

Guidance document for California local air districts regarding remote monitoring and recordkeeping approaches for stationary diesel engines

The California Air Resources Board (CARB) created this guidance to help California local air districts (districts) ensure that new remote monitoring and recordkeeping technologies for emergency standby engines meet the requirements of the Airborne Toxic Control Measure for Stationary Compression Ignition Engines (Stationary Diesel ATCM) (California Code of Regulations, Title 17, Sections 93115 through 93115.15). This document provides the following suggested terms and conditions that districts may consider incorporating into permits or approval processes for the review, approval, implementation, and enforcement of remote monitoring systems for these engines in light of the Stationary Diesel ATCM requirements:

- In accordance with the recordkeeping, monitoring, and reporting requirements in Section 93115.10, the remote monitoring system (system) shall accurately capture engine runtime hours and other parameters, as needed, from the engine's controller. The system shall securely transmit the data in real time to a central database warehouse accessible within California. All data shall be continuous, unaltered, and non-resettable, and this should be demonstrated via timestamping or other methods as applicable. If power or network connection is lost, the system shall store all readings and automatically upload them once the connection is restored, with no gaps in data.
- The system shall distinguish between emergency and non-emergency engine usage and record each of them distinctly. This may be done by tracking the loss of grid power to the engine or other applicable methods. For non-emergency use types (as listed in Section 93115.10(f)) that the system cannot automatically identify, manual data recording is required. Examples include operation for maintenance and testing, emissions testing, and initial start-up testing.
- If the system is the only method used to show compliance with the at-school and near-school requirements in Section 93115.6:
 - o System records shall indicate whether the system is located on school grounds, within 500 feet of school grounds, or more than 500 feet away from any school.
 - o For engines on school grounds, the system shall record any engine operation that occurs during a school-sponsored activity.
 - o For engines within 500 feet of school grounds, the system shall record any engine operation between 7:30 AM and 3:30 PM.
- In accordance with Section 93115.10(f)(2), records shall be stored electronically in the central database for at least three years, or longer if required by local rules. Records shall be made immediately available to local air district staff upon request. For

districts that require onsite access during inspections, the engine owner/operator shall ensure records can be accessed on-site.

- The engine's owner/operator shall monitor the real-time data transmitted to the database and promptly dispatch technicians if failures occur, such as engine shutdowns or safety issues.
- The engine's existing physical non-resettable hour meter required under Section 93115.10(d)(1) shall remain installed and functional. If the remote monitoring system becomes unavailable or stops recording data, this should result in a notification to the owner/operator. The owner/operator shall then switch to manual reading and recording. Any data gaps that cannot be covered by manual records may be considered noncompliance.
- For engines with diesel particulate filters (DPFs), the existing backpressure monitor required under Section 93115.10(d)(2) shall remain in place and alert the owner/operator when the backpressure limit of the engine is approached. The backpressure monitor shall provide alerts both locally and through the remote monitoring system.

This guidance does not override any California local air district rules or permitting procedures. Districts may set different or stricter requirements consistent with applicable law, evaluate and approve technologies, and conduct physical or remote inspections for compliance. Some districts, by existing rule, also require in-person monitoring and onsite record retention. Before implementing a remote monitoring system, engine owners/operators should contact their local air district to confirm applicable requirements.

If you have any questions regarding this guidance document, please contact Milad Pirhadi, Ph.D., Staff Air Pollution Specialist, Freight Approvals Section, at Milad.pirhadi@arb.ca.gov or Robin Pritchard, Manager, Freight Approvals Section, at Robin.pritchard@arb.ca.gov.

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