MOJAVE DESERT AIR QUALITY MANAGEMENT DISTRICT
14306 Park Avenue Victorville, CA 92392-2310
760.245.1661 -- 800.635.4617 -- FAX 760.245.2022

INACTIVE

E008203

Inactive type Permit has no description information.

EXPIRES LAST DAY OF: APRIL 2018

OWNER OF OPERATOR (Co.#118)

Mitsubishi Cement Corporation
5808 State Highway 18
Lucerne Valley, CA 92356

EQUIPMENT LOCATION (Fac.#1)

Mitsubishi Cement - Cushenbury Plant
5808 Highway 18
Lucerne Valley, CA 92356

Description:
DIESEL IC ENGINE, EMERGENCY GENERATOR 733-006 consisting of: Year of Manufacturer TBD, uncertified.

One Caterpillar, Diesel fired internal combustion engine Model No. 3304 and Serial No. 44BH4298, Ignition Retarded, producing 105 bhp with 4 cylinders at 1800 rpm while consuming a maximum of 10.0 gal/hr. This equipment powers a Caterpillar Generator Model No. SR4-5N15 and Serial No. 44BH4298, rated at 105 kW.

EMISSIONS RATES

Emission Type	Est. Max Load	Unit
HC	1.14	gm/bhp-hr
NOx	14.07	gm/bhp-hr
PM10	0.99	gm/bhp-hr
SOx	0.31	gm/bhp-hr

CONDITIONS:

1. Owner/Operator shall ensure this equipment complies with applicable Title V Part II and Part III conditions. [40 CFR 70.6 (a)(3)(B) - Periodic Monitoring Requirements]

Fee Schedule: 7 (g) Rating: 1 device SIC: 3241 SCC: 20100102 Location/UTM(Km): 514E/3802N

This permit does not authorize the emission of air contaminants in excess of those allowed by law, including Division 26 of the Health and Safety Code of the State of California and the Rules and Regulations of the District. This permit cannot be construed as permission to violate existing laws, ordinances, statutes or regulations of this or other governmental agencies. This permit must be renewed by the expiration date above. If billing for renewal fee required by Rule 301(c) is not received by expiration date above, please contact the District.

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By: **COPY**
Brad Poiriez
Air Pollution Control Officer

2. This existing, diesel engine, and any associated air pollution control equipment, shall be installed, operated, and maintained in strict accord with those recommendations of the manufacturer/supplier and/or sound engineering principles, which produce the minimum emissions of contaminants. Unless otherwise noted, this equipment shall also be operated in accordance with all data and specifications submitted with the application for this permit.
[40 CFR 63.6605(a) and 63.6605(b)]

3. A non-resettable four-digit (9,999) hour timer shall be installed and maintained on this equipment to indicate elapsed engine operating time.
[17 CCR 93115.10(d) and 40 CFR 63.6655(f)]

4. This equipment shall only be fired on diesel fuel that meets the following requirements, or an alternative fuel approved by the ATCM for Stationary CI Engines:
a. Ultra-low sulfur concentration of 0.0015% (15 ppm) or less, equal to a weight per weight basis; and,
b. A cetane index or aromatic content, as follows:
(i) A minimum cetane index of 40; or,
(ii) A maximum aromatic content of 35 volume percent.
[17 CCR 93115.5(a) and 40 CFR 63.6604]
Note: Use of CARB certified ULSD fuel satisfies the requirements of subparagraph 4.b above.

5. This equipment shall be limited to use for emergency power, defined as in response to a fire or when commercially available power has been interrupted. In addition, this unit shall be operated no more than 30 hours per year for testing and maintenance.
[17 CCR 93115.6(b)(3) and 40 CFR 60.4211(e)]

6. The owner/operator shall maintain an operations log for this equipment current and on-site (or at a central location) for a minimum of five (5) years, and this log shall be provided to District, State and/or Federal personnel, upon request. The log shall include, at a minimum, the information specified below:
a. Date of each use and hours of operation with documentation of how many hours are spent for emergency operation, including what classified the operation as emergency, and how many hours are spent for non-emergency operation, including what classified the operation as non-emergency. [17 CCR 93115.10(f) and 40 CFR 63.665(f)]; and,
b. Monthly and calendar year operation in terms of total hours, both emergency and non-emergency use, classified as described in a. above [17 CCR 93115.10(f)]; and,
c. Monthly fuel use [17 CCR 93115.10(f)]; and,
d. Fuel sulfur concentration and cetane index, as required by condition 4 (the o/o may use the supplier's certification of sulfur content if it is maintained as part of this log); and,
e. Maintenance performed on this equipment, inclusive of the management practice requirements of condition 6 below; and,
f. Records of the occurrence and duration of each malfunction of operation (i.e., process equipment) or the air pollution control and monitoring equipment [40 CFR 63.6655(a)(2)]; and,
g. Records of all required maintenance performed on the air pollution control and monitoring equipment [40 CFR 63.6655(a)(4)]; and,
h. Records of actions taken during periods of malfunction to minimize emissions in accordance with condition 2, including corrective actions to restore malfunctioning process and air pollution control and monitoring equipment to its normal or usual manner of operation [40 CFR 63.6655(a)(5)].

7. This engine is subject to the requirements of 40 CFR 63, Subpart ZZZZ, and pursuant to this federal regulation, this engine is required to meet the following compliance requirements by May 3, 2013:

The owner/operator of this equipment shall demonstrate continuous compliance by committing to a maintenance schedule inclusive of the management practice requirements listed below:
a. Change oil and oil filter every 500 hours of operation or annually, whichever comes first (source has the option to utilize an oil analysis program pursuant to 40 CFR 63.6625(i) in order to extend the specified oil change requirement.);
b. Inspect air cleaner every 1,000 hours of operation or annually, whichever comes first; and,
c. Inspect all hoses and belts every 500 hours of operation or annually, whichever comes first, and replace as necessary.
[40 CFR 63.6603(a) and 63.6640(a)]

8. If this emergency engine is operating during an emergency and it is not possible to shut down the engine in order to perform the management practice requirements required by condition 7, or shutting down the engine would pose an unacceptable risk, the management practice can be delayed until the emergency is over, or the risk has been abated. The management practice should be performed as soon as practicable after the emergency/risk has ended. Sources must report any failure to perform the management

practice on the schedule required and the Federal, State or local law under which the risk was deemed unacceptable.
[40 CFR 63.6655]

9. The owner/operator must minimize the engine's time spent at idle during startup and minimize the engine's startup time to a period needed for appropriate and safe loading of the engine, not to exceed 30 minutes, after which time the emission standards applicable to all times other than startup apply.
[40 CFR 63.6625(h)]

10. This equipment may operate in response to notification of impending rotating outage if the area utility has ordered rotating outages in the area where the engine is located or expects to order such outages at a particular time, the engine is located in the area subject to the rotating outage, the engine is operated no more than 30 minutes prior to the forecasted outage, and the engine is shut down immediately after the utility advises that the outage is no longer imminent or in effect.
[17 CCR 93115.6(b)(1), and 40 CFR 63.6640(f)(iii)]

11. This equipment shall not be used to provide power during a voluntary agreed to power outage and/or power reduction initiated under an Interruptible Service Contract (ISC); Demand Response Program (DRP); Load Reduction Program (LRP) and/or similar arrangement(s) with the electrical power supplier.
[17 CCR 93115.6(c)(2)(C)]

12. This equipment is subject to the requirements of the Airborne Toxic Control Measure (ATCM) for Stationary Compression Ignition Engines (17 CCR 93115) and 40 CFR 63, Subpart ZZZZ - National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines (NESHAP).