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

DELINQUENT

B013706

Delinquent type Permit has no description information.

EXPIRES LAST DAY OF: JUNE 2026

OWNER OF OPERATOR (Co.#2568)

RSD Development LLC
5241 E Santa Ana Canyon Road #115
Anaheim, CA 92807

EQUIPMENT LOCATION (Fac.#3987)

RSD Development LLC
16917 Koala Road
Adelanto, CA 92301

Description:
NATURAL GAS IC ENGINE, GENERATOR, CANNABIS consisting of: One of four identical prime power natural gas generators for this facility. This 965 bhp engine was manufactured in 2019 (USEPA Family KPSIB31.8NGP). Exhaust flow is 4079 ACFM at 1183 degrees Fahrenheit. Equipment elevation is 2949 feet above sea level.

One Power Solutions International (PSI), NG fired internal combustion engine Model No. PSI-HD 32L and Serial No. 3019L000598, Three-Way Catalyst (also NSCR), Four-Stroke Rich Burn, Air-To-Fuel Ratio Controller, Charge Air Cooler, Electronic Control Module, Spark-Ignited, Turbo Charged, producing 965 bhp with 12 cylinders at 1800 rpm while consuming a maximum of 5797 scf/hr. This equipment powers a Gillette Generator Model No. PR-5400 and Serial No. TBD, rated at 540 kW(e).

EMISSIONS RATES

Emission Type	Est. Max Load	Unit
CO	0.540	gm/bhp-hr
NOx	0.050	gm/bhp-hr
PM10	0.026	gm/bhp-hr
PM2.5	0.026	gm/bhp-hr
SOx	0.002	gm/bhp-hr
VOC	0.0049	gm/bhp-hr

CONDITIONS:

Fee Schedule: 1 (c) | Rating: 965 bhp | SIC: 2833 | SCC: 20100202 | Location/UTM(Km): 459E/3825N

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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Anaheim, CA 92807

By: **COPY**
Brad Poiriez
Executive Director

UNOFFICIAL

1. This stationary, spark-ignited, internal combustion engine and its associated control device (Three-Way Catalyst) and air/fuel ratio controller shall be installed, operated and maintained in strict accordance 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.
[District Rule 1302; 40 CFR 60.4243, Subpart JJJJ - Standards of Performance for Stationary Spark Ignition Internal Combustion Engines]

2. This unit shall only be fired on PUC regulated Pipeline quality natural gas fuel.
[District Rules 431 and 1302; 40 CFR 60.4243]

3. A non-resettable four-digit (9,999) hour timer shall be installed and maintained on this unit to indicate elapsed engine operating time.
[District Rule 1160(E)(1)(b); 40 CFR 60.4237]

4. The owner/operator shall maintain an operations log for this unit 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 Federal personnel upon request. The log shall include, at a minimum, the information specified below:
a. Monthly fuel usage in cubic feet or therms;
b. Monthly, calendar quarterly, and calendar year operation in terms of total hours;
c. Initial and periodic Differential Pressure readings across the catalytic converter (see Condition #9);
d. Records of all maintenance and repair actions performed on the engine, the AFRC, and the catalytic converter, including date and description;
e. Results of all engine source tests as required in condition #7;
f. Results of all engine inspections as required in Condition #9; and
g. Documentation from the manufacturer that the engine is certified to meet the emission standards and information as required in 40 CFR part 1048, as applicable.
[District Rule 1160; 40 CFR 60.4245, 40 CFR 1048.101]

5. The air-to-fuel ratio controller shall be used in conjunction with the operation of the three-way catalyst, and shall be maintained and operated appropriately to ensure proper operation of the engine and control device to minimize emissions at all times.
[40 CFR 60.4243(g), Subpart JJJJ - Standards of Performance for Stationary Spark Ignition Internal Combustion Engines]

6. The catalytic converter shall be cleaned in accordance with the manufacturer's written procedures when the pressure differential across the converter exceeds two (2) inches water column above its initial reading at startup.
[District Rule 1302; 40 CFR 60.4243]

7. In the event that the Three-Way Catalytic Converter is replaced, the new (replacement) Catalytic Converter must be of the same Manufacturer and model designation and it must be installed by Factory Certified personnel to avoid follow-on source testing.

If the Manufacturer or the Model designation of the new (replacement) catalytic converter is not identical to the original catalytic converter or if the unit is not installed by Factory Certified personnel, then the engine shall be source tested in accordance with the procedures outlined in 40 CFR 60.4244 and District Rule 1160 within 90 days after the catalytic converter replacement. The source test results must verify that the engine meets the following maximum emission limits (measured at standard conditions):
a. NOx: 50 ppmvd corrected to 15% O2;
b. VOC: 0.70 g/bhp-hr; and
c. CO: 2.0 g/bhp-hr.
[District Rules 1160, 1303 and 1320; 40 CFR 60.4243, 40 CFR 60.4244]

8. This engine is subject to the requirements of the New Source Performance Standards (NSPS) for Stationary Spark Ignition IC Engines (40 CFR 60, Subpart JJJJ).
[District Rule 1302]

9. The differential pressure across the catalytic converter must be measured and recorded at intervals not to exceed 1,000 hours since the most recent previous reading. If the engine runtime exceeds the 1,000 hour interval, it must be shut down until a differential pressure

reading is properly taken and recorded.
[District Rules 204 and 1302]

10. The owner/operator must comply with the emission standards under 40 CFR Part 60, Subpart JJJJ and District Rule 1160(C)(1) over the entire life of the engine. Compliance may be demonstrated by meeting certified manufacturer emission rates, pursuant to (E)(1)(c)(ii).

Maximum Allowable Emission Standards:
a. NOx: 50 ppmvd corrected to 15% O2;
b. VOC: 0.70 g/bhp-hr; and
c. CO: 2.0 g/bhp-hr.
[NOx Emission standard from District Rule 1160, while VOC and CO emission standards are from Table 1 to Subpart JJJJ of Part 60.]

Documentation from the manufacturer stating that the engine is certified to meet the emission standards must be retained on-site (or at a central location) and shall be provided to District, State and Federal personnel upon request.
[District Rule 1160; 40 CFR Part 60.4233(e) and 60.4245(a)]

11. This engine must be inspected at least once each quarter or after every 2,000 hours of operation, whichever is more frequent. An inspection includes any testing, maintenance, and/or other procedures that ensure the engine is operated in strict accordance with the manufacturer's specifications and in continual compliance with the provisions of District Rule 1160. Records of such inspections must include the following information as a minimum:
a. Inspection date;
b. Records of testing, as applicable; and
c. Records of maintenance.
[District Rule 1160(E)(1)(a)]

12. A facility wide Comprehensive Emission Inventory (CEI) for all emitted criteria and toxic air pollutants must be submitted to the District, in a format approved by the District, upon District request.
[District Rule 107(b), H&S Code 39607 & 44341-44342, and 40 CFR 51, Subpart A]