce specific pollutants
 - Can control one or more pollutants such as PM, NOx, or both
 - Installed on an in-use vehicle
- Systems include, but are not limited to:
 - Diesel particulate filters (DPFs)
 - Flow through filters (FTFs)
 - Diesel Oxidation Catalysts (DOCs)
 - Selective Catalytic Reduction (SCR)

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Exhaust Retrofits Cont.

- Also commonly referred to as retrofits, filters, scrubbers
- “Repowers” are not considered exhaust retrofits
- Once a device is verified with ARB, it becomes a verified diesel emission control strategy (VDECS)

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ARB Verification of Retrofits

- Ensures emission reductions and durability
- Provides end user warranty
 - 4-5 years and 2,600-4,200 operating hours
 - A current list of verified devices is located at: www.arb.ca.gov/diesel/verdev/verdev.htm

Level	PM Reduction	Typical Device
1*	≥ 25%	Oxidation catalyst
2	≥ 50%	Flow-thru filter
3	≥ 85%	Particulate filter



DPF durability demonstration on concrete

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* - No credit for Level 1 in off-road regulation

ARB Verification Cont.

- VDECS that reduce NOx are not given a “Level”
 - NOx VDECS are currently verified by % NOx reduction
 - Soon will be verified with Mark 1 to Mark 5
- Highest Level VDECS
 - Required by off-road regulation
 - Achieve maximum PM reductions
 - Do not take into account NOx reductions
 - Most commonly are DPFs

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How Does a Diesel Particulate Filter (DPF) Work?

- The filter is positioned in the exhaust stream to trap or collect a significant fraction of the particulate emissions while allowing the exhaust gases to pass through the system.



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DPF Information Cont.

- The volume of PM generated by a diesel engine will fill up (load) a DPF over time; thus the trapped PM must be burned off or "regenerated" periodically
 - Active regeneration: Needs heat to regenerate – electricity or burning additional fuel
 - Passive regeneration: No outside energy required
- DPF requires periodic cleaning of ash
 - Build-up of ash occurs due to regeneration
 - Ash cleaning required ~ yearly depending on usage

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Verified Level 3 Off-road Devices

(as of 12/23/08)

Product	Applicability
Caterpillar DPF	Many 1996-2008 model year engines; 175-600 hp, passive
Cleaire Horizon	Conditionally verified, active plug-in
Cleaire Lonestar	Conditionally verified for many 1996 – 2009, passive + 40% NOx reduction
DCL MINE-X Sootfilter	Conditionally verified for 1996-2008 model year, rubber tired
Engine Control System Combifilter	2007 or older, active plug-in
Engine Control Systems' PurifilterTM	Conditionally verified for many 1996-2008 model years, passive
HUSS Umwelttechnik FS_MK	Most engines through 2007 model year, active fuel-burner

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Verified Devices - www.arb.ca.gov/diesel/verdev/verdev.htm

Verification Database

<http://www.arb.ca.gov/diesel/verdev/vdb/disclaimer.php>

Search by:

VDECS, Engine Family, or
Manufacturer / Model Year / Displacement

YEAR	ENG MFR	ENG FAMILY	DISP	DEVICE MFR	DEVICE NAME
1997	Caterpillar	VCP7.0RZDARB	7	Caterpillar	Diesel Particulate Filter
1997	Caterpillar	VCP7.0RZDARB	7	Caterpillar	DPF
1997	Caterpillar	VCP7.0RZDARB	7	Engine Control Systems	Purifilter
1997	Caterpillar	VCP7.0RZDARB	7	Huss	FS-IMK

Off-Road Regulation Requirements



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Applicability

Regulation applies to any person, business, or government agency who owns or operates any diesel-fueled or alternative diesel fueled off-road vehicle horsepower within California

- Applies to vehicles \geq 25 horsepower
- Applies to the "drive" engine only
- Includes out-of-state vehicles brought into California
- Excludes vehicles primarily used ($>$ 50% time) for agricultural operations
- Excludes vehicles used for personal use

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Applicability Cont.

- What is considered an off-road vehicle?
 - Vehicles that were intended to be used off-road
 - Designed for off-road use and have off-road engines
 - Cannot be registered to drive safely on-road
 - A workover rig
 - two engine cranes
- Excludes vehicles designed to operate on-road regardless of use

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Requirements Vary by Fleet Size

Fleet Size Category	Description
Small	Fleet with \leq 2,500 hp, or Municipal fleet in low population county
Medium	Fleet with 2,501 to 5,000 hp
Large	Fleet with more than 5,000 hp, or State or Federal Government fleet

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5 Minute Limit on Idling

- Requirement effective June 15, 2008
- 5 minute idling limit for off-road vehicles
- Exemptions from this requirement:
 - idling when queuing
 - idling to verify that the vehicle is in safe operating condition
 - idling for testing, servicing, repairing or diagnostic purposes
 - idling necessary to accomplish work for which the vehicle was designed (such as operating a crane)
 - idling required to bring the machine system to operating temperature
 - idling necessary to ensure safe operation of the vehicle

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Idling Limit Cont.

- Can apply to ARB Executive Officer to idle > 5 min. if reason not covered in exemptions
- Enforcement of 5 min. idling
 - Field audits began September 15, 2008
- Fines
 - First time offense: \$300 per violation
 - Subsequent offenses: Can be \$1,000 to \$10,000 per violation

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Disclosure of Applicability

- Disclosure of regulation applicability:
 - Persons selling in California to California buyer
 - Disclosure records must be kept for 3 years
 - Disclosure not required for manufacturers selling to dealers
 - Language must be included on the bill of sale, invoice, or price quote that is signed by buyer

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Disclosure of Applicability Cont.

“When operated in California, any off-road diesel vehicle may be subject to the California Air Resources Board In-Use Off-road Diesel Vehicle Regulation. It therefore could be subject to retrofit or accelerated turnover requirements to reduce emissions of air pollutants. For more information, please visit the California Air Resources Board website at <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>”

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Disclosure of Applicability Cont.

- Enforcement of disclosure provision
 - Field audits began September 15, 2008
- Fines
 - First time offense: \$500 per violation
 - Subsequent offenses: \$1,000 to \$10,000 per violation

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Beginning March 1, 2009

- Written 5 minute idling policy should be established by fleet owner
 - Required for medium and large fleets
 - Must make idling policy available to all vehicle operators in fleet
- Can no longer add Tier 0 vehicles to fleet

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Initial Reporting

- Initial reporting varies by fleet size
 - Fleets must report their fleet information as it was on March 1, 2009
 - Fleets must report their information to ARB by their designated reporting date
 - Reporting is free, no cost to fleets to register vehicles with ARB

Fleet Size Category	Initial Reporting Date
Large	April 1, 2009
Medium	June 1, 2009
Small	August 1, 2009

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Vehicle Labeling

- All vehicles subject to the regulation must be labeled
 - ARB assigns Equipment Identification Number (EIN) after initial reporting period; label stays with vehicle for life
 - Fleets must label vehicles within 30 days of receiving EIN; labels not issued by ARB
 - Label dimensions/specifications found in section 2449(f)



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Compliance Requirements

- Compliance requirements must be met by March 1 of each year

Fleet Size Category	Dates and Requirements
Large*	2010-2020 PM and NOx
Medium*	2013-2020 PM and NOx
Small	2015-2025 PM only

* Same requirements for large and medium fleets, only initial compliance date varies.

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NOx Requirements

Two ways to meet the NOx requirements (the lesser of the two can be done):

- NOx fleet average targets requirements
 - Meet NOx emissions targets set in regulation by any means

or

- Best Available Control Technology (BACT) requirements:
 - Turn over engines at a rate of 8% of total fleet horsepower per year (after 2015, the 8% turnover rate increases to 10%)

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NOx Emission Factors*

NO _x Emissions Factors by Horsepower and Year (g/bhp-hr)								
Year	Horsepower Groups							
	25-49	50-74	75-99	100-174	175-299	300-599	600-750	750+
1900	7.2	14.8	14.8	15.9	15.9	15.2	15.2	15.2
1969	7.2	14.8	14.8	15.9	15.9	15.2	15.2	15.2
1970	7.2	14.8	14.8	14.8	14.8	14.1	14.1	14.1
1972	7.2	14.8	14.8	13.6	13.6	13.0	13.0	13.0
1980	7.2	14.8	14.8	12.5	12.5	11.9	11.9	11.9
1988	7.1	9.9	9.9	9.3	9.3	8.9	8.9	8.9
1989	7.1	9.9	9.9	9.3	9.3	8.9	8.9	8.9
1996	7.1	9.9	9.9	9.3	6.9	6.9	6.9	8.9
1997	7.1	9.9	9.9	6.9	6.9	6.9	6.9	8.9
1998	7.1	6.9	6.9	6.9	6.9	6.9	6.9	8.9
1999	6.2	6.9	6.9	6.9	6.9	6.9	6.9	8.9
2000	6.2	6.9	6.9	6.9	6.9	6.9	6.9	6.9
2001	6.2	6.9	6.9	6.9	6.9	4.2	6.9	6.9
2002	6.2	6.9	6.9	6.9	6.9	4.2	4.2	6.9

* Only partial chart shown

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NOx Fleet Average Calculation Example

Example fleet of 3 vehicles:

Vehicle 1: 1996, 100 hp, NOx EF = 9.3

Vehicle 2: 2000, 200 hp, NOx EF = 6.9

Vehicle 3: 2002, 300 hp, NOx EF = 4.2

NOx Fleet Average

$$= [(9.3 \times 100) + (6.9 \times 200) + (4.2 \times 300)] / (100 + 200 + 300)$$

$$= 6.0$$

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NOx Fleet Average Emission Targets

NOx Fleet Average Targets: MEDIUM AND LARGE FLEET											
Horsepower Group	2010*	2011*	2012*	2013	2014	2015	2016	2017	2018	2019	2020
25-49 hp	5.8	5.6	5.3	5.1	4.9	4.6	4.4	4.2	4.0	3.7	3.5
50-74 hp	6.5	6.2	5.8	5.5	5.1	4.8	4.4	4.1	3.7	3.4	3.2
75-99 hp	7.1	6.7	6.2	5.7	5.2	4.8	4.3	3.8	3.3	2.8	2.4
100-174 hp	6.4	6.0	5.5	5.1	4.7	4.3	3.8	3.4	3.0	2.6	2.2
175-299 hp	6.2	5.8	5.3	4.9	4.5	4.1	3.6	3.2	2.8	2.3	1.9
300-599 hp	5.9	5.5	5.1	4.7	4.3	3.9	3.5	3.1	2.7	2.3	1.9
600-750 hp	6.1	5.6	5.2	4.8	4.4	4.0	3.6	3.2	2.7	2.3	1.9
Greater than 750 hp	7.2	6.8	6.5	6.1	5.7	5.3	4.9	4.5	4.1	3.8	3.4

* Targets in 2010, 2011, and 2012 are for LARGE fleets only

Vehicle 1 = 100 hp, NOx 2010 target is 6.4

Vehicle 2 = 200 hp, NOx 2010 target is 6.2

Vehicle 3 = 300 hp, NOx 2010 target is 5.9

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NOx Fleet Average Target Calculation Example

For 2010 compliance date:

Vehicle 1 (100 hp): NOx target = 6.4

Vehicle 2 (200 hp): NOx target = 6.2

Vehicle 3 (300 hp): NOx target = 5.9

NOx Fleet Average Target:

$$= [(6.4 \times 100) + (6.2 \times 200) + (5.9 \times 300)] / (100 + 200 + 300)$$

$$= 6.1$$

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Compare Target with Average

NOx fleet average = 6.0

NOx fleet average 2010 target = 6.1

$$\underline{6.0 < 6.1}$$

Since NOx fleet average is less than the NOx fleet target set for 2010, the fleet is in compliance

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NOx BACT Requirements

- Must turn over Tier 0 and Tier 1 (without PM standard) vehicles first
- Compliance options for NOx BACT turnover requirements:
 - Replace older vehicles with new or used vehicles
 - Replace diesel vehicles with electric or alternative fuel vehicles
 - Repower older engines with a Tier 2 or higher engines
 - Retire vehicles from fleet
 - Designate vehicles as low use (used < 100 hours per year)
 - Install NOx verified diesel emission control strategy (VDECS)

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Special Provisions for Attainment Counties

- Fleets captive to listed attainment counties
 - Do not need to meet turnover requirements or NOx fleet averages
- These counties are always in: they cannot fall out of this provision, and other counties cannot come in
- Fleets can travel within multiple attainment counties

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Attainment Counties



Attainment counties include:

Alpine, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Monterey, Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Trinity, Tehama, and Yuba

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PM Requirements

Two ways to meet the PM requirements (the lesser of the two can be done):

- PM fleet average targets requirements
 - Meet PM emissions targets set in regulation by any means
- or
- Best Available Control Technology (BACT) requirements:
 - Install verified diesel emission control strategy VDECS (also referred to as PM retrofits) on 20% of total fleet horsepower per year

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PM Fleet Average Calculation

- Same procedure as for NOx
- Calculate fleet average
 - Read off emission factor for each engine
 - Weight by hp
- Calculate target for each model year
 - Read off target for each engine
 - Weight by hp
- Fleet average calculator or DOORS will do calculations for you

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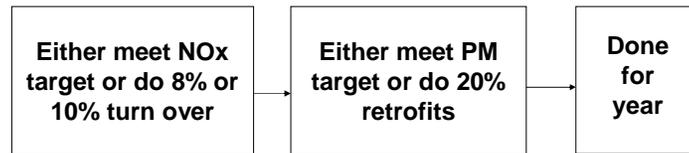
PM BACT Requirements

- Compliance options for PM BACT retrofit requirements:
 - Install PM VDECS
- Retirement of Tier 0s for a fleet decreasing in horsepower
 - If a fleet is “shrinking” from the previous year, the Tier 0 horsepower retired (and not replaced) from the fleet can count towards PM BACT compliance
 - Example: If a fleet retires 20% Tier 0 vehicles, both the PM and NOx BACT requirements are fulfilled

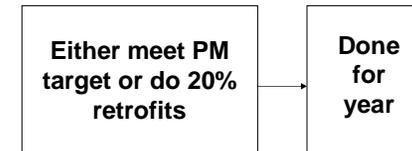
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Annual Compliance Process

Large and Medium Fleets: NOx* and PM Requirements



Small Fleets: PM Requirements ONLY



*Captive attainment area fleets must only meet the PM requirements

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NOx Final Compliance

- As of March 1, 2020 (for medium and large fleets only):
 - If 2020 NOx fleet average target is not met, the fleet must do the required NOx BACT turnover until that 2020 target is met

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PM Final Compliance

- As of March 1, 2021 (for medium and large fleets), and March 1, 2026 (for small fleets):
 - All vehicles must have the highest level VDECS installed; if not, the fleet is required to install the highest level VDECS at the required PM BACT retrofit rate
 - Fleets not meeting the NOx final compliance targets must do so first

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Restrictions on Adding Vehicles

- Cannot add Tier 0 vehicles after March 1, 2009
- Fleet averages met in the previous year
 - Fleets may not add vehicles that cause them to exceed the most recent targets
 - If the targets are exceeded, the fleet has 3 months to bring the fleet back into compliance
- BACT requirements met in the previous year
 - Small fleets: The vehicle must be Tier 2 or higher

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Adding Vehicles Cont.

- Large/Medium fleets: The vehicle must be Tier 2 or higher and have a NOx emission factor less than or equal to the current year NOx fleet average target

Horsepower Group	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
25-49 hp									T4		
50-74 hp										T4I	
75-99 hp											T4
100-174 hp			T2								
175-299 hp								T3			
300-599 hp											
600-750 hp										T4I	
Greater than 750 hp											

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Annual Reporting

- Report any changes to the fleet from the previous year
 - Includes VDECS installed, vehicles replaced, etc.
- If final compliance target is not met, reporting must continue beyond last designated reporting date
- Reporting dates vary by fleet size:

Fleet Size Category	Reporting Date
Small	August 1 st : 2014-2026
Medium	June 1 st : 2012-2021
Large	April 1 st : 2010-2021

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Annual Record Keeping

- Records must be kept between reporting periods:
 - Changes in the fleet since last reported
 - Newly purchased vehicles
 - Rebuilt engines
 - VDECS that have failed
 - VDECS serial numbers
 - Manufacturer delays
 - Executive Officer approvals for extensions, approval of alternative fuels, idling exceptions, etc.
- Records must be kept until the vehicle is retired, or 2030 (whichever is earlier)

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Rental and Leased Vehicles

Vehicles owned by a rental or leasing company

- If rented/leased < 1 year
 - Vehicle must be included in the owner's fleet
- If rented/leased >= 1 year
 - May be excluded from the owner's fleet, and included in the lessee's fleet only if written into the lease agreement
- Leases occurring before June 15, 2008
 - If "leased" as defined in California Uniform Commercial Code for at least one year, the vehicle must be included in the lessee's fleet (not owner)

Persons who provide financing in the form of "finance leases," as defined in California Uniform Commercial Code 10103(a)(7) do not "own" such vehicles for the purposes of this regulation

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Out-of-State Fleets

- All vehicles operating in California that are owned by an out-of-state company must still comply with the regulation
 - If they report initially in 2009, they can comply with the fleet average or BACT approach
 - If they are a new fleet that enters California after March 1, 2009, they must meet the fleet average targets upon entering the state
 - Stricter than for in-state fleets
 - All vehicles brought into California must be reported to ARB within 30 days of entering the state

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Early Credit Examples

- Double credit for PM retrofits extended by 10 months from March 1, 2009 to January 1, 2010
- Will allow more fleets to take advantage of this early credit provision
 - A VDECS installed early on a 200 hp vehicle would provide 400 hp credit towards the PM BACT requirements

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Early Credit Examples

- Early credit for actions taken by March 1, 2009
- Single credit for repowers
 - A repower completed on a 300 hp machine would provide a 300 hp credit towards the NOx BACT requirements
 - A repower from a Tier 0 to Tier 1 will receive NOx BACT credit only until March 1, 2009

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Early Credit Examples

- Credit for replacement of Tier 0s in excess of an average 8%/year turnover rate between March 1, 2006 and March 1, 2009
 - If a fleet retired/replaced its Tier 0 machines at a rate of 10% per year between 2006 and 2009, the fleet would obtain a 6% early credit towards the NOx BACT requirements
- Double credit for electric vehicles until 2016
 - If an electric vehicle is replacing a 200 hp diesel vehicle, 400 hp with a 0 NOx and 0 PM emission factor should be included in the NOx and PM fleet averages

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Exemptions from Engine Turnover Requirements

- Small fleets
- Captive area attainment fleets
- Vehicles less than 10 years old
- Specialty vehicles if certain criteria are met
- Vehicles retrofit in past 6 years
- Tier 4 or Tier 4 Interim vehicles

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Exemptions from Retrofit Requirements

- Engines in vehicles less than 5 years old
- Engines for which there is no retrofit available or for which one cannot be safely installed
- New engines that come with an OEM diesel particulate filter
- Engines already retrofit with the highest level VDECS at time of installation

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Other Exemptions and Compliance Extensions

- Exempt from all but recordkeeping/reporting
 - Low-use vehicles
 - Operated less than 100 hours/year
 - Emergency vehicles
 - Dedicated snow removal vehicles
- Compliance extensions
 - Manufacturer delays for retrofits or new engines
 - Delay of Tier 4 interim or final vehicles

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Fines for Non-Compliance

- Violation of the NOx provisions
 - Up to \$1,000 per vehicle per day of non-compliance
- Violation of the PM provisions
 - Up to \$10,000 per vehicle per day of non-compliance
 - If a citation is given, and the violation is not corrected, the fines can go up to \$40,000 per vehicle per day of non-compliance

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Off-Road Compliance Steps and Examples



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Getting Started

1. Go to the DOORS homepage or call us
 - Download from the DOORS homepage an explanation of terms, sample forms, and other material to see what information you will need to collect
 - Create a DOORS account with ARB
 - Or, call the DOORS hotline for hardcopy forms
2. Determine which vehicles are subject to the regulation
 - Dedicated agricultural and personal use vehicles are exempt
 - On-road vehicles and portable equipment are exempt

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Getting Started Cont.

3. Gather vehicle data for applicable vehicles
 - Engine model year, vehicle model year, engine hp
 - Are any vehicles low use, emergency, snow-removal, or part-time agricultural?
4. Report your fleet information in DOORS
 - Call the DOORS hotline for assistance if needed
5. DOORS will determine fleet size
 - It will calculate total fleet hp, excluding any exempted vehicles from 3. above, including low use vehicles

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Getting Started Cont.

6. DOORS will determine compliance requirements
 - Based on fleet size, DOORS will indicate whether the fleet must comply with the NOx requirements
 - DOORS will credit your fleet as a captive area attainment fleet if you have so indicated
 - Determine first compliance date, also based on fleet size
7. DOORS will calculate early credit
 - Add up hp credit for any early repowers, exhaust retrofits, or replacements

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Getting Started Cont.

8. DOORS will calculate NOx and PM fleet averages and targets
 - Determine if the fleet is currently meeting fleet targets
 - If fleet is meeting the NOx and/or PM targets, no turnover and/or exhaust retrofitting is required
9. DOORS will determine the minimum turnover/retrofit requirements for compliance via BACT or fleet average targets
 - Fleet owner may either use a compliance plan:
 - Automatically generated by DOORS or
 - Customized

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What About Turnover Exemptions?

- What if I have vehicles exempt from the BACT turnover requirements in a given year?
 - Vehicles < 10 years-old, specialty vehicles, etc.
 - Calculate the amount of turnover (in horsepower) needed, and compare to amount of horsepower with exemptions
- Cannot utilize exemption until all non-exempt hp has been turned over first

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Turnover Example

- Fleet A has 10,000 total fleet hp
- 9,500 hp has turnover exemptions in 2010
- Therefore, 500 hp available for turnover
- 8% turnover required to meet NOx BACT requirements = $10,000 \times 0.08 = 800$ hp
 - Available hp for turnover = 500 hp
 - Required hp for NOx BACT turnover = 800 hp

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Turnover Example Cont.

- Since available hp (500 hp) < required hp (800 hp), perform available turnover (500 hp) to meet the NOx requirements
- If available hp = 1,000 hp, only required hp (800 hp) would need to be turned over to meet NOx BACT turnover requirements

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What About Retrofit Exemptions?

- What if there are no available VDECS for some/all of my fleet? What if some of my vehicles are > 5 years-old?
 - VDECS not available, vehicle < 5 years-old
 - Calculate amount of horsepower with retrofits needed, and compare to amount of horsepower with retrofit exemptions
- Cannot utilize exemption until all non-exempt hp has been retrofit

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Retrofit Example

- Fleet A has 10,000 total fleet hp
- There are no retrofits available for 9,500 hp of the fleet in 2010
- Therefore, 500 hp available to retrofit
- 20% of fleet must be retrofitted to meet PM BACT requirements = $10,000 \times 0.2 = 2,000$ hp
 - Available hp to retrofit = 500 hp
 - Required hp to retrofit for PM BACT = 2,000 hp

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Retrofit Example Cont.

- Since available hp (500 hp) < required hp (2,000 hp), perform available retrofits (500 hp) to meet the PM requirements
- If available hp = 3,000 hp, only required hp (2,000 hp) would need to be retrofit to meet PM BACT retrofit requirements

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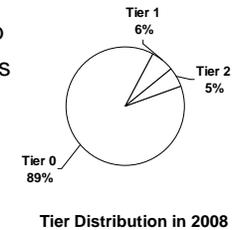
Other Considerations

- Hours in fleet average provision
 - Hours of operation can be used in the fleet average calculations
 - Beneficial for fleets with many minimal use Tier 0 vehicles
 - However, an 18% penalty is applied to fleet averages
- Use ARB Fleet Average Calculator or DOORS compliance tool to evaluate compliance options

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Compliance Example Fleet 1 - Older Earth Moving Fleet

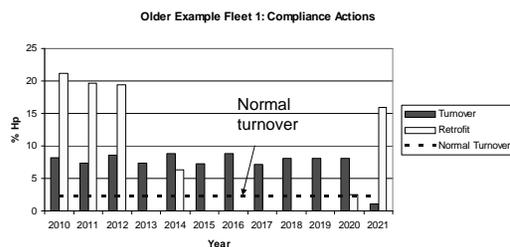
- Fleet in 2008
 - 88 engines totaling 40,000 hp
 - Scrapers, tractors, and dozers
 - Average age of vehicles 21 yrs
 - Normal turnover 2% per year
 - Normally buys used



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Fleet 1 Compliance Actions

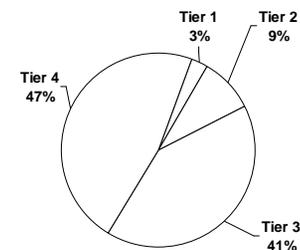
- Continues to buy used vehicles
- 8% turnover per year (safety valve)
- 20% retrofits in first 3 years; few thereafter



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Fleet 1 Engine Tier Distribution in 2020

- Majority of engines needed to comply with 2020 goals already available today



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Introduction to DOORS



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What is DOORS?

- Diesel Off-road On-line Reporting System
 - An on-line tool which allows you to compile and report your fleet information
 - Meets the reporting requirements
 - Retains your fleet data for future reporting
 - Includes additional features such as automated compliance planning

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Outline of DOORS Discussion

- Where to find reporting forms, tools, and user guides
- Creating a DOORS account
- Submitting your fleet information
 - Directly on-line
 - Uploading with a spreadsheet
- ARB review of your fleet – receive EINs and Certificate of Compliance
- Compliance planning and other features

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Finding the Reporting Homepage

<http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>



Home Programs Rulemaking Board Meetings Laws & Regulations Data & Statistics Permits, Etc. Events

IN-USE OFF-ROAD DIESEL VEHICLE REGULATION

Monday, August 25, 2008 This page last reviewed August 22, 2008

UP LINKS

- ARB Programs
- Diesel Program
 - Mobile Vehicles and Equipment
 - Mobile Sources
 - Off-Road Diesel

LOCAL LINKS

- Archived Documents
- Background
- Contacts
- Current Regulation
- Fact Sheets
- Fleet Average Calculators
- Frequently Asked Questions (FAQ)

Quick Links

- Overview & Fact Sheets
- Free Training Seminars
- Reporting Forms**
- Compliance Planning Tools
- Regulation Language

On July 26, 2007, the Air Resources Board (ARB) adopted a regulation to reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. For more information you can call the diesel vehicle information hot line at (866) 6-DIESEL or (866)



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DOORS Log-in Screen

Report Online

The Diesel Off-Road On-Line Reporting System (DOORS) is the primary reporting tool for the Off-road Diesel Regulation. DOORS will allow you to create an account with ARB, download formatted Excel spreadsheets, insert your information, and upload your vehicle and engine data to ARB. Or, you may use DOORS to report your fleet data using online forms without ever having to work with a spreadsheet. A [DOORS change log](#) tracks changes made to DOORS.

You may login below or, if you have not logged in before, request a user account.

Click on a question below to open one of our user guides:

Reporting Options:
[How can I report using online screens, with no downloads or uploads?](#)
[How can I report my information using an excel spreadsheet?](#)

Explanation of Terms:
The following guides explain the terms used by ARB in the reporting forms:
[Owner](#) [Vehicle](#) [Engine](#) [VEECS](#)

Common problems and questions:
[How do I report with missing vehicle or engine information?](#)
[How do I report multiple fleets or subfleets?](#)
[How can I cut and paste data into a spreadsheet?](#)
[What if I have repeating serial numbers?](#)
[What is the engine family name?](#)

After you have an account, you may log in to view and update your fleet information.

User Name:

Password:

If you have not done so before, you will need to request an account.

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Common Reporting Questions

- Common Problems and Questions
 - How do I report with missing vehicle information?
 - How do I report engine repowers?
 - How do I report multiple fleets and subfleets?
 - How can I cut and paste data into a spreadsheet?
 - What if I have repeating serial numbers?
 - What is the engine family name?

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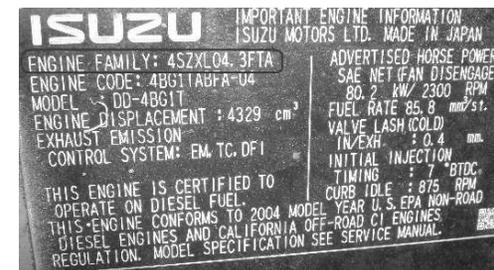
Engine Family Names?

- **What is the engine family name?**
 - The engine family name is an identifier assigned by the Environmental Protection Agency (EPA) to every engine verified to Tier 1 emission standards or higher
 - Engine standards were implemented in the mid-1990s. Engines without a standard are considered Tier 0 engines, and will not have an engine family name
 - Engine family names are generally 11 to 12 digits long for off-road diesel vehicles

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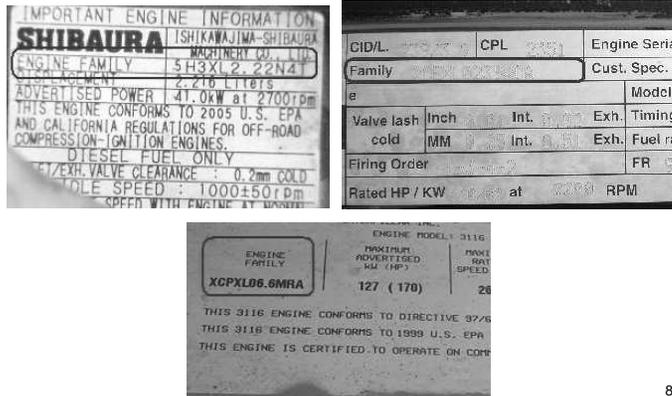
Where would I find the engine family name?

- The engine family name is usually listed on the engine label.



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Additional Examples of Engine Family Labels



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DOORS Reporting Homepage

Skip to: [Content](#) | [Footer](#) | [Accessibility](#) | [A-Z Index](#) Search ARB
 California Environmental Protection Agency
AIR RESOURCES BOARD © Google ○ Advanced

DIESEL OFF-ROAD ON-LINE REPORTING SYSTEM (DOORS)

Select the fleet with which you want to work, then select the action below.
 enter a fleet
 An * indicates fleets that you have submitted for ARB review.

Select the action you would like to take, then click on "Take Action".
 Upload Fleet Data
 Take Action
 Exit

The green area below applies to and works for fleets that have been reviewed by ARB.

Select the fleet with which you want to work, then select the action below.
 Sample Fleet with about 50 vehicles

Select the action you would like to take, then click on "Take Action".
 View EINs
 Take Action
 Exit

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DOORS – Online Forms “enter a fleet” “Enter Fleet Data On-line”

DOORS - REPORTING HOME

While in the DOORS forms, do NOT hit the "Return" or "Enter" key, you must click on the appropriate button or you will be returned to this homepage.

Sample Fleet

An * indicates fleets that you have submitted for ARB review.

Enter Fleet Data On-line
 Enter Fleet Data On-line
 Upload Fleet Data
 View Owner Info
 View Fleet Info
 View Fleet Summary
 Request Review

Take Action
 Exit

Owner Information

Reporting Home Edit Owner Add/Edit Vehicle Add/Edit Engine Add/Edit VDECS Don

Enter Data

Explanation of terms

Legal owner name:
 Company / Agency name
 Company / Agency type (optional)
 Company / Agency tax id
 Address1
 Address2
 City
 State abbreviation: CALIFORNIA
 Zip
 Responsible person
 Responsible Person title
 Is your fleet in a low population county? No

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Vehicle Information

Enter Data

Explanation of terms

Line #	Veh serial num	Your veh num	Type	Manufacturer
3			Rollers	no vehicle manufacturer

Edit	Delete	Line #	Veh serial num	Your veh num	Type	Manufacturer	Model	MY	Low-use	Low-use outside	Specialty	Emergency	Se
Edit	Delete	2	CFH38923492789	561	Rollers	DEERE	750XL	1994	No	No	No	No	N
Edit	Delete	1	RJS382938998	560	Rubber Tired Loaders	DAEWOO	450	1999	No	No	No	No	N

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Adding Engine Information

Enter Data

Explanation of terms

Veh serial num	Your veh num	Eng serial num	Manufacturer	Model
RJS382938998	560		no engine manufacturer	

Edit	Line #	Veh serial num	Your veh num	Eng serial num	Manufacturer	Model	Eng Family	Model Year	Max HP	Displacement (liters)
Edit	2	CFH38923492789	561	5245234534534	Kohler Company	435	5234fgr34543	2008	314	23
Edit	1	RJS382938998	560							

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Viewing Your Fleet Data

enal num	Your veh num	Type	Manufacturer	Model	MY	Low-use	Low-use outside	Specialty	Emergency	Snow removal	Agric-ulture
0D7606983		Off-Highway_Trucks	DEERE	350DW	2007	No	No	No	No	No	No
0D7610629		Off-Highway_Trucks	DEERE	350DW	2007	No	No	No	No	No	No
4JZ600860		Tractors/Loaders/Backhoes	DEERE	544JX	2006	No	No	No	No	No	No
4JZ59574		Tractors/Loaders/Backhoes	DEERE	624JX	2005	No	No	No	No	No	No
4JZ59640		Tractors/Loaders/Backhoes	DEERE	624JX	2006	No	No	No	No	No	No
4JZ61450		Tractors/Loaders/Backhoes	DEERE	624JX	2007	No	No	No	No	No	No
4JZ61451		Tractors/Loaders/Backhoes	DEERE	624JX	2006	No	No	No	No	No	No
4JZ615076		Tractors/Loaders/Backhoes	DEERE	624JX	2008	No	No	No	No	No	No
4JZ615706		Tractors/Loaders/Backhoes	DEERE	624JX	2008	No	No	No	No	No	No
4JZ617525		Tractors/Loaders/Backhoes	DEERE	624JX	2008	No	No	No	No	No	No
4H9589041		Tractors/Loaders/Backhoes	DEERE	644HX	2003	No	No	No	No	No	No
4JX600366		Tractors/Loaders/Backhoes	DEERE	644JX	2006	No	No	No	No	No	No
enal num	Your veh num	Type	Manufacturer	Model	MY	Low-use	Low-use outside	Specialty	Emergency	Snow removal	Agric-ulture
4J360314		Tractors/Loaders/Backhoes	DEERE	644JX	2006	No	No	No	No	No	No
4J3607478		Tractors/Loaders/Backhoes	DEERE	644JX	2007	No	No	No	No	No	No
4J3607480		Tractors/Loaders/Backhoes	DEERE	644JX	2007	No	No	No	No	No	No
4JZ616781		Tractors/Loaders/Backhoes	DEERE	644JX	2008	No	No	No	No	No	No
2Dx617195		Graders	DEERE	672DX	2008	No	No	No	No	No	No
4J360666		Tractors/Loaders/Backhoes	DEERE	744JX	2007	No	No	No	No	No	No
2Dx611787		Graders	DEERE	672DX	2007	No	No	No	No	No	No
2Dx616153		Graders	DEERE	672DX	2008	No	No	No	No	No	No

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DOORS – Excel Spreadsheets

What if you already have your inventory information in a spreadsheet?

Download Excel Spreadsheet from ARB

Enter your information

Save the spreadsheet as a .PRN

Upload the files to ARB

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DOORS – Excel Spreadsheets

What if you already have your inventory information in a spreadsheet?

“enter a fleet” – “Upload Fleet Data”

enter a fleet

An * indicates fleets that you have submitted for ARB review.

Download the Spreadsheet

Reporting Home Upload Fleet Data View Owner View Fleet Request Review Done

you must enter your fleet information into one of the spreadsheets available here. Do not open the spreadsheets from your spreadsheets to your disk, hard drive (or network drive). We recommend that you use the DOORS fleet_data.xls spreadsheet in the proper format with the appropriate names. It contains a macro and you may need to reset your security setting when you open it.

If your security settings are unable to use the above spreadsheet, then you may use the DOORS fleet_data_nm.xls spreadsheet. In this spreadsheet, you will need to save and rename each worksheet twice; please be careful to follow the directions carefully.

If you have your data as Formatted Text files to your hard drive, then, you will be able to upload those Formatted Text files directly into the system through the buttons below. You will need to upload the Formatted Text files from this spreadsheet in order, i.e., first upload owner and finally VDECS. Each engine will be checked against a vehicle serial number, each VDECS will be checked against a vehicle serial number. There may be more than one engine per vehicle, and none, one, or more than one VDECS per engine.

If you have uploaded more than once; however, all of the data of from the spreadsheet previously uploaded will be deleted as the new spreadsheet is uploaded so that you may update it with either new or corrected data for this initial reporting year. In subsequent years, you will be able to update your data.

See User Guide - Initial Reporting - Spreadsheets.pdf for complete instructions.

Linked Worksheets & Macros

Change your macro security settings in Excel.

DOORS Fleet Data Upload Spreadsheets

Please fill in the information requested in the owner, vehicle, engine, and vdecs worksheets. You may roll your cursor over any cell with a red triangle in the upper right corner or return to this page for further instructions.

After completing all of the sheets, click the button below to create your upload files.

You should also save this spreadsheet in case you need to update or correct any information.

To change Microsoft Excel security setting in order to use the button shown above you can go to the menu at the top of the page, and under the Tools options select Macro, and then Security. Select the "Medium" Security setting.

File Edit Format Tools Data Window Help

Intro / owner / vehicle / engine / vdecs / lookup /

DOORS – Excel Spreadsheets

Fill out the spreadsheets

Owner Vehicle Engine VDECS

DOORS Fleet Data Upload Spreadsheets

Please fill in the information requested in the owner, vehicle, engine, and vdecs worksheets. You may roll your cursor over any cell with a red triangle in the upper right corner or return to this page for further instructions.

After completing all of the sheets, click the button below to create your upload files.

You should also save this spreadsheet in case you need to update or correct any information.

To change Microsoft Excel security setting in order to use the button shown above you can go to the menu at the top of the page, and under the Tools options select Macro, and then Security. Select the "Medium" Security setting.

File Edit Format Tools Data Window Help

Intro / owner / vehicle / engine / vdecs / lookup /

DOORS – Excel Spreadsheets

Uploading

Upload the file 'doors_owner_upload.prm'.

Upload the file 'doors_vehicle_upload.prm'.

Upload the file 'doors_engine_upload.prm'.

Upload the file 'doors_vdecs_upload.prm'.

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Fleet Summary

[Reporting Home](#) [Upload Fleet Data](#) [View Owner](#) [View Fleet](#) [Request Review](#) [Exit](#)

DOORS ID: 1 Name: Sample Fleet

Current Diesel and Non-diesel Vehicles*	#vehicles	Horsepower
Total in fleet (Separable vehicles, scrapers, may count as two vehicles)	8	4,715.0
Exempt from regulation and reporting (awaiting sale, San Nicolas or San Clemente Island)	1	633.0
Exempt but must report (low-use, emergency, snow-removal, and ag)	1	343.0
Total in fleet average calculation	6	3,739.0
Fleet size	Medium	
Non-diesel fueled engines	4	3,051.0
Non-standard certified engines	2	687.0
Standard, diesel fueled engines	2	977.0

ARB Review

DOORS saves the information

Update / Review it later

[Reporting Home](#) [Upload Fleet Data](#) [View Owner](#) [View Fleet](#) [Request Review](#) [Done](#)

Request ARB Review

-Receive EINs to label vehicles

Make changes later in online forms

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Hardcopy Forms

- Similar format to the Excel Spreadsheets
- Currently under development
- Will be available from the “Reporting Forms” page directly off of the Off-road Diesel Homepage

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After ARB Reviews the Data

returned to this homepage.

View EINs

View VDECS

Add/Edit Owner/Fleet

Non-diesel Engine

Non-standard Engine Certification

Systems Replacing Diesel Vehicles

Soon, Moyer, Other Vehicle Program

View Fleet Summary

Compliance Plan

Reassign Vehicle

Executive Order Tracking

Report Stolen Vehicle

Certificate of Reported Compliance

View EINs

mitted for ARB review.

Take Action

Exit

reviewed by ARB.

Take Action

Exit

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Fleet Information and EINs

Download As CSV

Line #	EIN	Veh serial num	Your veh num	Type	Manufacturer	Model	MY	Eng serial num	Engine manufacturer
1	A16U18	oqi05579	hx123	Cranes	ZETTELMAYER	550G	1983	dsf6269	Detroit Diesel Corporation
2	A20M49	huy3668	uic68	Graders	MOSA	sadfasdf	1987	jk815	Cummins, Inc.
3	A38009	gty2826	uic80	Crawler_Tractors	CATERPILLAR	TS137	2000	yht3290	Cummins, Inc.
4	A46L07	gty2857	uic111	Graders	FIATALLIS	2366	2002	yht3321	Cummins, Inc.
5	A62S00	huy3638	uic38	Graders	A_M_SNOWBLAST	sadfasdf	2007	jk895	Kohler Company
6	A89R64	gty2839	uic93	Graders	BOBCAT	etwerwtyr	2006	yht3303	Wartsila_North_America, Inc.
7	B02X79	oqi05580	hx124	Other_Material_Handling_Equipment	CASE	etwerwtyr	1976	dsf6270	Cummins, Inc.
8	B08N16	huy3843	uic43	Tractors/Loaders/Backhoes	HEM	TS138	1991	jk890	Wartsila_North_America, Inc.
9	B29P23	huy3841	uic41	Rubber_Tired_Loaders	GENERAL_MOTORS	234	2003	jk888	Caterpillar, Inc.
10	B67E00	oqi05557	hx101	Scrapers	MANITOWOC	222B WEST	2006	dsf6247	Caterpillar, Inc.
11	B77S02	oqi05543	hx127	Off-Highway_Tractors	MUSTANG	etwerwtyr	1983	dsf6233	Onan_-_Cummins_Power_Generation
12	B79S70	huy3953	uic53	Graders	CATERPILLAR	550H	2003	jk900	Kubota_Engine_America_Corporation
1	B98O46	huy3650	uic50	Pavers	MCNEILUS	236	2007	jk897	Caterpillar, Inc.
2	C00K32	huy3637	uic37	Cranes	MANITOWOC	222B WEST	1999	jk884	Cummins, Inc.
3	C00L28	oqi05554	hx98	Off-Highway_Tractors	MUSTANG	etwerwtyr	1983	dsf6244	Onan_-_Cummins_Power_Generation
4	B17Z9C	huy3990	uic70	Other_Material_Handling_Equipment	MCNEILUS	sdafsd	2004	jk877	Wartsila_North_America, Inc.

Accounting for Early Credit in DOORS

- Reporting of some information will need to be completed after your fleet is reviewed and approved by ARB
 - Repowers
 - Previously retired vehicles
 - Adding a second engine to a vehicle
 - Scrapers that cannot be separated, 2 engine cranes

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Fleet Summary

Home View EINs Add/Edit Owner/Fleet Reassign Vehicle Compliance Plan Exit

DOORS ID: 81 Name: New Fleet

Current Diesel and Non-diesel Vehicles*	# vehicles	Horsepower
Total in fleet (Separable vehicles, scrapers, may count as two vehicles)	3	433.0
Exempt from regulation and reporting (awaiting sale, San Nicolas or San Clemente Island)	0	0.0
Exempt but must report (low-use, emergency, snow-removal, and ag)	0	0.0
Total in fleet average calculation	3	433.0
Fleet size	Small	
Non-diesel fueled engines	2	400.0
On-road engines	1	345.0

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Compliance Planning (in progress)

– First time walkthrough

Home Fleet Strategy Cost Hours Summary Plan **Setup**

Welcome to the DOORS Compliance Planning Tool! You are now in the Setup page.

On your first visit, DOORS will take you through the various screens and give a brief description of each. This walk-through should only take a few minutes, so let's begin! caching!

Notice at the top of this page there is a label, "Compliance Plan" followed by the name of a default compliance plan consisting of your DOORS ID and "_Plan_A". DOORS has started to create your first default compliance plan. This is just one of many plans that you can generate with this tool.

Also, note the row of buttons at the top. These buttons are not enabled right now (except "Home" and "Exit"), but will be, if you choose, at the end of this first walk-through.

In the future, this Setup page will be used to choose the look and feel and other settings to personalize this tool for you.

Please click on the "Next" button to go to the next page.

Next

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Calculate Compliance in Minutes

Run All Years Run Another Year Modify Current Year Start New Plan

Uncheck the columns you would like to hide in the vehicle table below and then click on "Modify Current Year" or "Run Another Year"

Owner ID EIN Vehicle type Vehicle model year HP Engine Tier Exempt from retrofit Exempt from

Owner ID	EIN	Vehicle type	Vehicle model year	HP	Engine Tier	2009	2010	2011Retrofit.....Replace.....
SC-20	AL4G89	Scrapers	1973	418	T0		Replace 2010		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
CR-05	AL6M48	Rollers	2000	32	T1Z				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
DZ-02	AR9V69	Crawler Tractors	1986	165	T0		Retrofit	Retrofit	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
CM-10	AS3W69	Other Construction Equipment	1969	103	T2				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
SC-19R	AV6C66	Scrapers	1974	222	T0		Retrofit	Replace 2011	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
SC-04	AW3H33	Scrapers	1985	347	T3				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

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Use Automated Strategies

Home Fleet Strategy Cost Hours Summary Plan Setup Exit

DOORS ID: 2 Name: Sample Fleet with about 110 vehicles
Compliance Plan: 2_Plan_A Target Year: 2010

Please choose your compliance strategy using the turnover and retrofit radio buttons, then run a plan in the "Fleet" page.

<input type="radio"/> Oldest Tiers <input type="radio"/> Oldest Relative-age	<input type="radio"/> Dirtiest <input checked="" type="radio"/> Cleanest <input type="radio"/> Don't Retrofit
---	---

Show vehicles exempt from turnover Show vehicles exempt from retrofit

During turnover, allow retrofit of all non-tier 4 (ignore exemptions)

Allow retrofit of all non-tier 4 vehicles (ignore exemptions)

Maintain Natural Turnover Replacement Vehicle Age

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Save and compare compliance plans

Home Fleet Strategy Cost Hours Summary Plan Setup Exit

DOORS ID: 81 Name: Sample Small Fleet
Compliance Plan: 81_Plan_C Target Year: 2017

Check the columns you would like to show in the table below and then click on the "Rename" button

Turnover HP Cost \$ Retrofit HP

Compliance Plan	Target Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
81_Plan_Asd	Cost	NA	NA	NA	NA	NA	Edit	Delete						
81_Plan_B	Cost	NA	NA	NA	NA	Edit	Delete							
81_Plan_C	Cost	NA	NA	NA	NA	NA	NA	NA	NA	NA	Edit	Delete		

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View VDECS Page

– VDECS available based on engine family or engine info

DUETZ	CE31.18	1997	42	2	No VDECS based on engine family or engine characteristics as re However, the HUSS device is generally applicable to all engines w
PERKINS ENGINES COMPANY LTD.	2NA085	1998	2000	200	No VDECS based on engine family or engine characteristics as re However, the HUSS device is generally applicable to all engines w
.....Device_MFR..... Device_Name..... Level					
CATERPILLAR, INC.	XCPXL10.5MRG	1999	194	200	Caterpillar Diesel Particulate Filter 3 CA/CAT/2
					Engine Control Systems Combifilter 3 CA/LUB/2
					Engine Control Systems Purifilter 3 CA/ECS/2
					Huss FS-MK 3 CA/HUS/2
.....Device_MFR..... Device_Name..... Level					
CATERPILLAR, INC.	1CPXL14.6ESK	2001	363	200	Engine Control Systems Purifilter 3 CA/ECS/2
					Huss FS-MK 3 CA/HUS/2

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Reporting Tool: DOORS

- Staff currently looking for fleets to use DOORS and get EINs early
 - Email doors@arb.ca.gov for information
 - Hotline 1-877-59DOORS (877-593-6677)
 - Advantage for fleets to
 - Receive EINs early
 - Get more than 30 days to label vehicles (until 30 days after reporting deadline)
- Help us help you

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Technology Demonstrations



Loader with Passive DPF



Scraper with Passive DPF

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Off-Road Showcase Demonstration

- \$4.9 million allocated through SCAQMD (South Coast Air Quality Management District) & MSRC (Mobile Source Air Pollution Reduction Review Committee)
 - Close coordination with ARB
- Achieve early emission reductions
- Prove effectiveness of technologies on wide range of off-road engines
 - Interested fleets may view retrofits in action
- Will spur verification of new retrofits
 - Applicants required to pursue verification concurrently with Showcase demonstration

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Off-Road Showcase Cont.

- Emission control manufacturer participants
 - 14 Manufacturers, 26 systems
 - 11 Active DPFs
 - 15 Passive DPFs
 - 7 PM + NOx devices
 - 6 Fuel borne catalyst systems
- Eighteen Fleet Owners
 - 5 Public Fleets
 - 13 Private Fleets
- Total of 202 Vehicles

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U.S. EPA SEP

- U.S. EPA settlement against Chevron and Valero
 - \$700,000 in fines
- Settlement agreements stipulated money to be spent on retrofit of off-road equipment
- Overall goals similar to Showcase
- Help fill gaps in Vehicle Matrix
- Demonstrate Additional Technologies
- 26 vehicles have been successfully retrofitted with DPFs so far

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Funding Programs



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Pilot Off-Road Loan Incentives (POLI)

- Help some fleets obtain loans for which they would not otherwise qualify
- Pilot program for fleets in SJV
- Must meet criteria
- Apply at participating lenders
- More info: <http://arb.ca.gov/ba/loan/loan.htm> or contact Jessica Dean at jdean@arb.ca.gov

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POLI Criteria

- < 100 employees
- <\$10 mil annual revenues
- Loan for ARB-verified diesel retrofit
- Operate at least part time in SJV
- Difficulty obtaining conventional financing
- Any fleet sizes
- Other program & financial criteria

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Carl Moyer Incentive Program

- Statewide program with \$140 million/yr in incentive monies
- Program provides incentive money to clean up equipment in California
 - Equipment includes: off-road, on-road, marine, locomotive, agricultural
- Eligible off-road projects include engine repowers, exhaust retrofits, equipment replacement
- Vehicle owner has to pay a small portion of the project costs
- Must do more than required by regulation
- More information is located at:
www.arb.ca.gov/msprog/moyer/moyer.htm

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Is Incentive Funding Available?

- Small fleets
 - 100% eligible if completed by February 28, 2012
 - Eligible based on NOx and ROG reductions thereafter
- Medium fleets
 - 100% eligible if completed by February 28, 2010
 - Early compliance needed after
- Large fleets
 - Early compliance needed to receive funding ¹¹⁵

SOON Program



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What is the SOON Program?

- Surplus Off-road Opt-in for NOx (SOON) program is designed to achieve additional NOx reductions
- Local air districts may opt into this program to reduce NOx emissions beyond what is required by the off-road regulation
 - May make program voluntary or mandatory
- Carl Moyer incentive money is used to fund these additional NOx reductions
- If fleets meet the applicable criteria, district may require them to apply for SOON funding

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Fleet Criteria for SOON

- If SOON mandatory, a fleet must apply if they:
 - Operate vehicles in participating air district
 - Must have operated in that district more than any other air district and >100 hrs/yr for the past three years and
 - Contain over 20,000 hp statewide
 - Have >40% Tier 0 & 1 vehicles
- If they receive funds – must take actions funded
- Must apply for enough actions to go from compliance with ARB rule to SOON targets
- A way for large fleets to access incentive monies

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Participating Districts

- South Coast
 - Opted in on May 2, 2008
 - Have already awarded \$10 – \$15 million
 - Current solicitation due May 1, 2009
- San Joaquin Valley
 - Will not be participating in the SOON program

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Compliance Assistance and Outreach



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Compliance Assistance and Outreach

- Staff will be available to work with individual fleets on their compliance plans
- First round of 12 statewide Off-road Implementation Seminars conducted July – September 2008
- Second round of four trainings conducted November – December 2008
- Third round of six trainings February – March 2009 – contact Eric Brown (ebrown@arb.ca.gov) with questions
- Staff available to give off-road presentations at the request of fleet owners, industry groups, equipment dealers and manufacturers

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Off-Road Implementation Advisory Group (ORIAG)

- Informal committee of affected fleets, air districts, and industry representatives
- Goal is to help ARB to fine tune outreach and training materials, and assist with implementation
- Members of the public welcome to attend
- Three ORIAG meetings held since May, 2008 in Sacramento and El Monte
 - Next meeting slated for February, 2009 in San Diego
 - Subcommittee meetings held as needed
- Contact Beth White (eiwhite@arb.ca.gov) or visit <http://www.arb.ca.gov/msprog/ordiesel/oriag/oriag.htm> for more details

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Off-Road Fleet Average Calculator Overview

- Microsoft Excel spreadsheet tool designed by ARB staff
- Fleet enters in horsepower and model year of each engine
- Calculates the NOx and PM fleet averages, targets, and BACT requirements for each year
- Also calculates early credit and carryover credits earned by fleets

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Microsoft Excel - ARBFleetWorksheet-Dec.2007.xls

Enter in Baseline fleet information

If you installed any exhaust retrofits, or repowered (with a cleaner engine) any vehicles before 2007, enter those retrofits and repowers below under "Baseline" information

If claiming credit for an electric or alternative fuel vehicle added to the fleet before January 1, 2007, enter its hp in the horsepower column under "Baseline" information. If the vehicle was airport GSE, enter 0.2 hp (and not the full horsepower) in the horsepower column below.

Equipment Name (Optional)	Model Year	Has this Vehicle Been Repowered with a New Engine? (Y/N)	Horsepower	Does this Vehicle Have an On-Road Engine or Electric Motor? (Enter DM or E)	Engine Tier	PM Exhaust Retrofit Level (Enter 1, 2, 3, or NA)	NOx Exhaust Retrofit (Enter % Reduction or NA)	Fleet Average PM Factor (g/Bhp-hr)	Fleet Average NOx Factor (g/Bhp-hr)	Model Year
			750.0			0.0	0.0	0.41	7.0	
										0.0
1	1995		250		T0	NA	NA	0.540	9.300	1995
2	1995		250		T0	NA	NA	0.540	9.300	1995
3	1995		250		T0	NA	NA	0.540	9.300	1995
4	1995		250		T0	NA	NA	0.540	9.300	1995
5	1995		250		T0	NA	NA	0.540	9.300	1995
6	1995		250		T0	NA	NA	0.540	9.300	1995
7	2000		250		T1	NA	NA	0.400	6.900	2000
8	2000		250		T1	NA	NA	0.400	6.900	2000
9	2006	Y	250		T3	NA	NA	0.150	2.600	2006
10	2006	Y	250		T3	NA	NA	0.150	2.600	2006
11	2006	Y	250		T3	NA	NA	0.150	2.600	2006

37. If you wish to add more vehicles into the fleet average calculator, but there are not enough rows:

38. Insert additional rows ABOVE the red line, copy the equations present in each row into the newly inserted blank rows, then add the vehicles into the calculator.

39. For help adding rows, search the Microsoft Excel help (located under Help on the tool bar) for Insert cells, rows, or columns.

40. For help copying formulas, search the Microsoft Excel help for Move or copy rows and columns. Copy a row that contains equations, is not blank, and paste that row into the newly

Microsoft Excel - ARBFleetWorksheet-Dec 2007.xls

Early credit calculated

Early Turnover Credit Earned through 2009 (hp):	750.0
Early PM Retrofit Credit Earned through 2009 (hp):	0.0

NOx Requirements	
Fleet Average	
NOx Fleet Target =	
NOx Fleet Average =	

NOx Fleet Average =	Tier 0 Hp Turnover =	Hp Repowered =	Hp PM Retrofit =	Hp Turnover Credit for NOx Retrofit =	PM Fleet Average =	NOx Fleet Average =
7.0	0.0	0.0	0.0	0.0	0.41	7.0

2009										
Fleet Average NOx Factor (g/hp-hr)	Model Year	Has this Vehicle been Repowered with a New Engine? (Y/N)	Horsepower	Does this Vehicle Have an On-Road Engine or Electric Motor? (Enter ON or E)	Engine Tier	PM Exhaust Retrofit Level (Enter 1, 2, 3, or NA)	NOx Exhaust Retrofit (Enter % Reduction or NA)	Fleet Average PM Factor (g/hp-hr)	Fleet Average NOx Factor (g/hp-hr)	Model Year
9.300	1995		250		T0	NA	NA	0.540	9.300	1995
9.300	1995		250		T0	NA	NA	0.540	9.300	1995
9.300	1995		250		T0	NA	NA	0.540	9.300	1995
9.300	1995		250		T0	NA	NA	0.540	9.300	1995
9.300	1995		250		T0	NA	NA	0.540	9.300	1995
9.300	1995		250		T0	NA	NA	0.540	9.300	1995
6.900	2000		250		T1	NA	NA	0.400	6.900	2000
6.900	2000		250		T1	NA	NA	0.400	6.900	2000
2.600	2006	Y	250		T3	NA	NA	0.150	2.600	2006
2.600	2006	Y	250		T3	NA	NA	0.150	2.600	2006

Microsoft Excel - ARBFleetWorksheet-Dec 2007.xls

Compliance Options

Carryover Credit

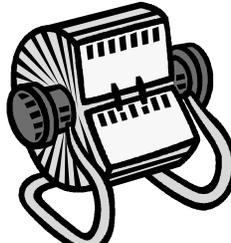
Tier 0 Retirement YDEC Credit	0.0	Carryover Hp Turnover =	750.0
		Carryover Hp Retrofit =	0.0

IN COMPLIANCE

NOx Requirements Fulfilled?	YES	PM Requirements Fulfilled?	YES	NOx Requirements Full						
NOx Requirements (Comply with either Fleet Average or BACT)		PM Requirements (Comply with either Fleet Average or BACT)		NOx Requirements (Comply with either Fleet Average or BACT)						
Fleet Average	BACT	Fleet Average	BACT	Fleet Average						
NOx Fleet Target =	NA	Needed Hp Turnover =	228.0	PM Fleet Target =	NA	Needed Hp Retrofit =	550.0	NOx Fleet Target =	NA	No Tier
NOx Fleet Average =	7.0	Current Hp Turnover =	750.0	PM Fleet Average =	0.41	Current Hp Retrofit =	0.0	NOx Fleet Average =	7.0	Current Tier

2010										
Fleet Average NOx Factor (g/hp-hr)	Model Year	Horsepower	Does this Vehicle Have an On-Road Engine or Electric Motor? (Enter ON or E)	Engine Tier	PM Exhaust Retrofit Level (Enter 1, 2, 3, or NA)	NOx Exhaust Retrofit (Enter % Reduction or NA)	Fleet Average PM Factor (g/hp-hr)	Fleet Average NOx Factor (g/hp-hr)	Model Year	Horsepower
9.300	1995	250		T0	NA	NA	0.540	9.300	1995	250
9.300	1995	250		T0	NA	NA	0.540	9.300	1995	250
9.300	1995	250		T0	NA	NA	0.540	9.300	1995	250
9.300	1995	250		T0	NA	NA	0.540	9.300	1995	250
9.300	1995	250		T0	NA	NA	0.540	9.300	1995	250

ARB Website and Contacts



California Environmental Protection Agency
Air Resources Board



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In-Use Off-Road Vehicle Regulation Homepage: www.arb.ca.gov/msprog/ordiesel/ordiesel.htm

Home Programs Rulemaking Board Meetings Laws & Regulations Data & Statistics Permits, Etc. Events

IN-USE OFF-ROAD DIESEL VEHICLE REGULATION

Monday, August 25, 2008 *This page last reviewed August 22, 2008*

UP LINKS

- ARB Programs
- Diesel Program
- Mobile Vehicles and Equipment
- Mobile Sources
- Off-Road Diesel

LOCAL LINKS

- Archived Documents
- Background
- Contacts
- Current Regulation
- Fact Sheets
- Fleet Average Calculators
- Frequently Asked Questions (FAQ)

Quick Links

- Overview & Fact Sheets
- Free Training Seminars
- Reporting Forms
- Compliance Planning Tools
- Regulation Language

On July 26, 2007, the Air Resources Board (ARB) adopted a regulation to reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. For more information you can call the diesel vehicle information hot line at (866) 6-DIESEL or (866)



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Off-Road Contacts

**General Off-Road Regulation
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Off-Road Regulation - www.arb.ca.gov/msprog/ordiesel/ordiesel.htm

Verified Devices - www.arb.ca.gov/diesel/verdev/verdev.htm

Carl Moyer Program - www.arb.ca.gov/msprog/moyer/moyer.htm

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