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Friday, July 6, 2007



### NEWS | SAN DIEGO

## Company formed to meet expected confusion of clean diesel formulas

By **ERIK PISOR**, The Daily Transcript

Friday, July 6, 2007

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With the California Air Resources Board (CARB) set to adopt new in-use, off-road diesel equipment emissions standards in late July that will affect at least 79,000 contractors statewide who must retrofit or replace existing engines, a newly established local business aims to ease the process of emission standards compliance.

Founded last month, following requests by the Engineering and General Contractors Association board, **One Stop Diesel Solutions** combines into one package the services of other diesel solution service companies a contractor normally would have to contact on an individual basis when attempting to comply with diesel regulations.

A client of One Stop will receive services provided by **RECAT**, **Qualcomm Inc**, **Southwest Smoke Test Inc.** and **Justice & Associates Inc.**, who all perform either equipment testing, fleet analysis or engine retrofits.

According to Dan Fauchier, who heads One Stop and is staff leader of the San Diego Construction Industry Air Quality Coalition (CIAQC), the new company, which acts as a project manager for diesel equipment owners, stemmed from the fact most contractors don't have the time or understanding to fully comply with these pending new regulations.

"It's still confusing to me, and I've been involved in researching and understanding this for years," said Mike Shaw, president of El Cajon-based grading contractor **Perry & Shaw**, on One Stop's website. "Most equipment owners are going to be overwhelmed with requirements and information."

Fauchier concurred adding only an air quality engineer can truly assess if a fleet is in compliance with the regulations.

Under CARB's proposed current regulations a contractor's diesel engine fleet would be required to meet fleet average emission rate targets for particulate matter (PM).

The diesel PM target rate equals the sum of the maximum horsepower for each engine in a fleet multiplied by the PM target for each engine in that fleet, which must be previously established.

That total is then divided by the sum of the maximum horsepower for all engines in the fleet. If the fleet is not in compliance with the target rate further equations must be

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completed to determine what engines need replaced or retrofit for the fleet to be in compliance.

"What equipment owner has time for this," Fauchier questioned, adding a client of One Stop would have this fleet assessment completed by Justice & Associates, who would then relay to the contractor what engines must be retired or retrofit if the fleet is to be in compliance.

The largest fleets -- more than 20,000 horsepower -- would have to comply with fleet average targets in 2008-09. Medium fleets equal to or less than 20,000 horsepower would need to begin meeting the fleet average in 2009-10. Small fleets, fewer than 1,500 horsepower, would have until 2015.

A company can ensure its fleet meets yearly PM emissions averages by retrofitting 20 percent of their vehicles with verified diesel-emission control devices (VDECs), which are designed for reduction of diesel PM emissions on used diesel equipment.

A client of One Stop would receive VDEC technology and VDEC installation from RECAT, which has more than 30 years of diesel installing experience, Fauchier said.

Fauchier added since One Stop works on a commission basis with the companies it has a negotiated agreement with, the client will not take on additional costs for such services.

Aside from PM emission targets, large and medium fleets (greater than 1,000 horsepower) would also be required to meet fleet average emission rate targets for oxides of nitrogen (NOx).

The NOx Target Rate equals the sum of the maximum horsepower for each engine in the fleet multiplied by the NOx target for each engine in the fleet.

That total is then divided by the sum of the maximum horsepower for all engines in the fleet.

If a large or medium fleet is unable to meet the NOx target, it must turn over more than 10 percent of its fleet per year.

Both PM emissions and NOx targets decline over time, requiring fleets to reduce their emissions further and prove yearly documentation of compliance, another task One Stop is responsible for.

As the adoption date for these regulations near, Fauchier said the company is gearing up for additional clientele, as the ability for contractors to have all their emission and fleet needs met through one main source is still unique to the construction industry.

"We have the ability to save a lot of people from fines," he said, which can be as much as \$10,000 per day for any engine not in compliance.

Aside from aiding contractors in off road diesel engine emission standards compliance, One Stop also helps equipment owners register and attain the ability to utilize Tier 0 engines for an additional year.

Currently under CARB's Portable Equipment Registration Program, all Tier 0 engines are illegal and can't be registered in the state, however a local Air Pollution Control District policy allows for additional engine use.

Looking ahead, CARB -- following the adoption of off-road diesel emissions regulations -- will next craft diesel emissions regulations for private on-road equipment.

One Stop already appears prepared for this, as they have on board Southwest Smoke Test, which has "some of the best" capacity testing for on-road equipment, and Qualcomm, which will utilize its equipment productivity devices for clients.

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