COMPLIANCE ADVISORY

AIRBORNE TOXIC CONTROL MEASURE (ATCM)
FOR PORTABLE DIESEL-FUELED ENGINES

On February 26, 2004, CARB adopted the Airborne Toxic Control Measure (ATCM) for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater (Section 93116, Title 17, California Code of Regulations). This regulation is specifically designed to reduce particulate emissions from portable diesel-fueled engines. The ATCM became effective on March 11, 2005. The San Diego County Air Pollution Control District (District) will now begin implementing all aspects of the ATCM.

Existing regulations require portable diesel-fueled engines greater than 50 brake horsepower (bhp) to have either a State registration or a District Permit to Operate. The ATCM requires that after January 1, 2006, any portable engine (new or pre-existing) being permitted or registered must meet the most stringent Tier emission standards in effect at the time of registration or permitting. Additionally, CARB’s Statewide Portable Equipment Registration Program (PERP) was recently amended (see attached summary) to allow previously ineligible (uncertified) portable engines to be able to register in the PERP if they qualify as a resident engine (i.e., one which resided in California at any time during the period of July 1, 2003, to July 1, 2004). However, this option will only be effective until December 31, 2005.

The new ATCM includes the following:

**Applicability**
All portable diesel-fueled engines having a maximum rated horsepower of 50 brake horsepower (bhp) and greater, including auxiliary engines on mobile equipment.
Compliance Advisory
ATCM 93116 Portable Diesel Engines -2-

**Exemptions From All Requirements**

Any engine used to propel mobile equipment or a motor vehicle of any kind.

Any portable engine using an alternative fuel (i.e., gasoline, natural gas, propane, liquid petroleum gas, hydrogen, ethanol, or methanol).

Dual-fuel diesel pilot engines that use an alternative fuel or an alternative diesel fuel.

Military tactical support equipment.

New agricultural or construction engines less than 175 bhp.

Portable diesel-fueled engines operated at airports that satisfy certain requirements.

**Requirements**

Existing regulations require portable diesel-fueled engines greater than 50 bhp to have either a State registration or a District Permit to Operate. The ATCM requires that after January 1, 2006, any portable engine (new or pre-existing) being permitted or registered must meet the most stringent Tier emission standards in effect at the time of registration or permitting (i.e., Tier 2, Tier 3, or Tier 4). Prior to January 1, 2006, non-tiered engines may be registered or permitted.

All portable diesel-fueled engines are required to use CARB diesel fuel, a verified alternative diesel fuel, or CARB diesel with verified fuel additives.

By January 1, 2010, portable diesel-fueled engines permitted or registered before January 1, 2006, are required to be certified to meet Tier 1, Tier 2, or Tier 3 diesel nonroad engine emission standards. This does not apply to emergency engines, low-use engines (operating less than 80 hours per calendar year), or, with State or District approval, lattice boom crane engines.

By January 1, 2010, emergency or low-use portable diesel-fueled engines permitted or registered before January 1, 2006, are required to be certified to meet Tier 1, Tier 2, or Tier 3 diesel nonroad engine emission standards. Alternatively, the engine may be replaced by a certified Tier 4 engine within two years of the availability of such engines in the marketplace.

continued
Beginning January 1, 2013, one or more portable diesel-fueled engines under common ownership, excluding emergency and other specified engines, are required to meet fleet average diesel particulate matter emission standards. Successively more stringent fleet average emission standards become effective in 2017 and 2020.

Beginning January 1, 2020, all portable diesel-fueled emergency engines, low-use engines, and previously exempt lattice boom crane engines are required to be certified to meet Tier 4 emission standards or have a verified emission control strategy that achieves 85% or more reduction in diesel particulate matter.

1 Tier 1, 2, 3, and 4 refer to nonroad engine emission standards promulgated by ARB and U.S. EPA for newly manufactured engines pursuant to 40 CFR Part 89 or Title 13 of the California Code of Regulation. Each successive Tier represents more stringent emission standards and the requirements are phased-in over time with the Tier 1 engine standards becoming effective for some engines manufactured in 1996 and becoming effective for all engines by 2000. Tier 2 engine standards are phased in for engines manufactured beginning in 2001 and becomes effective for all engines by 2006. Similarly, Tier 3 engines are phased in for engines manufactured beginning in 2006, and Tier 4 engines are phased in for engines manufactured beginning in 2011.

Recordkeeping Requirements

Requires specified records be kept, for certain types of engines that adjust the fleet average emission standard and certain engines excluded from the fleet average emission standard. The recordkeeping begins January 1, 2012, for most engines. However, engines using alternative fuels that are added to a fleet prior to January 1, 2009, must begin keeping records by January 1, 2008.

Monitoring Equipment

Requires installation of non-resettable hour meters on all engines subject to recordkeeping by the ATCM. The hour meter must be installed by January 1, 2012, for most engines and by January 1, 2008, for engines using an alternative fuel that are added to a fleet before January 1, 2009.

Reporting Requirements

Requires specified compliance reports be submitted beginning March 1, 2011.

Copies of the ATCM may be obtained from the Air Resources Board website at http://www.arb.ca.gov/regact/porteng/fro.pdf. If you have any questions concerning the ATCM, please contact Jorge Lopez at (858) 650-4551 or (858) 586-2682 (effective November 7, 2005) or via e-mail at Jorge.Lopez@sdcounty.ca.gov, Cara Bandera at (858) 650-4592 or (858) 586-2751 (effective November 7, 2005) or via e-mail at Cara.Bandera@sdcounty.ca.gov, or Steve Moore at (858) 650-4598 or (858) 586-2750 (effective November 7, 2005) or via e-mail at Steve.Moore@sdcounty.ca.gov.

JL:ls
10/27/05
COMPLIANCE ADVISORY

SECOND NOTICE OF THE DECEMBER 31, 2005 DEADLINE FOR REGISTERING EXISTING PORTABLE DIESEL-FUELED ENGINES GREATER THAN 50 BHP THAT ARE NOT CURRENTLY REGISTERED OR PERMITTED

On February 26, 2004, California Air Resources Board (CARB) adopted the Airborne Toxic Control Measure (ATCM) for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater (§93116, Title 17, California Code of Regulations). The ATCM became effective on March 11, 2005.

One of the ATCM requirements is that existing portable engines that are NOT currently permitted or registered with CARB or a local district must do so by December 31, 2005. Additionally, CARB’s Statewide Portable Equipment Registration Program (PERP) was amended to allow previously ineligible (uncertified) portable engines to be able to register in the PERP if they qualify as a resident engine (i.e., one that resided in California at any time during the period of July 1, 2003 to July 1, 2004). However, this will only be an option until December 31, 2005. After that date, any portable engine not currently permitted or registered with the state or district must meet the most stringent emission standards in effect at the time of registration or permitting. This will likely mean the purchase of a new engine to comply with the ATCM.

Engines may be registered in either the statewide PERP or the District’s local registration program (Rule 12.1) or permitted with the District. Engines registered in the PERP may operate throughout California. Additional information and forms for the statewide PERP may be obtained from the ARB website at www.arb.ca.gov/portable/perp/perp.htm. Please be aware that not all portable engines qualify for the District’s registration program or for permitting by the District. However, all portable resident engines will qualify for the statewide PERP. Additional information and forms for the District’s portable equipment registration program may be obtained from the District website at www.sdapcd.org/permits. Application forms and appropriate fees must be postmarked by December 31, 2005, for acceptance as existing engines to either ARB or the District portable equipment programs.

Copies of the ATCM may be obtained from the ARB website at www.arb.ca.gov/regact/porteng/fro.pdf. The District is open to the public by appointment only December 26, 2005 through December 30, 2005. For assistance or questions, contact Scott Underhill at (858) 586-2653, Steven Moore at (858) 586-2750, or Evariste Haury at (858) 586-2745. The District will be closed December 31, 2005 through January 2, 2006. Further information regarding the state programs may be obtained by contacting the Statewide Portable Equipment Registration Information Line at (916) 324-5869.

SM:CB:ap

12/22/05
## California Air Resources Board (ARB)
### Off-Road Compression Ignition Engine Standards – g/bhp-hr (g/kwh)

<table>
<thead>
<tr>
<th>Engine Power</th>
<th>Tier 1</th>
<th>Year</th>
<th>CO</th>
<th>HC</th>
<th>NMHC + NOx</th>
<th>NOx</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>hp &lt; 11 (kW &lt; 8)</td>
<td>Tier 1</td>
<td>2000</td>
<td>6.0 (8.0)</td>
<td>-</td>
<td>7.8 (10.5)</td>
<td>-</td>
<td>0.75 (1.0)</td>
</tr>
<tr>
<td></td>
<td>Tier 2</td>
<td>2005</td>
<td>6.0 (8.0)</td>
<td>-</td>
<td>5.6 (7.5)</td>
<td>-</td>
<td>0.6 (0.8)</td>
</tr>
<tr>
<td></td>
<td>Tier 4</td>
<td>2008</td>
<td>6.0 (8.0)</td>
<td>-</td>
<td>5.6 (7.5)</td>
<td>-</td>
<td>0.3 (0.4)</td>
</tr>
<tr>
<td>11 ≤ hp &lt; 25 (8 ≤ kW &lt; 19)</td>
<td>Tier 1</td>
<td>2000</td>
<td>4.9 (6.6)</td>
<td>-</td>
<td>7.1 (9.5)</td>
<td>-</td>
<td>0.6 (0.8)</td>
</tr>
<tr>
<td></td>
<td>Tier 2</td>
<td>2005</td>
<td>4.9 (6.6)</td>
<td>-</td>
<td>5.6 (7.5)</td>
<td>-</td>
<td>0.6 (0.8)</td>
</tr>
<tr>
<td></td>
<td>Tier 4</td>
<td>2008</td>
<td>4.9 (6.6)</td>
<td>-</td>
<td>5.6 (7.5)</td>
<td>-</td>
<td>0.3 (0.4)</td>
</tr>
<tr>
<td>25 ≤ hp &lt; 50 (19 ≤ kW 37)</td>
<td>Tier 1</td>
<td>2000</td>
<td>4.1 (5.5)</td>
<td>-</td>
<td>7.1 (9.5)</td>
<td>-</td>
<td>0.6 (0.8)</td>
</tr>
<tr>
<td></td>
<td>Tier 2</td>
<td>2004</td>
<td>4.1 (5.5)</td>
<td>-</td>
<td>5.6 (7.5)</td>
<td>-</td>
<td>0.45 (0.6)</td>
</tr>
<tr>
<td></td>
<td>Tier 4</td>
<td>2008</td>
<td>4.1 (5.5)</td>
<td>-</td>
<td>5.6 (7.5)</td>
<td>-</td>
<td>0.22 (0.3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2013</td>
<td>4.1 (5.5)</td>
<td>-</td>
<td>3.5 (4.7)</td>
<td>-</td>
<td>0.022 (0.03)</td>
</tr>
<tr>
<td>50 ≤ hp &lt; 100 (37 ≤ kW &lt; 75)</td>
<td>Tier 1</td>
<td>2000</td>
<td>-</td>
<td>-</td>
<td>6.9 (9.2)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Tier 2</td>
<td>2004</td>
<td>3.7 (5.0)</td>
<td>-</td>
<td>5.6 (7.5)</td>
<td>-</td>
<td>0.3 (0.4)</td>
</tr>
<tr>
<td></td>
<td>Tier 3</td>
<td>2008</td>
<td>3.7 (5.0)</td>
<td>-</td>
<td>3.5 (4.7)</td>
<td>-</td>
<td>0.3 (0.4)</td>
</tr>
<tr>
<td>50 ≤ hp &lt; 75 (37 ≤ kW &lt; 56)</td>
<td>Tier 4</td>
<td>2008</td>
<td>3.7 (5.0)</td>
<td>-</td>
<td>3.5 (4.7)</td>
<td>-</td>
<td>0.22 (0.3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2013</td>
<td>3.7 (5.0)</td>
<td>-</td>
<td>3.5 (4.7)</td>
<td>-</td>
<td>0.022 (0.03)</td>
</tr>
<tr>
<td>100 ≤ hp &lt; 175 (75 ≤ kW &lt; 130)</td>
<td>Tier 1</td>
<td>2000</td>
<td>-</td>
<td>-</td>
<td>6.9 (9.2)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Tier 2</td>
<td>2003</td>
<td>3.7 (5.0)</td>
<td>-</td>
<td>4.9 (6.6)</td>
<td>-</td>
<td>0.22 (0.3)</td>
</tr>
<tr>
<td></td>
<td>Tier 3</td>
<td>2007</td>
<td>3.7 (5.0)</td>
<td>-</td>
<td>3.0 (4.0)</td>
<td>-</td>
<td>0.22 (0.3)</td>
</tr>
<tr>
<td>75 ≤ hp &lt; 175 (56 ≤ kW &lt; 130)</td>
<td>Tier 4</td>
<td>2012</td>
<td>3.7 (5.0)</td>
<td>0.14 (0.19)</td>
<td>-</td>
<td>0.3 (0.4)</td>
<td>0.015 (0.02)</td>
</tr>
<tr>
<td>175 ≤ hp &lt; 300 (130 ≤ kW &lt; 225)</td>
<td>Tier 1</td>
<td>1996</td>
<td>8.5 (11.4)</td>
<td>1.0 (1.3)</td>
<td>-</td>
<td>6.9 (9.2)</td>
<td>0.4 (0.54)</td>
</tr>
<tr>
<td></td>
<td>Tier 2</td>
<td>2003</td>
<td>2.6 (3.5)</td>
<td>-</td>
<td>4.9 (6.6)</td>
<td>-</td>
<td>0.15 (0.2)</td>
</tr>
<tr>
<td></td>
<td>Tier 3</td>
<td>2006</td>
<td>2.6 (3.5)</td>
<td>-</td>
<td>3.0 (4.0)</td>
<td>-</td>
<td>0.15 (0.2)</td>
</tr>
<tr>
<td>300 ≤ hp &lt; 600 (225 ≤ kW &lt; 450)</td>
<td>Tier 1</td>
<td>1996</td>
<td>8.5 (11.4)</td>
<td>1.0 (1.3)</td>
<td>-</td>
<td>6.9 (9.2)</td>
<td>0.4 (0.54)</td>
</tr>
<tr>
<td></td>
<td>Tier 2</td>
<td>2001</td>
<td>2.6 (3.5)</td>
<td>-</td>
<td>4.8 (6.4)</td>
<td>-</td>
<td>0.15 (0.2)</td>
</tr>
<tr>
<td></td>
<td>Tier 3</td>
<td>2006</td>
<td>2.6 (3.5)</td>
<td>-</td>
<td>3.0 (4.0)</td>
<td>-</td>
<td>0.15 (0.2)</td>
</tr>
<tr>
<td>600 ≤ hp &lt; 750 (450 ≤ kW &lt; 560)</td>
<td>Tier 4</td>
<td>2012</td>
<td>2.6 (3.5)</td>
<td>-</td>
<td>4.8 (6.4)</td>
<td>-</td>
<td>0.15 (0.2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2013</td>
<td>2.6 (3.5)</td>
<td>-</td>
<td>3.0 (4.0)</td>
<td>-</td>
<td>0.15 (0.2)</td>
</tr>
<tr>
<td>175 ≤ hp &lt; 750 (130 ≤ kW &lt; 560)</td>
<td>Tier 1</td>
<td>2011-2014</td>
<td>2.6 (3.5)</td>
<td>0.14 (0.19)</td>
<td>-</td>
<td>0.3 (0.4)</td>
<td>0.015 (0.02)</td>
</tr>
<tr>
<td>175 ≤ hp &lt; 750 (130 ≤ kW &lt; 560)</td>
<td>Tier 2</td>
<td>2000-2014</td>
<td>8.5 (11.4)</td>
<td>1.0 (1.3)</td>
<td>-</td>
<td>6.9 (9.2)</td>
<td>0.4 (0.54)</td>
</tr>
<tr>
<td>hp ≥ 750 (kW ≥ 560)</td>
<td>Tier 1</td>
<td>2006-2014</td>
<td>2.6 (3.5)</td>
<td>-</td>
<td>4.8 (6.4)</td>
<td>-</td>
<td>0.15 (0.2)</td>
</tr>
<tr>
<td>hp ≥ 750 (kW ≥ 560)</td>
<td>Tier 4</td>
<td>2011-2014</td>
<td>2.6 (3.5)</td>
<td>-</td>
<td>0.3 (0.4)</td>
<td>2.6 (3.5)</td>
<td>0.07 (0.1)</td>
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<tr>
<td>generator sets</td>
<td></td>
<td>2015</td>
<td>2.6 (3.5)</td>
<td>-</td>
<td>0.14 (0.19)</td>
<td>2.6 (3.5)</td>
<td>0.03 (0.04)</td>
</tr>
</tbody>
</table>

1 – The standards are for carbon monoxide (CO), hydrocarbons (HC), non-methane hydrocarbons, (NMHC), nitrogen oxides (NOx), and particulate matter (PM) expressed in units of grams per brake horsepower per hour (g/bhp-hr) and grams per kilowatt per hour (g/kw-hr).

2 – Power is maximum rated power expressed in horsepower (hp) or kilowatts (kw).
HOW TO APPLY TO PERP:

1) Obtain application forms and other information at www.arb.ca.gov/perp/perp.htm

2) Complete forms and supply all requested information

3) Calculate the fees and enclose your payment

4) Send to: ARB / PERP
   P.O. Box 2038
   1001 I Street
   Sacramento, CA 95812

5) If you need help, call: (916) 324-5869
   or e-mail portable@arb.ca.gov

REGULATIONS:
For the text of the PERP regulation, visit:
www.arb.ca.gov/regact/portreg/portreg.pdf
Residents and other qualified facilities as a means of reducing emissions must register equipment in the Program. Equipment that is registered in the Program must be portable and meet certain criteria. Equipment that is not portable or does not meet the criteria is not required to register. The amendments are summarized in this application form.
HOW DO I APPLY FOR A REGISTRATION?

1) Obtain application forms and other information at:
   www.arb.ca.gov/perp/perp.htm

2) Complete forms thoroughly.

3) Calculate the fees and enclose your payment.

4) Send to: ARB / PERP
   P.O. Box 2038
   1001 I Street
   Sacramento, CA 95812

5) If you need help, call: (916) 324-5869 or e-mail portable@arb.ca.gov

STATEWIDE PORTABLE EQUIPMENT REGISTRATION REGULATION:
For the text of the PERP regulation, visit:
www.arb.ca.gov/regact/portreg/portreg.pdf

What You Need to Know

California Environmental Protection Agency

Air Resources Board

www.arb.ca.gov/perp/perp.htm

For more information on PERP, contact Mike Guzzetta: (916) 322-6025
or via e-mail at mguzzett@arb.ca.gov.
DECEMBER 31, 2009

ABLE TO REGISTER IN PEER AFTER ROAD STANDARDS WILL NOT BE MET

THE CURRENT U.S. EPA OFF PORTABLE ENGINES THAT DO NOT
PORTABLE OPERATORS OF

on obtaining registration forms.
panel of this brochure for information
are issued by CARB. See the back
registrations for the PEER program
4) How do I apply for a PEER registration?

After that date, only applications for
off road standards will be accepted.
engines meeting the current U.S. EPA
then December 31, 2005.

between July 1, 2003 and July 1, 2004,
and which reside in California,
portable engines that do not meet the
PEER is a voluntary program that
requirements. Applications for re-

(3) Is there a deadline for registering non-

(2) How do I apply for a district permit?

obtain multiple district permits.
equipment units without having to
allow the statewide operation of
PEER registrations are issued by
- District boundaries.
- Inspections are only valid within the
- No, permits are issued in
- Are district permits and statewide

(1) Are district permits and statewide

Where can I get more information?
- Visit www.arb.ca.gov/peer/permperm.htm
- Go online to view a fact sheet about
- The site is located at:
- Existing participants - $270 for a 3-year
- New participants - $370 for a 3-year
- What does PEER registration cost?

PEER may be cited by an air district
valid PEER registration, you
If you do not have a PEER or
in California?
PEER to operate
registration program (PEER) to operate
California Air Resources Board's (CARB)
district permits or registration in the
Did you know that any portable engine,