

Portable Equipment Frequently Asked Questions

Note: This document contains interpretations of the regulations applicable to portable engines in California Code of Regulations, title 13, division 3, chapter 9, article 5, section 2450, et seq., and title 17, division 3, chapter 1, subchapter 7.5, section 93116, et seq. These interpretations were prepared by CARB staff working in the Statewide Portable Equipment Registration Program (PERP) and are subject to change at any time. The interpretations provided in this document are, by necessity, general in nature and may not be applicable in all situations. This document is provided for the convenience of the regulated community and is not a regulation. In all circumstances, these interpretations are CARB's staff's reasonable construction of the text of the regulations (*PERP Regulation; Portable Engine Airborne Toxic Control Measure*), and in the event of any differences, the regulatory text controls over this document. PERP Forms are provided for the convenience of the regulated community.

To view the sections below, click the arrow to expand.

General Program Information

1. What is the Portable Equipment Registration Program (PERP)?

The Portable Equipment Registration Program (PERP) is a voluntary statewide program to register portable equipment such as air compressors, generators, concrete pumps, tub grinders, woodchippers, water pumps, drill rigs, pile drivers, rock drills, abrasive blasters, aggregate screening and crushing plants, and concrete batch plants. With certain limited exceptions, including a determination by a local air district that a permit is required for operation at a given location, portable equipment registered in PERP may operate throughout the state without obtaining permits from any of California's 35 air quality management or air pollution control districts (air districts).

2. What types of equipment must be registered in PERP?

Registration in PERP is **voluntary**.

- Nothing is required to be registered, unless it is part of a large fleet following the fleet average compliance pathway (must have opted in prior to June 30, 2019).

Permit requirements from local air districts are **mandatory**.

- Districts determine what types of portable equipment need an air district permit.
 - If a district decides something needs a district permit, the owner/operator must obtain the district permit to use it, even if it is registered in PERP.

Portable equipment that needs a permit to operate at a given location can also be registered in PERP, so that it can operate in other locations without needing a permit from every district where it may be used.

3. How do I contact the local air districts?

For a listing of contact information for all the local air districts, you may visit this website:
<https://ww2.arb.ca.gov/california-air-districts>.

4. What does portable mean?

The definition of “portable” is listed in section 2452(dd) of the PERP Regulation. Equipment may be considered portable if:

- It can be moved from one location to another (e.g. by being installed on skids for lifting and placing onto a trailer).
- It **does not** reside at the same location for more than 12 consecutive months.
- It **is not** attached to a foundation.
- It **does not** operate as a seasonal source where it remains in a single location for at least two years and operates at least three months each year.

5. Does the 12-month time period start when the equipment is moved onsite or when it first starts operating?

The 12-month time period starts when the equipment is first brought onto the location. Operation of the equipment is irrelevant. The definition of portable in section 2452(dd) of the PERP Regulation states that a piece of equipment **may not reside** at a location more than 12 consecutive months.

6. What does location mean?

The definition of “location” is listed in section 2452(t) of the PERP Regulation:

- “Location” means any single site at a building, structure, facility, or installation.
- There is no definition of “site”, but the ordinary meaning is:
 - “Site” is a discrete location.

7. What about equipment in storage?

Anytime a portable engine or equipment unit is located at a facility that is permitted by a local air district, **it is recommended that you consult with the local district regarding any operation or storage of the portable equipment.** The amount of time that equipment is kept

at a storage facility may not count towards the 12 consecutive months as determined by the local district. At a storage facility, the equipment would not be expected to operate, even for testing. However, if the equipment is kept “in storage” at or near a jobsite where it is expected to or will be used, that may count towards the residence time. Under PERP, if a portable engine was set up at a location in an operational configuration, but not operated, the time located at the facility would count towards the 12 consecutive months.

8. How long does equipment have to be moved away to a different location before it can be considered portable again?

It is recommended that you consult your local air district in these cases.

You **cannot** restart the 12-month time period to meet the “portable” definition by moving equipment away, then back to the original location.

- This is **prohibited** by Section 2452(dd)(3) in the PERP Regulation.

To start a new 12-month time period, portable equipment must have been moved from another location for a legitimate business purpose—other than avoiding an air district permit requirement.

9. What about equipment that returns to the same location occasionally?

It is recommended that you consult your local air district in these cases. If portable equipment moves to different locations while performing legitimate functions at each location, returning to a previous location occasionally or regularly may be allowable depending on the situation.

10. If portable equipment never leaves the city or county (e.g. owned by local governments), can that still be registered in PERP?

As long as the equipment meets the definition of “portable” in section 2452(dd) of the PERP Regulation, and it complies with other applicable PERP requirements, it may be registered in PERP, even if it always stays within the boundaries of a single air district.

11. Once registered in PERP, will I still need to get a district permit or comply with any district emission requirements?

It is recommended that you consult your local air district in these cases.

If operating onshore, the districts may not impose any additional requirements from their own rules on equipment registered in PERP, as long as all registration requirements are being met, and the district does not determine the equipment is part of the stationary source and requires a district permit.

Under certain circumstances, the PERP registration will not be valid at a specific location. The local air district may require a permit for the specific location where the PERP registration is not valid. The PERP registration will still be valid for other locations. Therefore, it is possible to have both a district permit and a PERP registration for the same piece of equipment. You may not operate the equipment under both a district permit and a PERP registration at the same location. However, if the district requires a permit to operate at a given location, the permit requirements take priority over the PERP registration requirements.

For large projects, as stated in section 2455(a) of the PERP Regulation, if an onshore project commences operation in a district designated as extreme non-attainment for ozone and the total maximum rated horsepower of registered engines located simultaneously on the project site exceeds 2,500 brake horsepower (bhp), the person responsible for the project must notify the district in writing at least 14 days prior to startup. If the project exceeds 2,500 bhp after startup, the district must be notified within 72 hours of the exceedance. However, notification is not required for projects exclusively using Interim Tier 4 or Tier 4 Final engines and operating in remote locations (i.e. more than one-half mile from any school, business, hospital, residence, or daycare center). The district may request additional information regarding the project in order to perform an Air Quality Impact Analysis (AQIA).

Offshore, within the State Territorial Waters (STW), the project may not commence operations until the local air district has given written authorization. The district may request additional information regarding the project in order to perform an Air Quality Impact Analysis (AQIA). The district also has the authority to impose emissions offsets for projects operating in the STW.

12. Can a portable generator be registered in PERP if it powers a building or stationary equipment?

It is recommended that you consult your local air district in these cases. Engines registered in PERP cannot operate as stationary sources of air pollution; therefore, this type of operation is only allowed under very specific circumstances listed in sections 2453(m)(4)(D) and 2453(m)(4)(E) of the PERP Regulation.

- **2453(m)(4)(D):** Power production into the grid during an emergency event or other unforeseen event affecting grid stability.
- **2453(m)(4)(E)(1):** Unforeseen interruptions to a building/facility.
- **2453(m)(4)(E)(2):** Maintenance and repair to a building/facility.
- **2453(m)(4)(E)(3):** Electrical upgrades to a building/facility not exceeding 90 days of operation.
- **2453(m)(4)(E)(4):** Stationary backup generator failure, only upon approval from the local air district.

13. What is the Portable Engine Airborne Toxic Control Measure?

The Portable Engine Airborne Toxic Control Measure (ATCM) designed to reduce the particulate matter (PM) emissions from portable diesel-fueled engines rated at 50 bhp or larger. PM emissions from diesel-fueled engines were identified as a toxic air contaminant in 1998, and this Portable Engine ATCM is one of several control measures developed since then to reduce the toxic health risk from these emissions.

14. Who is subject to the Portable Engine ATCM?

Most portable diesel engines rated 50 bhp or greater are subject to the Portable Engine ATCM. It does not matter if the engine is registered in PERP, permitted with a local air district, or unpermitted.

Only the following types of portable engines are **not subject** to the Portable Engine ATCM at all:

- Engines rated at less than 50 bhp;
- Engines used exclusively on two-engine vehicles;
- Engines used exclusively on two-engine cranes;
- Engines used exclusively on privately-owned two-engine street sweepers;
- Engines used on two-engine water well drilling rigs;
- Engines used on dedicated two-engine snow removal vehicles;
- Engines used exclusively on harbor craft;
- Engines used to propel vehicles or mobile equipment of any kind;
- Engines owned by an agricultural source;
- Engines using a fuel other than diesel;
- Engines used exclusively to alleviate the threat of public health and safety during an emergency event;
- Engines approved to operate in hazardous locations and meet Tier 3 emission standards; and
- Engines owned by the military and used in tactical support equipment.

15. What is a responsible official?

Responsible official is defined in sections 2452(nn) of the PERP Regulation and 93116.2(a)(33) of the Portable Engine ATCM. It refers to the person with the authority to certify that the engines within their fleet comply with the applicable requirements of the regulations. The responsible official must be an employee of the business or public agency. Any application submitted to PERP must be signed by the responsible official. Applications are not accepted if signed by consultants or legal representatives.

16. What is a fleet?

A fleet is a portable engine or group of portable engines that are operated in California and under common ownership or control by a person, business, or government agency as defined in section 93116.2(a)(17) of the Portable Engine ATCM.

- “Common ownership or control” means engines in a fleet are owned or managed by the same person, corporation, partnership, or association.
 - Includes entities controlled by the same majority stockholders, even if their title is held by different business names as defined in section 93116.2(a)(7) of the Portable Engine ATCM.
- **Large fleets and small fleets**
 - On June 30, 2019, existing fleets were designated as large fleets or small fleets based on the total maximum horsepower rating of all of their portable engines.
 - After June 30, 2019, all new companies registering in PERP are designated as small fleets.
 - **Large fleets** have a total maximum horsepower over 750 bhp and follow either the tier phase out schedule **or** the fleet average compliance option.
 - Must have opted into fleet average compliance by June 30, 2019.
 - **Small fleets** have a total maximum horsepower of 750 bhp or less.
 - Small fleets **must** follow the tier phase out schedule.

17. What are the deadlines for registering my equipment?

There are no specific “deadlines” to register new equipment, but any engine must meet eligibility requirements at the time the application is submitted.

For older tier engines, there are deadlines to submit change of ownership applications listed in section 2453(o) of the PERP Regulation. These submittals deadlines are before the phase out dates listed in section 93116.3(c)(1) of the Portable Engine ATCM.

18. What happens if my portable engine is not eligible for registration in PERP?

If your engine does not meet the PERP eligibility requirements, you must contact your local air district to inquire about permitting requirements.

Local air districts have the authority to issue permits that do not meet the current nonroad or on-highway emission tier—at **their discretion**. Some districts may choose not to issue a permit for these engines.

19. Is there any financial assistance for engine replacement or retrofit in order to comply with the Portable Engine ATCM requirements?

Please visit the following links for information on financial assistance:

- <https://ww2.arb.ca.gov/our-work/topics/incentives>
- <http://www.nrcs.usda.gov/PROGRAMS/EQIP/>

Engine Eligibility

20. How can I tell if my portable engine is eligible for PERP?

The following lists engines that are eligible for PERP registration.

For diesel engines:

1. Engines certified to the current emission tier (nonroad, on-highway, or marine), unless meeting compliance flexibility per section 93116.3.1 of the Portable Engine ATCM.
2. Engines rated at 50 bhp to 750 bhp, certified to the following federal emission tier levels:
 - Tier 4 Final, Tier 4 Interim flex, or Tier 3 flex.
3. Engines rated over 750 bhp, certified to the following federal emission tier levels:
 - Tier 4 Final, Tier 4 Interim flex, or Tier 2 flex.
4. Engines certified as "flexibility" (flex) per 40 CFR part 89.102 or 40 CFR 1039.625.
5. Resident certified engines that lost a permit exemption through a formal change in local air district rules and are not current tier or meet current "flex" standards.
6. Auxiliary engines on two-engine vehicles, two-engine cranes, two-engine water well drilling rigs, and two-engine snowblowers that are subject to the Off-Road Regulation and are part of a fleet that is in compliance with the applicable regulation. For more information on applicable requirements of the Off-Road Regulation, please visit the following website: <https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation>. It is recommended that you consult your local air district in these cases.
7. Auxiliary engines on privately-owned street sweepers that are subject to the Truck and Bus Regulation and are part of a fleet that is in compliance with the applicable regulation. For more information on applicable requirements of the Truck and Bus Regulation, please visit the following website: <https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation>. It is recommended that you consult your local air district in these cases.

8. Auxiliary engines on vessels subject to the Commercial Harbor Craft Regulation that meet eligibility requirements for current marine or nonroad certification standards listed in the PERP Regulation and are part of a fleet that is in compliance with the Harbor Craft Regulation, including the Harbor Craft ATCM under California Code of Regulations, title 17, section 93118.5. For more information on applicable requirements of the Harbor Craft Regulation and ATCM, please visit the following website: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>. It is recommended that you consult your local air district in these cases.
9. Tier 3 engines approved to operate in Hazardous Locations (HazLoc engines) per title 29 CFR 1910.307 or 1926.407 until January 1, 2029.
10. Engines less than 50 bhp are eligible; however, please consult with your local air district to determine if a permit is even required.

For spark-ignition engines:

1. Engines certified to the current tier spark-ignition emission standards (2007 model year and newer).
2. Resident certified engines that lost a permit exemption through a formal change in local air district rules and are not certified to the most current tier.
3. Non-certified engines that meet emission standards in Table 1 of section 2456 of the PERP Regulation. **Please note** that non-certified spark-ignition engines with a 2007 model year and newer must be designed and labeled for nonroad use. PERP **cannot** register engines intended for "stationary use only".

Engines that have the same or equivalent emissions as the current tier, but are not certified, are not eligible. They must be certified to that tier level to meet eligibility requirements.

21. What is the current emission tier?

This is the emission standard that current model year engines are required by law to meet when built by the manufacturer. The current tier level is on [Form 2](#) and [Form 3](#) as well as posted on the PERP website at: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

22. How can I tell what tier my engine is?

The tier depends on the model year and horsepower rating of the engine.

- For a high-level reference, the Non-road Diesel Engine Certification Tier Chart is located here: <https://ww2.arb.ca.gov/resources/documents/non-road-diesel-engine-certification-tier-chart> and is also listed on the [PERP website](#).

- You can look up specific engine family names to see what tier the engine was certified to under this link: <https://ww2.arb.ca.gov/applications/new-vehicle-and-engine-certification-executive-orders-compression-ignition-and-heavy-0>.
 - For portable diesel engines, scroll down the page and choose "Offroad Compression-Ignition Engines (Diesel)/OFCE" as the category.
 - You will need the engine manufacturer, model year, and engine family name.

23. What is a flexibility (flex) engine?

These are certified engines that are built by the manufacturer to meet the previous emission tier standard after a new tier has taken effect. All engine manufacturers are allowed by the Federal EPA to build a certain amount of these engines every year. These engines will have specific language on the emission label to identify them as participating in this flexibility program, sometimes called the Transition Program for Equipment Manufacturers (TPEM), or the engine may have been included in the Averaging, Banking, and Trading (AB&T) program. A photograph of the engine label is required with the PERP application for these engines.

24. What is an emergency-use or low-use engine?

Both emergency-use and low-use engines may be registered indefinitely if operating in accordance with the registration's operating conditions.

Emergency-Use Engine

- Defined in section 93116.2(a)(15) of the Portable Engine ATCM
- Can only be operated:
 - For maintenance and testing.
 - During an emergency event that affects public health and safety.
 - Such as a natural disaster as listed in section 93116.2(a)(12) of the Portable Engine ATCM.
 - To address other emergencies including, but not limited to:
 - Loss of normal electrical power service.
 - Pumping water or sewage to prevent or mitigate flood or overflow.
 - Training personnel to use emergency equipment.
- Annual emergency use records must be maintained as specified in sections 93116.4(b)(1)(D) and 93116.4(b)(2)(C) of the Portable Engine ATCM.

Low-Use Engine

- Defined in section 93116.2(a)(23) of the Portable Engine ATCM.
- May not operate more than 200 hours per calendar year.

- Hours of operation outside of California or during an emergency event do not count towards the 200-hour limit.
- Must be equipped with a non-resettable hour meter.
- Annual low use records must be maintained as specified in sections 93116.4(b)(1)(C) and 93116.4(b)(2) of the Portable Engine ATCM.
- Annual low-use reports must be submitted by March 1 of each year for operation the prior year as required by section 93116.4(d)(1) of the Portable Engine ATCM.

25. Can I register an engine that I plan to use in different locations that is certified for stationary use?

Engines that are certified for “stationary use only” **may not** register in PERP per section 2451(c)(9) of the PERP Regulation.

26. Are portable engines used at agricultural sources eligible for PERP?

It is recommended that you consult your local air district in these cases. Engines that would normally be considered portable are regulated as stationary, and not eligible for PERP, if they are owned by an agricultural source.

If the portable equipment is owned by contractors or a rental company providing a service to the agricultural source, the equipment may be subject to the Portable Engine ATCM, or the district may require the equipment to be permitted with the district as part of the agricultural source.

Agricultural operations involve growing and harvesting crops or raising animals for profit, livelihood, or research.

- This does not include the processing or distribution of crops or fowl, or forest operations as defined in section 93116.2(a)(19) of the Portable Engine ATCM.

27. Do I need a permit or registration to operate my engine for testing and maintenance?

It is recommended that you consult your local air district in these cases. Most districts require a permit as soon as the engine is turned on.

28. Can I register my snow blower that is not part of a two-engine vehicle?

Detachable snow blower engines are considered portable and may be eligible for PERP.

29. If there's an emergency event, what do I need to do to operate my portable engine?

If an unforeseen emergency event occurs as defined in section 2452(j) of the PERP Regulation, an unpermitted or unregistered certified portable engine or equipment unit may operate if the owner or operator notifies CARB within 24 hours. [Form 40](https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms) may be used to file this notification; please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>. Once filed, the equipment is considered registered for the duration of an emergency event not lasting longer than 12 months.

30. Can I derate my engine to less than 50 bhp so it is not subject to the Portable Engine ATCM?

No. Only the manufacturer can derate an engine for purposes of Portable Engine ATCM applicability. Portable diesel engines with a maximum rated horsepower of 50 or greater are subject to the Portable Engine ATCM.

- This maximum rated horsepower is specified by the engine manufacturer and listed on the nameplate of the engine as defined in section 93116.2(a)(24) of the Portable Engine ATCM.
- If the manufacturer derates an engine, they must also issue a new engine nameplate or emission control label showing the lower horsepower rating.

Equipment Unit Eligibility

31. I have a woodchipper and was told it needs a permit. Do I register the engine and the chipper together?

The local air districts make the determination of what needs a permit. Some districts may only require a permit for the engine as a source of combustion emissions. Some districts may require the chipper side of the machine to be permitted as well as a separate source of particulate matter (PM) (i.e., wood chips). If you need both permitted, they may register in PERP, but the engine and the chipper will be issued separate registrations.

This may seem confusing to have two registrations for one machine, but the reason is that the emissions from each side are distinct, and therefore each side needs its own registration because the requirements are different. This means separate registration forms and fees are required for any equipment such as chippers that have both an engine and an equipment unit that produces distinct pollution, such as PM.

32. Can self-propelled equipment that is on tracks, such as rock crushers or tub grinders, register in PERP?

The part of the self-propelled machine that produces particulate matter (PM) emissions is considered portable and may be eligible for PER (e.g. crusher, grinders).

The engine that powers the equipment for movement (i.e. provides motive power) is **not eligible** for PERP. The motive power engine:

- Is generally **not subject** to a local district permit.
- Is subject to CARB's Off-Road Regulation.
 - More information about off-road requirements can be found here:
<https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation>.

33. What about an engine that powers a portable asphalt batch plant?

Any engine that meets eligibility requirements may be registered in PERP even though it powers equipment that is not eligible for PERP. Asphalt batch plants are not eligible for PERP per section 2457(e) of the PERP Regulation. This creates the situation where half the machine (engine) is registered in PERP while the other half (batch plant) is permitted by a district.

34. Can I register portable boilers, composting equipment, or air curtain incinerators as an equipment unit in PERP?

Please consult your local air district to permit these types of units.

Only portable equipment units that emit particulate matter (PM) emissions as fugitive dust can register in PERP.

Equipment units **cannot** register in PERP if:

- They fall under the ineligible categories listed in section 2451(c)(4) of the PERP Regulation; or
- They have the potential to emit hazardous air pollutants, per section 2457(e) of the PERP Regulation.

Initial Registration Applications

35. Where do I get PERP forms?

Application forms can be downloaded directly here:

<https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>, or by navigating to the [Forms & Requirements](#) link on the [PERP website](#).

Forms are not required to be used and are provided for the convenience of program registrants.

36. How do I apply for a registration in PERP?

PERP is currently **only** accepting emailed applications. Please email the completed application forms (including supplemental documents and photos) to this email address: PERPapplications@arb.ca.gov.

PERP application forms are listed on the PERP website; please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

Please **do not** submit payment with your application forms.

- You will receive an email with a billing invoice for registration fees due once your application has been approved.

37. Can I mail or fax in my application?

PERP no longer accepts applications, renewal invoices, or reports via mail or fax.

38. What is the street address for sending an application?

Your application will be returned if sent to CARB's street address via the U.S. Postal Service, FedEx, UPS, or other alternate delivery service. PERP is currently only accepting emailed applications.

Please send completed **renewal invoices** to the email address: PERPrenewals@arb.ca.gov

Please send **all other applications and forms** to the email address: PERPapplications@arb.ca.gov

39. How can I check the status of my application?

You may email portable@arb.ca.gov to check on the status of any application or renewal.

Section 2453(e) of the PERP Regulation allows for a maximum processing time of **90 days** from when the application is deemed complete, including all applicable fees. Generally, registrations are issued within 30-60 days of CARB's receipt of payment.

40. Can my portable equipment be operated while the PERP application is being processed?

For Tier 4 Final diesel-fueled engines or current tier spark-ignition engines:

- You can request a **temporary registration** that allows the engine to be used while its application is being processed.
 - These are issued with the billing invoice and expire 3 months from the date of issuance.
- Temporary registrations grant conditional operation while waiting for the final registration materials.
- **After receiving a temporary registration, you must fulfill the registration process, including payment of the registration fees.**
 - If you do not fulfill the registration process, PERP will not approve your company's future requests for temporary registration, and a notification will be sent to the local air district.
- Temporary registration requests must include:
 - Photo of the **engine serial number** label from the engine block.
 - Photo of the **engine family name** label from the engine block.
 - *Form 1* and *Form 2* for Tier 4 Final diesel-fueled engines.
 - *Form 1* and *Form 3* for current tier spark-ignition engines.

Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

For change of ownership applications:

You may operate the equipment if:

- The registration is current (**not expired**).
- The change of ownership application is **filed within 30 days** after the ownership change per section 2453(n) of the PERP Regulation.

For identical replacement applications:

You may operate the equipment if:

- The registration is current (**not expired**).
- The identical replacement application is **filed within 30 days** of the replacement per section 2453(c) of the PERP Regulation.

For all other applications:

- The portable equipment is not deemed registered until the registration documents, stickers, and placard are issued.
 - Until that time, you should contact the local air district if you want to operate in their jurisdiction.

Renewals

41. My registration(s) expires later this year, what form do I fill out to renew?

There is no form for renewal. You will receive a renewal invoice approximately 120 days before the expiration date. This renewal invoice must be completed and emailed to PERPrenewals@arb.ca.gov at least 2 months prior to expiration to avoid any late renewal fee penalties.

- If you **have not received** a renewal invoice 90 days prior to the expiration date of your registrations, please email portable@arb.ca.gov.

42. Why is the due date for submitting my renewal invoice 2 months before the registration expires?

This allows time for CARB staff to process the payment and issue renewal registration materials before the expiration date. The time frame for renewal is also specified in section 2462(b) of the PERP Regulation.

43. I don't know what this equipment is that is listed on my renewal invoice, how can I get more information?

The registration certificate contains a complete description of the registered engine or equipment unit which will help you identify the equipment listed on the renewal invoice. If you are still unable to identify what equipment is listed on the renewal invoice, you may email portable@arb.ca.gov.

44. How do we cancel the registration for the equipment listed on the renewal invoice?

If you do not want to renew an engine or equipment unit listed on the renewal invoice, you have two options:

- Do nothing and the registration will expire; or
- Mark "N" in the "Renewing?" column next to that registration and return the renewal invoice.

- o Please clearly mark "Y" or "N" in the "Renewing?" column for each registration to show whether you want to renew them, especially if you wish to renew some units and not others.

45. How long is PERP registration good for?

In most cases, the registration expires 3 years from the month it was originally issued. However, if the registration has lapsed, it will be reissued with a new 3-year expiration date from the date it was re-issued. Some registrations for older tier engines are subject to the tier phase-out schedule in section 93116.3(c)(1) of the Portable Engine ATCM and may be issued with less than a 3-year registration cycle.

46. My renewal invoice was sent to someone that no longer works here or sent to the wrong address. How do we fix that?

You can submit [Form 22](#) at any time to update company or contact information.

- Any company or agency that has equipment registered in PERP is responsible for keeping their information current and accurate with CARB.

Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

47. Are hour meter readings required in order to renew my registration?

Yes, hour meter readings are required for registered diesel engines as stated in section 2458(k) of the PERP Regulation. The renewal invoice will have a box with an asterisk prompting you to enter hour meter information. The owner must also list the date the reading was taken, and the reading must be within 12 months of the registration's expiration date. Engines that do not require hour meter readings are spark-ignition engines, two-engine cranes, privately-owned street sweepers, and two-engine water well drilling rigs.

48. How do I request a placard with my registration renewal?

You may submit [Form 23](#) with your renewal invoice to request a placard at renewal. In addition to the renewal fee, the fee for placard replacement will be included on the billing invoice.

Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

49. How do I renew my expired registration?

If eligible, expired registrations may be reactivated by submitting [Form 18](#); please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

50. If my registered engine does not meet Tier 4 Final, will I be able to continue renewing it?

Older tier engines are subject to fleet requirements in section 93116.3(c) of the Portable Engine ATCM, and there are multiple factors that determine whether you can renew your registration.

- If following the **tier phase-out schedule**:
 - Find the engine's phase-out date on its engine registration certificate and operating conditions
- If following the **fleet average compliance pathway** (available only for large fleets that opted in by June 30, 2019):
 - See if your fleet meets the current diesel particulate matter (DPM) standard, with the [Fleet Reporting Tool](#)/link: <https://ww2.arb.ca.gov/resources/documents/fleet-report>.
 - Other calculator options can be downloaded under the [Regulation & ATCM](#) link on the [PERP website](#).

51. How does a military installation renew a Tactical Support Equipment (TSE) registration?

For TSE, military installations will receive an annual inventory invoice and list from CARB. Forms **are not** available on the PERP website for annual inventory invoices and lists as the registration information is only sent to military installations with a current TSE registration.

- Reporting must account for any variation of registered TSE to actual TSE as of December 31 of the previous calendar year.
- Completed TSE annual inventory invoices and lists **must be sent by March 1st** of each year to this email address: PERPrenewals@arb.ca.gov.
 - Failure to submit the annual inventory invoice, list, and registration fees **by June 30th** may result in TSE registration cancellation as specified in section 2461(i) of the PERP Regulation.
- If a military installation **does not receive** the annual inventory invoice and list, please email portable@arb.ca.gov.

Change of Ownership

52. Can I sell my registered engines in California?

Under some circumstances, you cannot sell a portable diesel-fueled engine to an end user in California.

- **Noncertified (Tier 0) portable diesel-fueled engines cannot be sold in California.**
 - Per 93116.3(e)(1) of the Portable Engine ATCM
- Some older certified engines cannot be sold, based on their tier and date of manufacture of the engine.
 - Listed in the registration's operating conditions and section 93116.3(e)(2) of the Portable Engine ATCM.

Anyone selling an engine in California that is subject to the Portable Engine ATCM **must** provide the following disclosure statement from section 93116.3(f) of the Portable Engine ATCM:

"When operated in California, any portable diesel engine may be subject to the California Air Resources Board Airborne Toxic Control Measure For Diesel Particulate Matter From Portable Engines Rated At 50 Horsepower And Greater. It therefore could be subject to retrofit or accelerated turnover requirements to reduce emissions of air pollutants. For more information, please visit the California Air Resources Board website at <http://www.arb.ca.gov/portable/portable.htm>."

53. If I sell other CARB regulated equipment, can I combine sales disclosures for equipment under multiple CARB regulations?

Yes, if all of the disclosure language in each applicable regulation is listed in the combined disclosure. A document named "Combined Disclosure of Applicability" for Off-Road, Truck and Bus, and PERP can be downloaded under the [Public Notification & Outreach](https://ww2.arb.ca.gov/resources/documents/perp-public-notification-outreach) link: <https://ww2.arb.ca.gov/resources/documents/perp-public-notification-outreach> on the [PERP website](#).

54. I just sold some of my portable equipment, what do I need to do?

Report the registration as sold by submitting a [Form 16](#). Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

For Tier 1, 2, and 3, there are deadlines after which change of ownership applications **will not be approved**.

- The dates are listed in section 2453(o) of the PERP Regulation.
- Dates are also listed in the registration's operating conditions.

- This deadline also applies to Tier 1, 2, and 3 engines that are flex engines, designated as emergency-use or low-use, or equipped with a Verified Diesel Emission Control Strategy (VDECS).

If your company uses the fleet averaging option:

- You must submit a fleet report if you remove an Interim Tier 4 or Tier 4 Final engine from your fleet—unless you are an engine dealer or rental business.

55. Since I just sold a piece of registered equipment, can I get a refund of the registration fees?

No. Fees submitted for registration are non-refundable per section 2461(b) of the PERP Regulation, and the placard with sticker should remain with the unit for the new owner.

56. Can I keep the registration materials when I sell the registered equipment?

The registration materials are issued specifically to that registered equipment, and all materials should be passed along to the new owner.

57. What if I didn't sell the equipment, but I still want to cancel the registration?

To cancel a registration, you may submit a [Form 16](https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms); please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>. There is no fee for cancellation.

58. I just purchased a piece of portable equipment, what do I need to do?

You **must** submit a change of ownership application within 30 days of buying portable equipment registered in PERP, even if the registration has expired as per section 2453(n) of the PERP Regulation.

- Submit a [Form 19](https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms) for change of ownership; please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.
- If your company uses the fleet averaging option, you may also need to submit a fleet report with the change of ownership application, to demonstrate fleet compliance after adding a Tier 1, 2, or 3 engine (including flex engines).
- If the registration is not expired, you are allowed to operate the equipment while your change of ownership application is being processed.

59. What if I neglected to submit a change of ownership application within 30 days of the purchase date?

If a change of ownership application is not submitted within 30 days after the purchase date, then the new owner may not operate, and the registration is invalid under PERP Regulation section 2453(n). The new owner may also be subject to enforcement action by the local air district.

Modifications, Corrections, and Replacements

60. How do I designate an engine to be either emergency-use or low-use and is there a deadline?

For existing registrations, submit a *Form 20* Modification application to designate an engine as emergency-use or low-use.

Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

For Tier 3 engines:

- *Form 20* must be submitted in **January**, and;
- Include **hour meter readings taken at the beginning of that January**.
 - The reading date **must** be January 1st through the 15th.

For engines not yet registered (i.e., Final Tier 4 or Interim Tier 4 Flex engines):

- Submit a *Form 4* to designate emergency-use or low-use. (Please see above link for program forms).

Tier 1 and Tier 2 engines **can no longer be modified** to emergency-use or low-use, as the modification deadlines have already passed.

- Deadlines are listed in section 93116.3(b)(3) of the Portable Engine ATCM.

61. Can I modify my certified engine so I do not have to place it out of service?

Any of the following modifications will require a *Form 20*.

Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

For fleets following the phase-out schedule:

- Submit a *Form 20* to modify a Tier 3 engine to operate under low-use or emergency-use the January before the phase-out date.

OR

- Install a level-3 Verified Diesel Emission Control Strategy (VDECS) such as a Diesel Particulate Filter (DPF) and submit a [Form 20](#) before the phase-out date.
 - To look up VDECS for your engine, please click on the [VDECS Database](#) link on this website: <https://ww2.arb.ca.gov/resources/documents/verified-retrofits-use-road-diesel-vehicles>.

For fleets following the fleet averaging option:

If your fleet average emissions are above the specific listed standard in section 93116.3(c)(2) of the Portable Engine ATCM, then you must clean up your fleet.

- Submit [Form 20](#) to modify a Tier 3 engine operation to low-use or emergency-use in January.
 - Low-use and emergency-use engine emissions are not counted towards the fleet average calculations.

OR

- Install a level-3 Verified Diesel Emission Control Strategy (VDECS) such as a Diesel Particulate Filter (DPF) and submit a [Form 20](#).
 - To look up VDECS for your engine, please click on the [VDECS Database](#) link on this website: <https://ww2.arb.ca.gov/resources/documents/verified-retrofits-use-road-diesel-vehicles>.
 - Installing a VDECS will allow you to report an emissions reduction on your fleet average calculations. To see what your fleet emissions are, you can use the [Fleet Reporting Tool](#) calculator spreadsheet: <https://ww2.arb.ca.gov/resources/documents/fleet-report>. Depending on how many engines are in your fleet, there are three versions of this calculator spreadsheet that can be downloaded under the [Regulation & ATCM](#) link on the [PERP website](#).

62. I was sent the wrong unit; can I change the serial number by requesting a correction?

Unless it is a simple typo (e.g., O vs 0), you cannot change serial number with a correction request once a temporary registration or final registration is issued.

If you submitted your application ahead of receiving the unit and received a different unit after receiving a temporary registration or final registration, you must submit an initial registration application for the unit you received.

63. How do I get a replacement sticker, placard, and/or registration documents?

Replacement registration materials may be requested using [Form 23](#). Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

64. There was a sticker mix-up and the wrong sticker is on our equipment. Can I change the serial number under the registration?

You **cannot** swap the serial numbers between registrations.

- If you run into this situation, you may email portable@arb.ca.gov for more assistance to submit the correct application request.
 - This could be a simple replacement request, or it could be another type of application.

65. What forms do I use for engine replacement?

It depends on why the engine was replaced. To identify whether the replacement is identical, the replacement **must** meet the identical replacement definition in section 2452(r) of the PERP Regulation.

If you replaced the engine for **any other reason**, then you **must** submit an initial registration application.

Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

For identical replacements:

- The original equipment must have failed unexpectedly and been repowered with an identical engine (e.g. same manufacturer and bhp rating) or replaced the equipment unit with an identical unit (e.g. same manufacturer and type).
- The replacement equipment must have the same or similar function, no applicable phase-out date, and meet emission requirements of sections 2455 through 2457 of the PERP Regulation.
- Identical replacement applications **must be submitted within 30 days of the replacement** and include the following:
 - [Form 21](#)
 - [Form 2](#) for diesel engines
 - If a spark-ignition engine, submit [Form 3](#).
 - If a pile driver, submit [Form 5](#).
 - If an equipment unit, submit the corresponding equipment unit form (Form 7 through Form 15).
 - Documentation (e.g. work order, repair diagnosis) of the equipment failure

Registration Fees

66. What does the PERP registration cost?

The fees for portable equipment registration are noted in section 2461.1 of the PERP Regulation. Common registration fee amounts for initial registration and renewal requests are shown below.

Initial registration:

1. Engine or pile driver: \$805
 - Includes a placard; does not include any inspection discounts.
2. Equipment unit: \$490
 - Includes placard; no discounts available for equipment units.

Renewal registration:

1. Engine or pile driver: \$735
 - Does not include placard or engine inspection discount.
 - Subject to penalty fee for late renewal.
2. Equipment unit: \$420
 - Does not include placard; no discounts available for equipment units.
 - Subject to penalty fee for late renewal.

Tactical Support Equipment (TSE) registration fees are determined on a per unit basis for both initial TSE registration and TSE annual updates.

67. What is the multiple-engine inspection discount and how does it work?

If it is possible for a registrant to bring together 4 or more engines to be inspected together at the same time, then a discounted inspection fee may be requested upon initial application or upon renewal. To comply with this discount provision in section 2460(b)(7) of the PERP Regulation, the owner or operator must send a letter of intent to the home district within 45 days of initial registration or by January 30 of each year for renewals.

Failure to qualify for the discount when the actual inspection occurs may result in the district billing the fleet owner for the difference in full fees versus discounted fees. The district may also request that CARB prohibit future multiple-engine inspection discounts for the fleet owner.

68. Can engines that have not yet been renewed be included in the group inspection in order to qualify for the inspection discount?

The registrant and local air district are responsible for determining if the requirements of the multiple engine inspection discount have been met.

- CARB encourages fleet operators to work closely with air districts regarding the inspection discount and arranged inspection process.
- PERP staff will accept requests for the inspection discount upon application submittal, **unless** the district has requested that the fleet owner cannot request the discount.

69. If I paid full inspection fees, but then later realized I could bring multiple engines together for a group inspection, can I get a refund since I now qualify for the discount?

No, the multiple-engine discount must be selected in advance at the time of application submittal.

70. Can I align the expiration dates for my registered engines in order to qualify for the discount?

No, the expiration date may not be changed once registration is issued.

71. How do I pay the registration fees?

After you submit your application or renewal invoice and your equipment has been deemed PERP eligible, you will receive an email with a billing invoice for the fees required to complete the application and issue registration. Payment options are listed on the billing invoice.

72. I don't know what this equipment is that is listed on my billing invoice, how can I get more information?

Based on the forms you recently submitted, the billing invoice will list the following:

- Equipment type
- Request type (initial registration, renewal, etc.)
- Serial number of the engine or equipment unit

If you are still unable to identify the equipment from this information, you can email portable@arb.ca.gov.

73. Why are there no registration numbers on the billing invoice?

The attachment page of the billing invoice references each request by the engine or equipment unit serial number. Registration numbers are not listed because initial registrations are not assigned registration numbers until the evaluation is complete and registration is approved.

74. Why are there no company unit IDs on the billing invoice?

Multiple registrations can use the same unit ID, and a company unit ID is not always provided to PERP. The serial number is the only unique identifier listed on the billing invoice.

75. What if I want to cancel my application request after I receive a billing invoice?

If you receive a billing invoice and decide that you no longer want to continue with the registration process, please contact portable@arb.ca.gov immediately, as you may be subject to enforcement action if you withdraw the request.

If you receive a **temporary registration** with your billing invoice, **you must pay the registration fees and fulfill the registration process** because conditional operation has been granted while you wait for the final registration materials. Failure to provide payment in these cases will result in PERP prohibiting your company from requesting temporary registration in the future and the local air district will be notified.

76. If I overpay on the billing invoice, do I get a refund?

When paying a billing invoice, please make sure you are only paying the total amount due on the billing invoice.

- Online credit card payments have an additional convenience fee that is nonrefundable.
- Overpayment of the registration fees will be refunded but may take several weeks to process.

Registration Materials

77. What do I receive as proof my portable equipment is registered?

Registration materials are sent via mail to the applicant's mailing address indicated on [Form 1](#). For each registration, the materials include a registration certificate, operating conditions, and a metal placard with an identification sticker affixed. PERP registration documents and metal placards are mailed separately due to packaging and postage.

For temporary registrations of Final Tier 4 and current tier spark-ignition engines, a document is sent via email with the billing invoice to allow operation while the payment is submitted and the final registration is processed.

78. How long does it take to receive the registration materials?

It depends on the complexity of the application submitted, but generally registrations are issued within 30-60 days of CARB's receipt of the payment.

- The PERP Regulation allows for a maximum processing time of **90 days** from when the application is deemed complete **and** fully paid.
 - Per section 2453(e) of the PERP Regulation
- Temporary registration documents for Final Tier 4 and current tier spark-ignition engines are generally emailed within **30 days** of CARB receiving the application.

79. What are the requirements for displaying registration materials?

The registration certificate and operating conditions must always be kept on the immediate premises with registered equipment. The metal placard with sticker must also always be affixed to the registered equipment. Separate instructions are included with the registration materials for placement of the metal placard.

80. Why do some of my registrations have different colored placards?

Placards are color-coded to help clearly identify the tier of the engine. Corresponding placard colors are shown in the Placard Color Guide:

Portable Engine Tier/Equipment Type - Placard Color Guide	
<u>Tier</u>	<u>Color</u>
<i>Diesel</i>	
Tier 1	Red
Tier 2	Brown
Tier 3	Green
Interim Tier 4	Blue
Tier 4 final	Blue
Tier 0*	Green
On-Highway MY <2007	Green
On-Highway MY ≥2007	Blue
Marine Certified*	Green
<i>Spark</i>	
Tier 0	Blue

Tier 1	Blue
Tier 2	Blue
<i>Pile Drivers</i>	
N/A	Blue
<i>Equipment Units</i>	
All equipment types	Blue

* All Tier 0 and Marine Certified engines are exempt from the Portable Diesel Engine ATCM and subject to another in-use rule. These will remain green since the phase-out dates vary over several years and, due to those rules, may change.

Additionally, each engine's tier will be listed on its registration certificate.

81. Do I still have to pay for replacement registration materials even if I never received them in the first place?

Yes. CARB is not responsible for misdelivered mail. **It is recommended that you contact your post office regarding mail delivery issues.** If your registration materials are returned to CARB, PERP will resend the materials to you.

82. Can I return my registration materials in exchange for a refund?

No. Fees submitted for registration are non-refundable per section 2461(b) of the PERP Regulation.

Recordkeeping and Reporting

83. What are the recordkeeping requirements for PERP?

Written records of operation vary for the different equipment registered in PERP. The specifics are listed in the operating conditions of each registration and in section 2458 of the PERP Regulation.

84. Can I use another method for recordkeeping besides the forms on your website?

As long as the records contain all the required information specified in the Portable Engine ATCM, PERP Regulation, and the operating conditions of the registration, you can use any written recordkeeping method you prefer. It is advisable to contact the local air districts

where you will be operating, as they will be checking your records and may take enforcement action if your records are deficient.

While using the PERP recordkeeping forms is not required, it is strongly encouraged.

- CARB staff created Forms 50, 51, 52, and 53 with the intent of making PERP recordkeeping more convenient and for those who did not want to create their own recordkeeping format.

Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

85. What is PEPS and how do I know if my company is a PEPS?

Provider of Essential Public Services (PEPS) is defined in section 2452(hh) of the PERP Regulation. It includes utilities (water, power, sanitation, etc.), public agencies, local governments, telecommunications companies, and airlines. Typically, contractors, oilfield companies, construction companies, and rental companies are not designated as PEPS.

86. What are the annual reporting requirements for PERP?

The specific requirements for the annual reports are listed in the operating conditions of each registration. Annual reports are required for:

- Engines designated as low-use
 - Section 93116.4(d)(1) of the Portable Engine ATCM
- Equipment units
 - Section 2458(e) of the PERP Regulation

You can locate annual reporting forms here:

<https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

- [Form 54](#): Annual Reporting for Equipment Units
- [Form 55](#): Annual Reporting for Low-use Engines

87. When are the annual reports due?

Annual reports must be submitted to CARB via email at PERPapplications@arb.ca.gov by **March 1st of each year** for the operation during the previous calendar year.

88. Do I have to send in annual reports for registrations that expired?

You must submit the annual report for the portion of the year that the registration was active.

89. Are there any recordkeeping or reporting requirements in the Portable Engine ATCM?

Yes, and they are additional to the recordkeeping for PERP. They are listed in section 93116.4 of the Portable Engine ATCM, and the specific requirements are listed in the operating conditions of each engine registration.

Fleet Average Compliance Pathway - Portable Engine ATCM

90. What is a fleet average emission standard?

These are limits for particulate matter (PM) emitted from portable diesel engines that a large fleet will have to meet on January 1st of 2020, 2023 and 2027 if they opted into the fleet average compliance pathway. Basically, the PM emissions from each engine in a fleet will be averaged together and must meet the applicable standard in section 93116.3(c)(2) of the Portable Engine ATCM to be compliant.

To see what your fleet emissions are, you can use the [Fleet Reporting Tool](https://ww2.arb.ca.gov/resources/documents/fleet-report) calculator spreadsheet: <https://ww2.arb.ca.gov/resources/documents/fleet-report>. Depending on how many engines are in your fleet, there are three versions of this calculator spreadsheet that can be downloaded under the [Regulation & ATCM](#) link on the [PERP website](#).

91. Does every portable diesel engine have to comply with the fleet standard?

If a large fleet opted into the fleet averaging option by June 30, 2019, they must register all portable engines in PERP. If an unpermitted or unregistered engine is found operating, the fleet is immediately subject to the tier phase-out schedule.

The following types of engines are **not** included in the fleet calculations when determining compliance with the fleet standards:

- Engines designated exclusively as emergency-use.
- Engines designated as low-use (limited to 200 hours per year total).
- Engines operated only within the outer continental shelf.
- Engines operated exclusively outside of California.

92. How do I know if I am in compliance with the fleet standard?

A fleet is in compliance if the average particulate matter (PM) emission factor is at or below the fleet standard, which is listed in section 93116.3(c)(2) of the Portable Engine ATCM.

- There is a formula for finding the average fleet emission factor in section 93116.3(d)(1) of the Portable Engine ATCM. This formula calculates the average of the PM emission factors for each engine in the fleet.

To calculate fleet average emissions, you can use the [Fleet Reporting Tool](https://ww2.arb.ca.gov/resources/documents/fleet-report) calculator spreadsheet: <https://ww2.arb.ca.gov/resources/documents/fleet-report>.

- There are three versions of this calculator for various fleet sizes.
- You can find and download these sheets under the [Regulation & ATCM](#) link on the [PERP website](#).

93. What emission factor do I use for my engines in the fleet average calculations?

If you use the [Fleet Reporting Tool](https://ww2.arb.ca.gov/resources/documents/fleet-report) calculator spreadsheet: <https://ww2.arb.ca.gov/resources/documents/fleet-report>, the emission factors will be automatically displayed based on the engine family name and used in the fleet average calculation.

- There are three versions of this calculator for various fleet sizes.
- You can find and download these sheets under the [Regulation & ATCM](#) link on the [PERP website](#).

If you are calculating the fleet average using another method, emission factors may be determined by the following.

- Most engines will use the emission factor listed on the Executive Order issued by either the EPA or CARB when the engine is certified to meet the non-road emission standards. These Executive Orders can be accessed at this website: <https://ww2.arb.ca.gov/new-vehicle-and-engine-certification-executive-orders>.
- For certified engines that don't have an emission factor listed on the Executive Order, there are emission factors in section 93116.3(d)(1)(B) of the Portable Engine ATCM.
- Engines equipped with a Verified Diesel Emission Control Strategy (VDECS) can use the results of valid emission measurements.

94. Are there any program credits or incentives?

For large fleets using the fleet averaging option that qualify with the specifics listed in section 93116.3(d)(2) of the Portable Engine ATCM, the incentives below may be used to revise the fleet average calculations:

- The use or lease of electrification in lieu of operating a portable diesel-fueled engine,

- Alternative-fueled portable engines operating 100 or more hours, or
- Interim Tier 4 and Tier 4 Final engines rated over 750 bhp that were permitted or registered prior to January 1, 2017.

To calculate fleet average emissions, you can use the *Fleet Reporting Tool* calculator spreadsheet: <https://ww2.arb.ca.gov/resources/documents/fleet-report>.

- There are three versions of this calculator for various fleet sizes.
- You can find and download these sheets under the *Regulation & ATCM* link on the *PERP website*.

95. Is there a specific form or format for the fleet report and compliance statements?

No, there is no specific form or preferred format. As long as your fleet report contains all the required information, then that is sufficient.

The *Fleet Reporting Tool* calculator spreadsheet:

<https://ww2.arb.ca.gov/resources/documents/fleet-report> includes status report and fleet summary functions which may be useful.

- There are three versions of this calculator for various fleet sizes
- You can find and download these sheets under the *Regulation & ATCM* link on the *PERP website*.

96. Where should I send the fleet report and compliance statement?

Please submit **status reports and compliance statements** to PERP at this address:
PERPapplications@arb.ca.gov.

Notification

97. What are the notification requirements for PERP?

Local air district notification is not required for onshore operation of registered engines.

For equipment units that will reside at a location for more than 5 days, the operator must notify the local air district in writing **within 2 working days of commencing operations**, under section 2459(a) of the PERP Regulation. The 5-day residency trigger starts when the equipment unit is brought onto the location, **not when it starts to operate**. CARB has set up a convenient electronic notification system under the *Air District Notification* link: <https://ww2.arb.ca.gov/applications/perp-notification-form> on the *PERP website*.

Registered engines and equipment units scheduled to operate in state territorial waters (STW) require notification directly to the local air district **at least 14 days** in advance of commencing operation, under section 2459(d) of the PERP Regulation.

98. Are pile drivers/diesel hammers required to notify the district?

The 5-day notification requirement only applies to equipment units. Pile drivers/diesel hammers are **not** considered equipment units.

Rock drills **are** equipment units and have the 5-day district notification requirement. The operator must notify the local air district in writing within 2 working days of commencing operations, under section 2459(a) of the PERP Regulation. The 5-day residency trigger starts when the equipment unit is brought onto the location, **not when it starts to operate**. CARB has set up a convenient electronic notification system under the [Air District Notification](https://ww2.arb.ca.gov/applications/perp-notification-form) link: <https://ww2.arb.ca.gov/applications/perp-notification-form> on the [PERP website](#).

99. Is the 5-day notification trigger calendar days or working days?

It is calendar days and includes days of non-operation.

100. Is notification required to be made prior to or after start of operations?

For equipment units, the operator must notify the district **within 2 days prior** to operation. The 5-day residency trigger starts when the equipment is brought onto the location, not when operation starts.

Operation in state territorial waters (STW) requires direct notification of the district **at least 14 days** before starting operation. (For both engines and equipment units)

If you have further questions regarding the timing of notification, **it is recommended that you consult the local air district**.

101. If an equipment unit that is portable only operates one day per week for 4 weeks (less than 5 total days), is notification triggered?

Notification is triggered if the equipment unit is at one location for more than 5 consecutive days regardless of how many days it operates. If an equipment unit is removed from a location and returned for one day each time, notification may not be required if there is a **mutual agreement** between the operator and the local air district.

Inspections and Enforcement

102. How does the arranged inspection work?

Once registration documents have been received upon initial application, renewal, reactivation, or change of ownership with renewal, the registrant must contact the designated home district within 45 days to arrange an appointment for the inspection.

The arranged inspection must occur within 1 year of the registration issuance.

- If the unit is operating in a district other than the home district, the home district can arrange for the other district to perform the inspection (section 2460(b)(1) of the PERP Regulation).
- If the unit is outside of California for that time period, the district will inspect the unit within 30 days upon it returning to California (section 2460(b)(8) of the PERP Regulation).

103. What is a home district?

A home district is defined in section 2452(q) of the PERP Regulation as the local air district in which the registered engine or equipment unit will operate most of the time. It is unit specific and may vary from registration to registration. The home district for each unit is listed on the registration certificate.

104. Can the home district be changed after registration is issued?

Per sections 2453(j)(2) and 2453(j)(3) of the PERP Regulation:

- The home district may only be changed upon renewal or reactivation, or at the request of a local air district.
- There is a place to indicate a home district change on:
 - The renewal invoice
 - PERP *Form 18* (reactivation)
 - PERP *Form 19* (change of ownership with renewal only)

Please use this link for program forms: <https://ww2.arb.ca.gov/resources/documents/perp-application-record-keeping-reporting-forms>.

105. What happens if an inspection appointment is missed?

Per section 2460(b)(6) of the PERP Regulation, the inspection must be rescheduled to occur no later than 90 days after the original appointment.

106. Can the districts conduct inspections outside of the arranged time frame?

Per section 2460(c) of the PERP Regulation, the district may perform additional non-arranged inspections on registered equipment at any time.

107. Does military Tactical Support Equipment (TSE) require arranged inspections?

No. The district may conduct inspections of TSE at any time. Per section 2461(j) of the PERP Regulation, the district may charge a \$90 inspection fee per TSE unit inspected on an annual basis, but the total bill shall not exceed the actual cost of performing the inspections.

108. Can CARB help me with a Notice of Violation I received from the local air district?

While CARB staff implement PERP on a daily basis, it is the local air districts who enforce PERP.

- The districts are responsible for determining whether registered engines and equipment are in compliance with the requirements of the PERP Regulation and Portable Engine ATCM.
- CARB staff will typically not get involved with specific enforcement actions from the district but will always be available to provide information related to the requirements of the PERP Regulation and Portable Engine ATCM.