



MOJAVE DESERT AIR QUALITY MANAGEMENT DISTRICT

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

INACTIVE

B011961

Inactive type Permit has no description information.

EXPIRES LAST DAY OF: OCTOBER 2014

OWNER OF OPERATOR (Co.#1654)

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

EQUIPMENT LOCATION (Fac.#2907)

New Cingular Wireless - Desert Center
2 Mi North of Old Blythe Vidal Rd
Blythe, CA 92225

Description:

LPG IC ENGINE, PRIME GENERATOR #1 consisting of: A Liquefied Petroleum Gas (LPG) fueled engine manufactured in 2013, USEPA certified for Emergency Use only under Certificate of Conformance DPSIB5.702ED-010 and therefore fitted with an aftermarket DCL Mine-X 2-DC45 emissions control device. Exhaust flow is 550 CFM at 1100 Degrees F:

OnePower Solutions Inc / GM, LPG fired internal combustion engine Model No. VORTEC 5.0L V8 and Serial No. TBD, Three-Way Catalyst (also NSCR), Four-Stroke Rich Burn, Air-To-Fuel Ratio Controller, Electronic Control Module, Spark-Ignited, producing 89 bhp with 8 cylinders at 1800 rpm while consuming a maximum of 7.0 gal/hr. This equipment powers a Kohler Generator Model No. 50REZGB and Serial No. TBD, rated at 50 KW.

EMISSIONS RATES

Emission Type	Est. Max Load	Unit
CO	3.28	gm/bhp-hr
NOx+NMHC	2.0	gm/bhp-hr
PM10	0.21	gm/bhp-hr
SOx	0.01	gm/bhp-hr

CONDITIONS:

Fee Schedule: 1 (b) Rating: 89bhp SIC: 4813 SCC: 20301001 Location/UTM(Km): 729E/3761N

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
Air Pollution Control Officer

1.This stationary, spark-ignited, internal combustion engine and its associated control device and air/fuel ratio controller 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 60, Subpart JJJJ - Standards of Performance for Stationary Spark Ignition Internal Combustion Engines, subpart 60.4243; District Rule 1302]

2.This unit shall be fired on Commercial Grade Liquified Petroleum Gas (LPG) fuel only.
[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.
[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:

- @ Monthly fuel usage in cubic feet or gallons;
- @ Monthly and calendar year operation in terms of total hours;
- @ Initial differential pressure reading across the catalytic converter;
- @ Current differential pressure reading across the catalytic converter;
- @ Records of all maintenance and repair actions performed on the engine; the AFRC, and the SCR/catalytic converter; and,
- @ Records of all required source tests and source test results.

[40 CFR 60.4245, 40 CFR 1048, District Rule 1110.2]

5.The Air-to-Fuel Ratio Controller shall be used in conjunction with the control device, 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]

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.
[40 CFR 60.4243, District Rule 1302]

7.Either this engine or the identical other onsite engine, described in MDAQMD Permit B011962, shall be source tested in accordance with the procedures outlined in 40 CFR 60.4244 no later than 90 days after initial engine startup and the source test results must verify that the engine meets the following maximum emission limits (measured at standard conditions):

- a. NO_x + NMHC: 2.0 g/bhp-hr
- b. CO: 3.28 g/bhp-hr

Additionally, the engine shall also be source tested in accordance with the procedures outlined in 40 CFR 60.4244 within 90 days after the catalytic converter is replaced.

[40 CFR 60.4243(b)(2)(i), 40 CFR 60.4244, District Rules 1302 and 1303]

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 facility must submit accurate emissions inventory data to the District, in a format approved by the District, upon District request.
[District Rule 204]

10.The differential pressure across the catalytic converter must be measured and recorded at intervals not to exceed 1,000 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 Rule 1302]