



MOJAVE DESERT AIR QUALITY MANAGEMENT DISTRICT

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

INACTIVE

C012975

Inactive type Permit has no description information.

EXPIRES LAST DAY OF: JUNE 2022

OWNER OF OPERATOR (Co.#2528)

EPG Power Corporation
9501 Commerce Way
Adelanto, CA 92301

EQUIPMENT LOCATION (Fac.#3937)

EPG Power
9501 Commerce Way
Adelanto, CA 92301

Description:

CATALYTIC CONVERTER, NATURAL GAS IC ENGINE, CANNABIS consisting of: Updated on 07-14-21: A model IQ2-34-16-HSG-0 Catalytic Converter manufactured by Miratech and designed for a 2,175 bhp Caterpillar Model G3516 Natural Gas IC Engine operating under District Permit B012902. Exhaust flow at full engine load is approximately 11,916 acfm at 863 degrees Fahrenheit through an 16 inch flanged outlet pipe: Catalyst Housing: IQ2-34-16-HSG-0 . Material: Carbon Steel . Paint: Standard High Temperature Black Paint . Approximate Diameter: 34 inches . Inlet Pipe Size & Connection: 16 inch FF Flange, 150# ANSI standard bolt pattern . Outlet Pipe Size & Connection: 16 inch FF Flange, 150# ANSI standard bolt pattern . Overall Length: 57 Inches . Weight Without Catalyst: 448 lbs . Instrumentation Ports: 2-inlet 2-outlet (1/2- NPT) . Oxygen Sensor Ports: 1-inlet 1-outlet (18mm) Oxidation Catalyst: MECB-OX-RB3494-3275-0000-291 Nut, Bolt, and Gasket Set: NBG-IQ34-1

CONDITIONS:

1. This stationary, spark-ignited, internal combustion engine control device (Catalytic Converter) and the associated engine's 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.

[40 CFR 60, Subpart JJJJ - Standards of Performance for Stationary Spark Ignition Internal Combustion Engines, Subpart 60.4243; District Rule 1302, MiraTech Operating Instructions]

2. The engine this unit is controlling (District Permit B012902) shall be fired on Natural Gas fuel with a Sulfur content of less than 18 ppmw.

Note: Use of PUC-Regulated Pipeline Quality Natural Gas satisfies this requirement. [40 CFR 60.4243, District Rule 431]

Fee Schedule: 7 (h)

Rating: 1 device

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

3.A non-resettable four-digit (9,999) hour timer shall be installed and maintained on either this unit or the engine this unit is controlling (District Permit B012901) to indicate elapsed catalyst operating time. [40 CFR 60.4237]

4.The owner/operator shall conduct inspections of this control device at least once every quarter or after every 2,000 hours of operation, whichever occurs first. As a minimum, these inspections shall include any testing, maintenance and/or any other procedures that ensure the control device is being operated in accordance with the manufacturer's specifications and in continual compliance with the District approved Inspection and Maintenance Plan (I&M Plan). Results of these inspections shall be recorded as noted in condition 5. [District Rule 1160(E)(1)(a)]

5.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 and rolling twelve month operation in terms of total hours;
- b. Initial and all subsequent Performance Test results; and
- c. Records of all breakdowns, inspections, maintenance actions, and repairs performed on the catalytic converter.

[40 CFR 60.4245, 40 CFR 1048, District Rule 1160(E)]

6.The engine's Air-to-Fuel Ratio Controller shall be used in conjunction with this 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(g)]

7.The inlet temperature to this control device shall be maintained between 550 degrees Fahrenheit and 1250 degrees Fahrenheit and the outlet temperature shall not exceed 1350 degrees Fahrenheit. An alarm shall sound whenever either the inlet or outlet temperature is outside of these limits except for a thirty minute startup period for engine and catalyst bed warm-up. Once past the warm-up period, the engine must be shut down and repairs made to correct the problem whenever the inlet or outlet temperatures are outside of these limits. A description of the breakdown and the repairs made must be logged in accordance with condition 5. [MiraTech Operating Instructions, District Rules 204 and 1302]

8.The owner/operator shall submit a proposed Inspection and Maintenance Plan (I&M Plan) to the District for review and approval no later than 90 days after receipt of the initial Authority to Construct permit. Upon approval from the APCO, the facility shall implement the plan. As a minimum, the I&M Plan shall include the following:

- a. Identification of engine and control equipment operating parameters necessary to maintain pollutant concentrations within the rule and permit limits.
- b. Procedures for alerting the operator to emission control malfunctions. Engine control systems, such as air-to-fuel ratio controllers, shall have a malfunction indicator light and audible alarm.
- c. Procedures for responding to, diagnosing and correcting breakdowns, faults, malfunctions, alarms, diagnostic emission checks finding emissions in excess of rule or permit limits, and parameters out-of-range.
- d. Procedures and schedules for preventive and corrective maintenance.

[40 CFR 60, Subpart JJJJ, District Rule 1160(E)(1)(a)]

9.This Catalytic Converter and its associated engine (District Permit B012902) must have a performance test (Source Test) conducted at least once in every 8,760 hours of operation or at least once in every thirty six month period, whichever comes first. The source test results must verify that the engine meets the following maximum emission limits (measured at standard conditions):

- a. NOx: 1.0 g/bhp-hr;
- b. CO: 2.0 g/bhp-hr; and
- c. VOC: 0.105 g/bhp-hr.

The District shall be provided a written performance test plan or protocol at least thirty days prior to the test date. The owner/operator must conduct all required source test/performance tests in accordance with a District-approved test protocol. The owner/operator must notify the District a minimum of ten (10) days prior to the test date so that an observer may be present. The final performance test results must be submitted to the District not later than forty-five (45) days after the source test date. All performance test notifications, protocols, and results may be submitted electronically to reporting@mdaqmd.ca.gov.

Note: The VOC limit is more stringent than either the 40 CFR 60, Subpart JJJJ or District Rule 1160 limits and is required to keep the facility's HARP Prioritization Score below 10. If a source test result produces a Prioritization Score above 10, the facility will be required to perform a full Heath Risk Assessment (HRA).

[40 CFR 60.4243(b)(2)(ii), District Rules 1160, 1320, and 1520]

10. In the event that the catalyst bed is replaced, this unit and its associated engine shall be source tested in accordance with the procedures outlined in 40 CFR 60.4244 within 90 days after the replacement. The source test results must verify that the engine meets the following maximum emission limits (measured at standard conditions):

- a. NOx: 1.0 g/bhp-hr;
- b. CO: 2.0 g/bhp-hr; and
- c. VOC: 0.105 g/bhp-hr.

The District shall be provided a written performance test plan or protocol at least thirty days prior to the test date. The owner/operator must conduct all required source test/performance tests in accordance with a District-approved test protocol. The owner/operator must notify the District a minimum of ten (10) days prior to the test date so that an observer may be present. The final performance test results must be submitted to the District not later than forty-five (45) days after the source test date. All performance test notifications, protocols, and results may be submitted electronically to reporting@mdaqmd.ca.gov.

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[40 CFR 60.4243, 40 CFR 60.4244, District Rules 1160, 1320, and 1520]

11. The owner/operator of this engine shall submit an initial notification as required in 40 CFR 60.7(a)(1). This information shall include the following:

- a. Name and address of the owner or operator;
- b. The address of the affected source; and
- c. Emission control equipment information including make, model, serial number, year of manufacture, and catalyst bed size.

This notification shall be submitted to the District no later than 30 days after receipt of the initial Authority to Construct permit. [40 CFR 60.7(a)(1), 40 CFR 60.4245(c)]

12. This engine control device, along with its associated engine, is subject to the requirements of the New Source Performance Standards (NSPS) for Stationary Spark Ignition IC Engines (40 CFR 60, Subpart JJJJ).

[40 CFR 60, Subpart JJJJ, District Rule 1302]

13. 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]