

# Frequently Asked Questions

## Regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Regulation)

### Awaiting Sale Vehicles FAQ December 2015

**Q – What is an “awaiting sale” vehicle?**

A – The “awaiting sale” designation is for vehicles in the possession of dealers, financing companies, or other entities who do not intend to operate the vehicle nor offer the vehicle for hire, that are operated only to demonstrate functionality to potential buyers or to move short distances while awaiting sale or for maintenance purposes. An example of an “awaiting sale” vehicle is a vehicle in the possession of an auction house that will be auctioned off.

Vehicles may only be designated as “awaiting sale” in the Diesel Off-road Online Reporting System (DOORS) after initial reporting has been completed and the fleet has been approved. For more information on how to report a vehicle as “awaiting sale” in DOORS, please see the DOORS User Guide on Vehicle Designations at <https://ww3.arb.ca.gov/msprog/ordiesel/documents/doors/userguide-vehicledesignations.pdf>.

**Q – While my vehicle is “awaiting sale,” is it still included in my fleet calculations?**

A – No, once the vehicle is designated in DOORS as “awaiting sale,” the vehicle’s horsepower is not used to calculate your fleet’s total horsepower when determining fleet size and Best Available Control Technology (BACT) rate, and neither the vehicle’s horsepower nor emission factor are used in your fleet average calculations, which may benefit your overall fleet average. Until the vehicle is sold, the vehicle should remain in your DOORS fleet and will not earn BACT credit. Once the vehicle has been sold, the vehicle must be reported as “Sold/Retired” in DOORS within 30 days from the sale date, and BACT credit would be earned at the time of the sale (provided that the order of BACT requirements are followed). If the vehicle’s designation changes for any reason other than sale, the information should be updated in DOORS.

*While this document is intended to assist fleets with their compliance efforts, it does not alter or modify the terms of any CARB 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.*