

Release Date November 26, 2024

Potential Targeted Administrative Modifications (TEAMs) Rulemaking

The CARB Enforcement Division (ED) received feedback from stakeholders that potential targeted, administrative modifications should be made to five regulations to improve the clarity and enforceability of the regulations. ED staff, in conjunction with CARB Transportation and Toxics Division and Industrial Strategies Division, developed potential modifications to accomplish these goals.

(1) Airborne Toxic Control Measure to Reduce Formaldehyde Emissions from Composite Wood Products. The modifications aim to: add clarifying language to change the equivalence testing ranges to match U.S. EPA's ranges; remove the "bar code" option for providing compliance information on a finished good; remove the "bill of lading" option for providing a statement of compliance; and add language to clarify the compliance language is to be in English. To review the potential modifications, [please see Attachment I](#).

(2) California Diesel Fuel Regulations. The modifications aim to require final blend fuel samples collected by fuel producers and importers be retained for CARB inspection. To review the potential modifications, [please see Attachment II](#).

(3) California Reformulated Gasoline Regulations. The modifications aim to require final blend fuel samples collected by fuel producers and importers be retained for CARB inspection. To review the potential modifications, [please see Attachment III](#).

(4) Regulation for Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards. The modifications aim to clarify the language for opacity standards and testing requirements for cargo handling equipment and remove duplicative and outdated phase-in period language. To review the potential modifications, [please see Attachment IV](#).

(5) Statewide Portable Equipment Registration Regulation (PERP). The modifications aim to: add a definition of "turbine," add a notification provision for PERP registered units operating within 1,000 feet of a school; align Tactical Support Equipment annual reporting to one year registration instead of annual reporting with three-year registration; and clarify that the registration holder may be subject to a suspension or revocation action based on the actions of a renter, lessor, third-party rental, or other authorized representative of the registration holder. To review the potential modifications, [please see Attachment V](#).

CARB staff will also accept written feedback on the workshop materials through 5:00 p.m. Pacific Time on January 3, 2025. Please submit written feedback to edrulemaking@arb.ca.gov.

Attachment I

AIRBORNE TOXIC CONTROL MEASURE TO REDUCE FORMALDEHYDE EMISSIONS FROM COMPOSITE WOOD PRODUCTS

- Originally adopted in 2008. It has not been amended since original adoption.
- Link to original rulemaking documents: [Original Composite Wood ATCM Rulemaking](#)

Potential Regulation Order

Modify sections 93120-93120.12 of title 17, California Code of Regulations, to read as follows:

§ 93120.3. Requirements for Manufacturers of Hardwood Plywood (HWPW), Particleboard (PB), and Medium Density Fiberboard (MDF).

(e) Product Labeling Requirements.

(5) Panels imported into or transported across California for quarterly or quality control testing purposes must be labeled "For CARB/TSCA Title VI testing only, not for sale in California."

(5) Statement of compliance. For each composite wood product, the manufacturer must include on the ~~bill of lading~~ or invoice:

(1) the ARB assigned number of the approved third party certifier, if applicable; and

(2) a statement that the composite wood products comply with the applicable Phase 1 or Phase 2 emission standard specified in section 93120.2(a) and, if applicable, were made using ULEF resins or no- added formaldehyde based resins.

§ 93120.5. Requirements for Distributors of Hardwood Plywood (HWPW), Particleboard (PB), Medium Density Fiberboard (MDF), and Finished Goods Containing Those Materials

- (c) Product Labeling Requirements for Composite Wood Products and Finished Goods.

(3) Panels imported into or transported across California for quarterly or quality control testing purposes must be labeled "For CARB/TSCA Title VI testing only, not for sale in California."

- (d) Statement of compliance. For each composite wood product or finished good made with these materials, the distributor must state on the ~~bill of lading or~~ invoice, that the composite wood products or composite wood products contained in finished goods comply with the applicable Phase 1 or Phase 2 emission standard specified in section 93120.2(a).

§ 93120.6. Requirements for Importers of Hardwood Plywood (HWPW), Particleboard (PB), Medium Density Fiberboard (MDF), and Finished Goods Containing Those Materials.

- (c) Product Labeling Requirements for Composite Wood Products and Finished Goods.

(3) Panels imported into or transported across California for quarterly or quality control testing purposes must be labeled "For CARB/TSCA Title VI testing only, not for sale in California."

- (d) Statement of compliance. For each composite wood product or finished good made with these materials, the importer must state on the ~~bill of lading or~~ invoice, that the composite wood products or composite wood products contained in finished goods comply with the applicable Phase 1 or Phase 2 emission standard specified in section 93120.2(a).

§ 93120.7. Requirements for Fabricators that use Hardwood Plywood (HWPW), Particleboard (PB), Medium Density Fiberboard (MDF), and Finished Goods Containing Those Materials.

(d) Product Labeling Requirements. Fabricators must:

- (1) Label their finished goods containing HWPW, PB, or MDF destined for sale or supply in California. The label shall be applied as a stamp, tag, or sticker, ~~or bar code~~ on every finished good produced, or on every box containing finished goods. The label shall include, at a minimum, in legible English text, the fabricator's name, the date the finished good was produced and a marking to denote that the product was made with HWPW, PB, or MDF that complies with the applicable Phase 1 or Phase 2 emission standards in section 93120.2(a). Finished goods shall be labeled as having been made with no-added formaldehyde based resins or ULEF resins if this is so for all HWPW, PB, or MDF used in fabricating the finished goods.
- (2) Designate their goods as being made with HWPW, PB, or MDF that complies with the applicable emission standards specified in section 93120.2(a) on the ~~bill of lading~~ or invoice provided to distributors, importers, other fabricators, or retailers.

§ 93120.9. Test Methods.

(a)(2)(B)3 The ten comparison sample sets shall consist of testing a minimum of five sample sets in each of at least two of the following ranges of formaldehyde concentrations, as measured by the primary method:

1. Lower range: less than or equal to 0.075 ppm
2. Intermediate range: greater than 0.075 to less than or equal to 0.15 ppm
3. Upper range: greater than 0.15 ~~to 0.25~~ ppm

Attachment II

CALIFORNIA DIESEL FUEL REGULATIONS

- Originally adopted in 1988. Most recent amendments effective February 16, 2014.
- Link to original rulemaking documents: [Original Diesel Fuel Rulemaking](#)
- Link to 2014 amendments rulemaking documents: [Gasoline and Diesel Fuel 2014 Amendments Rulemaking Documents](#)

Potential Regulation Order

Modify section 2282 of title 13, California Code of Regulations, to read as follows:

§ 2282. Aromatic Hydrocarbon Content of Diesel Fuel.

(f) Testing, and Recordkeeping, and Sample Retention

(6) Beginning mm/dd/yyyy, the standards of Article 2 in addition to the requirements of this section (f)(6) shall apply to each final blend of diesel fuel that will be sold, offered for sale, supplied, or offered for supply from its production facility or import facility, regardless of the elected compliance option.

(A) For each final blend, a representative sample (hereby "retain") of the diesel fuel shall be collected. The retain shall be subject to the following requirements:

1. Sampling methodology set forth in 13 CCR § 2296 shall be followed.
2. The retain shall be collected on or before the start of physical transfer from the production or import facility.
3. The retain shall be securely sealed and its container shall be accurately labeled with the type of diesel (CARB diesel, R99, R100, etc.), date and time of sampling, date of release, tank number, batch number and elected compliance option.

- a. If the diesel fuel is subject to a Designated Alternative Limit (DAL), the label shall reference the DAL limit, and date and time of the report submitted to the executive officer pursuant to § 2282(d)(2).
4. The retain shall be held for a minimum of 30 calendar days after the date the final blend was certified in an environment that will protect the integrity of the fuel.
5. Retains shall be made available upon CARB's request.

Attachment III

CALIFORNIA REFORMULATED GASOLINE REGULATIONS

- Originally adopted in 1991. Most recent amendments effective February 16, 2014.
- Link to original rulemaking documents: Not available
- Link to 2014 amendments rulemaking documents: [Gasoline and Diesel Fuel 2014 Amendments Rulemaking Documents](#)

Potential Regulation Order

Modify section 2270 of title 13, California Code of Regulations, to read as follows:

§ 2270. Testing, and Recordkeeping, and Sample Retention

(c) Beginning mm/dd/yyyy, the requirements of this section (d) shall apply to each final blend of California gasoline or CARBOB (hereby "gasoline") that will be sold, offered for sale, supplied, or offered for supply from its production facility or import facility, regardless of the elected compliance option.

(1) For each final blend, a representative sample (hereby "retain") of the gasoline shall be collected. The retain shall be subject to the following requirements:

(A) Sampling methodology set forth in 13 CCR § 2296 shall be followed.

(B) The retain shall be collected on or before the start of physical transfer from the production or import facility.

(C) The retain shall be securely sealed and its container shall be accurately labeled with the grade of the gasoline, date and time of sampling, date of release, tank number, batch number and elected compliance option.

1. If the gasoline is subject to PM alternative specifications, the PM Notification Number shall also be listed on the label.

(D) The retain shall be held for a minimum of 30 calendar days after the date the final blend was certified in an environment that will protect the integrity of the fuel.

(E) Retains shall be made available upon CARB's request.

Attachment IV

REGULATION FOR MOBILE CARGO HANDLING EQUIPMENT AT PORTS AND INTERMODAL RAIL YARDS

- Originally adopted in 2006. Most recent amendments effective October 14, 2012.
- Link to original rulemaking documents: [Original Mobile Cargo Handling Equipment Rulemaking](#)
- Link to 2012 amendments rulemaking documents: [Mobile Cargo Handling Equipment 2012 Amendments Rulemaking](#)

Potential Regulation Order

Modify section 2479 of title 13, California Code of Regulations, to read as follows:

§ 2479. Regulation for Mobile Cargo Handling Equipment at Ports and Intermodal Rail Yards

(e) Requirements

(1) Opacity. Any cargo handling equipment subject to this regulation shall meet the opacity standards and testing requirements set forth in this subsection.

(A) Exemptions. Cargo handling equipment powered by a 2009 or subsequent model year engine is exempt from the opacity requirements of subsection (e)(1) until January 1 of the calendar year that is four years after the model year of the engine. For example, a 2009 model year engine is exempt until January 1, 2013.

(B) Opacity Standards. No cargo handling equipment shall exceed the smoke opacity levels provided below when tested in accordance with this section.

1. Cargo handling equipment powered by a non-certified diesel-fueled engine or an engine certified to a U.S. EPA PM emissions limit of greater than 0.40 grams/brake horsepower-hour (g/bhp-hr) PM shall not exceed 55 percent smoke opacity when tested in accordance with this section.

2. Cargo handling equipment powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit greater than or equal to 0.31 but less than or equal to 0.40 g/bhp-hr PM shall not exceed 45 percent smoke opacity when tested in accordance with this section.
3. Cargo handling equipment powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit of greater than or equal to 0.21 but less than or equal to 0.30 g/bhp-hr PM shall not exceed 35 percent smoke opacity when tested in accordance with this section.
4. Cargo handling equipment powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit of greater than or equal to 0.11 but less than or equal to 0.20 g/bhp-hr PM shall not exceed 25 percent smoke opacity when tested in accordance with this section.
5. Cargo handling equipment powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit of greater than or equal to 0.05 but less than or equal to 0.10 g/bhp-hr PM shall not exceed 15 percent smoke opacity when tested in accordance with this section.
6. Cargo handling equipment powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit of less than 0.05 g/bhp-hr PM shall not exceed 5 percent smoke opacity when tested in accordance with this section.

(C) Test Frequency. An owner/operator shall test, or shall employ a third party to have tested, each cargo handling equipment annually using the test prerequisites and procedure set forth in subsections (e)(1)(D) and (E).

(D) Test Prerequisites.

1. For equipment retrofitted with a VDECS the opacity of engine-out exhaust must be measured with VDECS removed, such as when VDECS is removed for cleaning. Owners/operators of equipment with OEM aftertreatment controls shall not remove the aftertreatment controls when testing engine opacity levels.

2. The opacity shall be measured during the preconditioning and test phases with a smoke meter consistent with Society of Automotive Engineers "Surface Vehicle Recommended Practice, Snap Acceleration Smoke Test Procedure for Heavy-Duty Powered Vehicles" (SAE J1667, February 1996), which is incorporated by reference herein, and as specified in subsection (e)(1)(G). The results shall be recorded continuously on the meter's chart recorder during each snap-idle cycle.
3. Individuals conducting opacity tests must have completed training conducted by the California Council on Diesel Education and Technology and obtained certification on the proper administration of the SAE J1667 test procedure.
4. The smoke opacity measurement equipment shall consist of a light extinction-type smoke meter that has an optical detection unit, a control/indicator unit, and a strip chart recorder. The smoke meter shall comply with the specifications provided in section 6 of the SAE J1667 procedure and shall be calibrated according to specifications in section 7 of the SAE J1667 procedure.

(E) Test Procedure. Opacity is to be measured according to the following procedure:

1. Preparation Phase. The cargo handling equipment shall be placed at rest, with the transmission in neutral, and the vehicle properly restrained to prevent any rolling motion.
2. Preconditioning Phase. The cargo handling equipment shall be put through a snap-idle cycle two or more times until two successive measured smoke levels are within five (5) opacity percent of each other. The smoke meter shall be rechecked prior to the preconditioning sequence to determine that its zero and full scale reading are adjusted according to specifications in section 5.4.2 of SAE J1667.
3. Test Procedure Phase. The cargo handling equipment shall be put through the snap-idle cycle three times.
4. The maximum instantaneous value recorded by the chart recorder shall be recorded as the maximum opacity reading.
5. The test opacity to determine the compliance with this subsection (e)(1) shall be the average of the two meter readings with the least difference in

opacity values. If all three readings have successive equivalent differences between them, the test opacity shall be the average of the three readings.

(F) Testing Failures.

1. If the opacity exceeds the limits described in subsection (e)(1)(B), the equipment shall be taken out of service and repaired. The information shall be recorded as specified in subsection (i)(1)(D)9. A post-repair opacity test shall be performed to determine if the measured opacity is within the requirements in subsection (e)(1)(B). Equipment shall be repaired such that it meets these opacity requirements before being returned to service.
2. If the post-repair opacity measure is greater than 5 percent higher than the opacity requirement in subsection (e)(1)(B), the equipment shall remain out of service. The equipment may be returned to service if it can be repaired so that the post-repair opacity is no more than 5 percent greater than the requirement in subsection (e)(1)(B).

(G) Engines that operate at constant speed and variable load may comply with the requirements of subsection (e)(1), using an alternative method as approved by the Executive Officer.

(H) If it can be demonstrated that complying with the requirements of subsection (e)(1) is not feasible due to the engine/equipment configuration, then an alternative method of compliance may be used if approved by the Executive Officer. In approving a request for use of an alternative method, the Executive Officer shall consider whether the owner/operator is able to demonstrate that alternative method will be able to detect increases in soot accumulation rates in the aftertreatment control device and be able to provide necessary maintenance and repair.

(2) Maintain all records as specified in subsection (i).

(3) Continuous Compliance. An owner or operator is required to keep all mobile cargo handling equipment operating in California in compliance with the requirements of this regulation at all times.

(4) Newly Purchased, Leased, or Rented Equipment Performance Standards:

(2)(5) Performance Standards for In-Use Yard Trucks

- (A) In accordance with the schedule set forth below in paragraph (e)(2)(5)(B), no owner or operator shall operate an in-use yard truck covered by this regulation at a port or intermodal rail yard unless the engine meets one of the performance requirements set forth below:

~~5. Annually per the following requirements, does not exceed the maximum opacity levels as provided in subsections (e)(2)(A)5.a. through g. below. For equipment retrofitted with a VDECS the opacity of engine-out exhaust must be measured with VDECS removed, such as when VDECS is removed for cleaning. Owners/operators of equipment with OEM aftertreatment controls shall not remove the aftertreatment controls when testing engine opacity levels:~~

~~a. The opacity shall be measured during the preconditioning and test phases with a smoke meter consistent with Society of Automotive Engineers "Surface Vehicle Recommended Practice, Snap Acceleration Smoke Test Procedure for Heavy-Duty Powered Vehicles" (SAE J1667, February 1996), which is incorporated by reference herein, and as specified in subsection (e)(2)(A)5.g. The results shall be recorded continuously on the meter's chart recorder during each snap-idle cycle:~~

~~b. Opacity is to be measured according to the following procedure:~~

~~(i) Preparation Phase. The yard truck shall be placed at rest, with the transmission in neutral, and the yard truck properly restrained to prevent any rolling motion:~~

~~(ii) Preconditioning Phase. The yard truck shall be put through a snap idle cycle two or more times until two successive measured smoke levels are within five (5) opacity percent of each other. The smoke meter shall be rechecked prior to the preconditioning sequence to determine that its zero and full scale reading are adjusted according to specifications in section 5.4.2 of SAE J1667.~~

~~(iii) Test Procedure Phase. The yard truck shall be put through the snap idle cycle three times:~~

~~(iv) The maximum instantaneous value recorded by the chart recorder shall be recorded as the maximum opacity reading.~~

~~(v) The test opacity to determine the compliance with subsection (e)(2)(A)5.e. shall be the average of the two meter readings with the least difference in opacity values. If all three readings have successive equivalent differences between them, the test opacity shall be the average of the three readings.~~

~~c. If the opacity exceeds the following limits, the equipment shall be taken out of service and repaired. The information shall be recorded as specified in subsection (i)(1)(D)9. A post-repair opacity test shall be performed to determine if the measured opacity is within the requirements in subsection (e)(2)(A)5.e. Equipment shall be repaired such that it meets these opacity requirements before being returned to service.~~

~~d. If the post-repair opacity measure is greater than 5 percent higher than the opacity requirement in subsection (e)(2)(A)5.e., the equipment shall remain out of service. The equipment may be returned to service if it can be repaired so that the post-repair opacity is no more than 5 percent greater than the requirement in subsection (e)(2)(A)5.e.~~

~~e. Opacity requirements: No yard truck shall exceed the smoke opacity levels provided below when tested in accordance with this section.~~

~~(i) Yard trucks powered by a non-certified diesel-fueled engine or an engine certified to a U.S. EPA PM emissions limit of greater than 0.40 grams/brake horsepower-hour (g/bhp-hr) PM shall not exceed 55 percent smoke opacity when tested in accordance with this section.~~

~~(ii) Yard trucks powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit greater than or equal to 0.31 but less than or equal to 0.40 g/bhp-hr PM shall not exceed 45 percent smoke opacity when tested in accordance with this section.~~

~~(iii) Yard trucks powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit of greater than or equal to 0.21 but less than or equal to 0.30 g/bhp-hr PM shall not exceed 35 percent smoke opacity when tested in accordance with this section.~~

~~(iv) Yard trucks powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit of greater than or equal to 0.11 but less than or equal to 0.20 g/bhp-hr PM shall not exceed 25 percent smoke opacity when tested in accordance with this section.~~

~~(v) Yard trucks powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit of greater than or equal to 0.05 but less than or equal to 0.10 g/bhp-hr PM shall not exceed 15 percent smoke opacity when tested in accordance with this section.~~

~~(vi) Yard trucks powered by a diesel-fueled engine certified to a U.S. EPA PM emissions limit of less than 0.05 g/bhp-hr PM shall not exceed 5 percent smoke opacity when tested in accordance with this section.~~

~~f. Individuals conducting opacity tests must have completed training conducted by the California Council on Diesel Education and Technology and obtained certification on the proper administration of the SAE J1667 test procedure.~~

~~g. The smoke opacity measurement equipment shall consist of a light extinction-type smoke meter that has an optical detection unit, a control/indicator unit, and a strip chart recorder. The smoke meter shall comply with the specifications provided in section 6 of the SAE J1667 procedure and shall be calibrated according to specifications in section 7 of the SAE J1667 procedure.~~

~~h. Initial phase-in for fleets of five or more yard trucks. Owners/operators of fleets of five or more yard trucks shall test the yard trucks in the fleet for smoke opacity in accordance with the requirements of (e)(2)(A)5.a. through g. above pursuant to the following schedule:~~

~~(i) at least 25 percent of the fleet's yard trucks within 180 calendar days of the effective date of this subsection;~~

~~(ii) at least 50 percent of the fleet's yard trucks within 270 calendar days of the effective date of this subsection;~~

~~(iii) at least 75 percent of the fleet's yard trucks within 365 calendar days of the effective date of this subsection;~~

~~(iv) the fleet's remaining yard trucks within 455 calendar days after the effective date of this subsection.~~

- i. ~~Owners and operators of fleets of one to four yard trucks shall test at least one yard truck within 180 days of this subsection becoming effective and one yard truck in each subsequent 90 day calendar day period until all yard trucks in the fleet have been tested.~~
- j. ~~If it can be demonstrated that complying with the requirements of subsection (e)(2)(A)5. is not feasible due to the engine/equipment configuration, then an alternative method of compliance may be used if approved by the Executive Officer. In approving a request for use of an alternative method, the Executive Officer shall consider whether the owner/operator is able to demonstrate that alternative method will be able to detect increases in soot accumulation rates in the aftertreatment control device and be able to provide necessary maintenance and repair.~~
- k. ~~Yard trucks powered by 2009 or subsequent model year engines are exempt from subsection (e)(2)(A)5. until January 1 of the calendar year that is four years after the model year of the engine. For example, a 2009 model year engine is exempt until January 1, 2013.~~

Attachment V

STATEWIDE PORTABLE EQUIPMENT REGISTRATION REGULATION

- Originally adopted in 1997. Most recent amendments effective November 30, 2018.
- Link to original rulemaking documents: [Original Portable Equipment Registration Program Rulemaking](#)
- Link to 2018 amendments rulemaking documents: [Portable Equipment Registration Program 2018 Amendments Rulemaking](#)

Potential Regulation Order

Modify sections 2450-2465 of title 13, California Code of Regulations, to read as follows:

§ 2452. Definitions.

Any term used in this article that is not defined in this section has the same meaning as those in title 17 section 93116.2. The following definitions shall apply for the purposes of this article:

(xx) "Turbine" means an internal combustion engine with operating characteristics significantly similar to the theoretical Brayton cycle, and operates on fuels, including natural gas, renewable natural gas, Liquid Petroleum Gas (LPG)/ propane/Compressed Natural Gas (CNG).

(xxyy) "Two-engine Vehicle" means the same as "Two-engine Vehicle" defined in title 13 Cal. Code Regs., section 2449(c) and the vehicle meets the criteria listed in title 13 Cal. Code Regs., section 2449(b)(2)(C).

(yyzz) "U.S. EPA" means the United States Environmental Protection Agency.

(zzaaa) "Volatile Organic Compound (VOC)" means any compound containing at least one atom of carbon except for the following exempt compounds: acetone, methyl acetate, perchloroethylene (tetrachloroethylene), ethane, parachlorobenzotrifluoride (1-chloro-4-trifluoromethyl benzene), methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, ammonium carbonates, methylene chloride (dichloromethane), methyl chloroform (1,1,1-trichloroethane), CFC-113 (trichlorotrifluoroethane), CFC-11 (trichlorofluoromethane), CFC-12 (dichlorodifluoromethane), CFC-22

(chlorodifluoromethane), CFC-23 (trifluoromethane), CFC-114 (dichlorotetrafluoroethane), CFC-115 (chloropentafluoroethane), HCFC-22 (chlorodifluoromethane), HCFC-123 (dichlorotrifluoroethane), HFC-134a (tetrafluoroethane), HCFC-141b (dichlorofluoroethane), HCFC-142b (chlorodifluoroethane), HCFC-124 (chlorotetrafluoroethane), HFC-23 (trifluoromethane), HFC-134 (tetrafluoroethane), HFC-125 (pentafluoroethane), HFC-143a (trifluoroethane), HFC-152a (difluoroethane), HFE-7200 (ethoxy-nonafluorobutane), cyclic, branched, or linear completely methylated siloxanes, the following classes of perfluorocarbons:

- (1) cyclic, branched, or linear, completely fluorinated alkanes;
- (2) cyclic, branched, or linear, completely fluorinated ethers with no unsaturations;
- (3) cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations; and
- (4) sulfur-containing perfluorocarbons with no unsaturations and with the sulfur bonds to carbon and fluorine, acetone, ethane, and parachlorobenzotrifluoride (1-chloro-4-trifluoromethyl benzene).

~~(aaa)~~(bbb) "Water Well Drilling Rig" means the same as "Two-Engine Water Well Drilling Rig" defined in title 13, Cal. Code Regs., section 2449(c).

§ 2458. Recordkeeping and Reporting.

- (c) For TSE, each military installation shall provide the Executive Officer an annual-report, in a format approved by the Executive Officer, within 60 days after the end of each calendar year. The report shall include the number, type, and rating of registered TSE at each installation as of December 31 of that calendar year. The applicable fees shall be submitted pursuant to section 2461. Any variation of registered TSE to actual TSE shall be accounted for in this annual report, and the Executive Officer shall issue an updated TSE list accordingly. A renewal registration will be issued with the updated TSE list every year ~~three years~~ according to expiration date.

§ 2459. Notification.

- (e) For operation of engines located within 1,000 feet from the outer boundary of a school site, the operator shall notify the district in writing within 30 days of commencing operations at that school site.

(ef) Except as listed in section 2459(d) above, owners and operators of registered engines are not subject to notification requirements.

(fg) The Executive Officer shall make available via the Internet a list of approved notification methods for each district.

(gh) Failure to provide the required notifications within the timelines specified in this section shall be deemed a violation of this regulation.

NOTE: Authority cited: Sections 39600, 39601, 41752, 41753, 41754, 41755, 43013(b) and 43018, Health and Safety Code. Reference: Sections 41750, 41751, 41752, 41753, 41754, and 41755, and 42301.6, Health and Safety Code.

§ 2462. Duration of Registration.

(a) Except for TSE registrations, registrations that will expire on December 31, 2029 pursuant to section 2456(k), and ~~except for~~ registrations that expire pursuant to title 17, Cal. Code Regs., section 93116.3(c)(1), registrations and renewals will be valid for three years from date of issuance. For change of ownership, the registration shall retain the original expiration date, except where the registration has expired.

§ 2463. Suspension or Revocation of Registration.

(a) A ~~holder of registration~~ holder may be subject to a suspension or revocation action pursuant to this section based upon the actions of an agent, employee, licensee, renter, lessor, third-party rental, or other authorized representative of the registration holder.
