

**Frequently Asked Questions
Regulation for In-Use Off-Road Diesel-Fueled Fleets
(Off-Road Regulation)**

**Optional Compliance Schedule for Fleets with 500 Horsepower or Less FAQ
Revised May 2025**

Q – I have a very small fleet, consisting of only a few vehicles. Do I have an option for complying other than meeting the fleet average or best available control technology (BACT) requirements?

A – Yes; if the total horsepower (hp) for your fleet is 500 or less, you have a special option available for compliance - the optional compliance schedule for the smallest fleets. To meet the designation of a very small fleet (less than 500 hp), all vehicles in the fleet must be included when determining the fleet horsepower, no vehicles qualify for the exemptions listed in section 2449(e). The optional compliance schedule requires that an increasing percentage of your fleet consists of vehicles with Tier 2 engines or better starting on January 1, 2019. By January 1, 2029, 100% of your fleet will need to have at least Tier 2 engines. See Table 1 below for the exact compliance dates and percentages for the optional compliance schedule.

Table 1 - Optional Compliance Schedule for Fleets with 500 hp or Less

Compliance Date: January 1 of Year	Percent of Fleet (by horsepower) Which Must Have a Tier 2 or Higher Engine
2019	25
2022	50
2026	75
2029	100

Fleets with 500 hp or less may alternatively choose to comply with the small fleet (total maximum hp of less than or equal to 2,500) requirements. The small fleet requirements are to meet increasingly stringent fleet average emissions targets starting in 2019 or meet the annual BACT requirements

While this document is intended to assist fleets with their compliance efforts, it does not alter or modify the terms of any CARB regulation, is not a substitute for reading the regulation, nor does it constitute legal advice. It is the sole responsibility of fleets to ensure compliance with the Regulation for In-Use Off-Road Diesel-Fueled Fleets.

(typically by turning over a certain percentage of fleet hp).

The optional compliance schedule for fleets with 500 hp or less was intended to be simpler than the small fleet compliance requirements, and fleets choosing to comply via the optional compliance schedule will forego the need to keep track of their exact fleet average emission rate and of the exact percentage of horsepower turned over each year.

Q – Are there any limits on what types of vehicles I can add to my fleet under the optional compliance schedule?

A – Yes. Starting January 1, 2024, fleets using the optional compliance schedule may only add vehicles with Tier 4 Interim, Tier 4 Final, or cleaner engines to their fleet. Additionally, starting January 1, 2035, fleets using the optional compliance schedule may only add Tier 4 Final or cleaner engines to their fleet.

Q – How do I tell if my vehicles have Tier 2 or better engines installed?

A – The DOORS reporting system automatically determines the engine tier for your vehicles based on the engine's hp and model year. You may use this chart to determine your engine tiers yourself. For more information, please see the [FAQs on Emission Factors](#), available on the Frequently Asked Questions page in the [Off-Road Zone](#) at <http://arb.ca.gov/offroadzone>. To find the engine tier for your vehicles as determined by DOORS, log on to your DOORS account and proceed to the "enter vehicle/engine" section.

Q – What if I have only one vehicle that is less than 500 hp and it has a Tier 0 or Tier 1 engine?

A – The optional compliance schedule requires that at least a certain percentage of your fleet is Tier 2 or higher. This means that if you have only one vehicle, it must have a Tier 2 engine by January 1, 2019. Similarly, if you have only two vehicles, at least one of them must be Tier 2 by January 1, 2019.

Q – Are there any deadlines for removing older engines from my fleet under the optional compliance schedule?

A – Yes. Fleets following the optional compliance schedule are required to no longer operate vehicles with Tier 0, 1, or 2 off-road engines and comparable on-road vehicles over an eight year period, between 2028 and 2036. See Table 2 below for the exact compliance dates.

While this document is intended to assist fleets with their compliance efforts, it does not alter or modify the terms of any CARB regulation, is not a substitute for reading the regulation, nor does it constitute legal advice. It is the sole responsibility of fleets to ensure compliance with the Regulation for In-Use Off-Road Diesel-Fueled Fleets.

Table 2- Phase Out Provisions Timeline for Optional Compliance Schedule (Fleets with 500 hp or Less)

Compliance Date: January 1 of Year	Engine Tier Prohibited
2028	Tier 0
2030	Tier 1
2036	Tier 2

Q – Are vehicles that are usually exempt from the compliance portion of the regulation counted toward the 500 hp fleet limit for using the optional compliance schedule?

A – All vehicles in the fleet must be included if you choose to use the optional compliance schedule. Low-use vehicles, dedicated snow removal vehicles, emergency vehicles, and part-time agricultural vehicles all must be included in the total fleet hp. The aforementioned vehicles must also be included when calculating how many vehicles must have the percentage of the fleet with Tier 2 engines for each compliance date. If including these vehicles would bring your fleet’s hp above 500, then you cannot use the optional compliance schedule.

Q – If I chose to use the optional compliance schedule for one compliance date, can I later choose to go back to the normal small fleet compliance schedule?

A – Yes, you may alternate between the small fleet compliance schedule (meeting fleet average targets or the BACT requirements) and the optional compliance schedule. If you choose to switch from the small fleet compliance schedule to the optional compliance schedule, then your fleet must immediately be able to meet the most recent requirement of the optional schedule. Conversely, if you choose to switch from the optional compliance schedule back to the small fleet compliance schedule, then your fleet will need to begin meeting the fleet average target or the BACT requirements on the next compliance date. As an example, if a fleet owner chooses in 2023 to switch from the small fleet compliance schedule to the optional schedule, his or her fleet must immediately meet the 2022 optional requirements (i.e., at least 50% of the fleet must have Tier 2 or better

While this document is intended to assist fleets with their compliance efforts, it does not alter or modify the terms of any CARB regulation, is not a substitute for reading the regulation, nor does it constitute legal advice. It is the sole responsibility of fleets to ensure compliance with the Regulation for In-Use Off-Road Diesel-Fueled Fleets.

engines); if the owner then decides to switch back to the small fleet compliance schedule in 2024, then his or her fleet will then need to begin meeting either the fleet average target or the BACT requirements on January 1, 2025.

Q – What happens if I am using the optional compliance schedule, but my fleet size grows above 500 horsepower?

A – If your fleet grows larger than 500 horsepower, then you may no longer utilize the optional compliance schedule. Your fleet must begin meeting the small fleet requirements on the next compliance date for small fleets, unless you retire vehicles to bring your total horsepower back down below 500.

Q – My vehicle is equipped with an on-road engine, and I drive it on-road; can I use the optional compliance schedule?

A – Yes, but the vehicle would be required to comply with a certified 1998 or newer on-road engine, since those model year standards' oxides of nitrogen (NOx) emissions are equivalent to or better than a Tier 2 off-road engine. If your small off-road fleet includes a workover rig or other on-road vehicle subject to the Off-Road Regulation (such as a 2-engine on-road vehicle), and the vehicle will be registered and driven on-road, section 2449(e)(15) of the Off-Road Regulation prohibits repowering with an off-road engine.

While this document is intended to assist fleets with their compliance efforts, it does not alter or modify the terms of any CARB regulation, is not a substitute for reading the regulation, nor does it constitute legal advice. It is the sole responsibility of fleets to ensure compliance with the Regulation for In-Use Off-Road Diesel-Fueled Fleets.