

Frequently Asked Questions

In-Use Off-Road Diesel Vehicle Regulation

Fleet Portions FAQ

Revised July 2013

Q – What are fleet portions?

A – The In-Use Off-Road Diesel Vehicle Regulation (Off-Road Regulation) allows companies or agencies that have different divisions, subsidiaries, or other organizational structures to report all vehicles owned by the company as one fleet, or to report as individual **fleet portions** (i.e., smaller groups of vehicles). Fleets cannot divide into fleet portions arbitrarily; the divisions must correspond to a division fleet management, control, or location. Additionally, because a fleet's size is determined by the amount of horsepower under common ownership or control, reporting as multiple fleet portions does not allow the fleet to change fleet size categories. For example, if a large fleet (over 5,000 horsepower) decides report and comply as many smaller fleet portions, each fleet portion (regardless of how much horsepower is in the fleet portion) must still comply with the large fleet reporting and compliance requirements.

Q – Who can choose to report as fleet portions vs. one combined fleet?

A – Fleets cannot divide into fleet portions arbitrarily; the divisions must correspond to a division fleet management, control, or location. For example, a company that had two divisions under different management could report as fleet portions, even if the vehicles from the different divisions occasionally worked on the same jobsite together. Additionally, it is not required that different parts of the company or agency report and comply with the Off-Road Regulation separately as fleet portions; it is up to the fleet to decide whether or not to report and comply as one entity, or as fleet portions.

Q – If I purchase an existing fleet (that had previously reported in DOORS) and choose to maintain the reporting for that fleet separately in order to keep the BACT credits the fleet had earned before I purchased it, can I still have that separate DOORS fleet operating under common ownership or control with my existing fleet?

A – Yes; even though the newly purchased fleet is now under common ownership or control and operating alongside the existing fleet, in order to maintain the purchased fleet's previously earned BACT credits, the regulation requires the purchased fleet to continue to report and comply separately from the existing DOORS fleet. For example, Fleet A had 350 hp in BACT credits when it was purchased by Fleet B. In order to maintain Fleet A's BACT credits, Fleet A must

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continue to be reported and comply separately from Fleet B, even though Fleet A and Fleet B are now under common ownership or control, and their respective vehicles are operating side by side at the same location. Additionally, in order to facilitate the appropriate change of ownership in DOORS, Fleet B will be required to complete the DOORS form for the Transfer of Ownership of a Fleet or Fleet Portion, available in the Knowledge Center on the Off-Road Regulation website at

http://www.arb.ca.gov/msprog/ordiesel/documents/doors/form_fleettransfer.pdf.

Q – How do I report and comply as a fleet portion?

A – Once a fleet is divided into fleet portions, each fleet portion must meet the requirements of the regulation individually, meaning that each fleet portion must report individually, and will have its own fleet averages and BACT requirements. BACT credits may not be traded between fleet portions. Additionally, fleet portions may “buy” and “sell” vehicles amongst themselves (e.g., transfer a vehicle from one location to another), only if the vehicle meets the adding vehicle requirements. For the fleet portion that “sells” a vehicle, BACT credit will be earned. Also, as stated above, each fleet portion must comply with the requirements determined by the overall fleet size of the entity, and not the individual size of the fleet portion.

For more information on reporting fleet portions in DOORS, please see the DOORS user guide on “How to Report Fleet Portions or Multiple Fleets”, which is available at <http://www.arb.ca.gov/msprog/ordiesel/documents/doors/userguide-multifleet.pdf>.

As of March 1, 2013, fleets no longer have the ability in DOORS to divide previously reported fleets into fleet portions or aggregate fleet portions as described in this document. Fleets that have erroneously reported fleet portions that are under common ownership or control without having identified a parent fleet may contact our DOORS hotline at 1-877-593-6677 or doors@arb.ca.gov for assistance.

Q – Can a fleet portion be designated as a captive attainment area fleet?

A – Yes. A captive attainment area fleet is a fleet or fleet portion in which all of the vehicles in the fleet or fleet portion operate exclusively within the following counties: 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, Yuba, and the portion of Sonoma County that lies within the boundaries of the North Coast Air Basin. This means that if a fleet portion is a captive attainment area fleet, it is considered a small fleet, irrespective of the fleet’s total horsepower.

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For more information on captive attainment area fleets, please refer to the Fleet Size – Private Fleets and Fleet Size – Public Fleets FAQs, which are available in the Knowledge Center on the Off-Road Regulation website at:
<http://www.arb.ca.gov/msprog/ordiesel/knowcenter.htm>.

Q – Can a State or federal fleet report and comply as a fleet portion?

A – Yes. Any State or federal fleet can report and comply as a fleet portion; however, all State and federal fleets must comply with the large fleet requirements (regardless of the fleet's total horsepower). Furthermore, every federal fleet must report (via DOORS) a Parent DOORS ID of 9 (located on the 'Owner Information' page) to indicate it is federal fleet, and every State fleet must list a Parent DOORS ID of 10 to indicate it is a State fleet.

Q – Can I report my fleet individually as fleet portions, but still comply as one whole fleet?

A – Yes. If a fleet wants to report each fleet portion individually, but wants to comply as a single entity, the fleet portions can be aggregated (i.e., added together) in DOORS. This means that the fleet is broken up into fleet portions for administrative/reporting purposes only in DOORS, and that all the fleet portions will be complying as a single fleet for compliance purposes. If fleet portions are aggregated in DOORS, the portions will still appear under separate DOORS IDs, but the overall fleet will have only one fleet average and one set of BACT requirements to meet (if the fleet portions comply individually, each portion will have its own fleet average and BACT requirements).

For more information on aggregating fleet portions in DOORS, please see the DOORS User Guide on "How to Report Fleet Portions or Multiple Fleets", which is available at
<http://www.arb.ca.gov/msprog/ordiesel/documents/doors/userguide-multifleet.pdf>.

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Q – If I am reporting my fleet as fleet portions, but complying as an aggregate fleet, can I transfer vehicles between my fleet portions?

A – Yes. If a fleet is reporting as fleet portions, but complying as an aggregate fleet, vehicles may be transferred (called “reassigned” in DOORS) between each fleet portion without penalty, meaning that the vehicle does not need to meet the adding vehicles requirements in order to be transferred. This is because no BACT credit is awarded for vehicles being transferred between fleet portions of aggregate fleets.

For more information on “reassigning” vehicles in DOORS, please see the DOORS User Guide on Reassigning Vehicles, which is available at <http://www.arb.ca.gov/msprog/ordiesel/documents/doors/userguide-reassign.pdf>.

Q – What are the benefits and disadvantages of reporting as fleet portions?

A – The practical benefit of reporting as fleet portions instead of one large fleet is that different divisions of a company or agency, or subsidiary companies of a corporation, do not have to communicate with each other to determine compliance with the Off-Road Regulation. They can manage their own fleet, and set up their own plan to replace, retire, or retrofit their vehicles.

However, this does provide less flexibility. For example, if one fleet portion does more than is required by the Off-Road Regulation, that fleet portion cannot give their BACT credit earned to another fleet portion; each fleet portion must comply with the Off-Road Regulation based on its own actions.

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