

From: Kevin Green <Kevin.Green@WasteConnections.com>
Sent: Friday, February 27, 2026 4:55 PM
To: Christina Ojeda; Sarah Phillips
Cc: Gerardo Vergara; Larry Israel; Matt Breuer
Subject: Re: ENGINE AND PUMPS INFORMATION
Attachments: EquipmentShare#398303 PERP Info.pdf; PERP#198840.pdf; PDQ#76605 PERP Info.pdf

[EXTERNAL SENDER: Use caution with links/attachments]

Good afternoon, Ms. Ojeda,

Chiquita Canyon, LLC provides the following information and the attached documents regarding diesel-powered pumps and engines 50 HP or greater, in response to your February 20th request.

- **Reg# 164437**
 - We included all requested information in the September 2025 Condition 8 report, aside from the year of manufacture. We contacted the renter and they were unable to provide the year of manufacture.
- **Reg# 198839**
 - We included all requested information in the January 2025 Condition 8 report, aside from the year of manufacture, which is 2022.
- **Reg# 198840**
 - Equipment Type: Engine
 - Manufacturer: Cummins
 - Model number: X15-G17
 - Serial number: 80416782
 - Year of manufacture: 2022
 - Rated size (e.g., horsepower/HP): 755 HP
 - Installation date: 1/28/2025
 - Current operational status: onsite
 - Associated permit or registration information: PERP Reg# 198840
 - Any other relevant technical specifications or documentation: see attached
- **Reg# 149175**
 - We included all requested information in the September 2025 Condition 8 report, aside from the year of manufacture. We contacted the renter and they were unable to provide the year of manufacture.
- **Reg# 184642**
 - We included all requested information in the June 2025 Condition 8 report, aside from the year of manufacture, which is 2019.
- **Reg# 199845**
 - We included all requested information in the July 2025 Condition 8 report, aside from the year of manufacture, which is 2022.
- **Reg# 219024/PDQ Pump #76605**
 - Equipment type: Pump
 - Manufacturer: Hatz – Motorenfabrik Hatz
 - Model number: 4H50TIC
 - Serial number: 1362225013366
 - Year of manufacture: 2025
 - Rated size (e.g., horsepower/HP): 68 HP

- Installation date: 12/4/2025
- Current status: called off rent as of 2/24/2026
- Associated permit or registration information: PERP Reg# 219024/PDQ Pump #76605
- Any other relevant technical specifications or documentation: see attached
- **Reg # 203347**
 - We included all requested information in the January 2026 Condition 8 report, aside from the year of manufacture, which is 2021.
- **Reg# 200469**
 - We included all requested information in the January 2026 Condition 8 report, aside from the year of manufacture, which is 2022.
- **Reg# 218467**
 - We included all requested information in the January 2026 Condition 8 report, aside from the year of manufacture, which is 2022.
- **Reg # 213795/Equipment Share Pump #398303**
 - Equipment type: Pump
 - Manufacturer: Kohler
 - Model number: KDI2504TCR/26A
 - Serial number: 5302403820
 - Year of manufacture: we contacted the renter and they were unable to provide the year of manufacture.
 - Rated size (e.g., horsepower/HP): 74 HP
 - Installation date: 2/13/2026
 - Current status: called off rent as of 2/24/2026
 - Associated permit or registration information: PERP Reg # 213795/Equipment Share Pump #398303
 - Any other relevant technical specifications or documentation: see attached

Thanks,
Kevin

Kevin Green | District Manager
Chiquita Canyon Landfill
Avenal Regional Landfill
 29201 Henry Mayo Dr.
 Castaic, CA 91384
 661-812-5846



From: Christina Ojeda <cojeda@aqmd.gov>
Sent: Friday, February 20, 2026 3:28 PM
To: Kevin Green <Kevin.Green@WasteConnections.com>; Sarah Phillips <Sarah.Phillips@WasteConnections.com>
Cc: Gerardo Vergara <gvergara@aqmd.gov>; Larry Israel <lisrael@aqmd.gov>
Subject: ENGINE AND PUMPS INFORMATION

Good afternoon Mr. Green, we are requesting that you provide detailed equipment specifications for all pumps (the ones that are being used to pump liquids from the basins

or other areas of the landfill) and engines (i.e. PERP equipment) currently located onsite at the facility.

For each unit, please include the following information:

- Equipment type (pump or engine)
- Manufacturer
- Model number
- Serial number
- Year of manufacture
- Rated size (e.g., horsepower/HP)
- Installation date
- Current operational status
- Associated permit or registration information (including permit numbers if any & registration IDs)
- Any other relevant technical specifications or documentation

If available, please also provide copies of specification sheets, CARB registrations, and any related supporting documentation (hour logs etc.).

Please provide this information by **close of business Friday February 27, 2026.**

Thank you for your cooperation.



Christina Ojeda

Air Quality Inspector I

Office of Compliance and Enforcement

South Coast Air Quality Management District

21865 Copley Dr., Diamond Bar, CA 91765

Office: (909) 396-2475 | cojeda@aqmd.gov

Statewide Portable Equipment Registration

11456733
AS7
PH

Registration No: 198840

Legal Owner or Operator:

United Rentals (North America), Inc.

Mailing Address:

400 E. North Avenue
Streamwood, IL 60107

Engine Description:

Dual engine w/ PERP # 198839

Certified portable internal combustion engine, compression ignition, manufactured by Cummins, model X15-G17, serial no. 80416782, rated at 755 bhp, Diesel fueled.

Fleet's Compliance Path: Fleet Average Option		Engine DPM Emission Factor: 0.015 g/bhp-hr
Fleet's DPM Average: 0.027		Tier - Placard Color: Tier 4 - Blue
2020 DPM Std: 0.10 g/bhp-hr	2023 DPM Std: 0.06 g/bhp-hr	2027 DPM Std: 0.03 g/bhp-hr

U.S. EPA Engine Family Name:

NCEXL15.0AAS

Conditions:

see attached

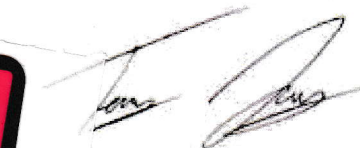
Home District:

Ventura County Air Pollution Control District

Engine Inspection Discount:

No inspection discount claimed

Expiration Date: September 30, 2028

Tony Zeng
Manager, Portable Equipment Registration Program
Enforcement Division

Statewide Portable Equipment Registration

The following operating conditions apply for registration 198840

Engine Serial No.: 80416782

General Requirements

1. Statewide registration does not relieve any obligations under any other applicable law.
2. The engine shall be properly maintained and kept in good operating condition at all times.
3. The registration identification sticker shall be affixed in a visible location on the registered portable engine at all times. The metal placard shall be securely affixed on a vertical surface of the portable engine in a location that is readily visible from a distance. A legible copy of the registration certificate and operating conditions shall be kept on site with the portable engine and shall be made accessible to the California Air Resources Board or district representative upon request.
4. Engines must use only CARB diesel fuel as defined in Title 17 California Code of Regulations Section 93116.2, or other fuels and/or additives that have been verified through the Verification Procedure for In-Use Strategies to Control Emissions from Diesel Engines.
5. This registration is not valid for operation of generators used to provide power into the grid, except during an emergency event or other unforeseen event that affects grid stability.
6. This registration is not valid for the operation of a generator used to provide primary or supplemental power to a building, facility, stationary source, or stationary equipment except during the following scenarios: unforeseen interruptions of power from the serving utility; maintenance and repair operations to a building, facility, stationary source, or stationary equipment, including maintenance of stationary backup generators that have not experienced an engine failure; and electrical upgrade operations including startup, shutdown, and testing that do not exceed 90 calendar days, or a longer period as authorized in writing by the district.
7. Upon approval from the local district, a generator may be used to temporarily replace a stationary backup generator permitted by a district that has experienced an engine failure as long as the conditions specified in Title 13 of the California Code of Regulations Section 2453(m)(4)(E)(4) are met.
8. This registration is not valid for any location where the permitted stationary engine has reached the operational limits on the permit, even during an emergency.
9. The engine and any replacement engine shall not reside at the same location for more than 12 consecutive months.
10. The operation of this engine shall not cause a public nuisance.
11. The portable engine shall not be operated under both statewide registration and a district permit at any specific location.
12. The engine shall be equipped with operational and properly maintained non-resettable hour time meter.
13. For each rental engine or an engine used in a third party rental transaction, the owner shall provide each person who rents the portable engine with a copy of the registration certificate, including operating conditions, as part of the rental agreement.
14. This registration is not valid for operation in State Territorial Waters without written authorization from the corresponding onshore district.
15. The operator of a portable engine or equipment unit shall obtain district authorization prior to operation at any specific location where the Statewide registration is not valid.
16. This registration is not valid for operation within the boundaries of the California Outer Continental Shelf.
17. This registration is not valid for operation of an engine that powers an equipment unit that has been determined by the California Air Resources Board or the district to qualify as part of a stationary source.
18. The owner/operator of this engine shall contact the local air district prior to operation at an agricultural source.
19. For each rental engine or an engine used in a third party rental transaction, a written copy of the rental agreement or a completed Form 50 must be kept onsite at all times.

The following operating conditions apply for registration 198840

Engine Serial No.: 80416782

20. Except for projects that exclusively use Tier 4 engines or operate in remote locations, onshore projects as defined in California Code of Regulations Section 2452(ff) that operate in a district designated as extreme non-attainment for ozone, the person responsible for the project site must notify the district in writing if the total maximum rated horsepower of registered engines located simultaneously on the project exceeds 2,500 bhp.
 - a. For projects that exceed 2,500 bhp at startup, the notification must be done at least 14 days prior to commencing operations. Notification must be done within 72 hours of commencing operation for projects that provide relief to an emergency or projects that exceed 2,500 bhp after startup.
 - b. The notification shall include the registration number of each registered engine, the name and phone number of the contact person with information concerning the locations where the engines will be operated, estimated time the registered engines will be operating on the project, and the Final CEQA Document and Notice of Determination and, if requested, supporting information.
 - c. The district may perform an ambient air quality impact analysis (AQIA). The owner of engine(s) registered in the statewide registration program shall be required, at the request of the district, to submit any information deemed by the district to be necessary for performing the AQIA. Except for Tier 4 final engines, statewide registration shall not be valid at any location where the AQIA demonstrates that the operation of the registered engines will cause a violation of an ambient air quality standard.
21. Any person selling a certified engine subject to Title 17 of the California Code of Regulations Section 93116 in California must provide the following disclosure in writing to the buyer as part of the sales transaction: "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 <https://www.arb.ca.gov/portable/portable.htm>"

Emission Limitations

22. No air contaminant shall be discharged into the atmosphere for a period or periods aggregating more than 3 minutes in any one hour which is as dark or darker than Ringelmann 1 or equivalent to 20% opacity.

State Territorial Waters

23. Authorization from the corresponding onshore district is required prior to operating this engine in State Territorial Waters. If authorization is in the form of a district permit, the terms and conditions of the district permit supercede the statewide registration requirements for the project, except that the most stringent of the control technology requirements and emission concentration limits contained in either the district permit or statewide registration apply.
24. Prior to operating in State Territorial Waters, the operator shall notify the corresponding onshore district at least 14 days in advance of commencing operations in that district. Notification shall include the registration number of the engine, name and phone of the responsible official, estimated duration of project, and estimated emissions expected for the project.
25. The owner/operator of this engine shall submit any information deemed necessary by the corresponding onshore district to perform an air quality impact analysis (AQIA). This registration shall not be valid at any location where the AQIA demonstrates a potential violation of an ambient air quality standard.

Recordkeeping

26. For a rental engine or an engine that is part of a third party rental transaction, the rental business shall provide a written log for recordkeeping purposes which is to be kept with the rental engine at all times. The rental business shall keep records of the company identification number that can be cross referenced with the registration number; date of the start and end of the rental transaction; and written (signed) acknowledgment by each renter of having received the registration certificate and operating conditions. Separate logs may be kept for each rental transaction, but the rental business must maintain the records contained in each log on a calendar year basis for each registered engine. All previous annual logs shall be maintained at a central location for a minimum of five years, and made accessible to the California Air Resources Board or districts upon request.
27. All records shall be maintained at a central place of business for a minimum of five years, and made accessible to the California Air Resources Board or district representative upon request.
28. For non-rental engines, the operator shall record the registration number and specific location of the engine (i.e. street address and city; or county and UTM coordinates; or other location indicator) no less than once a month.
29. While the engine is out on rent, the rental customer shall record no less than once a month the specific location of the engine (i.e. street address and city; or county and UTM coordinates; or other location indicator) in the written log provided by the owner.

The following operating conditions apply for registration 198840

Engine Serial No.: 80416782

Reporting & Notification

30. Registered diesel engines shall submit an hour meter reading with the renewal for each engine being renewed. The fleet owner must specify the date which the reading was taken, and the reading must be taken within 12 months prior to the expiration date of the registration.
31. The owner of a registered portable engine must notify the Executive Officer in writing within 30 days of replacing the registered portable engine with an identical replacement. The notification must include company name, the responsible official, phone number, registration number, make, rated brake horsepower, serial number of the identical replacement, and description of the engine failure. Applicable fees must be submitted as required in Title 13 of the California Code of Regulations Section 2461.
32. When this engine is sold, the new owner shall submit a change of ownership application within 30 days of the change in ownership. During the 30 day period the new owner is authorized to operate the registered engine. If an application is not received within 30 days of the ownership change, the existing registration is not valid for the new owner until the application has been filed and all applicable fees have been paid.

Fleet Requirements

33. Except for low-use engines and engines used exclusively in emergency applications, for engines greater than 50 bhp, a weighted fleet average PM emission factor of 0.10 g/bhp-hr must be met by **January 1, 2020**, 0.06 g/bhp-hr must be met by **January 1, 2023**, and 0.03 g/bhp-hr must be met by **January 1, 2027**. Changes in the fleet, including engine additions and deletions, must not result in noncompliance with this standard.
34. The weighted fleet average PM emission factor shall be calculated by taking the summation of the emission factor for each engine in the fleet multiplied by the bhp rating for each engine and then dividing that summation by the summation of the bhp ratings for all the engines in the fleet.
35. The weighted fleet average PM emission factor calculation shall use the test results from nonroad emission standard certification, test results from a verified emission control strategy as defined in Title 13 of the California Code of Regulations Section 93116.2. All test results shall be made available to the California Air Resources Board upon request.
36. Where equipment uses grid power for more than 200 hours in lieu of operating a portable diesel engine for a given project, the time period grid power is used may be used to reduce each affected engine's emission factor. The emission factor for each affected portable engine shall be reduced proportionally by the percentage of time the equipment uses grid power.
37. Where a fleet has chosen to replace an existing portable engine with electrification, the fleet may include the replaced engine in the fleet calculation with an emission factor of zero.
38. Where a fleet has chosen to install electrification in lieu of adding a diesel powered engine to the fleet, a fleet may include that engine in the fleet calculation with an emission factor of zero.
39. The weighted fleet average PM emission factor shall include all portable engines that are owned by a person, business, or government agency and are registered with the Statewide Portable Equipment Registration Program, operated within California, and meet the applicability listed in Title 17 of the California Code of Regulations Section 93116.1.
40. If certified non-diesel fueled engines are part of your fleet and have been operating 100 or more hours, they may be included toward determining compliance with the applicable fleet emission standards. A diesel PM emission rate of zero must be used in the fleet calculations for these engines. If the engine was added to the fleet prior to January 1, 2009, it may be counted twice in the company's fleet average determination toward compliance with the 2020 and 2023 fleet emission standards.
41. Tier 4 interim engines and Tier 4 final engines rated over 750 bhp that were permitted or registered prior to January 1, 2017 may be counted twice in the fleet average determination toward compliance with the 2020 and 2023 fleet emission standards.
42. In the event a fleet demonstrates compliance with Title 17 of the California Code of Regulations Section 93116.3(c)(8), the fleet may double count Tier 4 interim and Tier 4 final engines when demonstrating compliance with the 2020 and 2023 fleet emission standards for the applicable size category.

Fleet Recordkeeping

43. The responsible official of a fleet must keep records of annual operating hours for non-diesel fueled portable engines used as part of a company's fleet average, engines affected by the use of electrification, low-use engines, and emergency-use engines.
44. All records pertaining to the fleet shall be maintained at a central place of business for a minimum of five years, and made accessible to the California Air Resources Board or district representative upon request.

The following operating conditions apply for registration 198840

Engine Serial No.: 80416782

Fleet Reporting and Notification

45. The Responsible Official of a fleet electing to use electrification in determining the fleet average must notify the Executive Officer of the affected engines prior to the start of the project as specified in Title 17 of the California Code of Regulations Section 93116.4(b)(3). In addition, the notification must clearly identify the electrification activity, including the amount of electricity used and the time period for the project as specified in Title 17 of the California Code of Regulations Sections 93116.3(d)(2)(A)(1), 93116.3(d)(2)(A)(2), and 93116.3(d)(2)(A)(3).
46. The Responsible Official of a fleet must submit to the California Air Resources Board by **March 1, 2020**, **March 1, 2023**, and **March 1, 2027** a signed statement of compliance that the fleet standards are being achieved. The statement of compliance must include for each engine in the fleet: serial number, brake horsepower rating, engine family name, fuel type, PM emission factor (g/bhp-hr), and State registration number. If compliance with the fleet average includes the use of electrification, the Responsible Official must provide documentation supporting the credit claimed for electrification.
47. The Responsible Official of a fleet must submit to the California Air Resources Board upon application to add any Tier 1, Tier 2, or Tier 3 engine to the fleet or upon request to remove a Tier 4 interim or Tier 4 final engine from a fleet, except for engine dealers and rental businesses, a signed statement of compliance that the fleet standards are being achieved. The statement of compliance must include for each engine in the fleet: serial number, brake horsepower rating, engine family name, fuel type, PM emission factor (g/bhp-hr), and district permit or State registration number. If compliance with the fleet average includes the use of electrification, the Responsible Official must provide documentation supporting the credit claimed for electrification.
48. As part of each statement of compliance, the Responsible Official must, if applicable, certify that all alternative-fueled engines included in the fleet average operated at least 100 hours during the previous 12 months prior to the fleet emission standard becoming effective.

Inspection Requirements

49. Within 45 days after initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection to be completed within one year of the initial registration or renewal date. If the engine is operating in a district other than the home district, the owner or operator may request the home district to arrange an inspection by that other district.
50. The time for the arranged inspection shall be agreed upon in advance between the district and the company. To the extent that an arranged inspection does not fall within the district's normal workday, the district may charge for the off-hour time.
51. If an arranged inspection does not occur due to unforeseen circumstances, the inspection shall be rescheduled for no later than 90 days from the initially scheduled inspection.
52. For the purposes of scheduling inspections of multiple engines in order to qualify for an inspection fee discount, the owner or operator shall submit, within 45 days of initial registration issuance date or by January 30 of each year for renewals, a letter of intent to the home district that shall include an engine list with registration numbers of those to be inspected. If the fleet owner pays the discounted inspection fee and then fails to qualify for the discount during the actual arranged inspection, then the district may bill the fleet owner for the difference between the discounted inspection fee and the full inspection fee. Upon request of the district, the fleet shall not be eligible to use the discount in 2461(d) for any subsequent arranged inspections if the fleet failed to comply with the inspection fee discount requirements.
53. If the engine is out of California for one year or more following initial registration or renewal, the engine shall be excused from having the arranged inspection provided that within 45 days after the date of initial registration or renewal, the owner sends a letter to the district containing the registration number and a statement that the registered engine or equipment unit is out of California for the one-year period. Upon the return of the engine to California, the owner shall arrange to have the engine inspected within 30 days.

Statewide Portable Equipment Registration

Registration No: 219024

Legal Owner or Operator: PDQ Enterprises Inc, dba PDQ Rentals

Mailing Address: 10826 Shoemaker Ave.
Santa Fe Springs, CA 90670

Engine Description:

Certified portable internal combustion engine, compression ignition, manufactured by Hatz - Motorenfabrik Hatz, model 4H50TIC, serial no. 1362225013366, (Unit Number: 76605), rated at 68 bhp, Diesel fueled.

Fleet's Compliance Path: Fleet Average Option		Engine DPM Emission Factor: 0.015 g/bhp-hr	
Fleet's DPM Average: 0.018		Tier - Placard Color: Tier 4 - Blue	
2020 DPM Std: 0.10 g/bhp-hr	2023 DPM Std: 0.06 g/bhp-hr	2027 DPM Std: 0.03 g/bhp-hr	

U.S. EPA Engine Family Name: SHZXL02.0V50

Conditions: see attached

Home District: South Coast Air Quality Management District

Engine Inspection Discount: No inspection discount claimed

Expiration Date: January 31, 2029



Tony Zeng
Manager, Portable Equipment Registration Program
Enforcement Division



PORTABLE EQUIPMENT REGISTRATION PROGRAM

 **CALIFORNIA**
AIR RESOURCES BOARD
Statewide Portable Equipment Registration Program

Registration Number: **219024** Expiration Date: **1/31/29**

Statewide Portable Equipment Registration

Registration No: 213795

Legal Owner or Operator:

Equipmentsshare.com, Inc.

Mailing Address:

758 Phillips Drive
Freeport, FL 32439

Engine Description:

Certified portable internal combustion engine, compression ignition, manufactured by Kohler, model KDI2504TCR/26A, serial no. 5302403820, (Unit Number: 398303), rated at 74 bhp, Diesel fueled.

Fleet's Compliance Path: Tier Phase-Out	Engine DPM Emission Factor: 0.015 g/bhp-hr
Engine Tier Phase-Out Date: None	Tier - Placard Color: Tier 4 - Blue

U.S. EPA Engine Family Name:

PKHXL02.5TCR

Conditions:

see attached

Home District:

South Coast Air Quality Management District

Engine Inspection Discount:

No inspection discount claimed

Expiration Date: February 29, 2028



Tony Zeng
Manager, Portable Equipment Registration Program
Enforcement Division

Statewide Portable Equipment Registration

The following operating conditions apply for registration 213795

Engine Serial No.: 5302403820

General Requirements

1. Statewide registration does not relieve any obligations under any other applicable law.
2. The engine shall be properly maintained and kept in good operating condition at all times.
3. The registration identification sticker shall be affixed in a visible location on the registered portable engine at all times. The metal placard shall be securely affixed on a vertical surface of the portable engine in a location that is readily visible from a distance. A legible copy of the registration certificate and operating conditions shall be kept on site with the portable engine and shall be made accessible to the California Air Resources Board or district representative upon request.
4. Engines must use only CARB diesel fuel as defined in Title 17 California Code of Regulations Section 93116.2, or other fuels and/or additives that have been verified through the Verification Procedure for In-Use Strategies to Control Emissions from Diesel Engines.
5. This registration is not valid for operation of generators used to provide power into the grid, except during an emergency event or other unforeseen event that affects grid stability.
6. This registration is not valid for the operation of a generator used to provide primary or supplemental power to a building, facility, stationary source, or stationary equipment except during the following scenarios: unforeseen interruptions of power from the serving utility; maintenance and repair operations to a building, facility, stationary source, or stationary equipment, including maintenance of stationary backup generators that have not experienced an engine failure; and electrical upgrade operations including startup, shutdown, and testing that do not exceed 90 calendar days, or a longer period as authorized in writing by the district.
7. Upon approval from the local district, a generator may be used to temporarily replace a stationary backup generator permitted by a district that has experienced an engine failure as long as the conditions specified in Title 13 of the California Code of Regulations Section 2453(m)(4)(E)(4) are met.
8. This registration is not valid for any location where the permitted stationary engine has reached the operational limits on the permit, even during an emergency.
9. The engine and any replacement engine shall not reside at the same location for more than 12 consecutive months.
10. The operation of this engine shall not cause a public nuisance.
11. The portable engine shall not be operated under both statewide registration and a district permit at any specific location.
12. The engine shall be equipped with operational and properly maintained non-resettable hour time meter.
13. For each rental engine or an engine used in a third party rental transaction, the owner shall provide each person who rents the portable engine with a copy of the registration certificate, including operating conditions, as part of the rental agreement.
14. This registration is not valid for operation in State Territorial Waters without written authorization from the corresponding onshore district.
15. The operator of a portable engine or equipment unit shall obtain district authorization prior to operation at any specific location where the Statewide registration is not valid.
16. This registration is not valid for operation within the boundaries of the California Outer Continental Shelf.
17. This registration is not valid for operation of an engine that powers an equipment unit that has been determined by the California Air Resources Board or the district to qualify as part of a stationary source.
18. The owner/operator of this engine shall contact the local air district prior to operation at an agricultural source.
19. For each rental engine or an engine used in a third party rental transaction, a written copy of the rental agreement or a completed Form 50 must be kept onsite at all times.

The following operating conditions apply for registration 213795

Engine Serial No.: 5302403820

20. Except for projects that exclusively use Tier 4 engines or operate in remote locations, onshore projects as defined in California Code of Regulations Section 2452(ff) that operate in a district designated as extreme non-attainment for ozone, the person responsible for the project site must notify the district in writing if the total maximum rated horsepower of registered engines located simultaneously on the project exceeds 2,500 bhp.
 - a. For projects that exceed 2,500 bhp at startup, the notification must be done at least 14 days prior to commencing operations. Notification must be done within 72 hours of commencing operation for projects that provide relief to an emergency or projects that exceed 2,500 bhp after startup.
 - b. The notification shall include the registration number of each registered engine, the name and phone number of the contact person with information concerning the locations where the engines will be operated, estimated time the registered engines will be operating on the project, and the Final CEQA Document and Notice of Determination and, if requested, supporting information.
 - c. The district may perform an ambient air quality impact analysis (AQIA). The owner of engine(s) registered in the statewide registration program shall be required, at the request of the district, to submit any information deemed by the district to be necessary for performing the AQIA. Except for Tier 4 final engines, statewide registration shall not be valid at any location where the AQIA demonstrates that the operation of the registered engines will cause a violation of an ambient air quality standard.
21. Any person selling a certified engine subject to Title 17 of the California Code of Regulations Section 93116 in California must provide the following disclosure in writing to the buyer as part of the sales transaction: "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 <https://www.arb.ca.gov/portable/portable.htm>"

Emission Limitations

22. No air contaminant shall be discharged into the atmosphere for a period or periods aggregating more than 3 minutes in any one hour which is as dark or darker than Ringelmann 1 or equivalent to 20% opacity.

State Territorial Waters

23. Authorization from the corresponding onshore district is required prior to operating this engine in State Territorial Waters. If authorization is in the form of a district permit, the terms and conditions of the district permit supercede the statewide registration requirements for the project, except that the most stringent of the control technology requirements and emission concentration limits contained in either the district permit or statewide registration apply.
24. Prior to operating in State Territorial Waters, the operator shall notify the corresponding onshore district at least 14 days in advance of commencing operations in that district. Notification shall include the registration number of the engine, name and phone of the responsible official, estimated duration of project, and estimated emissions expected for the project.
25. The owner/operator of this engine shall submit any information deemed necessary by the corresponding onshore district to perform an air quality impact analysis (AQIA). This registration shall not be valid at any location where the AQIA demonstrates a potential violation of an ambient air quality standard.

Recordkeeping

26. For a rental engine or an engine that is part of a third party rental transaction, the rental business shall provide a written log for recordkeeping purposes which is to be kept with the rental engine at all times. The rental business shall keep records of the company identification number that can be cross referenced with the registration number; date of the start and end of the rental transaction; and written (signed) acknowledgment by each renter of having received the registration certificate and operating conditions. Separate logs may be kept for each rental transaction, but the rental business must maintain the records contained in each log on a calendar year basis for each registered engine. All previous annual logs shall be maintained at a central location for a minimum of five years, and made accessible to the California Air Resources Board or districts upon request.
27. All records shall be maintained at a central place of business for a minimum of five years, and made accessible to the California Air Resources Board or district representative upon request.
28. For non-rental engines, the operator shall record the registration number and specific location of the engine (i.e. street address and city; or county and UTM coordinates; or other location indicator) no less than once a month.
29. While the engine is out on rent, the rental customer shall record no less than once a month the specific location of the engine (i.e. street address and city; or county and UTM coordinates; or other location indicator) in the written log provided by the owner.

The following operating conditions apply for registration 213795

Engine Serial No.: 5302403820

Reporting & Notification

30. Registered diesel engines shall submit an hour meter reading with the renewal for each engine being renewed. The fleet owner must specify the date which the reading was taken, and the reading must be taken within 12 months prior to the expiration date of the registration.
31. The owner of a registered portable engine must notify the Executive Officer in writing within 30 days of replacing the registered portable engine with an identical replacement. The notification must include company name, the responsible official, phone number, registration number, make, rated brake horsepower, serial number of the identical replacement, and description of the engine failure. Applicable fees must be submitted as required in Title 13 of the California Code of Regulations Section 2461.
32. When this engine is sold, the new owner shall submit a change of ownership application within 30 days of the change in ownership. During the 30 day period the new owner is authorized to operate the registered engine. If an application is not received within 30 days of the ownership change, the existing registration is not valid for the new owner until the application has been filed and all applicable fees have been paid.

Fleet Recordkeeping

33. The responsible official of a fleet must keep records of annual operating hours for non-diesel fueled portable engines used as part of a company's fleet average, engines affected by the use of electrification, low-use engines, and emergency-use engines.
34. All records pertaining to the fleet shall be maintained at a central place of business for a minimum of five years, and made accessible to the California Air Resources Board or district representative upon request.

Inspection Requirements

35. Within 45 days after initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection to be completed within one year of the initial registration or renewal date. If the engine is operating in a district other than the home district, the owner or operator may request the home district to arrange an inspection by that other district.
36. The time for the arranged inspection shall be agreed upon in advance between the district and the company. To the extent that an arranged inspection does not fall within the district's normal workday, the district may charge for the off-hour time.
37. If an arranged inspection does not occur due to unforeseen circumstances, the inspection shall be rescheduled for no later than 90 days from the initially scheduled inspection.
38. For the purposes of scheduling inspections of multiple engines in order to qualify for an inspection fee discount, the owner or operator shall submit, within 45 days of initial registration issuance date or by January 30 of each year for renewals, a letter of intent to the home district that shall include an engine list with registration numbers of those to be inspected. If the fleet owner pays the discounted inspection fee and then fails to qualify for the discount during the actual arranged inspection, then the district may bill the fleet owner for the difference between the discounted inspection fee and the full inspection fee. Upon request of the district, the fleet shall not be eligible to use the discount in 2461(d) for any subsequent arranged inspections if the fleet failed to comply with the inspection fee discount requirements.
39. If the engine is out of California for one year or more following initial registration or renewal, the engine shall be excused from having the arranged inspection provided that within 45 days after the date of initial registration or renewal, the owner sends a letter to the district containing the registration number and a statement that the registered engine or equipment unit is out of California for the one-year period. Upon the return of the engine to California, the owner shall arrange to have the engine inspected within 30 days.