



MOJAVE DESERT AIR QUALITY MANAGEMENT DISTRICT

14306 Park Avenue Victorville, CA 92392-2310
760.245.1661 -- 800.635.4617 -- FAX 760.245.2022

INACTIVE

E011205

Inactive type Permit has no description information.

EXPIRES LAST DAY OF: APRIL 2015

OWNER OF OPERATOR (Co.#1654)

New Cingular Wireless PCS, LLC
311 S. Akard Street, 12th Floor
Dallas, TX 75202

EQUIPMENT LOCATION (Fac.#3265)

New Cingular Wireless - Turquoise Peak (LAC447)
Turquoise Mountain
Halloran Springs, CA 92309

Description:

LPG IC ENGINE, EMERGENCY GENERATOR consisting of: Year of Manufacturer = 2011, EPA Engine Family = BGNXB04.22L4, Control Device = Three-way catalyst and air-to-fuel ratio controller

One GENERAC, LPG fired internal combustion engine Model No. 4.2GLPN-35 and Serial No. TBD, Other, Other, producing 58.19 bhp with 6 cylinders at 1800 rpm while consuming a maximum of 24.0 lbs/hr. This equipment powers a GENERAC Generator Model No. SG035 and Serial No. TBD, rated at 30kW(e).

EMISSIONS RATES

Emission Type	Est. Max Load	Unit
CO	0.27	gm/bhp-hr
NOx	0.12	gm/bhp-hr
PM10	0.22	gm/bhp-hr
SOx	0.02	gm/bhp-hr
VOC	0.03	gm/bhp-hr

CONDITIONS:

1. This certified, stationary, spark-ignited, internal combustion engine and control device 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

Fee Schedule: 7 (g)

Rating: 58.19 device

SIC: 4813

SCC: 20301001

Location/UTM(Km):
598E/3922N

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.

New Cingular Wireless PCS, LLC
ATTN: EH&S

Dallas, TX 75202

By: **COPY**
Brad Poiriez
Executive Director

submitted with the application for this permit.

[40 CFR 60, Subpart JJJJ - Standards of Performance for Stationary Spark Ignition Internal Combustion Engines]

2. Engine may operate in response to notification of impending involuntary 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.

3. This unit shall be fired on propane (LPG) fuel only.

4. A non-resettable four-digit (9,999) hour timer shall be installed and maintained on this unit to indicate elapsed engine operating time.

5. This unit 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 100 hours per year for testing and maintenance, excluding compliance source testing.

6. The o/o shall maintain an operations log for this unit current and on-site (or at a central location) for a minimum of two (2) 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. Date of each use and duration of each use (in hours);
- b. Reason for use (testing & maintenance, emergency, required emission testing); and,
- c. Calendar year operation in terms of fuel consumption (in standard cubic feet or gallons) and total hours.

7. This unit 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.

8. 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, Subpart JJJJ - Standards of Performance for Stationary Spark Ignition Internal Combustion Engines]