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GREEN **SCAP ALERT**

(SCAP Alert Policy: www.scap1.org/alertpolicy.htm)

TO: SCAP Member Agencies, Air Quality Committee Members
FROM: John Pastore, Executive Director
DATE: November 26, 2007

Portable Diesel Engine Retirement Requirements

The California Airborne Toxic Control Measure for Diesel Particulate Matter from Portable Engines (California Health and Safety Code, Section 93116) requires certain portable engines to be retired from service by January 1, 2010.

The retirement provision applies to portable engines built prior to January 1, 1996 and many additional portable engines built prior to January 1, 2000. These engines are typically referred to as noncertified, or Tier 0 engines, because they are not certified to meet state or federal nonroad engine standards. Any replacement engines must be certified to federal or state nonroad engine standards (Tier 1 through Tier 4 engines).

Only the following exceptions apply to the Tier 0 engine retirement provisions:

- Engines used exclusively in emergency applications or low use applications (≤ 80 hours per year). In these cases, the owner must commit to replacing the engine with only Tier 4 nonroad engine technology. Replacement of emergency and low-use portable engines would occur between 2014 and 2017, depending upon engine rating and product availability. Local district permits or CARB Portable Permit Registration Program (PERP) registrations must also be modified prior to January 1, 2010 to state the emergency or low use status.
- Engines used in lattice boom cranes if it can be demonstrated that no certified nonroad engine exists to replace a Tier 0 engine by 2010. In these cases, the engine must ultimately be replaced with a Tier 4 engine or retrofitted to control PM emissions by 2020.

If the owner of an engine registered in the CARB portable equipment registration program wishes to take advantage of the exception for emergency use or low use engines, the registration must be modified to identify the emergency or low use engine classification. CARB will allow owners to change engine classification by making a notation on the renewal fee remittance form. Doing so will allow owners to

avoid paying a registration modification fee. If a post-2006 renewal of a subject registration has already occurred, a separate registration modification form and fee payment must be submitted to CARB. If an engine is permitted through a local air district, that district's permit modification policies apply.

Consult with your environmental staff or consultant to determine if your engines are subject to the 2010 engine retirement provision of HSC 93116 and to identify viable fleet management strategies.

Important Links

The full text of the California Airborne Toxic Control Measure for Portable Diesel Engines is at:

<http://www.arb.ca.gov/portable/perp/peatcm091207.pdf>

Related CARB compliance advisories for owners of portable engines are at:

<http://www.arb.ca.gov/diesel/peatcm/atcmfactsheet.pdf>

For More Information

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