



<b>Air Pollution Control Board</b>	
Greg Cox	District 1
Dianne Jacob	District 2
Pam Slater	District 3
Ron Roberts	District 4
Bill Horn	District 5

## **NOTICE OF WORKSHOP**

### **FOR DISCUSSION OF PROPOSED AMENDMENTS TO RULE 69.4- STATIONARY RECIPROCATING INTERNAL COMBUSTION ENGINES – REASONABLY AVAILABLE CONTROL TECHNOLOGY**

The San Diego County Air Pollution Control District will hold a public meeting to consider comments concerning proposed amendments to District Rule 69.4 – Stationary Reciprocating Internal Combustion Engines – Reasonably Available Control Technology. Comments may be submitted in writing before, or made at, the workshop, which is scheduled as follows:

**DATE:** November 20, 2002

**TIME:** 1:00 p.m.

**PLACE:** San Diego Air Pollution Control District  
Conference Room 139  
9150 Chesapeake Drive  
San Diego, CA 92123

Rule 69.4 regulates emissions of nitrogen oxides (NO<sub>x</sub>) from stationary reciprocating internal combustion engines with a brake horsepower (bhp) rating of 50 or greater and located at major sources of NO<sub>x</sub> emissions (50 tons of NO<sub>x</sub> per year or more). NO<sub>x</sub> react in the atmosphere with organic compounds to form photochemical smog. The rule, first adopted in 1994, implements Reasonably Available Control Technology (RACT) mandated by the Federal Clean Air Act. It was approved by the Environmental Protection Agency (EPA) and included in the State Implementation Plan (SIP).

In November 2000, the District adopted new Rule 69.4.1 (Stationary Reciprocating Internal Combustion Engines – Best Available Retrofit Control Technology) to comply with the California Clean Air Act. Rule 69.4.1 applies to all stationary reciprocal internal combustion engines, 50 bhp and greater, including those at major sources of NO<sub>x</sub> emissions. At the same time, Rule 69.4 was amended to ensure consistency with Rule 69.4.1 exemptions, definitions, and recordkeeping requirements. However, the emission standards of Rule 69.4 remained the same as those adopted in 1994. In January 2001, amended Rule 69.4 was submitted to EPA as a SIP revision.

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Workshop Notice  
Rule 69.4

In June 2002, EPA notified the District that amended Rule 69.4 contains certain deficiencies that prevent its full approval. Therefore, the District is proposing that the rule be amended again to satisfy EPA requirements.

The proposed amendments will:

- Require installation of a non-resettable totalizing fuel meter or a non-resettable hour meter for any engine subject to this rule and located at a stationary source of NOx emissions greater than 50 tons per year.
- Require any engine rated at 1,000 bhp or greater and operated more than 2,000 hours per calendar year to install and operate a continuous monitoring system, or an alternative system approved by the District and EPA, to continuously measure and record oxygen and NOx emission concentrations.
- Specify an averaging period to calculate NOx emissions concentration for the purposes of compliance determinations.
- Specify that any engine subject to the rule's emission standards be tested at least once every 24 months, unless more frequent testing is required by the District.

In addition, the rule is revised to provide some minor clarifications and updates.

If you would like a copy of proposed amended Rule 69.4, please access the District's Website at [www.sdapcd.co.san-diego.ca.us](http://www.sdapcd.co.san-diego.ca.us) under Rules & Regulations, Supporting Activities, Workshops or call Luann Serbesku at (858) 650-4544. If you have any questions concerning the rules, please call Camqui Nguyen at (858) 650-4542, Natalie Zlotin at (858) 650-4540 or Steve Moore at (858) 650-4598.



MICHAEL R. LAKE  
Acting Assistant Director  
Air Pollution Control District

MRL:SM:NZ:CN:ls  
10/15/02

## PROPOSED AMENDMENTS TO RULE 69.4

Proposed Amendments to Rule 69.4 are to read as follows:

**RULE 69.4. STATIONARY RECIPROCATING INTERNAL COMBUSTION  
ENGINES - REASONABLY AVAILABLE CONTROL  
TECHNOLOGY** (Adopted 9/27/94; Rev. Effective 11/15/00; Rev.  
Effective (date of adoption))

(a) **APPLICABILITY** (Rev. (date of adoption))

(1) Except as provided in Section (b), this rule shall apply to stationary internal combustion engines with a brake horsepower (bhp) rating of 50 or greater located at a ~~major~~ stationary source which emits or has a potential to emit 50 tons per year or more of oxides of nitrogen (NO<sub>x</sub>).

(2) An engine subject to this rule or specifically exempt by Subsection (b)(1) of this rule shall not be subject to Rule 68.

(b) **EXEMPTIONS**

(1) This rule shall not apply to the following:

(i) Engines used exclusively in connection with a structure designed for and used as a dwelling for not more than four families.

(ii) Engines used exclusively in agricultural operations for the growing of crops or the raising of fowl or animals.

(iii) Any engine when operated exclusively within a permitted test cell solely for the research, development, or testing of gas turbine engines or their components.

(iv) Any engine when operated exclusively within a permitted test cell solely for the research, development, or testing of reciprocating internal combustion engines or their components.

(2) The provisions of Section (d) of this rule shall not apply to the following:

(i) Any engine which operates less than 200 hours per calendar year.

(ii) Any emergency standby engine provided that operation of the engine for non-emergency purposes does not exceed 52 hours per calendar year.

(iii) Any emergency standby engine at a nuclear power generating station subject to the requirements of the Nuclear Regulatory Commission provided that operation of the engine for non-emergency purposes does not exceed 200 hours per calendar year.

(iv) Any engine used exclusively in conjunction with military tactical support equipment.

An owner or operator of an engine who is claiming an exemption pursuant to Subsection (b)(2) shall conduct annual maintenance of the engine as recommended by the engine manufacturer or as specified by any other maintenance procedure approved in writing by the Air Pollution Control Officer and shall maintain records in accordance with Subsections (e)(1) and (e)(2) of this rule.

(c) **DEFINITIONS** (Rev. (date of adoption))

For the purposes of this rule, the following definitions shall apply:

(1) **"Add-on Control Equipment"** means any technology that is used to reduce emissions from the exhaust gas stream of an engine and is installed downstream of the engine.

(2) **"Brake Horsepower Rating, bhp"** means the maximum continuous brake horsepower output rating as specified by the engine manufacturer and listed on the engine nameplate, if available, regardless of any de-rating.

(3) **"Emergency Standby Engine"** means an engine used exclusively in emergency situations, except as provided in Subsections (b)(2)(ii) and (b)(2)(iii), to drive an electrical generator, an air compressor or a water pump.

(4) **"Emergency Situation"** means any one of the following:

(i) An unforeseen electrical power failure from the serving utility or of on-site electrical transmission equipment.

(ii) An unforeseen flood or fire, or a life-threatening situation.

(iii) Operation of emergency generators for Federal Aviation Administration licensed or military airports for the purpose of providing power in anticipation of a power failure due to severe storm activity.

Emergency situation shall not include operation for purposes of supplying power for distribution to an electrical grid, operation for training purposes, or other foreseeable events.

(5) **"Fossil Derived Gaseous Fuel"** means gaseous fuel including, but not limited to, natural gas, methane, ethane, propane, butane, and gases stored as liquids at high pressure such as liquefied petroleum gas, but excluding waste derived gaseous fuel.

(6) **"Lean-Burn Engine"** means an engine that is designed to operate with an air-to-fuel ratio that is more than 1.1 times the Stoichiometric air-to-fuel ratio.

~~(7) **"Major Stationary Source of NOx"** means a stationary source which emits or has the potential to emit 50 tons or more of NOx per year.~~

~~(8)~~(7) **"Military Tactical Support Equipment"** means the same as defined in Rule 2.

~~(9)~~(8) **"Portable Emission Unit"** means the same as defined in Rule 20.1.

~~(10)~~(9) **"Reasonably Available Control Technology (RACT)"** means the lowest emission limit that a particular source is capable of meeting by the application of control technology that is reasonably available considering technological and economic feasibility.

~~(11)~~(10) **"Rich-Burn Engine"** means an engine that is designed to operate with an air-to-fuel ratio less than or equal to 1.1 times the stoichiometric air-to-fuel ratio.

~~(12)~~(11) **"Stationary Internal Combustion Engine" or "Engine"** means a spark or compression ignited, reciprocating internal combustion engine which is not a portable emission unit.

~~(13)~~(12) **"Stationary Source"** means the same as is defined in Rule 2.

~~(14)~~(13) **"Stoichiometric Air-to-Fuel Ratio"** means the chemically balanced air-to-fuel ratio at which all fuel and all oxygen in the air and fuel mixture are theoretically consumed by combustion.

~~(15)~~(14) **"Uncontrolled NOx Emissions"** means NOx emissions from an engine before application of add-on control equipment.

~~(16)~~(15) **"Waste Derived Gaseous Fuel"** means gaseous fuel including, but not limited to, digester gas and landfill gas, but excluding fossil derived gaseous fuel.

(d) **STANDARDS** (Rev. (date of adoption))

(1) A person shall not operate a stationary internal combustion engine subject to this rule unless:

(i) Uncontrolled NOx emissions from the following engines are reduced with add-on control equipment by not less than the following:

<u>Engine Category</u>	<u>Weight Percent Reduction</u>
Rich-burn engines using fossil derived gaseous fuel or gasoline	90
Lean-burn engines using fossil derived gaseous fuel	80
Engines using exclusively waste derived gaseous fuel	80

or

(ii) The emissions concentration of NO<sub>x</sub>, in parts per million by volume (ppmv), calculated as nitrogen dioxide at 15% oxygen on a dry basis, or in grams of NO<sub>x</sub> per brake horsepower-hour, are not greater than the following:

<u>Engine Category</u>	<u>Concentration of NO<sub>x</sub> g/bhp-hr (ppmv)</u>
Rich-burn engines using fossil derived gaseous fuel or gasoline	0.9 (50)
Lean-burn engines using gaseous fuel	2.3 (125)
Engines using exclusively waste derived gaseous fuel	2.3 (125)
Engines using diesel or kerosene fuel	9.0 (700)

(2) For all engines subject to Subsection (d)(1) of this rule, emissions of carbon monoxide (CO), calculated at 15% oxygen on a dry basis, shall not exceed 4500 ppmv.

(3) An owner or operator of an engine subject to this rule shall conduct annual maintenance of the engine as recommended by the engine manufacturer or as specified by any other maintenance procedure approved in writing by the Air Pollution Control Officer.

(e) **MONITORING AND RECORDKEEPING REQUIREMENTS** (Rev. (date of adoption))

(1) An owner or operator of an engine subject to this rule shall keep the following records and shall maintain these records on-site for at least the same period of time as the engine to which the records apply is located at the site:

- (i) engine manufacturer name and model number;
- (ii) brake horsepower output rating;
- (iii) combustion method (i.e. rich-burn or lean-burn);
- (iv) fuel type;

(v) a manual of recommended maintenance as provided by the engine manufacturer, or other maintenance procedure as approved in writing by the Air Pollution Control Officer; and

(vi) records of annual engine maintenance, including dates maintenance was performed.

(2) In addition to the records required by Subsection (e)(1), an owner or operator of an engine exempt pursuant to Subsection (b)(2) from the requirements of Section (d) shall maintain an operating log containing, at a minimum, the following:

(i) dates and times of engine operation. If applicable, indicate whether the operation was for non-emergency purposes or during an emergency situation and the nature of the emergency, if available; and

(ii) total cumulative hours of operation per calendar year, based on actual readings of the engine hour or fuel meter.

The records specified in Subsection (e)(2)(i) are not required if total engine operations for any purpose, including emergency situations, do not exceed 52 hours in a calendar year.

(3) In addition to the records required by Subsection (e)(1), an owner or operator of a rich-burn engine subject to the requirements of Section (d) shall measure and record at least once each calendar month those operating parameters determined necessary to ensure compliance by the Air Pollution Control Officer. Such operating parameters may include but are not limited to:

(i) temperature of the inlet and outlet of the control equipment;

(ii) engine air-to-fuel ratio; and

(iii) engine inlet manifold temperature and pressure.

(4) In addition to the records required by Subsection (e)(1), an owner or operator of a lean-burn engine using gaseous fuel subject to the requirements of Section (d) shall also measure and record at least once each calendar month those operating parameters determined necessary to ensure compliance by the Air Pollution Control Officer. Such operating parameters may include but are not limited to:

(i) engine air-to-fuel ratio or automatic air-to-fuel ratio control signal voltage;

(ii) engine exhaust gas temperature; and

(iii) engine inlet manifold temperature and pressure.

(5) In addition to the records required by Subsection (e)(1), an owner or operator of an engine using diesel fuel subject to the requirements of Section (d) shall also measure

and record at least once each calendar month those operating parameters determined necessary to ensure compliance by the Air Pollution Control Officer. Such operating parameters may include but are not limited to:

- (i) engine air-to-fuel ratio;
- (ii) engine exhaust gas temperature; and
- (iii) engine inlet manifold temperature and pressure.

(6) Except for engines exempt under Subsection (b)(1), an owner or operator of an engine subject to this rule shall install a non-resettable totalizing fuel meter or non-resettable totalizing engine operating hours meter.

(7) By (12 months after date of adoption), an owner or operator of a gaseous-fueled engine rated at 1,000 bhp or greater and operated more than 2,000 hours per calendar year shall install, operate, and maintain in calibration a continuous emission monitoring system (CEMS), or an alternative system approved by the Air Pollution Control Officer and Environmental Protection Agency (EPA), to continuously measure and record oxygen and NOx emission concentrations corrected to 15 percent oxygen. The CEMS shall be certified, calibrated, and maintained in accordance with all applicable federal regulations including reporting requirements of Sections 60.7(c), 60.7(d), and 60.13 of 40 CFR Part 60, performance specifications of Appendix B of 40 CFR Part 60, quality assurance procedures of Appendix F of 40 CFR Part 60, and a protocol approved in writing by the Air Pollution Control Officer.

(6)(8) All records required by Subsections (e)(2) through (e)(5)(7) shall be retained on-site for at least three years and made available to the District upon request.

**(f) TEST METHODS** (Rev. (date of adoption))

~~(1)~~ To determine compliance with Section (d), measurement of NOx, CO, carbon dioxide (CO2) and oxygen content of exhaust gas shall be determined in accordance with San Diego County Air Pollution Control District Test Method 100, Air Resources Board (ARB) Test Method 100 or equivalent ~~Environmental Protection Agency (EPA)~~-test method and a source test protocol approved in writing by the Air Pollution Control Officer.



~~(2) The averaging period to calculate NO<sub>x</sub> and CO emission concentrations and to determine compliance shall be at least 30 minutes and not more than 60 minutes. NO<sub>x</sub> and CO emission concentrations shall be calculated as an average of three subtests.~~

~~(3) Emissions source testing, if applicable, shall be performed at no less than 80 percent of the brake horsepower rating. If an owner or operator of an engine demonstrates to the satisfaction of the Air Pollution Control Officer that the engine cannot operate at these conditions, then emissions source testing shall be performed at the highest achievable continuous brake horsepower rating or under the typical duty cycle or typical operational mode of the engine.~~

**(g) SOURCE TEST REQUIREMENTS AND COMPLIANCE DETERMINATION**

(Rev. (date of adoption))

Source tests shall be conducted according to the following:

(1) After initial compliance has been determined, any engine subject to the requirements of Subsection (d) shall be source tested at least once every 24 months, unless more frequent testing is specified in writing by the Air Pollution Control Officer.

(2) Emissions source testing shall be conducted using the test methods specified in Section (f) and a source test protocol approved in writing by the Air Pollution Control Officer prior to testing.

(3) Emissions source testing shall be performed at no less than 80 percent of the brake horsepower rating. If an owner or operator of an engine demonstrates to the satisfaction of the Air Pollution Control Officer that the engine does not operate at these conditions, then emissions source testing shall be performed at the highest achievable continuous brake horsepower rating, or under the typical duty cycle or operational mode of the engine.

(4) The averaging period to calculate NO<sub>x</sub> and CO emission concentrations and to determine compliance shall be at least 30 minutes and not more than 60 minutes. NO<sub>x</sub> and CO emission concentrations shall be calculated as an average of three subtests.

(5) For the purposes of a compliance determination based on CEMS data, the averaging period to calculate NO<sub>x</sub> emissions concentration shall be one clock hour.