

OFF ROAD MOBILE DIESEL REGULATION

The off-road mobile diesel regulation was placed into California law on June 15, 2008 and all portions of the regulation are fully enforceable. If you only own one off-road diesel machine used in construction, landscaping, utility work, etc., you are required to comply with this regulation. Machines used 100% in agricultural are not affected by this regulation; however, agricultural machines that may be used part of the time for construction or non-agricultural activities require reporting and labeling under this regulation. Following are key aspects of this regulation:

General

- Requires all diesel mobile equipment with engines 25 Horsepower (HP) and larger to be registered and labeled
- A progressively more stringent Oxides of Nitrogen (NOx) fleet average must be reduced each year, or fleet turnover is required in accordance with the following timeline:
 - Large fleets (greater than 5,000 HP): 2013 – 2022
 - Medium fleets (2,501 – 5,000 HP): 2016 – 2022
 - Small Fleets (2,500 HP or less): 2018 – 2027
- If the annual fleet NOx average cannot be met by January 1 of each compliance year, each year the fleet must turn over 10% of their fleet horsepower until the final NOx fleet average target is reached. That end target represents a Tier 4 Interim NOx fleet average. A typical fleet will end up with a mix of Tier 3, tier 4 Interim and Tier 4 Final machines.
- Turnover can include equipment replacement, engine repower with a newer Tier 2 or later certified engine, or retrofit with a diesel particulate filter (DPF)
- Excludes 100% agricultural equipment and 100% emergency equipment; vehicles used partially for these applications must still be reported and labeled
- Certain equipment compliance options are available
- Annual reporting is required

5-Minute Idling Restriction

As of March 1, 2009, owners of Large and Medium fleets are required to have a written idling policy. These owners are required to inform their operators that machines cannot idle for more than 5 minutes. Exceptions do apply. For more information, visit [CARB's Off-Road Idling Advisory](#).

Sales Disclosure

Anyone selling off-road mobile diesel equipment in California must provide a written disclosure on their bill of sale. This disclosure is required whether you sell to a private party, auction house or broker. For more information, visit [CARB's Off-Road Sales Disclosure Advisory](#).

Vehicle Reporting and Labeling

All off-road mobile diesel equipment should have been reported in 2009. CARB uses an on-line reporting system DOORS (Diesel Off-Road On-Line Reporting System). For more information on CARB registration, visit [DOORS Reporting](#). Once reported, each of these machines must be labeled. For more information, visit [CARB's Off-Road Reporting and Labeling Advisory](#).

Restrictions on Adding Machines to Fleets

- Tier 0 and Tier 1 Equipment Banned for All Fleets
- Tier 2 Ban: Large/Medium Fleets 1/1/18; Small Fleets 1/1/23

Enforcement

As of January 1, 2014 the regulation has been fully enforceable. Penalties for noncompliance can be expensive. Vehicle idling or sales disclosure citations: \$300 and \$500 respectively for first violation; \$1,000 - \$10,000 per subsequent violations. Machine reporting, fleet average noncompliance, adding banned vehicles – up to \$10,000 per day per vehicle! Uncorrected violations could result in fines of up to \$40,000 per day per violation.

For more information, visit CARB's [Off-Road Website](#).

AGRICULTURAL OFF ROAD MOBILE DIESEL REGULATION

Currently CARB does not have mandatory regulation of off-road mobile diesel vehicles used in the agricultural industry. CARB continues to review equipment used in the agricultural industry to determine if an in-use equipment regulation may become necessary in the future. Owners of agricultural equipment should visit the CARB website from time to time to check for any updates for regulatory activity. For more information visit the CARB [AG website](#).