

Portable Equipment Frequently Asked Questions

Note: This document contains interpretations of the regulations applicable to portable engines by ARB staff working in the Statewide Portable Equipment Registration Program (PERP), and is subject to change at any time.

Applicability

1. What is the Portable Equipment Registration Program (PERP)?

The Portable Equipment Registration Program (PERP) is a voluntary statewide program to register portable equipment such as air compressors, generators, concrete pumps, tub grinders, wood chippers, water pumps, drill rigs, pile drivers, rock drills, abrasive blasters, aggregate screening and crushing plants, concrete batch plants, and welders. With certain limited exceptions, portable equipment registered in PERP may operate throughout the state without obtaining permits from any of California's 35 air quality management or air pollution control districts (air districts).

2. What types of equipment needs be registered in PERP?

Nothing is required to be registered in PERP. Registration in PERP is completely voluntary. The permit requirement at the local air district is mandatory, however. The type of portable equipment that needs a permit is determined by the local air districts only. An owner/operator of portable equipment that needs a permit may then choose to register in PERP in lieu of having to get a permit from the air districts.

3. What does portable mean?

The definition of "portable" is listed in Section 2452(cc) of the PERP Regulation. Basically, it states that a piece of equipment is considered portable if it does not reside at the same location longer than 12 consecutive months.

4. What does location mean?

The definition of "location" is listed in Section 2452(q). It states that location means any single site at a building, structure, facility, or installation. There is no definition of "site" in the PERP regulation or Portable Engine ATCM.

5. Does the residency time start when the equipment is moved onsite or when it first starts operating?

The definition of portable in section 2452(cc) of the PERP Regulation states that an piece of equipment may not reside at a location more than 12 consecutive months. Residency starts when the equipment is first brought onto the location. Operation of the equipment is irrelevant.

6. What about equipment in storage?

The amount of time that equipment is kept at a storage facility does not count towards the 12 month residence time requirement. However, if the equipment is kept “in storage” at or near a jobsite, that may count towards the residence time.

If the equipment was located at a facility for emergency or occasional use at different locations within the facility, it would have to be placed in a separate storage location within the facility and not set up in an operational configuration for the time to not count towards the 12 month time period. If it was set up at a location ready to operate, but just not turned on, then that would count towards the 12 month time period.

7. How long does it have to be moved away to a different location before it can be considered portable again?

Section 2452(cc)(3) of the definition of portable prohibits the movement of equipment from one location to another in an attempt to restart the 12 month clock. It must be moved to a different location for a legitimate business purpose in order to get another 12 months at the new location.

8. What about equipment that returns to the same location occasionally?

If portable equipment moves to different locations while performing legitimate functions at each location, returning to a previous location occasionally or regularly may be allowable depending on the situation. It is recommended that you consult your local air district in these cases.

9. I have a wood chipper and was told it needs a permit. Do I register the engine and the chipper together?

The local air districts make the determination of what needs a permit and what doesn't. Some districts may only require a permit for the engine. Some districts may require the chipper side of the machine to be permitted as well. If you need both permitted, they may register in PERP, but the engine and the chipper will be issued separate registrations. This may be confusing to have two registrations for one machine. The reason for this is that the emissions from each side are considered separate, and therefore each side needs its own registration because the requirements are different. This means separate registration forms and fees are required for any equipment such as chippers that have both an engine and an equipment unit that produces dust.

10. Can self-propelled equipment that is on tracks, such as rock crushers or tub grinders, register in PERP?

The engine that powers such equipment is not eligible for PERP and is generally exempt from a local district permit. The part of the machine that produces dust emissions (e.g. crushers, grinders) is considered portable and is eligible for PERP.

11. If portable equipment never leaves the city or county (eg. owned by local governments), can that still be registered in PERP?

As long as the equipment meets the definition of portable and complies with other applicable PERP requirements, it may be registered in PERP even if it always stays within the boundaries of a single air district.

12. Once registered in PERP, will I still need to get a district permit or comply with any district emission requirements?

If operating onshore, the districts may not impose any additional requirements from their own rules on equipment registered in PERP, as long as all registration requirements are being met. (See also question #13 below)

In the State Territorial Waters (STW), the project may not commence operations until the local air district has given written authorization. The district may request additional information regarding the project in order to perform an Air Quality Impact Analysis. The district also has the authority to impose emissions offsets for projects operating in the STW.

13. Can a portable generator register in PERP if it powers a building or stationary equipment?

Registered engines may not operate as stationary sources of air pollution. Therefore, this type of operation is only allowed under very specific circumstances which are listed in Section 2451(c)(9) of the PERP Regulation. Facilities that have interruptible rate agreements with the utilities may not use PERP registered generators under those circumstances.

At the same, a recent change in applicable law has made an exception with respect to portable engines operated at agricultural sources. With respect to this particular type of stationary source, portable engines may be required to obtain stationary source permits. Consultation with the local air district is advised.

14. Are portable engines used at agricultural sources eligible for PERP?

As stated in question #13 above, a recent change in state law has changed the way engines operated at agricultural sources are regulated. Per ARB policy, engines owned by an agricultural source, that would otherwise be considered portable, shall now be regulated as stationary, and therefore not eligible for PERP. Engines owned by a rental company or contractors providing a service to an agricultural source shall still be subject to the Portable ATCM, but some districts may require even these engines to be permitted by the district as part of the agricultural source.

15. What about an engine that powers a portable asphalt batch plant?

Any engine that meets eligibility requirements may be registered in PERP even though it powers equipment that is not eligible for PERP. Asphalt batch plants are not eligible for PERP per section 2457(e) of the PERP regulation. This creates the situation where half the machine (engine) is registered in PERP while the other half (batch plant) is permitted by a district.

Eligibility

16. How can I tell if my portable engine is eligible for PERP?

Engines are eligible under the following circumstances:

Diesel engines

1. Engine is certified to the current nonroad emission tier
2. Engine is a “flexibility” engine per 40 CFR part 89.102
3. If certified, but not current tier nor “flex”, then engine must be resident

Spark-ignition engines

1. Engine is certified to the spark-ignition emission standards
2. Engine meets emission standards in Table 1.
3. If not certified nor meets Table 1, then engine must be resident

17. How can I tell what tier my engine is?

The tier depends on the model year and horsepower rating of the engine. There is a user-friendly chart on the last page of Form 1B. There were no certified engines prior to 1996.

There is also a website where you can look up specific engine family names to see what tier level they were certified to. You will need the engine manufacturer, model year, and family name. For portable diesel engines, choose “Offroad Compression-Ignition Engines” as the category.

Here is the link: <http://www.arb.ca.gov/msprog/offroad/cert/cert.php>

18. What does it mean to be a resident engine?

There are 3 types of resident engines:

- A. The engine resided in California at any time between March 1, 2004 and October 1, 2006. (diesel engines only)
- B. The engine lost its permit exemption due to a formal change in air district rules and regulations. (both diesel and spark-ignition engines)
- C. The engine currently holds a valid (non-expired) air district permit or registration at the time of application for PERP. (both diesel and spark-ignition engines)

19. How can I prove my engine to be resident if I bought it after October 1, 2006?

Documentation that the engine resided in California during the specified time frame is still required. In this case, documentation would have to be obtained from the previous owner.

20. What is a flexibility engine?

These are certified engines that are built by the manufacturer to meet the previous emission tier standard after a new tier has taken effect. All engine manufacturers are allowed by the Federal EPA to build a certain amount of these engines every year. These engines will have specific language on the emission label to identify them as participating in this flexibility program, sometimes called the Transition Program for Equipment Manufacturers (TPEM). A photograph of the engine label is often required with the PERP application for these engines.

21. What are the deadlines to register my equipment?

PERP will no longer accept certified diesel engines that do not meet the current tier after January 1, 2010, even if they were resident in California between March 1, 2004 and October 1, 2006. After January 1, 2010, all previously permit exempt or unpermitted diesel engines entering PERP must either be current tier or flexibility engines (see question #20 above).

22. What happens if my portable engine is not eligible for PERP?

If your engine does not meet the PERP eligibility requirements, you must contact your local air district to determine operating requirements.

Applications and Fees

23. How do I apply for Registration?

Application forms with instructions can be downloaded at:

<http://www.arb.ca.gov/portable/perp/newforms.htm>

Please submit the completed applications with the applicable fees to the address listed on Form 1.

24. What does the PERP registration cost?

The fees for portable equipment registration are listed in Table 2 and 3 of the PERP Regulation. We have created user-friendly Forms 1A and 1B to assist applicants in determining what fees are required with any given application request. If you still need further assistance regarding fees, please contact one of the PERP staff directly.

25. Can I submit my application via the internet?

Applications are not accepted via email.

26. Can I fax in my application?

Yes, but it must have a valid credit card listed on Form 1 for payment. Also, if you choose to submit your application via fax, we strongly recommend that you do not submit the originals via the regular mail, as this will create a duplicate in the program.

27. What is the street address for sending in an application?

Please be advised that applications sent via FedEx, UPS, or other alternate delivery service usually arrives to our program up to 3 days later than those sent to the P.O. Box address listed on Form 1. Our street address is:

ARB/PERP
1001 I Street
Sacramento, CA 95814

28. How can I check on the status of my application?

You may contact PERP staff directly by phone or email to check on the status of any application or renewal. Please be advised that ARB staff can not promise that the registration will be issued by any given date. Also, responding to status questions takes time away from processing of applications.

29. Can my portable equipment be operated while the PERP application is being processed?

The portable equipment is deemed registered beginning at the time the registration documents are issued and not before. Until that time, you should check with the local air districts if you want to operate. Some air districts will let portable equipment operate while the PERP application is being processed, while other districts will not.

30. How do I contact the local air districts?

The local air district contact information is available to the public and accessible by dialing information (411), or looking in any phone book. For a website listing the local air districts, you may follow this link: <http://www.arb.ca.gov/capcoa/roster.htm>

Registration Documents

31. What do I receive as proof my portable equipment is registered?

Registration materials are sent via regular mail to the mailing address indicated on Form 1. The materials include 4 components: Registration certificate, operating conditions, identification sticker, and a metal placard with an additional sticker.

32. How long does it take to receive the registration materials?

It depends on the complexity of the application submitted, but generally registration is issued within 30-60 days of receipt of an application. Section 2453(e) of the PERP Regulation allows for a maximum processing time of 90 days, however. If you would like to receive registration more quickly, please follow the options listed on this website: <http://www.arb.ca.gov/portable/perp/advisory.htm>

33. What are the requirements for displaying registration materials?

The requirements for displaying registration materials are listed in the operating conditions. Separate instructions are included with the registration materials for placement of the metal placard.

34. Why did I get two separate stickers for each registration?

An identification sticker is mailed with the registration documents and is meant to be placed on the engine or equipment unit. A second sticker is mailed with the green metal placard which is meant to be placed directly on the placard.

35. How do I get a replacement sticker, placard, and/or registration documents?

These may be requested using Form 8. There is a nominal fee for replacement.

36. Do I still have to pay for replacement registration materials even if I never received them in the first place?

Yes. ARB is not responsible for misdelivered mail.

37. Are placards issued with a Change of Ownership?

Placards are only issued upon either of two different situations. First, placards are issued with initial registration. Second, placards are issued with renewal. If the change of ownership application is for a registration that has expired or for which renewal is due (situation two), only then will a placard be sent to the new owner with the registration materials.

38. Some of my equipment has been issued placards, and others have not. Can I get placards for all my registered equipment?

Placards have been issued with new registrations since April 2007. Existing registrations will have placards issued only upon renewal. Placards for existing registrations may not be requested before the renewal is due. If staff from a local air district expect your equipment to have a placard when one has not yet been issued, please have them contact PERP staff for clarification.

39. If my operating conditions still have the old requirements because they were issued before the recent revisions to the PERP Regulation, which requirements apply?

ARB is in the process of updating these operating conditions upon renewal, but they will not be all completed until September of 2010. In the meantime, the requirements in the current PERP Regulation apply, except for the arranged inspection, which is only applicable after the registration has been renewed. You should contact PERP staff directly before taking any action contrary to the registration conditions.

Renewals

40. I don't know what this equipment is that is listed on my renewal invoice, how can I get more information?

If you are unable to identify what equipment you have registered in PERP, you may contact PERP staff directly to see if they can gather more information from the application forms that you originally submitted to the program.

41. How long is PERP registration good for?

The registration expires 3 years from the month it was originally issued, with the following two exceptions: 1) If the registration has expired, it will be reissued with a new 3 year expiration date from the date it was re-issued. 2) If the registration is for an uncertified engine (Tier 0) greater than 50 bhp, then it will expire on 12/31/09, unless the engine has been designated as emergency use or low use.

42. How do I designate an engine to be either emergency use or low use?

When initially registering an engine, there is a place on Form 2 to designate an engine as such. For existing registrations, a modification may be submitted using Form 7 to designate an engine as emergency use or low use.

43. Do I need to submit a new application to re-register at the end of the 3 year period?

No. Renewal invoices are sent out 90 days prior to the registration expiration date. You only have to submit renewal payment with a copy of the renewal invoice.

44. My renewal invoice was sent to someone that no longer works here or sent to the wrong address. How do we fix that?

It is the responsibility of the company or agency that has equipment registered in PERP to keep all information accurate and current with the ARB. If at any time company or contact information needs to be updated, this is required to be done by submitting Form 8. There is no fee to update company/agency information, unless new registration documents are requested.

45. I accidentally let my registration expire, what do I do?

The penalties for late payment, even after the expiration date are listed on your renewal invoice. To reactivate the registration, there are two options: 1) submit the renewal invoice with your renewal payment including late fees, or 2) submit Form 5 with the applicable fees. The fee amount is the same for either option. Please be advised that expired registrations for uncertified engines (Tier 0) may not be reactivated.

Change of Ownership

46. I just sold some of my portable equipment, what do I need to do?

Absolutely nothing. There are no requirements for the seller of registered portable engines or equipment units. If this registration appears on your next renewal bill, you can simply not pay for that unit, and it will expire at no consequence. If you want to make sure that this equipment does not appear on your next renewal invoice, you may voluntarily send a cancellation notice to ARB using Form 8.

- 47. Since I just sold a piece of registered equipment, can I get a refund of the registration fees?**
No. Fees submitted for registration are non-refundable per section 2461(b) of the PERP Regulation.
- 48. I just purchased a piece of portable equipment, what do I need to do?**
If the portable equipment was registered in PERP, even if the registration has expired, the new owner must submit a change of ownership application within 30 days of purchase date, per section 2453(m) of the PERP Regulation. The forms for change of ownership are Form 1 and Form 7.
- 49. What if I neglected to submit a change of ownership application within 30 days of the purchase date?**
If a change of ownership application is not submitted within 30 days after the purchase date, then the new owner is in violation of the PERP regulation section 2453(m) and may be subject to enforcement action by the local air district.

Recordkeeping and Reporting

- 50. What are the recordkeeping requirements for PERP?**
Except for pile drivers, military tactical support equipment (TSE), and certified engines owned by providers of essential public services (PEPS), written records of operation must be kept for all engines and equipment units registered in PERP. The specifics are listed in the operating conditions of each registration.
- 51. Can I use another method for recordkeeping besides the forms on your website?**
The use of PERP record keeping forms is not mandatory. ARB staff created these forms for those who did not want to come up with something on their own, but they are only optional. As long as the records contain all the required information as specified in the PERP regulation and the operating conditions of the Registration, you may use whatever written method of record keeping you want. It is advisable to contact the local air districts in which you will be operating, since they will be checking your records and pursuing any enforcement action if they are deficient.
- 52. What is PEPS and how do I know if my company is a PEPS?**
Provider of Essential Public Services (PEPS) is defined in Section 2452(hh) of the PERP Regulation. It includes utilities (water, power, sanitation, etc.), public agencies, local governments, telecommunications companies, and airlines. Contractors, oilfield companies, and construction companies, and rental companies are not considered to be PEPS.
- 53. What are the annual reporting requirements for PERP?**
These reports comprise of summaries of the engine or equipment unit's operation for the calendar year. The annual reports are different for rental companies and PEPS. The specific requirements for the annual reports are listed in the operating conditions of each registration.

54. What forms do I use for annual reporting?

ARB staff have made user friendly reporting forms for registrants to use depending on the type of registration (engine, equipment unit, PEPS, or rental), but they are not required. Registrants may submit written reports via fax, regular mail, or email in whatever format they wish, as long as they contain all the required information.

55. When are the annual reports due?

They are due to ARB by March 1st, of each year for the operation during the previous calendar year.

56. Where do I send the annual reports.?

The address is listed on each of the annual reporting forms. It is the same address where initial registration applications are sent. Alternately, the reports may be emailed to portable@arb.ca.gov.

Notification

57. What are the notification requirements for PERP?

If any equipment unit will reside at a location for more than 5 days, the owner or operator must notify the local air district in writing within 2 working days of commencing operations. The 5-day trigger starts when the equipment unit is brought onto the location, not when it starts to operate. Notification is not to be made to the Air Resources Board. Also, registered engines are not subject to this notification requirement. ARB has set up a convenient electronic notification system on our website which can be found here:
<http://www.arb.ca.gov/portable/portable.htm>

58. Are pile drivers/diesel hammers required to notify the district?

The 5-day notification requirement as described above is only applicable to equipment units. Pile drivers/diesel hammers are not equipment units.

59. Is the 5 day notification trigger calendar days or working days?

It is calendar days, and includes days of non-operation.

60. Is notification required to be made prior to or after start of operations?

The requirement states that notification must be made is within 2 days of commencing operations, which means that notification must be made no later than 2 days after the start of operations. Please contact your local air district if you have further questions regarding the timing of notification.

61. If a portable equipment unit only operates one day per week for 4 weeks (less than 5 total days), is notification triggered?

This situation implies that the equipment unit is brought back and forth to the location for one day each time. Notification is only triggered if the equipment unit is in one location for more than 5 consecutive days.

Inspections and Enforcement

62. How does the arranged inspection work?

Once new registration documents have been received either upon initial application or renewal, the registrant must contact the designated home district within 45 days to arrange an appointment for the inspection. The arranged inspection must occur within 1 year of the registration issuance.

63. What is a home district?

A home district is defined as the local air district in which the registered engine or equipment unit will operate most of the time. It is unit specific, so it may vary from piece to piece. The home district for each unit is listed on the registration.

64. Can the home district be changed after registration is issued?

The home district may only be changed upon renewal per section 2453(i)(3) of the PERP regulation. There is a place on the renewal invoice to indicate a change. If you made a mistake when you initially chose your home district, please refer to question #65 below.

65. What if my registered equipment is not operating in my designated home district at the time inspection is due?

The registrant is still required to contact the designated home district to arrange an inspection. The home district will most likely then arrange for an inspection to be performed by that other district.

66. What happens to the inspection if equipment is out of state?

Per section 2460(b)(8) of the PERP Regulation, if the registered engine or equipment unit is out of state when the inspection is due, the registrant must inform the home district of this fact in writing within 45 days after registration issuance. Once it has returned to California, it must be inspected within 30 days.

67. What happens if an inspection appointment is missed?

Per section 2460(b)(6) of the PERP Regulation, the inspection must be rescheduled to occur no later than 90 days after the original appointment.

68. Can the districts conduct inspections outside of the arranged time frame?

Per section 2460(c) of the PERP Regulation, the districts may perform additional non-arranged inspections on registered equipment at any time, but they may not bill the registrant for these additional inspections.

69. Is military Tactical Support Equipment (TSE) to be inspected per the arranged inspection program?

No. The district may conduct inspections of TSE at any time. Per Section 2461(j) of the PERP Regulation, the district may charge a \$75 inspection fee per TSE unit inspected on an annual basis, but the total bill shall not exceed the actual cost of performing the inspections.

70. What is the multiple-engine inspection discount and how does it work?

If it is possible for a registrant to bring together 4 or more engines to be inspected together at the same time, then a discounted inspection fee may be paid with an initial application or upon renewal. The discount is not based simply on how many engines a company has registered. It is required by section 2460(b)(7) of the PERP Regulation that a letter of intent to have a multiple engine inspection shall be sent to the home district within 45 days of initial registration or by January 30 of each year for renewals.

71. May engines that have not yet been renewed be included in the group inspection in order to qualify for the inspection discount?

If a registrant chooses to pay the discounted inspection fee, PERP staff will in most cases accept this payment at the time it is submitted. It is the responsibility of the registrant and the local air district to determine if the requirements for the multiple engine inspection fee discount have been met at the appropriate time.

That being said, the PERP Regulation is very specific about the time frame for arranged inspections. They must occur within one year after initial registration or renewal registration documents are issued per section 2460(b)(1) of the PERP Regulation. This means that registered engines that have not been renewed may not have an arranged inspection. Therefore, according to the PERP regulation, engines that have not yet been renewed should not be added to the group inspection in order to qualify for the inspection fee discount. Ultimately, whether or not any specific engine has been inspected according to the appropriate time frame is to be worked out between the local air district and the registrant.

However, engines that are renewed less than one year apart may be included in the multiple-engine discount. For example, let's say a company has 2 engines that renew in March of this year and then 3 more that renew in August of the same year. If they can have all 5 engines grouped together for an inspection after they are all renewed (e.g. October of that year), then that would work. As stated above, the intent to participate in a multiple engine inspection must be sent in writing to the home district in advance of the inspection.

72. I paid full inspection fees, but then later realized I could bring multiple engines together for a group inspection, can I get a refund since I now qualify for the discount?

Inspection fees are required to be paid with the initial application and renewal. Because this multiple-engine discount has to be chosen in advance, registrants should give careful consideration to selecting this option as being able to comply with this provision will take significant planning on their part. Because the intent to participate in a multiple inspection discount must be chosen upfront per section 2460(b)(7) of the PERP Regulation, we are not able to issue a refund in situations where industry later elects to alter its inspection planning and/or schedule.

73. How does a district make inspection reports available to ARB and to each other?

Since the program's inception, there has been a website which was created for just this purpose. This website is meant for district use only. District staff may contact ARB staff directly to get the specific website address and password.

74. Is there a way to enter an inspection report into the PERP inspection database for an engine operating in violation that is not registered?

No, the inspection database is only for equipment that is already registered.

Airborne Toxic Control Measure (ATCM)

75. What is the Portable Engine ATCM?

It is an Airborne Toxic Control Measure designed to reduce the particulate matter emissions from portable diesel fueled engines rated at 50 bhp or larger. Particulate matter emissions from diesel-fueled engines was identified as a toxic air contaminant in 1998, and this ATCM is one of several control measures developed since then to reduce the toxic health risk associated from exposure to these emissions.

76. Who is affected by the Portable Engine ATCM?

Any portable diesel engine is subject to this ATCM with the exceptions noted in the question below. It does not matter if the engine is registered in PERP, permitted with a local air district, or unpermitted.

77. Are there any general exemptions to the ATCM?

The following types of portable engines are not subject to the ATCM at all:

- Engines rated at less than 50 bhp
- Engines used to propel a vehicle or mobile equipment of any kind
- Engines owned by an agricultural source
- Engines using a fuel other than diesel
- Engines owned by the military and used in tactical support equipment

78. Can I derate my engine to less than 50 bhp so it is not subject to the ATCM?

The ATCM is applicable to portable diesel engines with a maximum rated horsepower of 50 or greater. This is defined in the ATCM as the brake horsepower rating specified by the engine manufacturer and listed on the nameplate of the engine. Any derating for the purposes of ATCM applicability must be performed by the manufacturer and a new engine nameplate showing the lower horsepower rating would have to be issued by said manufacturer.

79. How does the ATCM reduce emissions?

The ATCM reduces diesel particulate matter (PM) emissions through three different mechanisms:

1. Setting eligibility requirements for district permits and PERP registration
2. Removing uncertified diesel engines from California by 2010
3. Establishing fleet emission standards for existing portable engines which will instigate the use of cleaner engines and retrofit technology.

80. What happens to uncertified (Tier 0) engines in 2010?

All portable uncertified diesel engines must be completely put out of service or sold outside of California by January 1, 2010, except for those that have been designated as low use or emergency use. Uncertified spark-ignition engines must also be put out of service or sold outside of California by that date, unless they meet the emission standards in Table 1 of the PERP Regulation.

81. What happens to Tier 0 emergency use or low use engines after 2010?

If these engines are Tier 0, they must be replaced with an engine that is certified to the final Tier 4 standards within 2 years after they become available for sale. Final Tier 4 standards take effect starting in 2013.

82. Can I do anything to my Tier 0 engine to clean it up or make it certified so that it can operate after 2010?

No. Section 93116.3(b)(1)(A) requires that portable diesel engines be certified after January 1, 2010. Adding emission controls such as a catalyst or a particulate filter will not make an engine certified. Equivalent emissions do not count either.

83. What is a fleet average emission standard?

These are emission factors for PM in grams per horsepower-hour that a fleet of engines will have to meet on January 1st of 2013, 2017 and 2020. Basically, the PM emissions from each engine in a fleet will be averaged together to see if they are in compliance with the standard. There are 3 fleet standards for each effective date depending on engine size range. This is presented in a table in Section 93116.3(c) of the ATCM.

84. What is a fleet?

A fleet is defined in Section 93116.2(a)(16) of the ATCM. It is essentially a portable engine or group of portable engines that are owned and managed by an individual operational entity such as a business, business unit within a corporation, or municipality. The fleet must be under control of a single responsible official. The fleets are also differentiated by engine size, so any given company or municipality can have up to 3 different fleets depending on the size of the engines.

85. What is a responsible official?

This term is used in both the PERP Regulation and the ATCM. It refers to the person with the authority to certify that the engines comply with the applicable requirements of the regulations. The responsible official must be an employee of the business or public agency. Any application submitted to PERP must be signed by the responsible official. Applications are not accepted if signed by consultants or legal representatives.

86. Does every portable diesel engine have to comply with the fleet standard?

No. The following types of engines are not to be included in the fleet when determining compliance with the fleet standards:

- Engines designated exclusively as emergency use
- Engines designated as low use (limited to 80 hours per year total)
- Engines operated only within the outer continental shelf
- Engines equipped with SCR as of January 1, 2004
- Engines with SCR installed after January 1, 2004 with approval from ARB

87. What is an emergency use engine?

An emergency use engine is defined in the ATCM section 93116.2(a)(14) These engines can only be operated during an emergency event such as a natural disaster (flood, fire, earthquake, etc.) that affects public health and safety, and other emergencies such as a localized power outage, sewer backup, etc. as listed in section 93116.2(a)(11) of the ATCM.

88. Can emergency use engines be operated for testing and maintenance?

Operation for maintenance and testing is allowed for engines designated as emergency use only.

89. How do I know if I am in compliance with the fleet standard?

The ATCM contains a formula where you can average together the PM emission factor for each engine to determine the average fleet emission factor. This is listed in Section 93116.3(d) of the ATCM. If the average PM emission factor for your fleet is at or below the fleet standard, then your fleet is in compliance. ARB will be posting a calculation spreadsheet program for this on our website very soon.

90. Are there any recordkeeping or reporting requirements in this ATCM?

Yes, and they are additional to the recordkeeping for PERP. They are listed in Section 93116.4 of the ATCM, and the specific requirements are listed in the operating conditions of each registration for certified diesel engines.

91. What emission factor do I use for my engines in the fleet?

Most engines will use the emission factor listed on the Executive Order issued by either the EPA or ARB when the engine is certified to meet the nonroad emission standards. These executive orders can be accessed at this website: <http://www.arb.ca.gov/msprog/offroad/cert/cert.php> Engines equipped with a verified control technology or Selective Catalytic Reduction (SCR) system can use the results of valid emission measurements. An automatic calculation spreadsheet program is being developed by ARB staff and will be available soon.

92. What if my engines don't meet the fleet standards?

ARB will work with the local air districts to develop and implement procedures for handling non-compliance with the standards.

93. Is there any financial assistance for engine replacement or retrofit in order to comply with the ATCM requirements?

Please visit the following links for information on financial assistance:

<http://www.arb.ca.gov/ba/fininfo.htm>

<http://www.nrcs.usda.gov/PROGRAMS/EQIP/>