

**DRAFT  
ENGINEERING EVALUATION**

**California Skin Institute**

**Plant: 19736**

**Application: 20745**

2420 Samaritan Drive

San Jose, CA 95124

**BACKGROUND**

**The California Skin Institute** has applied to obtain an Authority to Construct (AC) and/or a Permit to Operate (PO) for the following equipment:

**S-1 Emergency Standby Diesel Generator Set, Kohler generator Model: 40REOZJC powered by 2009 John Deere engine Model: 4024HF285, 80 BHP, 0.57 MMBTU/hr**

Abated by:

**A-1 Clean Air Systems PERMIT™ Diesel Particulate Filter**

The Emergency Diesel Engine Generator Set (S-1) is equipped with the best available control technology (BACT) for minimizing the release of air borne criteria pollutants and harmful air toxins due to fuel combustion. The criteria pollutants are nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), precursor organic compounds (POC) from unburned diesel fuel, sulfur dioxide (SO<sub>2</sub>) and particulate matter (PM<sub>10</sub>). All of these pollutants are briefly discussed on the District's web site at [baaqmd.gov](http://baaqmd.gov).

The engine meets the Environmental Protection Agency and California Air Resources Board (EPA/CARB) Tier 3 Off-road standard. The engine will burn commercially available California low sulfur diesel fuel. The sulfur content of the diesel fuel will not exceed 0.0015% by weight.

**EMISSIONS**

S-1 has been certified by CARB to be a cleaner burning engine. Except for SO<sub>2</sub>, the emission factors used to estimate criteria pollutant emissions from the engine generator set described above are based on engine manufacturer abated emissions data. The SO<sub>2</sub> emissions were calculated based on the maximum allowable sulfur content (0.0015 wt% S) of the diesel fuel with assumption that all of the sulfur present will be converted to SO<sub>2</sub> during the combustion process.

**Basis:**

80 hp output rating

50 hr/yr operation for testing and maintenance

4.19 gallons/hr max fuel use rate

NMHC, NO<sub>x</sub>, CO and PM<sub>10</sub> emission factors provided by engine manufacturer abated emissions data

SO<sub>2</sub> emissions are quantified based on the full conversion of 0.0015 wt% (~ 15 ppm) sulfur in the ULS diesel fuel.

The SO<sub>2</sub> emission factor was derived from EPA AP-42, Table 3.4-1.

**Annual Emissions:**

Annual emissions are calculated based on the number of hours per year of operation for testing and maintenance.

**Daily Emissions:**

Daily emissions are calculated to establish whether a source triggers the requirement for BACT (10 lb/highest day total source emissions for any class of pollutants). 24-hr/day of operation will be assumed since no daily limits are imposed on intermittent and unexpected operations.

Table 1

Pollutant	Abated Emission Factor (g/hp-hr)	Abated Annual Emissions (lb/yr)	Abated Annual Emissions (TPY)	Abated Max. Daily (lb/day)
NOx	2.83	24.93	0.013	11.97
POC	0.014	0.12	0.000	0.06
CO	0.13	1.12	0.001	0.54
PM10	0.014	0.12	0.000	0.06
SO <sub>2</sub>	0.001515	0.05	0.000	0.02
	*lb SO <sub>2</sub> /MMBTU			

**PLANT CUMULATIVE INCREASE**

Table 2 summarizes the cumulative increase in criteria pollutant emissions that will result from the operation of S-1.

Table 2

Pollutant	Current Emissions (since April 5, 1991) (TPY)	Increase with this application (TPY)	Cumulative emissions (Current + Increase) (TPY)
NOx	0	0.013	0.013
CO	0	0.000	0.000
POC	0	0.001	0.001
PM10	0	0.000	0.000
SO <sub>2</sub>	0	0.000	0.000

**TOXIC RISK SCREENING ANALYSIS**

This application does not require a Toxics Risk Screen because the abated diesel particulate emissions are less than the toxic trigger level.

<b><u>Toxic Pollutant Emitted</u></b>	<b><u>Emission Rate (lb/yr)</u></b>	<b><u>Risk Screening Trigger (lb/yr)</u></b>
PM10 (Diesel Particulate)	0.12	0.58

**BACT**

In accordance with Regulation 2, Rule 2, Section 301, BACT is triggered for any new or modified source with the potential to emit 10 pounds or more per highest day of POC, NPOC, NOx, CO, SO<sub>2</sub> or PM<sub>10</sub>.

BACT is triggered for NOx since the maximum daily emissions of these pollutants exceeds 10 lb/day. Please refer to the discussion on “Daily Emissions” in page 1 of this evaluation. BACT for this source is presented in the current BAAQMD BACT/TBACT Workbook for IC Engine – Compression Ignition: Stationary Emergency, non-Agricultural, non-direct drive fire pump, Document # 96.1.3, Revision 6 dated 4/13/2009. For NOx, BACT(2) is the current off-road tier standard for the horsepower. BACT(1) has not been determined. S-1 meets the current tier emissions standard, and is certified to Tier 3.

**OFFSETS**

Offsets must be provided for any new or modified source at a facility that emits more than 10 tons/yr of POC or NOx per Regulation 2-2-302. Table 3 summarizes the increase in criteria pollutant emissions that will result from the operation of S-1.

**Table 3**

<b>Pollutant</b>	<b>Current plant emissions (TPY)</b>	<b>Increase in plant emissions associated with this application (TPY)</b>	<b>Cumulative emissions (Current + Increase) (TPY)</b>	<b>Regulation 2-2-302 and 2-2-303 Offset Triggers (TPY)</b>
NO <sub>x</sub>	0	0.013	0.013	> 10; < 35
POC	0	0.000	0.000	> 10; < 35
CO	0	0.001	0.001	NA
PM10	0	0.000	0.000	> 1*
SO <sub>2</sub>	0	0.000	0.000	> 1*

\*Applies to major facilities with a cumulative increase, minus contemporaneous emission reduction credits, in excess of 1 ton/year since April 5, 1991.

It can be seen from Table 3 above that S-1 does not trigger any offset. Therefore, offsets are not warranted for any emission.

### **NSPS**

The engine is subject to 40 CFR 60, Subpart IIII, Standards of Performance for Stationary Compression Ignition Internal Combustion Engines because it was manufactured after April 1, 2006, as required by Section 60.4200(a)(2)(i).

The engine has a total displacement of 2.4 liters and has 4 cylinders, so each cylinder has a volume of less than 10 liters. The engine is a 2009 model year engine and is not a fire pump. Section 60.4205(b) requires these engines to comply with the emission standards in Section 60.4202, which refers to 40CFR89.112 and 40CFR89.113 for all pollutants. For engines greater than or equal to 75 hp and less than 100 hp, these standards are:

NMHC+NO<sub>x</sub>: 3.5 g/hp-hr  
CO: 3.7 g/hp-hr  
PM: 0.30 g/hp-hr  
20% opacity during acceleration mode  
15% opacity during lugging mode  
50% opacity during peaks in acceleration or lugging mode

According to the engine manufacturer abated emissions data, the engine will comply with the standards.

Sections 60.4206 and 60.4211(a) require that the owner/operator operate and maintain the engine according to the manufacturer's written instructions or procedures developed by the owner or operator that are approved by the engine manufacturer, over the entire life of the engine. The owner/operator is expected to comply with this requirement.

Section 60.4207(a) requires that by October 1, 2007, the owner/operator must use fuel that complies with 40 CFR 80.510(a). This means that the fuel must have a sulfur content of 500 parts per million (ppm) maximum, a cetane index of 40 or a maximum aromatic content of 35 volume percent. The owner/operator is expected to comply with this requirement because CARB diesel is required to be used in California.

Section 60.4207(b) requires that by October 1, 2010, the owner/operator must use fuel that complies with 40 CFR 80.510(b). This means that the fuel must have a sulfur content of 15 parts per million (ppm) maximum, and the same cetane index or aromatic content as above. The owner/operator is expected to comply with this requirement because CARB diesel is required to be used in California.

Section 60.4209(a) requires a non-resettable hour meter. This requirement is already in the standard permit conditions.

The engine will comply with the requirements of Section 60.4211(c) because it has been certified in accordance with 40 CFR Part 89.

The engine will comply with the requirement in Section 60.4211(e) to run for less than 100 hours per year for maintenance checks and readiness testing, and the prohibition of running for any reason other than emergency operation, maintenance, and testing because they are limited by permit condition to 50 hours per year for reliability testing and otherwise may only operate for emergencies.

The owner/operator is not required to perform tests in accordance with Section 60.4212 or 60.4213.

Section 60.4214 states that owner/operators do not have to submit an initial notification to EPA for emergency engines.

The owner/operator will comply with the requirement in Section 60.4214(c) to keep records of any corrective action taken after the backpressure monitor has notified the owner or operator that the high backpressure limit of the engine is approached.

The owner/operator is required to comply with certain sections of 40 CFR 60, Subpart A, General Provisions. The owner/operator is expected to comply with this requirement.

#### **NESHAP**

This engine is not subject to the emission or operating limitations in 40 CFR 63, Subpart ZZZZ, National Emission Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines, because it is an emergency stationary reciprocating internal combustion engine (40 CFR 63.6600(c)).

#### **CARB STATIONARY DIESEL ENGINE ATCM**

The State Office of Administrative Law approved the Airborne Toxic Control Measure (ATCM) on November 8, 2004. State law requires the local Air Districts to implement and enforce the requirements of the ATCM. Effective January 1, 2005, there is a prohibition on the operation of new diesel emergency standby engines greater than 50 bhp unless the following operating requirements and emission standards are met:

“Stationary Diesel Engine ATCM” section 93115, title 17, CA Code of Regulations.

#### Diesel PM – General Requirements

1. Meet 0.15 g/bhp-hr PM standard
2. Operate 50 hours per year, or less, for maintenance and testing (except emergency use and emissions testing)

or

1. Meet 0.01 g/bhp-hr PM standard
2. Operate up to 100 hours per year for maintenance and testing (except emergency use and emissions testing), upon approval by the District.

#### HC,NO<sub>x</sub>, NMHC+NO<sub>x</sub>, CO

1. Meet standards for off-road engines of the same model year and horsepower rating as specified in the OFF-Road Compression Ignition Engine Standards;

or if no standards have been established

2. Meet the Tier 1 standards for an off-road engine for the same maximum rated power.

This emergency standby diesel engine (S-1) is in compliance with the above ATCM requirements. The diesel engine will operate for no more than 50 hours per year for maintenance and reliability testing. This engine is subject to the Tier 3 off-road CI engine standards for HC, NO<sub>x</sub>, NMHC+NO<sub>x</sub> and CO. As shown in the Table 4, the engine meets these requirements.

Table 4. ATCM Tier 3 Compliance

	CARB Certified g/bhp-hr	ATCM Tier 3 g/bhp-hr
NMHC+NO <sub>x</sub>	2.82	4.70
NO <sub>x</sub>	N/A	N/A
NMHC (POC)	N/A	N/A
CO	0.13	5.00
PM	0.01	0.40

**STATEMENT OF COMPLIANCE**

S-1 will be operated as an emergency standby engine and therefore is not subject to the emission rate limits in Regulation 9, Rule 8 ("NO<sub>x</sub> and CO from Stationary Internal Combustion Engines"). S-1 is exempt from the requirements of Sections 9-8-301 through 305, 501 and 503 per Reg. 9-8-110.5 (Emergency Standby Engines). S-1 is subject to and expected to comply with 9-8-330 (Emergency Standby Engines, Hours of Operation) since non-emergency hours of operation will be limited in the permit conditions to 50 hours per year. S-1 is also subject to and expected to comply with monitoring and record keeping requirements of Regulation 9-8-530 and the SO<sub>2</sub> limitations of 9-1-301 (ground-level concentration) and 9-1-304 (0.5% by weight in fuel). Regulation 9-8-530 requirements are incorporated into the proposed permit conditions. Compliance with Regulation 9, Rule 1 is very likely since diesel fuel with a 0.0015% by weight sulfur is mandated for use in California. Like all combustion sources, S-1 is subject to Regulation 6, Rule 1 ("Particulate Matter"). Regulation 6-1-303.1 limits opacity from internal combustion engines to Ringelmann 2. This engine is not expected to produce visible emissions or fallout in violation of this regulation and will be assumed to be in compliance with Regulation 6-1.

This application is considered to be ministerial under the District's Regulation 2-1-311 and therefore is not subject to CEQA review. The engineering review for this project requires only the application of standard permit conditions and standard emission factors in accordance with Permit Handbook Chapter 2.3.

This facility less than 1,000 feet from the nearest school and therefore is subject to the public notification requirements of Regulation 2-1-412. A public notice was prepared and sent to:

All addresses within 1000 feet of the diesel generator set.  
 Parents and guardians of students of Carlton Elementary School, 2421 Carlton Avenue, San Jose CA 95124

PSD is not triggered.

**PERMIT CONDITIONS**

COND# 22850 -----

1. The owner/operator shall not exceed 50 hours per year per engine for reliability-related testing.  
 [Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection (e)(2)(A)(3) or (e)(2)(B)(3)]
  
2. The owner/operator shall operate each emergency standby engine only for the following purposes: to mitigate emergency conditions, for emission testing to demonstrate compliance with a District, State or Federal emission limit, or for reliability-related activities

(maintenance and other testing, but excluding emission testing). Operating while mitigating emergency conditions or while emission testing to show compliance with District, State or Federal emission limits is not limited.

[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection (e)(2)(A)(3) or (e)(2)(B)(3)]

3. The owner/operator shall operate each emergency standby engine only when a non-resettable totalizing meter (with a minimum display capability of 9,999 hours) that measures the hours of operation for the engine is installed, operated and properly maintained.  
[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection(e)(4)(G)(1)]

4. Records: The owner/operator shall maintain the following monthly records in a District-approved log for at least 36 months from the date of entry (60 months if the facility has been issued a Title V Major Facility Review Permit or a Synthetic Minor Operating Permit). Log entries shall be retained on-site, either at a central location or at the engine's location, and made immediately available to the District staff upon request.
- a. Hours of operation for reliability-related activities (maintenance and testing).
  - b. Hours of operation for emission testing to show compliance with emission limits.
  - c. Hours of operation (emergency).
  - d. For each emergency, the nature of the emergency condition.
  - e. Fuel usage for each engine(s).

[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection (e)(4)(I), (or, Regulation 2-6-501)]

5. At School and Near-School Operation:  
If the emergency standby engine is located on school grounds or within 500 feet of any school grounds, the following requirements shall apply:  
The owner/operator shall not operate each stationary emergency standby diesel-fueled engine for non-emergency use, including maintenance and testing, during the following periods:
- a. Whenever there is a school sponsored activity (if the engine is located on school grounds)
  - b. Between 7:30 a.m. and 3:30 p.m. on days when school is in session. "School" or "School Grounds" means any public or private school used for the purposes of the education of more than 12 children in kindergarten or any of grades 1 to 12,

inclusive, but does not include any private school in which education is primarily conducted in a private home(s). "School" or "School Grounds" includes any building or structure, playground, athletic field, or other areas of school property but does not include unimproved school property.

[Basis: "Stationary Diesel Engine ATCM" section 93115, title 17, CA Code of Regulations, subsection (e)(2)(A)(1)] or (e)(2)(B)(2)]

COND# 24417 -----

1.The owner/operator shall abate the particulate emissions from the emergency diesel engine by the Diesel Catalyzed Particulate Filter at all times the engine is in operation.  
[Basis: Toxics]

**RECOMMENDATION**

Issue an Authority to Construct to the California Skin Institute for:

**S-1 Emergency Standby Diesel Generator Set, Kohler generator Model: 40REOZJC powered by 2009 John Deere engine Model: 4024HF285, 80 BHP, 0.57 MMBTU/hr**

Abated by:

**A-1 Clean Air Systems PERMIT™ Diesel Particulate Filter**

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Lucy Croy  
Air Quality Engineering Intern  
Engineering Division  
DATE: 11/5/09