

ICE Catalyst Sizing Program

ENGINE INPUT (Manufacturer, Model, Type) - Caterpillar G3608 2500 BHP @ 1000 RPM Caterpillar G3608 A4 - EXPERT MODE

[illegible]

Inlet Temperature		Enter permitted grams per brake horse power hour (g/bhp-hr)			
Process Temperature (F):	835	NOx**	CO**	VOC(NMNE)**	H2CO**
		0.5	0.6868	0.7	0.046

Catalyst Type	Catalyst Module Details					
Bi-metallic Propane Catalyst	Module Shape	Module/Layer		3	Layers	1
	Square				cpsi	400
	Guard Bed - No	X&Y (inch)	15	36	Depth	3.5
	Part Number ERH-1536-2					

Open area for gas flow (ft ²):	10.21	Calculated Space Velocity:	129,420	Safety Value	2
Linear Velocity(ft/min):	1,567				
Foil thickness (inches):	0.002				

Pressure Drop		Inlet Pollutants					
400	3.29		g/bhp-hr	lb/hr	tons/year	ppmv	ppmvd%O2*
		NOx	0.50	2.76	12.07	58.92	35.44
		CO	2.80	15.43	67.59	542.09	326.03
		VOC	1.01	5.57	24.38	124.15	74.67
		H2CO	0.23	1.27	5.55	41.56	25.00

Target Conversions		Required Output Pollutants					
			g/bhp-hr	lb/hr	tons/year	ppmv	ppmvd%O2*
NOx	0.0%	NOx	<0.5	2.76	12.07	58.92	35.44
CO	75.5%	CO	<0.6868	3.78	16.58	132.97	79.97
VOC(NMNE)	30.7%	VOC	<0.7	3.86	16.90	86.04	51.75
H2CO	80.0%	H2CO	<0.046	0.25	1.11	8.31	5.00

Conversions Catalyst Design		Output Pollutants with Catalyst Sizing					
			g/bhp-hr	lb/hr	tons/year	ppmv	ppmvd%O2*
NOx	0.0%	NOx	0.5	2.76	12.07	58.92	35.44
CO	75.5%	CO	0.6868	3.78	16.58	132.97	79.97
VOC(NMNE)	30.7%	VOC	0.7	3.86	16.90	86.04	51.75
VOC(NMNE) w/bimetallic	42.20%	VOC	0.58	3.22	14.09	71.75	43.16
H2CO	80.0%	H2CO	0.046	0.25	1.11	8.31	5.00

Notes:

Customer:	Pegasus	Project:	G3608A4 Cadillac
Sales Person:	KW	Date:	8/19/2019
Housing:	Element:	ERH-1536-2	Description: Element, Catalyst, Oxidation, 15 x 36



MAXI-HEAT® 1MBTU

The **Maxi-Heat®** line includes a robustly designed towable indirect fired heater, with 1M BTU. This Unit provides heat for different applications including severe harsh conditions. The 1M includes two independently operating burners providing up to a combined 1,000,000 BTUs of heat. For ease of operation the **Maxi-Heat®** comes fully equipped with the iQ system, which automatically calibrates each burner providing reliable trouble free operation, eliminating the tedious trial and error combustion measurements and adjustments. Recirculation is standard on all **Maxi-Heat®** products resulting in increased efficiency of the heater and less fuel consumed. The **Maxi-Heat®** can go from warming equipment to curing concrete, the heat you can rely on when you need it most.



KEY FEATURES

Allmand® MAXI-HEAT®

External Control Panel

Provides the operator with the necessary operating parameters needed during operation eliminating the need to open the heater door.

Flexible Applications Twin Heater units on the 1M BTU model providing flexibility of heat needed for the jobsite.

iQ System Automatically calibrates burner for temperature, humidity and barometric pressure. Provides damper setting on color display, and information on efficiency, target and actual outlet temperatures.

Lifting Eye

NEW

Remote Fuel Valve and Pump can be optionally equipped to pump fuel to run the Maxi-Heat from a remote fuel tank.

Reversible Coupler

Adjustable height 2" Bulldog and 3" pintle

NEW

Pacbrake Shut-Off Valve

The optional air intake emergency shut-off valve automatically closes the valve and shuts down the engine when an overspeed runaway condition occurs.

Centrifugal Fan Provides decreased dBA output and increased air flow efficiency.

Air Recirculation Inlet

Air inlet comes standard and results in increased efficiency of the heater and less fuel consumed.

NEW

Adjustable Air Recirculation Inlet

The optional adjustable air recirculation inlet connection changes size to fit either 16" or 20" ducting.

16", 20" or Dual 12" Duct Flange Outlets

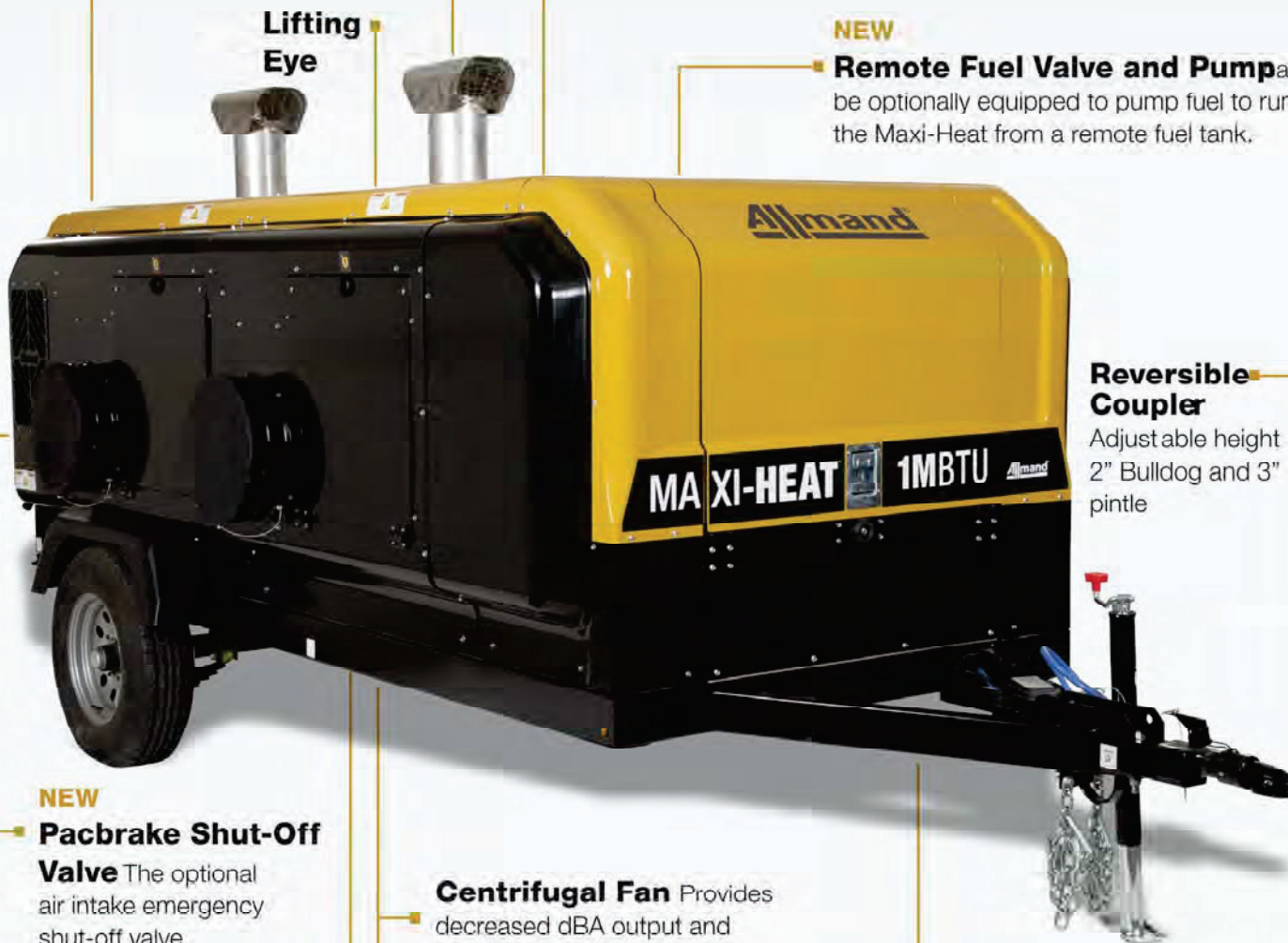
Fluid Containment System (FCS) Provides 130%+ fluid containment for all on-board fluids.

Durable Steel Enclosure is built to last through the toughest environments and conditions.

Sleek Design allowing for ease of transport and maneuverability.

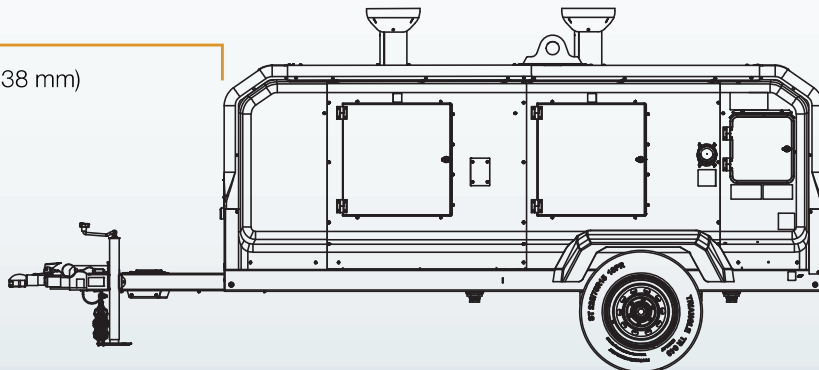
NEW

CSA Approved Steel Fuel Tank The optional 175 gallon steel double wall (UN-31A rated) fuel tank meets CSA and Transport Canada standards.



Model	Maxi-Heat® 1MBTU	Maxi-Heat® 1MBTU
Engine Brand	Kubota D1005	CAT or Perkins 1.1
Engine Model	D1005	1.1
Frequency	60 Hz	60 Hz
Ducting Length - Continuous Heating	3,354 cfm with 96°F rise over ambient @125 ft	3,354 cfm with 96°F rise over ambient @125 ft
Sound Level @ 23ft (FULL LOAD) dBA	67.1 dBA	65.7 dBA
Sound Level @ 23ft (NO LOAD) dBA	62.9 dBA	62.4 dBA
Phase	1-phase	1-phase
Prime Power (kW)*	7	8
BTU per Hour	1,000,000	1,000,000
Heated Air Output Maximum (cfm)	7,060	7,060
Horsepower (@ 1,800 RPM) ****	11.6	13.8
Oil Change Interval (hr)	500	1,000
Engine Tier	Tier 4 Final	Tier 4 Final
Fuel Tank - Single (Poly - Standard)		
Fuel Capacity gal (L)	210 (794.9)	210 (794.9)
Operating Time - 1 Heater @ Full Load (hrs)	67.5	67.8
Operating Time - 2 Heater @ Full Load (hrs)	35.1	34.6
Fuel Tank - Single (Steel - Optional)		
Fuel Capacity gal (L)	175 (662.4)	175 (662.4)
Operating Time - 1 Heater @ Full Load (hrs)	56.5	56.4
Operating Time - 2 Heater @ Full Load (hrs)	29.2	28.8
Fuel Tank - Multi (Poly - Optional)		
Heater Fuel Tank - 1 Capacity gal (L)	116 (439.1)	116 (439.1)
Heater Fuel Tank - 2 Capacity gal (L)	116 (439.1)	116 (439.1)
Engine Fuel Tank Capacity gal (L)	50 (189.2)	50 (189.2)
Total Fuel Tank Capacity gal (L)	281.6 (1,065.9)	281.6 (1,065.9)
Operating Time - 1 Heater @ Full Load (hrs)	42.1	42.1
Operating Time - 2 Heater @ Full Load (hrs)	42.1	42.1
Weights & Shipping		
Net Dry Weight (lbs)	4,633	
Operating Wet Weight NO Fuel (lbs)	4,654	
Operating Wet Weight FULL Fuel (lbs)	5,869	
Number of Units on 48' Flatbed	4	
Number of Units on 53' Flatbed	4	

Width
80.2 in (2,038 mm)



Height
Transport Position
83.9 in (2,130 mm)

Length
183.4 in (4,657 mm)

Thermostat Package

- Remote Thermostat
- Lead extension

2 $\frac{5}{16}$ " Bulldog Hitch

Lockable Battery Disconnect

16", 20" or Dual 12" Duct Flange Outlets (ducting sold separately)

Adjustable Air Recirculation Inlet

Air Shut off Valve

Remote Fuel Valve and Pump

Single Steel Fuel Tank or Multi Poly Fuel Tanks

Custom Paint

Telematics (Customer supplied – consult factory)

Emergency Stop



COMPROMISE NOTHING.

At Allmand, our sole focus is providing jobsite support equipment to help your customers get the job done. Whenever they need it. Wherever they are. And whatever it takes. What's more, our genuine commitment to you — the highest standard of service and lowest total cost of ownership — is simply unmatched. Choose the equipment that comes with complete confidence that jobsite productivity won't go dark at 2 a.m.

Allmand. Above All.

Allmand®





GILLETTE GENERATORS

LIQUID COOLED NAT. GAS ENGINE GENERATOR SET

Model	PRIME 105°C RISE NATURAL GAS	
	HZ	
PR-2400-60 HERTZ	60	240



All generator sets are USA prototype built and thoroughly tested. Production models are USA factory built and 100% load tested.



UL1446, UL508, UL142, UL498



NFPA 110, 99, 70, 37

All generator sets meet NFPA-110 Level 1, when equipped with the necessary accessories and installed per NFPA standards.



NEC 700, 701, 702, 708



NEMA ICS10, MG1, ICS6, AB1



ANSI C62.41, 27, 59, 32, 480, 40Q, 81U, 360-05



ASCE 7-05 & 7-10

All generator sets meet 180 MPH rating.

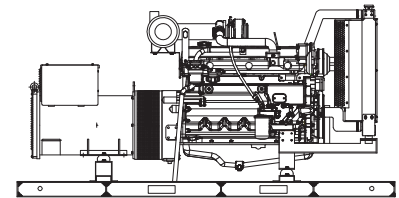


EPA 40CFR Part 60, 1048, 1065, 1068

PRIME MODEL

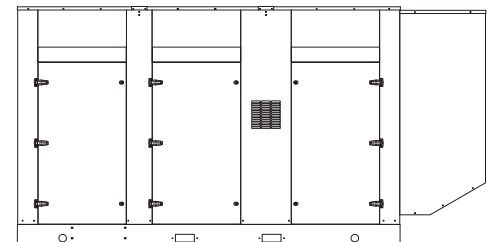
PR-2400

60 HERTZ



“OPEN” GEN-SET

There is no enclosure, so gen-set must be placed within a weather protected area, un-inhabited by humans or animals, with proper ventilation. Silencer not supplied, as installation requirements are not known. However, this item is available as optional equipment.



“LEVEL 2” HOUSED GEN-SET

Full aluminum weather protection and superior sound attenuation for specific low noise applications. Critical grade muffler is standard.

GENERATOR RATINGS

GENERATOR RATINGS					NATURAL GAS FUEL		POWER LEAD CONNECTIONS
GENERATOR MODEL	VOLTAGE		PH	HZ	105°C RISE PRIME RATING		
	L-N	L-L			KW/KVA	AMP	
PR-2400-3-2	120	208	3	60	240/300	834	12 LEAD LOW WYE
PR-2400-3-3	120	240	3	60	240/300	723	12 LEAD HIGH DELTA
PR-2400-3-4	277	480	3	60	240/300	361	12 LEAD HIGH WYE
PR-2400-3-5	127	220	3	60	240/300	788	12 LEAD LOW WYE
PR-2400-3-16	346	600	3	60	240/300	289	4 LEAD WYE 3PH

RATINGS: All single phase gen-sets are dedicated 4 lead windings, rated at unity (1.0) power factor. All three phase gen-sets are 12 lead windings, rated at (.8) power factor. 105°C “PRIME RATINGS” are strictly for gen-sets provide the prime source of electric power, where normal utility power is unavailable or unreliable. A 10% overload is allowed for a total of 1 hour, within every 12 hours of operation of PRIME RATED systems. All gen-set power ratings are based on temperature rise measured by resistance method as defined by MIL-STD 705C and IEEE STD 115, METHOD 6.4.4. All generators have class H (180°C) insulation system on both rotor and stator windings. All factory tests and KW/KVA charts shown above are based on 105°C (prime) R/R winding temperature, within a maximum 40°C ambient condition. Specifications & ratings are subject to change without prior notice.

APPLICATION AND ENGINEERING DATA FOR MODEL PR-2400-60 HZ

GENERATOR SPECIFICATIONS

Manufacturer..... Stamford Electric Generators
Model & Type..... S4L1DD-311, 4 Pole, 12 Lead, Three Phase
..... S4L1SD-17, 4 Pole, 12 Lead, 600V, Three Phase
Exciter..... Brushless, shunt excited
Voltage Regulator..... Solid State, HZ/Volts
Voltage Regulation..... ½%, No load to full load
Frequency..... Field convertible, 60 HZ to 50 HZ
Frequency Regulation..... ½% (½ cycle, no load to full load)
Unbalanced Load Capability..... 100% of prime amps
Total Stator and Load Insulation..... Class H, 180°C
Temperature Rise..... 105°C R/R, prime rating @ 40°C amb.
3 Ø Motor Starting @ 30% Voltage Dip (208-240V) 550 kVA
3 Ø Motor Starting @ 30% Voltage Dip (480V)..... 750 kVA
Bearing..... 1, Pre-lubed and sealed
Coupling..... Direct flexible disc
Total Harmonic Distortion..... Max 3 | % (MIL-STD705B)
Telephone Interference Factor..... Max 50 (NEMA MG1-22)
Deviation Factor..... Max 5% (MIL-STD 405B)
Ltd. Warranty Period..... 24 Months from date of start-up or
..... 1000 hours use, first to occur.

GENERATOR FEATURES

- World Renown Stamford Electric Generator having UL-1446 certification.
- Full generator protection with **Deep Sea 7420** controller, having UL-508 certification.
- Automatic voltage regulator with over-excitation, under-frequency compensation, under-speed protection, and EMI filtering. Entire solid-state board is encapsulated for moisture protection.
- Generator power ratings are based on temperature rise, measured by resistance method, as defined in MIL-STD 705C and IEEE STD 115, Method 6.4.4.
- Power ratings will not exceed temperature rise limitation for class H insulation as per NEMA MG1-22.40.
- Insulation resistance to ground, exceeds 1.5 meg-ohm.
- Stator receives 2000 V. hi-potential test on main windings, and rotor windings receive a 1500 V. hi-potential test, as per MIL-STD 705B.
- Full amortisseur windings with UL-1446 certification.
- Complete engine-generator torsional acceptance, confirmed during initial prototype testing.
- Full load testing on all engine-generator sets, before shipping.
- Self ventilating and drip-proof & revolving field design

ENGINE SPECIFICATIONS AND APPLICATIONS DATA

ENGINE

Manufacturer..... Power Solutions Inc. (PSI)
Model and Type..... Heavy Duty, 14.6LTCAC, 4 cycle
Aspiration..... Turbocharged & Charge Air Cooled
Cylinder Arrangement..... 8 Cylinders, Vee
Displacement Cu. In. (Liters)..... 892 (14.6)
Bore & Stroke In. (Cm.)..... 5.04 x 5.59 (12.8 x 14.2)
Compression Ratio..... 10.5:1
Main Bearings & Style..... 10, Precision Half-Shell
Cylinder Head..... Cast Iron
Pistons..... Cast Aluminum
Crankshaft..... Forged Steel
Exhaust Valve..... Inconel, A193
Governor..... Electronic
Frequency Reg. (no load-full load)..... Isochronous
Frequency Reg. (steady state)..... ± 1/4%
Air Cleaner..... Dry, Replaceable Cartridge
Engine Speed..... 1800
Piston Speed, ft/min (m./min)..... 1677 (511)
Max Power, bhp (kwm) Prime/NG..... 362 (270)
Ltd. Warranty Period..... 12 Months or 2000 hrs., first to occur

FUEL SYSTEM

Type..... NAT. GAS, Vapor Withdrawal
Fuel Pressure (kpa), in. H₂O..... (1.74), 7"
Secondary Fuel Regulator..... NG Vapor System
Auto Fuel Lock-Off Solenoid..... Standard on all sets
Fuel Supply Inlet Line..... (2) 2" NPTF

FUEL CONSUMPTION

NAT. GAS: FT ³ /HR (M ³ /HR)	PRIME
100% LOAD	2760 (78.2)
75% LOAD	2050 (58.0)
50% LOAD	1440 (40.8)
NG = 1000 BTU X FT ³ /HR = Total BTU/HR	

OIL SYSTEM

Type..... Full Pressure
Oil Pan Capacity qt. (L)..... 42.3 (40.0)
Oil Pan Cap. W/ filter qt. (L)..... 49.7 (47.1)
Oil Filter..... 2, Replaceable Spin-On

ELECTRICAL SYSTEM

Ignition System..... Electronic
Eng. Alternator/Starter: 24 VDC, negative ground, 45 amp/hr.
Recommended battery to -18°C (0° F): ... (2) 12 VDC, BCI# 31,
Max. Dimensions: 14"lg x 6 3/4" wi x 10" hi, with standard
round posts. Min output 1000 CCA. Battery tray (max. dim. at
15"lg x 7"wi). This model has (2) battery trays, (2) hold down
straps, (2) sets of battery cables, and (1) battery charger.
Installation of (2) 12VDC starting batteries connected in series
for 24VDC output is required, with possible higher AMP/HR
rating, as described above, if the normal environment
temperature averages -13° F (-25°C) or cooler.

APPLICATION AND ENGINEERING DATA FOR MODEL PR-2400-60 HZ

COOLING SYSTEM

Type of System Pressurized, closed recovery
Coolant Pump Pre-lubricated, self-sealing
Cooling Fan Type (no. of blades) Pusher (12)
Fan Diameter inches (mm) 45" (1143)
Ambient Capacity of Radiator °F (°C) 125 (51.6)
Engine Jacket Coolant Capacity Gal (L) 9.5 (43.2)
Radiator Coolant Capacity Gal. (L) 50.0 (227.3)
Maximum Restriction of Cooling Air Intake
and discharge side of radiator in. H₂O (kpa) 0.5 (.125)
Water Pump Capacity gpm (L/min) 180 (680)
Heat Reject Coolant: Btu/min (kw) 16,189 (284)
Low Radiator Coolant Level Shutdown Standard
Note: Coolant temp. shut-down switch setting at 230°F (110°C) with 50/50
(water/antifreeze) mix.

AIR REQUIREMENTS

Combustion Air, cfm (kg/hr) 532 (1064)
Radiator Air Flow cfm (m³/min) 30,000 (849)
Heat Rejected to Ambient:
Engine: kw (btu/min) 66.0 (3765)
Alternator: kw (btu/min) 23 (1309)

EXHAUST SYSTEM

Exhaust Outlet Size (2) 4"
Max. Back Pressure, in. hg (KPA) 3.0 (10.2)
Exhaust Flow, at rated kw: cfm (m³/min) 2521 (71.3)
Exhaust Temp., at rated kw: °F (°C) 1382 (750)
Engines are EPA certified for Natural Gas.

SOUND LEVELS MEASURED IN dB(A)

	Open Set	Level 2 Encl.
Level 2, Critical Silencer	92	80
Level 3, Hospital Silencer	87	75

Note: Open sets (no enclosure) has (2) optional silencer system choices due to unknown job-site applications. Level 2 enclosure has installed critical silencer with upgrade to hospital silencer. Sound tests are averaged from several test points and taken at 23 ft. (7 m) from source of noise at normal operation.

DERATE GENERATOR FOR ALTITUDE

3% per 1000 ft.(305m) above 3000 ft. (914m) from sea level

DERATE GENERATOR FOR TEMPERATURE

2% per 10°F(5.6°C) above 85°F (29.4°C)

DIMENSIONS AND WEIGHTS

	Open Set	Level 2 Enclosure
Length in (cm)	152 (368)	186 (473)
Width in (cm)	72 (183)	72 (183)
Height in (cm)	80 (203)	94 (239)
3 Ø Net Weight lbs (kg)	8475 (3844)	10975 (4978)
3 Ø Ship Weight lbs (kg)	8825 (4003)	11325 (5137)

DEEP SEA 7420 DIGITAL MICROPROCESSOR CONTROLLER



Deep Sea 7420

The “7420” controller is an auto start mains (utility) failure module for single gen-set applications. This controller includes a backlit LCD display which continuously displays the status of the engine and generator at all times.

The “7420” controller will also monitor speed, frequency, voltage, current, oil pressure, coolant temp., and fuel levels. These modules have been designed to display warning and shut down status. It also includes: (11) configurable inputs • (8) configurable outputs • voltage monitoring • mains (utility) failure detection.

• (250) event logs • configurable timers • automatic shutdown or warning during fault detection • remote start (on load) • engine preheat • advanced metering capability • hour meter • text LCD displays • protected solid state outputs • test buttons for: stop/reset • manual mode • auto mode • lamp test • start button • power monitoring (kWh, kVAr, kVAh, kVArh) This controller includes expansion features including RS232, RS484 (using MODBUS-RTU/TCP), direct USB connection with PC, expansion optioned using DSENet for remote annunciation and remote relay interfacing for a distance of up to 3300FT. The controller software is freely downloadable from the internet and allows monitoring with direct USB cable, LAN, or by internet via the built in web interface.

LOW LOAD CONDITIONS: Operation of PSI HD engines at low-load conditions should be limited to no more than one (1) hour per twenty-four (24) hour period. If the application requires extended time at light loads, it is recommended that the engine load be increased to at least 70% of mechanical rating for a minimum of two (2) hours per fifty (50) hours of low-load operation. Piston sealing rings rely on adequate cylinder firing pressure and temperature to seal the combustion chamber and prevent excessive engine oil from entering the power cylinder. Under low loads these rings will not seal properly, resulting in oil being burned in the combustion chamber and carbon deposits on pistons and valves. This mechanism is well-documented in reciprocating engines of all fuel types and is often referred to as “wet-stacking.”

STANDARD FEATURES FOR MODEL PR-2400-60 HZ

CONTROL PANEL:

Deep Sea 7420 digital microprocessor with logic allows programming in the field. Controller has:

- STOP-MANUAL-AUTO modes and automatic engine shutdowns, signaled by full text LCD indicators:
- Low oil pressure • Engine fail to start
- High engine temp • Engine over speed
- Low Radiator Level • Engine under speed
- Three auxiliary alarms • Over & under voltage
- Battery fail alarm

Also included is tamper-proof engine hour meter

ENGINE:

Full flow oil filter • Air filter • Oil pump • Solenoid type starter motor • Hi-temp radiator • Jacket water pump • Thermostat • Pusher fan and guard • Exhaust manifold • 24 VDC battery charging alternator • Flexible exhaust connector • "Isochronous" duty, electronic governor • Secondary dry fuel regulator • Dry fuel lock-off solenoid • Vibration isolators • Closed coolant recovery system with 50/50 water to anti-freeze mixture • flexible oil & radiator drain hose.

AC GENERATOR SYSTEM:

AC generator • Shunt excited • Brushless design • Circuit Breaker installed and wired to gen-set • Direct connection to engine with flex disc • Class H, 180°C insulation • Self ventilated • Drip proof construction • UL Certified

VOLTAGE REGULATOR:

½% Voltage regulation • EMI filter • Under-speed protection • Over-excitation protection • total encapsulation

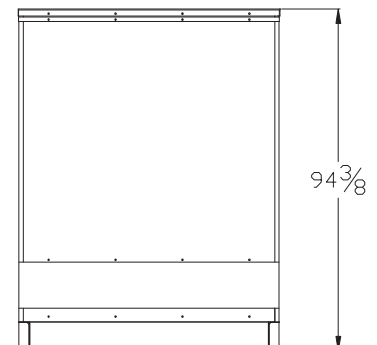
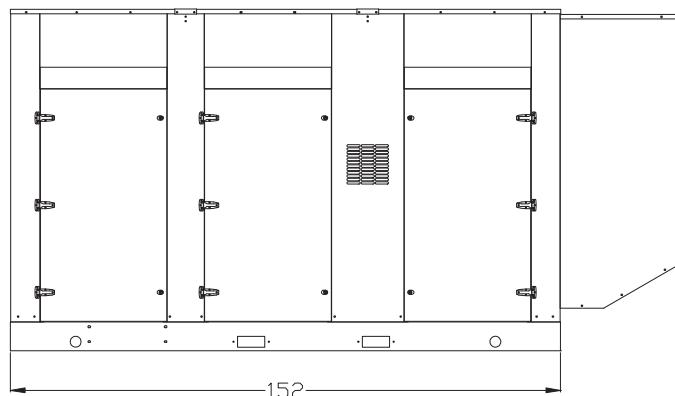
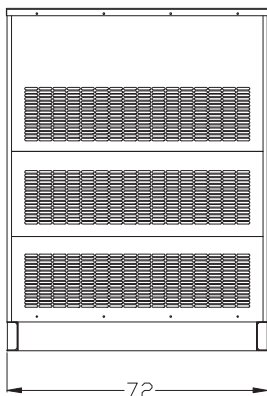
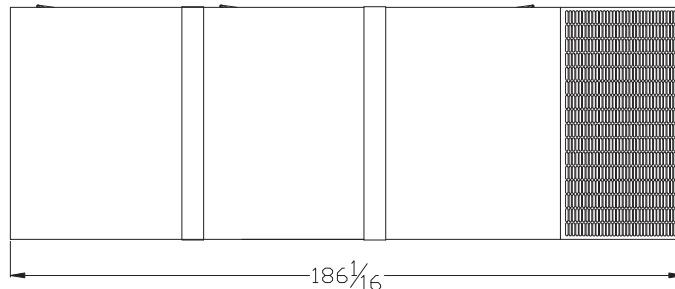
DC ELECTRICAL SYSTEM:

Battery tray • Battery cables • Battery hold down straps • 2-stage battery float charger with maintaining & recharging automatic charge stages

WEATHER/SOUND PROOF ALUMINUM HOUSING CORROSION RESISTANT PROTECTION CONSISTING OF:

- 9 Heated And Agitated Wash Stages
- Zinc Phosphate Etching-coating Stage
- Final Baked On Enamel Powder Coat
- 18/8 Stainless Steel Hardware

Design & specifications subject to change without prior notice. Dimensions shown are approximate. Contact Gillette for certified drawings. DO NOT USE DIMENSIONS FOR INSTALLATION PURPOSES.





GILLETTE GENERATORS

LIQUID COOLED NAT. GAS ENGINE GENERATOR SET

PRIME MODEL

PR-1800

60 HERTZ

Model	PRIME 105°C RISE	
	HZ	NATURAL GAS
PR-1800-60 HERTZ	60	180



All generator sets are USA prototype built and thoroughly tested. Production models are USA factory built and 100% load tested.



UL1446, UL508, UL142, UL498



NFPA 110, 99, 70, 37

All generator sets meet NFPA-110 Level 1, when equipped with the necessary accessories and installed per NFPA standards.



NEC 700, 701, 702, 708



NEMA ICS10, MG1, ICS6, AB1



ANSI C62.41, 27, 59, 32, 480, 40Q, 81U, 360-05

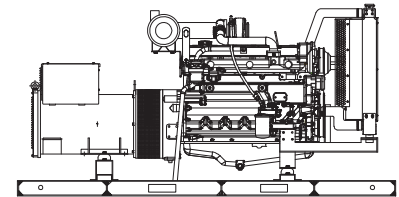


ASCE 7-05 & 7-10

All generator sets meet 180 MPH rating.

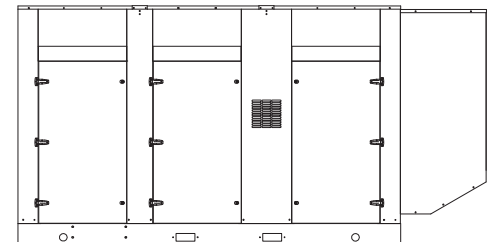


EPA 40CFR Part 60, 1048, 1065, 1068



“OPEN” GEN-SET

There is no enclosure, so gen-set must be placed within a weather protected area, un-inhabited by humans or animals, with proper ventilation. Silencer not supplied, as installation requirements are not known. However, this item is available as optional equipment.



“LEVEL 2” HOUSED GEN-SET

Full aluminum weather protection and superior sound attenuation for specific low noise applications. Critical grade muffler is standard.

GENERATOR RATINGS

GENERATOR RATINGS					NATURAL GAS FUEL		POWER LEAD CONNECTIONS
GENERATOR MODEL	VOLTAGE		PH	HZ	105°C RISE PRIME RATING		
	L-N	L-L			KW/KVA	AMP	
PR-1800-1-1	120	240	1	60	180/180	750	4 LEAD DEDICATED 1 PH.
PR-1800-3-2	120	208	3	60	180/225	625	12 LEAD LOW WYE
PR-1800-3-3	120	240	3	60	180/225	542	12 LEAD HIGH DELTA
PR-1800-3-4	277	480	3	60	180/225	271	12 LEAD HIGH WYE
PR-1800-3-5	127	220	3	60	180/225	591	12 LEAD LOW WYE
PR-1800-3-16	346	600	3	60	180/225	217	4 LEAD DEDICATED 3 PH.

RATINGS: All single phase gen-sets are dedicated 4 lead windings, rated at unity (1.0) power factor. All three phase gen-sets are 12 lead windings, rated at (.8) power factor. 105°C “PRIME RATINGS” are strictly for gen-sets provide the prime source of electric power, where normal utility power is unavailable or unreliable. A 10% overload is allowed for a total of 1 hour, within every 12 hours of operation of PRIME RATED systems. All gen-set power ratings are based on temperature rise measured by resistance method as defined by MIL-STD 705C and IEEE STD 115, METHOD 6.4.4. All generators have class H (180°C) insulation system on both rotor and stator windings. All factory tests and KW/KVA charts shown above are based on 105°C (prime) R/R winding temperature, within a maximum 40°C ambient condition. Specifications & ratings are subject to change without prior notice.

APPLICATION AND ENGINEERING DATA FOR MODEL PR-1800-60 HZ

GENERATOR SPECIFICATIONS

Manufacturer.....Stamford Electric Generators
Model & Type..... S4L1DD-311, 4 Pole, 12 Lead, Single Phase
..... UCID274J-311, 4 Pole, 12 Lead, Three Phase
..... UCI274H-17, 4 Pole, 12 Lead, 600V, Three Phase
Exciter.....Brushless, shunt excited
Voltage Regulator.....Solid State, HZ/Volts
Voltage Regulation.....½%, No load to full load
Frequency.....Field convertible, 60 HZ to 50 HZ
Frequency Regulation.....½% (½ cycle, no load to full load)
Unbalanced Load Capability.....100% of prime amps
Total Stator and Load Insulation.....Class H, 180°C
Temperature Rise.....105°C R/R, prime rating @ 40°C amb.
1 Ø Motor Starting @ 30% Voltage Dip (240V).....490 kVA
3 Ø Motor Starting @ 30% Voltage Dip (208-240V).....510 kVA
3 Ø Motor Starting @ 30% Voltage Dip (480V).....675 kVA
Bearing.....1, Pre-lubed and sealed
Coupling.....Direct flexible disc
Total Harmonic Distortion.....Max 3½% (MIL-STD705B)
Telephone Interference Factor.....Max 50 (NEMA MG1-22)
Deviation Factor.....Max 5% (MIL-STD 405B)
Ltd. Warranty Period.....24 Months from date of start-up or
.....1000 hours use, first to occur.

GENERATOR FEATURES

- World Renown Stamford Electric Generator having UL-1446 certification.
- Full generator protection with **Deep Sea 7420** controller, having UL-508 certification.
- Automatic voltage regulator with over-excitation, under-frequency compensation, under-speed protection, and EMI filtering. Entire solid-state board is encapsulated for moisture protection.
- Generator power ratings are based on temperature rise, measured by resistance method, as defined in MIL-STD 705C and IEEE STD 115, Method 6.4.4.
- Power ratings will not exceed temperature rise limitation for class H insulation as per NEMA MG1-22.40.
- Insulation resistance to ground, exceeds 1.5 meg-ohm.
- Stator receives 2000 V. hi-potential test on main windings, and rotor windings receive a 1500 V. hi-potential test, as per MIL-STD 705B.
- Full amortisseur windings with UL-1446 certification.
- Complete engine-generator torsional acceptance, confirmed during initial prototype testing.
- Full load testing on all engine-generator sets, before shipping.
- Self ventilating and drip-proof & revolving field design

ENGINE SPECIFICATIONS AND APPLICATIONS DATA

ENGINE

Manufacturer.....Power Solutions Inc. (PSI)
Model and Type.....Heavy Duty 11.1LTCAC, 4 cycle
Aspiration.....Turbocharged & Charge Air Cooled
Cylinder Arrangement.....6 Cylinders, Inline
Displacement Cu. In. (Liters).....674 (11.1)
Bore & Stroke In. (Cm.).....4.84 x 6.1 (12.3 x 15.5)
Compression Ratio.....10.5:1
Main Bearings & Style.....7, Precision Half-Shell
Cylinder Head.....Cast Iron
Pistons.....Cast Aluminum
Crankshaft.....Forged Steel
Exhaust Valve.....Inconel, A193
Governor.....Electronic
Frequency Reg. (no load-full load).....Isochronous
Frequency Reg. (steady state).....± 1/4%
Air Cleaner.....Dry, Replaceable Cartridge
Engine Speed.....1800
Piston Speed, ft/min (m./min).....18310 (558)
Max Power, bhp (kwm) Prime/NG.....272 (203)
Ltd. Warranty Period.....12 Months or 2000 hrs., first to occur

FUEL SYSTEM

Type.....NAT. GAS, Vapor Withdrawal
Fuel Pressure (kpa), in. H₂O.....(1.74), 7"
Secondary Fuel Regulator.....NG Vapor System
Auto Fuel Lock-Off Solenoid.....Standard on all sets
Fuel Supply Inlet Line.....2" NPTF

FUEL CONSUMPTION

NAT. GAS: FT ³ /HR (M ³ /HR)	PRIME
100% LOAD	1980 (56.1)
75% LOAD	1500 (42.5)
50% LOAD	1075 (30.4)
NG = 1000 BTU X FT ³ /HR = Total BTU/HR	

OIL SYSTEM

Type.....Full Pressure
Oil Pan Capacity qt. (L).....26.4 (25.0)
Oil Pan Cap. W/ filter qt. (L).....28.8 (27.0)
Oil Filter.....1, Replaceable Spin-On

ELECTRICAL SYSTEM

Ignition System.....Electronic
Eng. Alternator/Starter: 24 VDC, negative ground, 45 amp/hr.
Recommended battery to -18°C (0° F):(2) 12 VDC, BCI# 27,
Max. Dimensions: 12"lg x 6 3/4" wi x 9" hi, with standard round
posts. Min output 700 CCA. Battery tray (max. dim. at 12"lg x
7"wi). This model has (2) battery trays, (2) hold down straps,
(2) sets of battery cables, and (1) battery charger. Installation of
(2) 12VDC starting batteries connected in series for 24VDC
output is required, with possible higher AMP/HR rating, as
described above, if the normal environment temperature
averages -13° F (-25°C) or cooler.

APPLICATION AND ENGINEERING DATA FOR MODEL PR-1800-60 HZ

COOLING SYSTEM

Type of System Pressurized, closed recovery
Coolant Pump Pre-lubricated, self-sealing
Cooling Fan Type (no. of blades) Pusher (12)
Fan Diameter inches (mm) 38" (965)
Ambient Capacity of Radiator °F (°C) 125 (51.6)
Engine Jacket Coolant Capacity Gal (L) 5.5 (21.0)
Radiator Coolant Capacity Gal. (L) 30.6 (116)
Maximum Restriction of Cooling Air Intake
and discharge side of radiator in. H₂O (kpa) 0.5 (.125)
Water Pump Capacity gpm (L/min) 75 (284)
Heat Reject Coolant: Btu/min (kw) 8100 (142)
Low Radiator Coolant Level Shutdown Standard
Note: Coolant temp. shut-down switch setting at 230°F (110°C) with 50/50
(water/antifreeze) mix.

AIR REQUIREMENTS

Combustion Air, cfm (m³/min) 448 (12.7)
Radiator Air Flow cfm (m³/min) 18,000 (510)
Heat Rejected to Ambient:
Engine: kw (btu/min) 60.3 (3430)
Alternator: kw (btu/min) 16 (910)

EXHAUST SYSTEM

Exhaust Outlet Size 5"
Max. Back Pressure, in. hg (KPA) 3.0 (10.2)
Exhaust Flow, at rated kw: cfm (m³/min) 1425 (40.3)
Exhaust Temp., at rated kw: °F (°C) 1382 (750)
Engines are EPA certified for Natural Gas.

SOUND LEVELS MEASURED IN dB(A)

	Open Set	Level 2 Encl.
Level 2, Critical Silencer	90	75

Note: Open sets (no enclosure) has (2) optional silencer system choices due to unknown job-site applications. Level 2 enclosure has installed critical silencer with upgrade to hospital silencer. Sound tests are averaged from several test points and taken at 23 ft. (7 m) from source of noise at normal operation.

DERATE GENERATOR FOR ALTITUDE

3% per 1000 ft.(305m) above 3000 ft. (914m) from sea level

DERATE GENERATOR FOR TEMPERATURE

2% per 10°F(5.6°C) above 85°F (29.4°C)

DIMENSIONS AND WEIGHTS

	Open Set	Level 2 Enclosure
Length in (cm).....	132 (335)	204 (518)
Width in (cm).....	52 (132)	72 (183)
Height in (cm).....	80 (203)	94 (239)
3 Ø Net Weight lbs (kg).....	6375 (2891)	8975 (4071)
3 Ø Ship Weight lbs (kg).....	6725 (3050)	9325 (4230)

DEEP SEA 7420MKII DIGITAL MICROPROCESSOR CONTROLLER



Deep Sea 7420MKII

The "7420MKII" controller is an auto start mains (utility) failure module for single gen-set applications. This controller includes a backlit LCD display which continuously displays the status of the engine and generator at all times.

The "7420" controller will also monitor speed, frequency, voltage, current, oil pressure, coolant temp., and fuel levels. These modules have been designed to display warning and shut down status. It also includes: (11) configurable inputs • (8) configurable outputs • voltage monitoring • mains (utility) failure detection.

• (250) event logs • configurable timers • automatic shutdown or warning during fault detection • remote start (on load) • engine preheat • advanced metering capability • hour meter • text LCD displays • protected solid state outputs • test buttons for: stop/reset • manual mode • auto mode • lamp test • start button • power monitoring (kWh, kVAh, kVAh, kVAh) This controller includes expansion features including RS232, RS484 (using MODBUS-RTU/TCP), direct USB connection with PC, expansion optioned using DSENet for remote annunciation and remote relay interfacing for a distance of up to 3300FT. The controller software is freely downloadable from the internet and allows monitoring with direct USB cable, LAN, or by internet via the built in web interface.

LOW LOAD CONDITIONS: Operation of PSI HD engines at low-load conditions should be limited to no more than one (1) hour per twenty-four (24) hour period. If the application requires extended time at light loads, it is recommended that the engine load be increased to at least 70% of mechanical rating for a minimum of two (2) hours per fifty (50) hours of low-load operation. Piston sealing rings rely on adequate cylinder firing pressure and temperature to seal the combustion chamber and prevent excessive engine oil from entering the power cylinder. Under low loads these rings will not seal properly, resulting in oil being burned in the combustion chamber and carbon deposits on pistons and valves. This mechanism is well-documented in reciprocating engines of all fuel types and is often referred to as "wet-stacking."

STANDARD FEATURES FOR MODEL PR-1800-60 HZ

STANDARD FEATURES

CONTROL PANEL:

- Deep Sea 7420 digital microprocessor with logic allows programming in the field. Controller has:
- STOP-MANUAL-AUTO modes and automatic engine shutdowns, signaled by full text LCD indicators:
 - Low oil pressure
 - High engine temp
 - Low Radiator Level
 - Three auxiliary alarms
 - Battery fail alarm
 - Engine fail to start
 - Engine over speed
 - Engine under speed
 - Over & under voltage
- Also included is tamper-proof engine hour meter

ENGINE:

- Full flow oil filter • Air filter • Oil pump • Solenoid type starter motor • Hi-temp radiator • Jacket water pump
- Thermostat • Pusher fan and guard • Exhaust manifold
 - 24 VDC battery charging alternator • Flexible exhaust connector • "Isochronous" duty, electronic governor • Secondary dry fuel regulator • Dry fuel lock-off solenoid • Vibration isolators • Closed coolant recovery system with 50/50 water to anti-freeze mixture • flexible oil & radiator drain hose.

Design & specifications subject to change without prior notice. Dimensions shown are approximate. Contact Gillette for certified drawings. DO NOT USE DIMENSIONS FOR INSTALLATION PURPOSES.

AC GENERATOR SYSTEM:

- AC generator • Shunt excited • Brushless design • Circuit Breaker installed and wired to gen-set • Direct connection to engine with flex disc • Class H, 180°C insulation • Self ventilated • Drip proof construction • UL Certified

VOLTAGE REGULATOR:

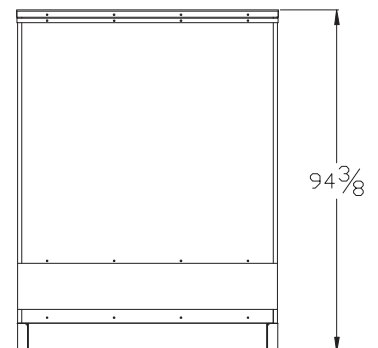
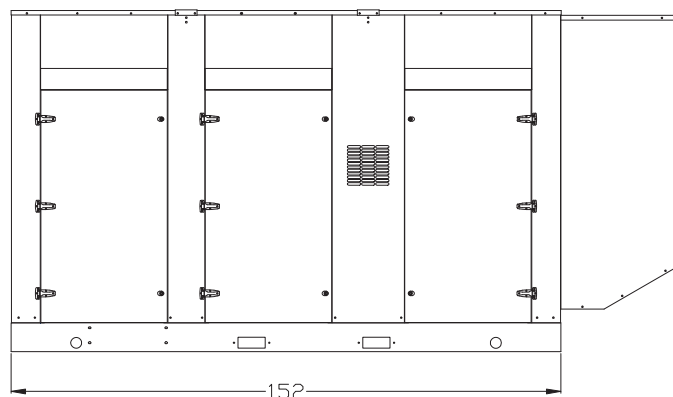
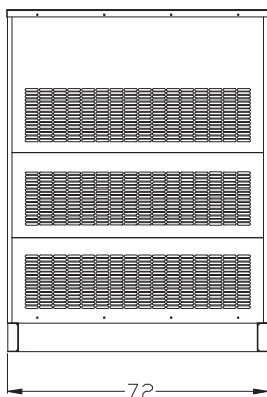
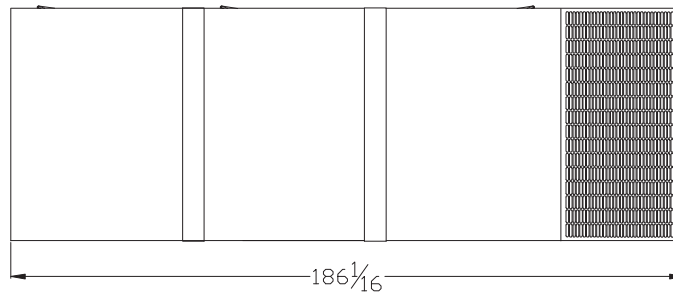
- ½% Voltage regulation • EMI filter • Under-speed protection • Over-excitation protection • total encapsulation

DC ELECTRICAL SYSTEM:

- Battery tray • Battery cables • Battery hold down straps
- 2-stage battery float charger with maintaining & recharging automatic charge stages

WEATHER/SOUND PROOF ALUMINUM HOUSING CORROSION RESISTANT PROTECTION CONSISTING OF:

- 9 Heated And Agitated Wash Stages
- Zinc Phosphate Etching-coating Stage
- Final Baked On Enamel Powder Coat
- 18/8 Stainless Steel Hardware





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
2021 MODEL YEAR
CERTIFICATE OF CONFORMITY
WITH THE CLEAN AIR ACT

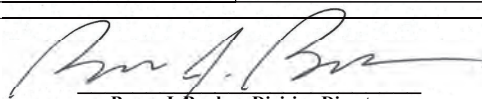
OFFICE OF TRANSPORTATION
AND AIR QUALITY
ANN ARBOR, MICHIGAN 48105

Certificate Issued To: Power Solutions International, Inc.
(U.S. Manufacturer or Importer)

Certificate Number: MPSIB14.6NGP-019

Effective Date:
07/15/2020

Expiration Date:
12/31/2021


Byron J. Bunker, Division Director
Compliance Division

Issue Date:
07/15/2020

Revision Date:
N/A

Manufacturer: Power Solutions International, Inc.

Engine Family: MPSIB14.6NGP

Mobile/Stationary Certification Type: Mobile and Stationary

Fuel : LPG/Propane
Natural Gas (CNG/LNG)

Emission Standards :

Part 60 Subpart JJJJ Table 1

CO (g/Hp-hr) : 2.0
VOC (g/Hp-hr) : 0.7
NOx (g/Hp-hr) : 1.0

Mobile Part 1048

HC + NOx (g/kW-hr) : 2.7
CO (g/kW-hr) : 4.4
NMHC + NOx (g/kW-hr) : 2.7

Stationary Part 1048

CO (g/kW-hr) : 4.4
HC + NOx (g/kW-hr) : 2.7
NMHC + NOx (g/kW-hr) : 2.7

Emergency Use Only : N

Pursuant to Section 213 of the Clean Air Act (42 U.S.C. section 7547) and 40 CFR Part 1048, 40 CFR Part 60, 1065, 1068, and 60 (stationary only and combined stationary and mobile) and subject to the terms and conditions prescribed in those provisions, this certificate of conformity is hereby issued with respect to the test engines which have been found to conform to applicable requirements and which represent the following nonroad engines, by engine family, more fully described in the documentation required by 40 CFR Part 1048, 40 CFR Part 60 and produced in the stated model year.

This certificate of conformity covers only those new nonroad spark-ignition engines which conform in all material respects to the design specifications that applied to those engines described in the documentation required by 40 CFR Part 1048, 40 CFR Part 60 and which are produced during the model year stated on this certificate of the said manufacturer, as defined in 40 CFR Part 1048, 40 CFR Part 60. This certificate of conformity does not cover nonroad engines imported prior to the effective date of the certificate.

It is a term of this certificate that the manufacturer shall consent to all inspections described in 40 CFR 1068.20 and authorized in a warrant or court order. Failure to comply with the requirements of such a warrant or court order may lead to revocation or suspension of this certificate for reasons specified in 40 CFR Part 1048, 40 CFR Part 60. It is also a term of this certificate that this certificate may be revoked or suspended or rendered void *ab initio* for other reasons specified in 40 CFR Part 1048, 40 CFR Part 60.

This certificate does not cover large nonroad engines sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.

Targa Resources

Reference: Cadillac VCU

Rev 0: 02/02/24
Combustor Model: HCD48

Hero Flare is pleased to provide a proposal for a combustor system that is fully compliant with 40 CFR 60.18 subpart OOOO EPA regulatory standards. The system being offered has been fully tested by the manufacturer in-house and has been approved by the EPA.

There are many advantages to our combustor systems:

- Guaranteed destruction efficiency greater than 98% or greater
- Quad O EPA Certified
- Battery / Solar powered OR 120VAC BMS systems available.
- Automated pilot ignition system with continuous pilot flame monitoring.
- No minimum operating pressure requirements.

We look forward to working with you as this project progresses.

Best regards,

Craig Rosencutter

Office: (918) 941-2166 Ext. 101
Cell: (918) 344-4335
Email: craig.rosencutter@heroflare.com

Garrett Consedine

Office: (918) 941-2166 Ext. 114
Cell: (918) 948-4647
Email: garrett.consedine@heroflare.com

Matt Schrum

Cell: (402) 637-1588
Email: matt.schrum@heroflare.com

Visit us at www.heroflare.com

Hero Flare offers more Quad O approved combustors than any other supplier! We are committed to providing safe, reliable, and environmentally friendly combustor solutions!

Design Data Sheet

Design Flow Rate

Flow Rate Case	Flow Rate (SCFD)	Molecular Weight	Lower Heating Value (Btu/SCF)	Pressure	Temp. (°F)
Smokeless Rate	0 to 52,000	30 to 40	1,600	6 oz/in ²	Amb.
See Flow Curve on Last Sheet of Proposal					

Site Conditions

Wind	120 MPH	Temperature	0 to 120 °F	Elevation	14.5 Psi
------	---------	-------------	-------------	-----------	----------

Site Utilities Required

Pilot Gas (per pilot)	Natural Gas: 25 scfh @ 5 psig (Clean, dry gas)				
Plant Air	No Plant Air Required				
Pilot Panel Electricity	115VAC or Battery / Solar Powered (Specify at time of order)				
Blower Motor Electricity	No blower included with this offer		Blower Size: N/A		

Emission / Flare Performance

Destruction	A 98% or greater hydrocarbon destruction efficiency will be achieved
Smokeless Rate	100% Smokeless
Max Radiation	Shell temperature < 150 °F
Tip Velocity	N/A

Pilot Construction

Electrical Area	Non-classified area
Control Panel Type	Nema 4 (Painted)
Pilot(s)	One (1) Gas Pilot
Pilot Construction	Stainless Steel
Pilot Monitoring	Ionization Rod
Pilot Gas Connection	¼" FNPT Located at Base of Flare

Flare Construction

Component	Dimension	Material
Stack Height x Diameter	12'-6" x 4'	A53B
Internal Insulation	2" Thick	8# Ceramic Fiber
Inlet Connection	3" FNPT	Carbon

HCD48 Equipment Description

Combustor

- Over 98% mass destruction rate efficiency
- 12'-6" overall height (including skid)
- Multi-jet burner manifold
- Flame Arrestor at the bottom air intake (Bottom of stack)
- 2" Ceramic internal insulation
- 3" SCD inlet connection
- The combustor shell upper section is shipped loose and requires minimum field installation.

Skid – *Optional Item*

- Combustor base is shop mounted on a 4'-4" Wide x 11'-0" long skid.
- Optional items (i.e. scrubber) are shop mounted to reduce field assembly time.

Flashback Protection

- In-Line Flame Arrestor

Burner Management System

- BMS Enclosure shop mounted to skid (*battery / solar powered or 120VAC powered*)
- Remote Start / Stop Capabilities
- Automated Pilot Ignition (*Includes pilot gas solenoid valve, regulator, gauge*)
- Automated main waste gas butterfly valve



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**EXTENDED GAS REPORT
SUMMARY OF CHROMATOGRAPHIC ANALYSIS**

Sample Name: Lucid Cadillac Gas
Sample Date: 07/26/2023
Sampled By: DG
Time Sampled: 09:30
Sample Temp: 103.3 F
Sample Press: 1084.6

H2S (PPM) = 2.0

For: 16380G
Cyl. Ident.: 2023072618
Company: Targa Midstream
Analysis Date: 07/28/2023
Analysis By: BH
Data File: LS_8793.D

Component	Mole%	GPM REAL	GPM IDEAL
H2S	0.000		
Nitrogen	0.947		
Methane	77.450		
CO2	0.245		
Ethane	11.480	3.069	3.062
Propane	5.426	1.494	1.491
Isobutane	0.765	0.250	0.250
N-Butane	1.754	0.553	0.552
Isopentane	0.440	0.161	0.161
N-Pentane	0.496	0.180	0.179
Hexanes+	0.997	0.427	0.425
Total	100.000	6.134	6.120

CALCULATED PARAMETERS

TOTAL ANALYSIS SUMMARY

MOLE WT: 21.735
VAPOR PRESS PSIA: 3976.2
SPECIFIC GRAVITY
AIR = 1 (REAL): 0.7526
AIR = 1 (IDEAL): 0.7501
H2O = 1 (IDEAL): 0.355

REPORTED BASIS: 14.73
Unnormalized Total: 107.624

HEATING VALUE

BTU/CUFT (DRY) 1301.2
BTU/CUFT (WET) 1279.1

BTEX SUMMARY

WT% BENZENE 3.415
WT% TOLUENE 2.775
WT% E BENZENE 0.224
WT% XYLENES 2.123

LAB MANAGER

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575.397.3713 2609 W MARLAND HOBBS, NEW MEXICO 88240

Sample Name: Lucid Cadillac Gas
Company: Targa Midstream

Data File: LS_8793.D

***ANALYSIS OF HEXANES PLUS**

Component	MOLE%	WT%
2,2 DIMETHYL BUTANE	0.007	0.027
CYCLOPENTANE	0.034	0.122
2-METHYLPENTANE	0.111	0.439
3-METHYLPENTANE	0.059	0.236
HEXANE (C6)	0.158	0.599
DIMETHYLPENTANES	0.009	0.042
METHYLCYCLOPENTANE	0.066	0.256
2,2,3 TRIMETHYLBUTANE	0.000	0.002
BENZENE	0.020	0.073
CYCLOHEXANE	0.078	0.301
2-METHYLHEXANE	0.025	0.114
3-METHYLHEXANE	0.035	0.163
DIMETHYCYCLOPENTANES	0.011	0.052
HEPTANE (C7)	0.060	0.275
METHYLCYCLOHEXANE	0.089	0.404
2,5 DIMETHYLHEXANE	0.002	0.009
TOLUENE	0.026	0.112
2-METHYLHEPTANE	0.020	0.105
OTHER OCTANES	0.046	0.243
OCTANE (C8)	0.022	0.116
ETHYLCYCLOHEXANE	0.007	0.036
ETHYL BENZENE	0.002	0.008
M,P-XYLENE	0.016	0.078
O-XYLENE	0.003	0.017
OTHER NONANES	0.022	0.134
NONANE (C-9)	0.012	0.071
IC3 BENZENE	0.003	0.015
CYCLOOCTANE	0.000	0.000
NC3 BENZENE	0.000	0.000
TM BENZENE(S)	0.004	0.021
IC4 BENZENE	0.000	0.001
NC4 BENZENE	0.001	0.005
DECANES + (C10+)	0.023	0.175

***HEXANES PLUS SUMMARY**

AVG MOLE WT	95.576
VAPOR PRESS PSIA	9.860
API GRAVITY @ 60F	65.9
SPECIFIC GRAVITY	
AIR = 1 (IDEAL):	2.975
H2O = 1 (IDEAL):	0.717

COMPONENT RATIOS

HEXANES (C6)	MOLE%	36.335
HEPTANES (C7)	MOLE%	33.260
OCTANES (C8)	MOLE%	20.666
NONANES (C9)	MOLE%	6.311
DECANES+ (C10+)	MOLE%	3.428
HEXANES (C6)	WT%	32.474
HEPTANES (C7)	WT%	32.168
OCTANES (C8)	WT%	22.578
NONANES (C9)	WT%	7.817
DECANES+ (C10+)	WT%	4.963

Remarks: On: 6/26/23 spot

* Hexane+ portion calculated by Allocation Process

Table 1.4-1. EMISSION FACTORS FOR NITROGEN OXIDES (NO_x) AND CARBON MONOXIDE (CO)
FROM NATURAL GAS COMBUSTION^a

Combustor Type (MMBtu/hr Heat Input) [SCC]	NO _x ^b		CO	
	Emission Factor (lb/10 ⁶ scf)	Emission Factor Rating	Emission Factor (lb/10 ⁶ scf)	Emission Factor Rating
Large Wall-Fired Boilers (>100) [1-01-006-01, 1-02-006-01, 1-03-006-01]				
Uncontrolled (Pre-NSPS) ^c	280	A	84	B
Uncontrolled (Post-NSPS) ^c	190	A	84	B
Controlled - Low NO _x burners	140	A	84	B
Controlled - Flue gas recirculation	100	D	84	B
Small Boilers (<100) [1-01-006-02, 1-02-006-02, 1-03-006-02, 1-03-006-03]				
Uncontrolled	100	B	84	B
Controlled - Low NO _x burners	50	D	84	B
Controlled - Low NO _x burners/Flue gas recirculation	32	C	84	B
Tangential-Fired Boilers (All Sizes) [1-01-006-04]				
Uncontrolled	170	A	24	C
Controlled - Flue gas recirculation	76	D	98	D
Residential Furnaces (<0.3) [No SCC]				
Uncontrolled	94	B	40	B

^a Reference 11. Units are in pounds of pollutant per million standard cubic feet of natural gas fired. To convert from lb/10⁶ scf to kg/10⁶ m³, multiply by 16. Emission factors are based on an average natural gas higher heating value of 1,020 Btu/scf. To convert from lb/10⁶ scf to lb/MMBtu, divide by 1,020. The emission factors in this table may be converted to other natural gas heating values by multiplying the given emission factor by the ratio of the specified heating value to this average heating value. SCC = Source Classification Code. ND = no data. NA = not applicable.

^b Expressed as NO_x. For large and small wall fired boilers with SNCR control, apply a 24 percent reduction to the appropriate NO_x emission factor. For tangential-fired boilers with SNCR control, apply a 13 percent reduction to the appropriate NO_x emission factor.

^c NSPS=New Source Performance Standard as defined in 40 CFR 60 Subparts D and Db. Post-NSPS units are boilers with greater than 250 MMBtu/hr of heat input that commenced construction modification, or reconstruction after August 17, 1971, and units with heat input capacities between 100 and 250 MMBtu/hr that commenced construction modification, or reconstruction after June 19, 1984.

TABLE 1.4-2. EMISSION FACTORS FOR CRITERIA POLLUTANTS AND GREENHOUSE GASES FROM NATURAL GAS COMBUSTION^a

Pollutant	Emission Factor (lb/10 ⁶ scf)	Emission Factor Rating
CO ₂ ^b	120,000	A
Lead	0.0005	D
N ₂ O (Uncontrolled)	2.2	E
N ₂ O (Controlled-low-NO _x burner)	0.64	E
PM (Total) ^c	7.6	D
PM (Condensable) ^c	5.7	D
PM (Filterable) ^c	1.9	B
SO ₂ ^d	0.6	A
TOC	11	B
Methane	2.3	B
VOC	5.5	C

^a Reference 11. Units are in pounds of pollutant per million standard cubic feet of natural gas fired. Data are for all natural gas combustion sources. To convert from lb/10⁶ scf to kg/10⁶ m³, multiply by 16. To convert from lb/10⁶ scf to lb/MMBtu, divide by 1,020. The emission factors in this table may be converted to other natural gas heating values by multiplying the given emission factor by the ratio of the specified heating value to this average heating value. TOC = Total Organic Compounds.

VOC = Volatile Organic Compounds.

^b Based on approximately 100% conversion of fuel carbon to CO₂. CO₂[lb/10⁶ scf] = (3.67) (CON) (C)(D), where CON = fractional conversion of fuel carbon to CO₂, C = carbon content of fuel by weight (0.76), and D = density of fuel, 4.2x10⁴ lb/10⁶ scf.

^c All PM (total, condensable, and filterable) is assumed to be less than 1.0 micrometer in diameter. Therefore, the PM emission factors presented here may be used to estimate PM₁₀, PM_{2.5} or PM₁ emissions. Total PM is the sum of the filterable PM and condensable PM. Condensable PM is the particulate matter collected using EPA Method 202 (or equivalent). Filterable PM is the particulate matter collected on, or prior to, the filter of an EPA Method 5 (or equivalent) sampling train.

^d Based on 100% conversion of fuel sulfur to SO₂.

Assumes sulfur content is natural gas of 2,000 grains/10⁶ scf. The SO₂ emission factor in this table can be converted to other natural gas sulfur contents by multiplying the SO₂ emission factor by the ratio of the site-specific sulfur content (grains/10⁶ scf) to 2,000 grains/10⁶ scf.

TABLE 1.4-3. EMISSION FACTORS FOR SPECIATED ORGANIC COMPOUNDS FROM
NATURAL GAS COMBUSTION^a

CAS No.	Pollutant	Emission Factor (lb/10 ⁶ scf)	Emission Factor Rating
91-57-6	2-Methylnaphthalene ^{b, c}	2.4E-05	D
56-49-5	3-Methylcholanthrene ^{b, c}	<1.8E-06	E
	7,12-Dimethylbenz(a)anthracene ^{b, c}	<1.6E-05	E
83-32-9	Acenaphthene ^{b, c}	<1.8E-06	E
203-96-8	Acenaphthylene ^{b, c}	<1.8E-06	E
120-12-7	Anthracene ^{b, c}	<2.4E-06	E
56-55-3	Benz(a)anthracene ^{b, c}	<1.8E-06	E
71-43-2	Benzene ^b	2.1E-03	B
50-32-8	Benzo(a)pyrene ^{b, c}	<1.2E-06	E
205-99-2	Benzo(b)fluoranthene ^{b, c}	<1.8E-06	E
191-24-2	Benzo(g,h,i)perylene ^{b, c}	<1.2E-06	E
207-08-9	Benzo(k)fluoranthene ^{b, c}	<1.8E-06	E
106-97-8	Butane	2.1E+00	E
218-01-9	Chrysene ^{b, c}	<1.8E-06	E
53-70-3	Dibenzo(a,h)anthracene ^{b, c}	<1.2E-06	E
25321-22-6	Dichlorobenzene ^b	1.2E-03	E
74-84-0	Ethane	3.1E+00	E
206-44-0	Fluoranthene ^{b, c}	3.0E-06	E
86-73-7	Fluorene ^{b, c}	2.8E-06	E
50-00-0	Formaldehyde ^b	7.5E-02	B
110-54-3	Hexane ^b	1.8E+00	E
193-39-5	Indeno(1,2,3-cd)pyrene ^{b, c}	<1.8E-06	E
91-20-3	Naphthalene ^b	6.1E-04	E
109-66-0	Pentane	2.6E+00	E
85-01-8	Phenanthrene ^{b, c}	1.7E-05	D
74-98-6	Propane	1.6E+00	E

TABLE 1.4-3. EMISSION FACTORS FOR SPECIATED ORGANIC COMPOUNDS FROM
NATURAL GAS COMBUSTION (Continued)

CAS No.	Pollutant	Emission Factor (lb/10 ⁶ scf)	Emission Factor Rating
129-00-0	Pyrene ^{b, c}	5.0E-06	E
108-88-3	Toluene ^b	3.4E-03	C

- ^a Reference 11. Units are in pounds of pollutant per million standard cubic feet of natural gas fired. Data are for all natural gas combustion sources. To convert from lb/10⁶ scf to kg/10⁶ m³, multiply by 16. To convert from lb/10⁶ scf to lb/MMBtu, divide by 1,020. Emission Factors preceded with a less-than symbol are based on method detection limits.
- ^b Hazardous Air Pollutant (HAP) as defined by Section 112(b) of the Clean Air Act.
- ^c HAP because it is Polycyclic Organic Matter (POM). POM is a HAP as defined by Section 112(b) of the Clean Air Act.
- ^d The sum of individual organic compounds may exceed the VOC and TOC emission factors due to differences in test methods and the availability of test data for each pollutant.

Table 3.2-2. UNCONTROLLED EMISSION FACTORS FOR 4-STROKE LEAN-BURN ENGINES^a
(SCC 2-02-002-54)

Pollutant	Emission Factor (lb/MMBtu) ^b (fuel input)	Emission Factor Rating
Criteria Pollutants and Greenhouse Gases		
NO _x ^c 90 - 105% Load	4.08 E+00	B
NO _x ^c <90% Load	8.47 E-01	B
CO ^c 90 - 105% Load	3.17 E-01	C
CO ^c <90% Load	5.57 E-01	B
CO ₂ ^d	1.10 E+02	A
SO ₂ ^e	5.88 E-04	A
TOC ^f	1.47 E+00	A
Methane ^g	1.25 E+00	C
VOC ^h	1.18 E-01	C
PM10 (filterable) ⁱ	7.71 E-05	D
PM2.5 (filterable) ⁱ	7.71 E-05	D
PM Condensable ^j	9.91 E-03	D
Trace Organic Compounds		
1,1,2,2-Tetrachloroethane ^k	<4.00 E-05	E
1,1,2-Trichloroethane ^k	<3.18 E-05	E
1,1-Dichloroethane	<2.36 E-05	E
1,2,3-Trimethylbenzene	2.30 E-05	D
1,2,4-Trimethylbenzene	1.43 E-05	C
1,2-Dichloroethane	<2.36 E-05	E
1,2-Dichloropropane	<2.69 E-05	E
1,3,5-Trimethylbenzene	3.38 E-05	D
1,3-Butadiene ^k	2.67E-04	D
1,3-Dichloropropene ^k	<2.64 E-05	E
2-Methylnaphthalene ^k	3.32 E-05	C
2,2,4-Trimethylpentane ^k	2.50 E-04	C
Acenaphthene ^k	1.25 E-06	C

Table 3.2-2. UNCONTROLLED EMISSION FACTORS FOR 4-STROKE LEAN-BURN ENGINES
(Continued)

Pollutant	Emission Factor (lb/MMBtu) ^b (fuel input)	Emission Factor Rating
Acenaphthylene ^k	5.53 E-06	C
Acetaldehyde ^{k,l}	8.36 E-03	A
Acrolein ^{k,l}	5.14 E-03	A
Benzene ^k	4.40 E-04	A
Benzo(b)fluoranthene ^k	1.66 E-07	D
Benzo(e)pyrene ^k	4.15 E-07	D
Benzo(g,h,i)perylene ^k	4.14 E-07	D
Biphenyl ^k	2.12 E-04	D
Butane	5.41 E-04	D
Butyr/Isobutyraldehyde	1.01 E-04	C
Carbon Tetrachloride ^k	<3.67 E-05	E
Chlorobenzene ^k	<3.04 E-05	E
Chloroethane	1.87 E-06	D
Chloroform ^k	<2.85 E-05	E
Chrysene ^k	6.93 E-07	C
Cyclopentane	2.27 E-04	C
Ethane	1.05 E-01	C
Ethylbenzene ^k	3.97 E-05	B
Ethylene Dibromide ^k	<4.43 E-05	E
Fluoranthene ^k	1.11 E-06	C
Fluorene ^k	5.67 E-06	C
Formaldehyde ^{k,l}	5.28 E-02	A
Methanol ^k	2.50 E-03	B
Methylcyclohexane	1.23 E-03	C
Methylene Chloride ^k	2.00 E-05	C
n-Hexane ^k	1.11 E-03	C
n-Nonane	1.10 E-04	C

Table 3.2-2. UNCONTROLLED EMISSION FACTORS FOR 4-STROKE LEAN-BURN ENGINES
(Continued)

Pollutant	Emission Factor (lb/MMBtu) ^b (fuel input)	Emission Factor Rating
n-Octane	3.51 E-04	C
n-Pentane	2.60 E-03	C
Naphthalene ^k	7.44 E-05	C
PAH ^k	2.69 E-05	D
Phenanthrene ^k	1.04 E-05	D
Phenol ^k	2.40 E-05	D
Propane	4.19 E-02	C
Pyrene ^k	1.36 E-06	C
Styrene ^k	<2.36 E-05	E
Tetrachloroethane ^k	2.48 E-06	D
Toluene ^k	4.08 E-04	B
Vinyl Chloride ^k	1.49 E-05	C
Xylene ^k	1.84 E-04	B

^a Reference 7. Factors represent uncontrolled levels. For NO_x, CO, and PM₁₀, “uncontrolled” means no combustion or add-on controls; however, the factor may include turbocharged units. For all other pollutants, “uncontrolled” means no oxidation control; the data set may include units with control techniques used for NO_x control, such as PCC and SCR for lean burn engines, and PSC for rich burn engines. Factors are based on large population of engines. Factors are for engines at all loads, except as indicated. SCC = Source Classification Code. TOC = Total Organic Compounds. PM-10 = Particulate Matter ≤ 10 microns (μm) aerodynamic diameter. A “<” sign in front of a factor means that the corresponding emission factor is based on one-half of the method detection limit.

^b Emission factors were calculated in units of (lb/MMBtu) based on procedures in EPA Method 19. To convert from (lb/MMBtu) to (lb/10⁶ scf), multiply by the heat content of the fuel. If the heat content is not available, use 1020 Btu/scf. To convert from (lb/MMBtu) to (lb/hp-hr) use the following equation:

$$\text{lb/hp-hr} = (\text{lb/MMBtu}) (\text{heat input, MMBtu/hr}) (1/\text{operating HP, 1/hp})$$

^c Emission tests with unreported load conditions were not included in the data set.

^d Based on 99.5% conversion of the fuel carbon to CO₂. CO₂ [lb/MMBtu] = (3.67)(%CON)(C)(D)(1/h), where %CON = percent conversion of fuel carbon to CO₂, C = carbon content of fuel by weight (0.75), D = density of fuel, 4.1 E+04 lb/10⁶ scf, and

- h = heating value of natural gas (assume 1020 Btu/scf at 60°F).
- ^e Based on 100% conversion of fuel sulfur to SO₂. Assumes sulfur content in natural gas of 2,000 gr/10⁶ scf.
- ^f Emission factor for TOC is based on measured emission levels from 22 source tests.
- ^g Emission factor for methane is determined by subtracting the VOC and ethane emission factors from the TOC emission factor. Measured emission factor for methane compares well with the calculated emission factor, 1.31 lb/MMBtu vs. 1.25 lb/MMBtu, respectively.
- ^h VOC emission factor is based on the sum of the emission factors for all speciated organic compounds less ethane and methane.
- ⁱ Considered $\leq 1 \mu\text{m}$ in aerodynamic diameter. Therefore, for filterable PM emissions, PM₁₀(filterable) = PM_{2.5}(filterable).
- ^j PM Condensable = PM Condensable Inorganic + PM-Condensable Organic
- ^k Hazardous Air Pollutant as defined by Section 112(b) of the Clean Air Act.
- ^l For lean burn engines, aldehyde emissions quantification using CARB 430 may reflect interference with the sampling compounds due to the nitrogen concentration in the stack. The presented emission factor is based on FTIR measurements. Emissions data based on CARB 430 are available in the background report.

Table 3.3-1. EMISSION FACTORS FOR UNCONTROLLED GASOLINE AND DIESEL INDUSTRIAL ENGINES^a

Pollutant	Gasoline Fuel (SCC 2-02-003-01, 2-03-003-01)		Diesel Fuel (SCC 2-02-001-02, 2-03-001-01)		EMISSION FACTOR RATING
	Emission Factor (lb/hp-hr) (power output)	Emission Factor (lb/MMBtu) (fuel input)	Emission Factor (lb/hp-hr) (power output)	Emission Factor (lb/MMBtu) (fuel input)	
NO _x	0.011	1.63	0.031	4.41	D
CO	6.96 E-03 ^d	0.99 ^d	6.68 E-03	0.95	D
SO _x	5.91 E-04	0.084	2.05 E-03	0.29	D
PM-10 ^b	7.21 E-04	0.10	2.20 E-03	0.31	D
CO ₂ ^c	1.08	154	1.15	164	B
Aldehydes	4.85 E-04	0.07	4.63 E-04	0.07	D
TOC					
Exhaust	0.015	2.10	2.47 E-03	0.35	D
Evaporative	6.61 E-04	0.09	0.00	0.00	E
Crankcase	4.85 E-03	0.69	4.41 E-05	0.01	E
Refueling	1.08 E-03	0.15	0.00	0.00	E

^a References 2,5-6,9-14. When necessary, an average brake-specific fuel consumption (BSFC) of 7,000 Btu/hp-hr was used to convert from lb/MMBtu to lb/hp-hr. To convert from lb/hp-hr to kg/kw-hr, multiply by 0.608. To convert from lb/MMBtu to ng/J, multiply by 430. SCC = Source Classification Code. TOC = total organic compounds.

^b PM-10 = particulate matter less than or equal to 10 µm aerodynamic diameter. All particulate is assumed to be ≤ 1 µm in size.

^c Assumes 99% conversion of carbon in fuel to CO₂ with 87 weight % carbon in diesel, 86 weight % carbon in gasoline, average BSFC of 7,000 Btu/hp-hr, diesel heating value of 19,300 Btu/lb, and gasoline heating value of 20,300 Btu/lb.

^d Instead of 0.439 lb/hp-hr (power output) and 62.7 lb/mmBtu (fuel input), the correct emissions factors values are 6.96 E-03 lb/hp-hr (power output) and 0.99 lb/mmBtu (fuel input), respectively. This is an editorial correction. March 24, 2009

Table 3.3-2. SPECIATED ORGANIC COMPOUND EMISSION FACTORS FOR UNCONTROLLED DIESEL ENGINES^a

EMISSION FACTOR RATING: E

Pollutant	Emission Factor (Fuel Input) (lb/MMBtu)
Benzene ^b	9.33 E-04
Toluene ^b	4.09 E-04
Xylenes ^b	2.85 E-04
Propylene 	2.58 E-03
1,3-Butadiene ^{b,c}	<3.91 E-05
Formaldehyde ^b	1.18 E-03
Acetaldehyde ^b	7.67 E-04
Acrolein ^b	<9.25 E-05
Polycyclic aromatic hydrocarbons (PAH)	
Naphthalene ^b	8.48 E-05
Acenaphthylene	<5.06 E-06
Acenaphthene	<1.42 E-06
Fluorene	2.92 E-05
Phenanthrene	2.94 E-05
Anthracene	1.87 E-06
Fluoranthene	7.61 E-06
Pyrene	4.78 E-06
Benzo(a)anthracene	1.68 E-06
Chrysene	3.53 E-07
Benzo(b)fluoranthene	<9.91 E-08
Benzo(k)fluoranthene	<1.55 E-07
Benzo(a)pyrene	<1.88 E-07
Indeno(1,2,3-cd)pyrene	<3.75 E-07
Dibenz(a,h)anthracene	<5.83 E-07
Benzo(g,h,i)perylene	<4.89 E-07
TOTAL PAH	1.68 E-04

^a Based on the uncontrolled levels of 2 diesel engines from References 6-7. Source Classification Codes 2-02-001-02, 2-03-001-01. To convert from lb/MMBtu to ng/J, multiply by 430.

^b Hazardous air pollutant listed in the *Clean Air Act*.

^c Based on data from 1 engine.

5.2 Transportation And Marketing Of Petroleum Liquids¹⁻³

5.2.1 General

The transportation and marketing of petroleum liquids involve many distinct operations, each of which represents a potential source of evaporation loss. Crude oil is transported from production operations to a refinery by tankers, barges, rail tank cars, tank trucks, and pipelines. Refined petroleum products are conveyed to fuel marketing terminals and petrochemical industries by these same modes. From the fuel marketing terminals, the fuels are delivered by tank trucks to service stations, commercial accounts, and local bulk storage plants. The final destination for gasoline is usually a motor vehicle gasoline tank. Similar distribution paths exist for fuel oils and other petroleum products. A general depiction of these activities is shown in Figure 5.2-1.

5.2.2 Emissions And Controls

Evaporative emissions from the transportation and marketing of petroleum liquids may be considered, by storage equipment and mode of transportation used, in four categories:

1. Rail tank cars, tank trucks, and marine vessels: loading, transit, and ballasting losses.
2. Service stations: bulk fuel drop losses and underground tank breathing losses.
3. Motor vehicle tanks: refueling losses.
4. Large storage tanks: breathing, working, and standing storage losses. (See Chapter 7, "Liquid Storage Tanks".)

Evaporative and exhaust emissions are also associated with motor vehicle operation, and these topics are discussed in AP-42 *Volume II: Mobile Sources*.

5.2.2.1 Rail Tank Cars, Tank Trucks, And Marine Vessels -

Emissions from these sources are from loading losses, ballasting losses, and transit losses.

5.2.2.1.1 Loading Losses -

Loading losses are the primary source of evaporative emissions from rail tank car, tank truck, and marine vessel operations. Loading losses occur as organic vapors in "empty" cargo tanks are displaced to the atmosphere by the liquid being loaded into the tanks. These vapors are a composite of (1) vapors formed in the empty tank by evaporation of residual product from previous loads, (2) vapors transferred to the tank in vapor balance systems as product is being unloaded, and (3) vapors generated in the tank as the new product is being loaded. The quantity of evaporative losses from loading operations is, therefore, a function of the following parameters:

- Physical and chemical characteristics of the previous cargo;
- Method of unloading the previous cargo;
- Operations to transport the empty carrier to a loading terminal;
- Method of loading the new cargo; and
- Physical and chemical characteristics of the new cargo.

The principal methods of cargo carrier loading are illustrated in Figure 5.2-2, Figure 5.2-3, and Figure 5.2-4. In the splash loading method, the fill pipe dispensing the cargo is lowered only part way into the cargo tank. Significant turbulence and vapor/liquid contact occur during the splash

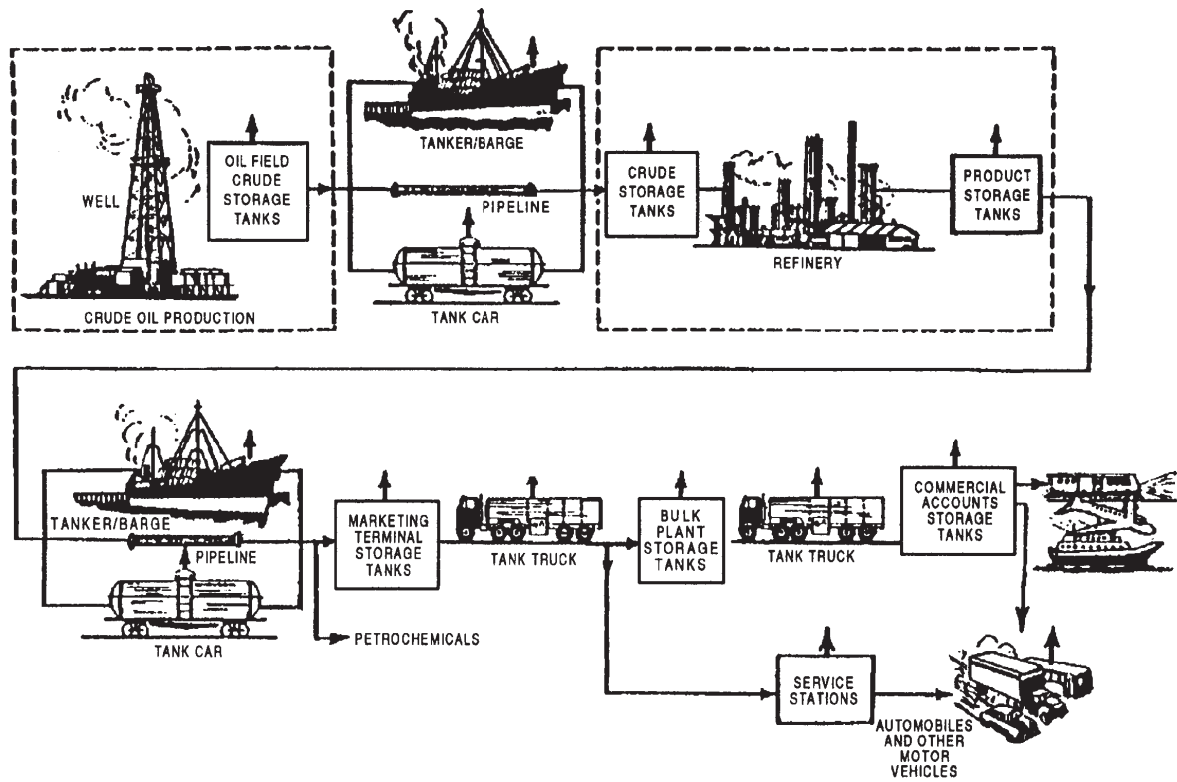


Figure 5.2-1. Flow sheet of petroleum production, refining, and distribution systems.
(Points of organic emissions are indicated by vertical arrows.)

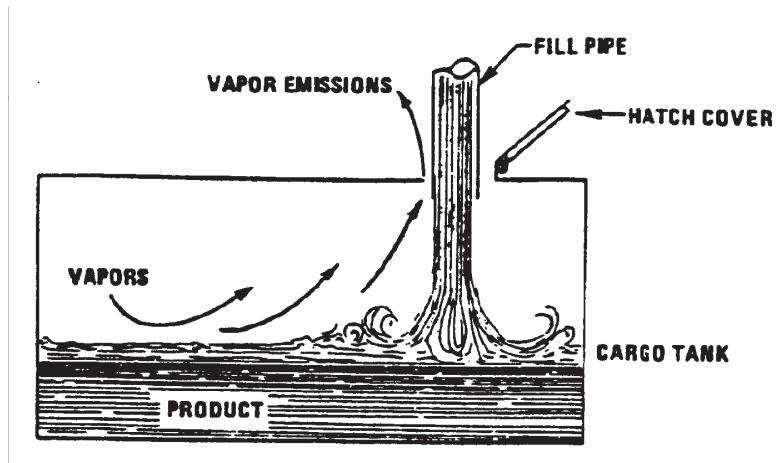


Figure 5.2-2. Splash loading method.

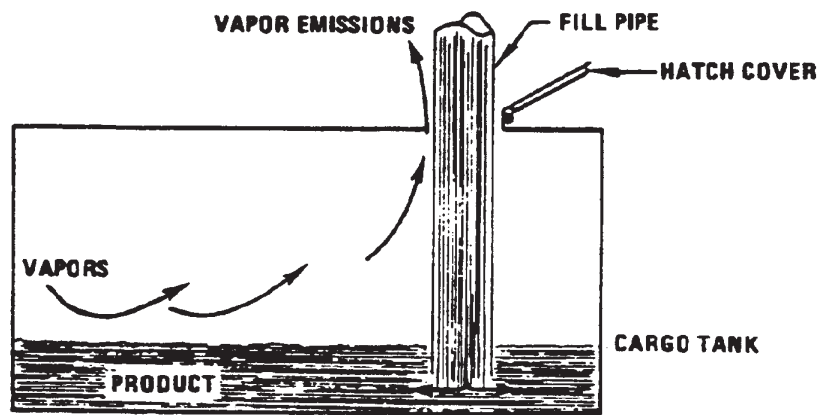


Figure 5.2-3. Submerged fill pipe.

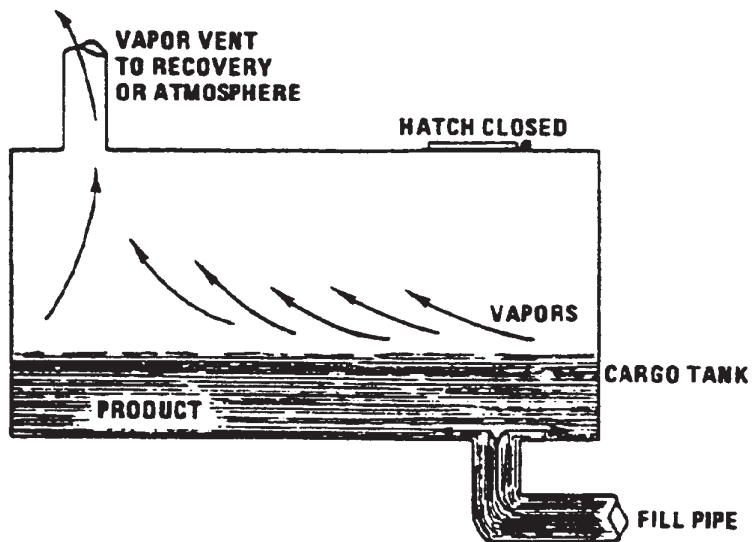


Figure 5.2-4. Bottom loading.

loading operation, resulting in high levels of vapor generation and loss. If the turbulence is great enough, liquid droplets will be entrained in the vented vapors.

A second method of loading is submerged loading. Two types are the submerged fill pipe method and the bottom loading method. In the submerged fill pipe method, the fill pipe extends almost to the bottom of the cargo tank. In the bottom loading method, a permanent fill pipe is attached to the cargo tank bottom. During most of submerged loading by both methods, the fill pipe opening is below the liquid surface level. Liquid turbulence is controlled significantly during submerged loading, resulting in much lower vapor generation than encountered during splash loading.

The recent loading history of a cargo carrier is just as important a factor in loading losses as the method of loading. If the carrier has carried a nonvolatile liquid such as fuel oil, or has just been cleaned, it will contain vapor-free air. If it has just carried gasoline and has not been vented, the air in the carrier tank will contain volatile organic vapors, which will be expelled during the loading operation along with newly generated vapors.

Cargo carriers are sometimes designated to transport only one product, and in such cases are practicing "dedicated service". Dedicated gasoline cargo tanks return to a loading terminal containing air fully or partially saturated with vapor from the previous load. Cargo tanks may also be "switch loaded" with various products, so that a nonvolatile product being loaded may expel the vapors remaining from a previous load of a volatile product such as gasoline. These circumstances vary with the type of cargo tank and with the ownership of the carrier, the petroleum liquids being transported, geographic location, and season of the year.

One control measure for vapors displaced during liquid loading is called "vapor balance service", in which the cargo tank retrieves the vapors displaced during product unloading at bulk plants or service stations and transports the vapors back to the loading terminal. Figure 5.2-5 shows a tank truck in vapor balance service filling a service station underground tank and taking on displaced gasoline vapors for return to the terminal. A cargo tank returning to a bulk terminal in vapor balance service normally is saturated with organic vapors, and the presence of these vapors at the start of submerged loading of the tanker truck results in greater loading losses than encountered during nonvapor balance, or "normal", service. Vapor balance service is usually not practiced with marine vessels, although some vessels practice emission control by means of vapor transfer within their own cargo tanks during ballasting operations, discussed below.

Emissions from loading petroleum liquid can be estimated (with a probable error of ± 30 percent)⁴ using the following expression:

$$L_L = 12.46 \frac{SPM}{T} \quad (1)$$

where:

L_L = loading loss, pounds per 1000 gallons ($\text{lb}/10^3 \text{ gal}$) of liquid loaded

S = a saturation factor (see Table 5.2-1)

P = true vapor pressure of liquid loaded, pounds per square inch absolute (psia)
(see Section 7.1, "Organic Liquid Storage Tanks")

M = molecular weight of vapors, pounds per pound-mole ($\text{lb}/\text{lb-mole}$) (see Section 7.1, "Organic Liquid Storage Tanks")

T = temperature of bulk liquid loaded, $^{\circ}\text{R}$ ($^{\circ}\text{F} + 460$)

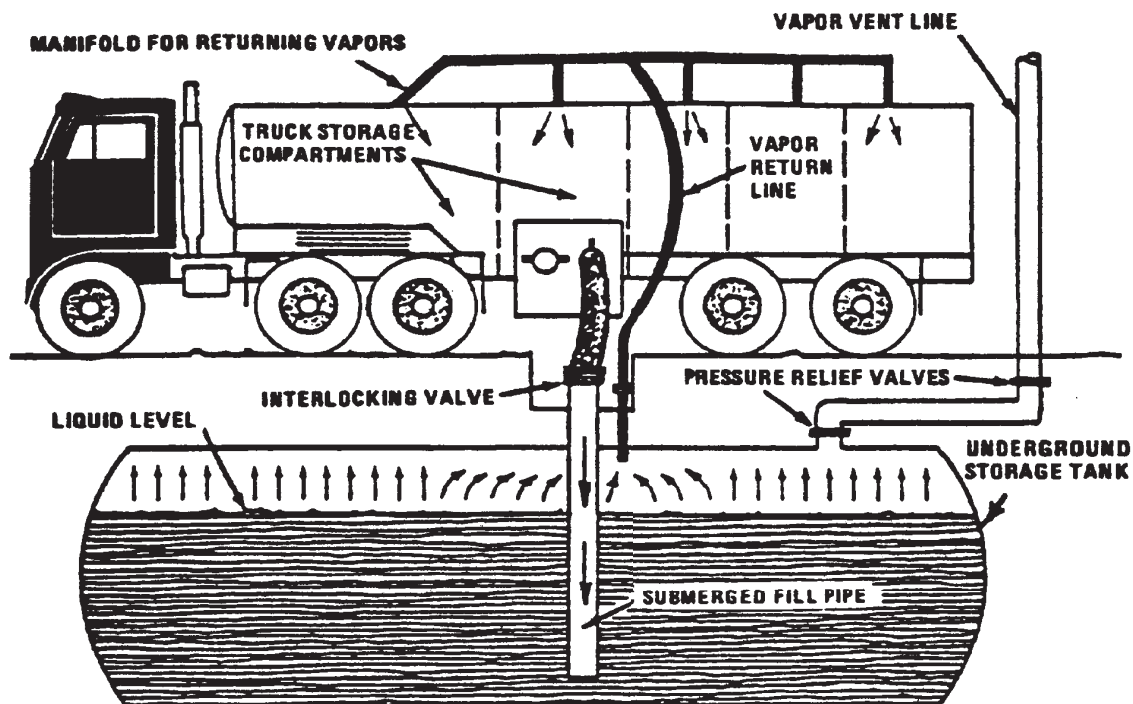


Figure 5.2-5. Tank truck unloading into a service station underground storage tank and practicing "vapor balance" form of emission control.

Table 5.2-1. SATURATION (S) FACTORS FOR CALCULATING PETROLEUM LIQUID LOADING LOSSES

Cargo Carrier	Mode Of Operation	S Factor
Tank trucks and rail tank cars	Submerged loading of a clean cargo tank	0.50
	Submerged loading: dedicated normal service	0.60
	Submerged loading: dedicated vapor balance service	1.00
	Splash loading of a clean cargo tank	1.45
	Splash loading: dedicated normal service	1.45
	Splash loading: dedicated vapor balance service	1.00
Marine vessels ^a	Submerged loading: ships	0.2
	Submerged loading: barges	0.5

^a For products other than gasoline and crude oil. For marine loading of gasoline, use factors from Table 5.2-2. For marine loading of crude oil, use Equations 2 and 3 and Table 5.2-3.

The saturation factor, S , represents the expelled vapor's fractional approach to saturation, and it accounts for the variations observed in emission rates from the different unloading and loading methods. Table 5.2-1 lists suggested saturation factors.

Emissions from controlled loading operations can be calculated by multiplying the uncontrolled emission rate calculated in Equation 1 by an overall reduction efficiency term:

$$\left(1 - \frac{\text{eff}}{100} \right)$$

The overall reduction efficiency should account for the capture efficiency of the collection system as well as both the control efficiency and any downtime of the control device. Measures to reduce loading emissions include selection of alternate loading methods and application of vapor recovery equipment. The latter captures organic vapors displaced during loading operations and recovers the vapors by the use of refrigeration, absorption, adsorption, and/or compression. The recovered product is piped back to storage. Vapors can also be controlled through combustion in a thermal oxidation unit, with no product recovery. Figure 5.2-6 demonstrates the recovery of gasoline vapors from tank trucks during loading operations at bulk terminals. Control efficiencies for the recovery units range from 90 to over 99 percent, depending on both the nature of the vapors and the type of control equipment used.⁵⁻⁶ However, not all of the displaced vapors reach the control device, because of leakage from both the tank truck and collection system. The collection efficiency should be assumed to be 99.2 percent for tanker trucks passing the MACT-level annual leak test (not more than 1 inch water column pressure change in 5 minutes after pressurizing to 18 inches water followed by pulling a vacuum of 6 inches water).⁷ A collection efficiency of 98.7 percent (a 1.3 percent leakage rate) should be assumed for trucks passing the NSPS-level annual test (3 inches pressure change). A collection efficiency of 70 percent should be assumed for trucks not passing one of these annual leak tests.⁶

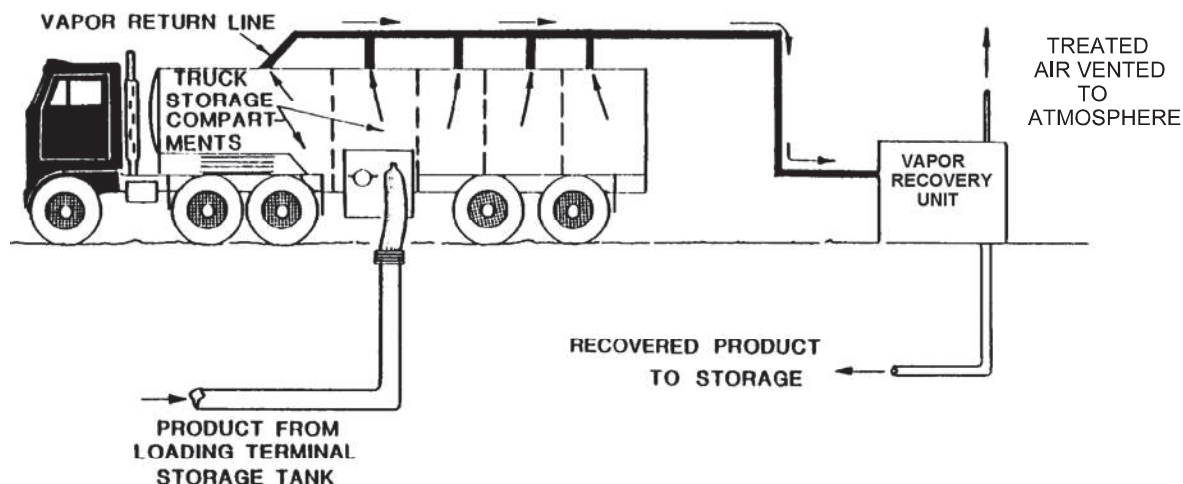


Figure 5.2-6. Tank truck loading with vapor recovery.

Sample Calculation -

Loading losses (L_L) from a gasoline tank truck in dedicated vapor balance service and practicing vapor recovery would be calculated as follows, using Equation 1:

Design basis -

Cargo tank volume is 8000 gal
Gasoline Reid vapor pressure (RVP) is 9 psia
Product temperature is 80°F
Vapor recovery efficiency is 95 percent
Vapor collection efficiency is 98.7 percent (NSPS-level annual leak test)

Loading loss equation -

$$L_L = 12.46 \frac{\text{SPM}}{T} \left(1 - \frac{\text{eff}}{100} \right)$$

where:

S = saturation factor (see Table 5.2-1) - 1.00
P = true vapor pressure of gasoline = 6.6 psia
M = molecular weight of gasoline vapors = 66
T = temperature of gasoline = 540°R
eff = overall reduction efficiency (95 percent control x 98.7 percent collection) = 94 percent

$$\begin{aligned} L_L &= 12.46 \frac{(1.00)(6.6)(66)}{540} \left(1 - \frac{94}{100} \right) \\ &= 0.60 \text{ lb}/10^3 \text{ gal} \end{aligned}$$

Total loading losses are:

$$(0.60 \text{ lb}/10^3 \text{ gal})(8.0 \times 10^3 \text{ gal}) = 4.8 \text{ pounds (lb)}$$

Measurements of gasoline loading losses from ships and barges have led to the development of emission factors for these specific loading operations.⁸ These factors are presented in Table 5.2-2 and should be used instead of Equation 1 for gasoline loading operations at marine terminals. Factors are expressed in units of milligrams per liter (mg/L) and pounds per 1000 gallons (lb/10³ gal).

Table 5.2-2 (Metric And English Units). VOLATILE ORGANIC COMPOUND (VOC) EMISSION FACTORS FOR GASOLINE LOADING OPERATIONS AT MARINE TERMINALS^a

Vessel Tank Condition	Previous Cargo	Ships/Ocean Barges ^b		Barges ^b	
		mg/L Transferred	lb/10 ³ gal Transferred	mg/L Transferred	lb/10 ³ gal Transferred
Uncleaned	Volatile ^c	315	2.6	465	3.9
Ballasted	Volatile	205	1.7	— ^d	— ^d
Cleaned	Volatile	180	1.5	ND	ND
Gas-freed	Volatile	85	0.7	ND	ND
Any condition	Nonvolatile	85	0.7	ND	ND
Gas-freed	Any cargo	ND	ND	245	2.0
Typical overall situation ^e	Any cargo	215	1.8	410	3.4

^a References 2,9. Factors are for both VOC emissions (which excludes methane and ethane) and total organic emissions, because methane and ethane have been found to constitute a negligible weight fraction of the evaporative emissions from gasoline. ND = no data.

^b Ocean barges (tank compartment depth about 12.2 m [40 ft]) exhibit emission levels similar to tank ships. Shallow draft barges (compartment depth 3.0 to 3.7 m [10 to 12 ft]) exhibit higher emission levels.

^c Volatile cargoes are those with a true vapor pressure greater than 10 kilopascals (kPa) (1.5 psia).

^d Barges are usually not ballasted.

^e Based on observation that 41% of tested ship compartments were uncleaned, 11% ballasted, 24% cleaned, and 24% gas-freed. For barges, 76% were uncleaned.

In addition to Equation 1, which estimates emissions from the loading of petroleum liquids, Equation 2 has been developed specifically for estimating emissions from the loading of crude oil into ships and ocean barges:

$$C_L = C_A + C_G \quad (2)$$

where:

C_L = total loading loss, lb/10³ gal of crude oil loaded

C_A = arrival emission factor, contributed by vapors in the empty tank compartment before loading, lb/10³ gal loaded (see Note below)

C_G = generated emission factor, contributed by evaporation during loading, lb/10³ gal loaded

Note: Values of C_A for various cargo tank conditions are listed in Table 5.2-3.

5.2-3 (English Units). AVERAGE ARRIVAL EMISSION FACTORS, C_A , FOR CRUDE OIL LOADING EMISSION EQUATION^a

Ship/Ocean Barge Tank Condition	Previous Cargo	Arrival Emission Factor, lb/10 ³ gal
Uncleaned	Volatile ^b	0.86
Ballasted	Volatile	0.46
Cleaned or gas-freed	Volatile	0.33
Any condition	Nonvolatile	0.33

^a Arrival emission factors (C_A) to be added to generated emission factors (C_G) calculated in Equation 3 to produce total crude oil loading loss (C_L). Factors are for total organic compounds; VOC emission factors average about 15% lower, because VOC does not include methane or ethane.

^b Volatile cargoes are those with a true vapor pressure greater than 10 kPa (1.5 psia).

This equation was developed empirically from test measurements of several vessel compartments.⁸ The quantity C_G can be calculated using Equation 3:

$$C_G = 1.84 (0.44 P - 0.42) \frac{M G}{T} \quad (3)$$

where:

P = true vapor pressure of loaded crude oil, psia
M = molecular weight of vapors, lb/lb-mole
G = vapor growth factor = 1.02 (dimensionless)
T = temperature of vapors, °R (°F + 460)

Emission factors derived from Equation 3 and Table 5.2-3 represent total organic compounds. Volatile organic compound (VOC) emission factors (which exclude methane and ethane because they are exempted from the regulatory definition of "VOC") for crude oil vapors have been found to range from approximately 55 to 100 weight percent of these total organic factors. When specific vapor composition information is not available, the VOC emission factor can be estimated by taking 85 percent of the total organic factor.³

5.2.2.1.2 Ballasting Losses -

Ballasting operations are a major source of evaporative emissions associated with the unloading of petroleum liquids at marine terminals. It is common practice to load several cargo tank compartments with sea water after the cargo has been unloaded. This water, termed "ballast", improves the stability of the empty tanker during the subsequent voyage. Although ballasting practices vary, individual cargo tanks are ballasted typically about 80 percent, and the total vessel 15 to 40 percent, of capacity. Ballasting emissions occur as vapor-laden air in the "empty" cargo tank is displaced to the atmosphere by ballast water being pumped into the tank. Upon arrival at a loading port, the ballast water is pumped from the cargo tanks before the new cargo is loaded. The ballasting of cargo tanks reduces the quantity of vapors returning in the empty tank, thereby reducing the quantity of vapors emitted during subsequent tanker loading. Regulations administered by the U. S. Coast Guard require that, at marine terminals located in ozone nonattainment areas, large tankers with crude oil washing systems contain the organic vapors from ballasting.¹⁰ This is accomplished principally by displacing the vapors during ballasting into a cargo tank being simultaneously unloaded. In other areas, marine vessels emit organic vapors directly to the atmosphere.

Equation 4 has been developed from test data to calculate the ballasting emissions from crude oil ships and ocean barges⁸:

$$L_B = 0.31 + 0.20 P + 0.01 P U_A \quad (4)$$

where:

- L_B = ballasting emission factor, lb/10³ gal of ballast water
 P = true vapor pressure of discharged crude oil, psia
 U_A = arrival cargo true ullage, before dockside discharge, measured from the deck, feet;
 (the term "ullage" here refers to the distance between the cargo surface level and the deck level)

Table 5.2-4 lists average total organic emission factors for ballasting into uncleaned crude oil cargo compartments. The first category applies to "full" compartments wherein the crude oil true ullage just before cargo discharge is less than 1.5 meters (m) (5 ft). The second category applies to lightered, or short-loaded, compartments (part of cargo previously discharged, or original load a partial fill), with an arrival true ullage greater than 1.5 m (5 ft). It should be remembered that these tabulated emission factors are examples only, based on average conditions, to be used when crude oil vapor pressure is unknown. Equation 4 should be used when information about crude oil vapor pressure and cargo compartment condition is available. The following sample calculation illustrates the use of Equation 4.

5.2-4 (Metric And English Units). TOTAL ORGANIC EMISSION FACTORS
FOR CRUDE OIL BALLASTING^a

Compartment Condition Before Cargo Discharge	Average Emission Factors			
	By Category		Typical Overall ^b	
	mg/L Ballast Water	lb/10 ³ gal Ballast Water	mg/L Ballast Water	lb/10 ³ gal Ballast Water
Fully loaded ^c	111	0.9	129	1.1
Lightered or previously short loaded ^d	171	1.4 ••		

^a Assumes crude oil temperature of 16°C (60°F) and RVP of 34 kPa (5 psia). VOC emission factors average about 85% of these total organic factors, because VOCs do not include methane or ethane.

^b Based on observation that 70% of tested compartments had been fully loaded before ballasting. May not represent average vessel practices.

^c Assumed typical arrival ullage of 0.6 m (2 ft).

^d Assumed typical arrival ullage of 6.1 m (20 ft).

Sample Calculation -

Ballasting emissions from a crude oil cargo ship would be calculated as follows, using Equation 4:

Design basis -

Vessel and cargo description: 80,000 dead-weight-ton tanker, crude oil capacity 500,000 barrels (bbl); 20 percent of the cargo capacity is filled with ballast water after cargo discharge. The crude oil has an RVP of 6 psia and is discharged at 75°F.

Compartment conditions: 70 percent of the ballast water is loaded into compartments that had been fully loaded to 2 ft ullage, and 30 percent is loaded into compartments that had been lightered to 15 ft ullage before arrival at dockside.

Ballasting emission equation -

$$L_B = 0.31 + 0.20 P + 0.01 P U_A$$

where:

P = true vapor pressure of crude oil
= 4.6 psia

U_A = true cargo ullage for the full compartments = 2 ft, and true cargo ullage for the lightered compartments = 15 ft

$$\begin{aligned} L_B &= 0.70 [0.31 + (0.20) (4.6) + (0.01) (4.6) (2)] \\ &\quad + 0.30 [0.31 + (0.20) (4.6) + (0.01) (4.6) (15)] \\ &= 1.5 \text{ lb}/10^3 \text{ gal} \end{aligned}$$

Total ballasting emissions are:

$$(1.5 \text{ lb}/10^3 \text{ gal}) (0.20) (500,000 \text{ bbl}) (42 \text{ gal/bbl}) = 6,300 \text{ lb}$$

Since VOC emissions average about 85 percent of these total organic emissions, emissions of VOCs are about: $(0.85)(6,300 \text{ lb}) = 5,360 \text{ lb}$

5.2.2.1.3 Transit Losses -

In addition to loading and ballasting losses, losses occur while the cargo is in transit. Transit losses are similar in many ways to breathing losses associated with petroleum storage (see Section 7.1, "Organic Liquid Storage Tanks"). Experimental tests on ships and barges⁴ have indicated that transit losses can be calculated using Equation 5:

$$L_T = 0.1 P W \quad (5)$$

where:

L_T = transit loss from ships and barges, lb/week-10³ gal transported
 P = true vapor pressure of the transported liquid, psia
 W = density of the condensed vapors, lb/gal

Emissions from gasoline truck cargo tanks during transit have been studied by a combination of theoretical and experimental techniques, and typical emission values are presented in Table 5.2-5.¹¹⁻¹² Emissions depend on the extent of venting from the cargo tank during transit, which in turn depends on the vapor tightness of the tank, the pressure relief valve settings, the pressure in the tank at the start of the trip, the vapor pressure of the fuel being transported, and the degree of fuel vapor saturation of the space in the tank. The emissions are not directly proportional to the time spent in transit. If the vapor leakage rate of the tank increases, emissions increase up to a point, and then the rate changes as other determining factors take over. Truck tanks in dedicated vapor balance service usually contain saturated vapors, and this leads to lower emissions during transit because no additional fuel evaporates to raise the pressure in the tank to cause venting. Table 5.2-5 lists "typical" values for transit emissions and "extreme" values that could occur in the unlikely event that all determining factors combined to cause maximum emissions.

Table 5.2-5 (Metric And English Units). TOTAL UNCONTROLLED ORGANIC EMISSION FACTORS FOR PETROLEUM LIQUID RAIL TANK CARS AND TANK TRUCKS

Emission Source	Gasoline ^a	Crude Oil ^b	Jet Naphtha (JP-4)	Jet Kerosene	Distillate Oil No. 2	Residual Oil No. 6
Loading operations ^c						
Submerged loading - Dedicated normal service ^d						
mg/L transferred	590	240	180	1.9	1.7	0.01
lb/10 ³ gal transferred	5	2	1.5	0.016	0.014	0.0001
Submerged loading - Vapor balance service ^d						
mg/L transferred	980	400	300	— ^e	— ^e	— ^e
lb/10 ³ gal transferred	8	3	2.5	— ^e	— ^e	— ^e
Splash loading - Dedicated normal service						
mg/L transferred	1,430	580	430	5	4	0.03
lb/10 ³ gal transferred	12	5	4	0.04	0.03	0.0003
Splash loading - Vapor balance service						
mg/L transferred	980	400	300	— ^e	— ^e	— ^e
lb/10 ³ gal transferred	8	3	2.5	— ^e	— ^e	— ^e

Table 5.2-5 (cont.).

Emission Source	Gasoline ^a	Crude Oil ^b	Jet Naphtha (JP-4)	Jet Kerosene	Distillate Oil No. 2	Residual Oil No. 6
Transit losses						
Loaded with product						
mg/L transported						
Typical	0 - 1.0	ND	ND	ND	ND	ND
Extreme	0 - 9.0	ND	ND	ND	ND	ND
lb/10 ³ gal transported						
Typical	0 - 0.01	ND	ND	ND	ND	ND
Extreme	0 - 0.08	ND	ND	ND	ND	ND
Return with vapor						
mg/L transported						
Typical	0 - 13.0	ND	ND	ND	ND	ND
Extreme	0 - 44.0	ND	ND	ND	ND	ND
lb/10 ³ gal transported						
Typical	0 - 0.11	ND	ND	ND	ND	ND
Extreme	0 - 0.37	ND	ND	ND	ND	ND

^a Reference 2. Gasoline factors represent emissions of VOC as well as total organics, because methane and ethane constitute a negligible weight fraction of the evaporative emissions from gasoline. VOC factors for crude oil can be assumed to be 15% lower than the total organic factors, to account for the methane and ethane content of crude oil evaporative emissions. All other products should be assumed to have VOC factors equal to total organics. The example gasoline has an RVP of 69 kPa (10 psia). ND = no data.

^b The example crude oil has an RVP of 34 kPa (5 psia).

^c Loading emission factors are calculated using Equation 1 for a dispensed product temperature of 16°C (60°F).

^d Reference 2.

^e Not normally used.

In the absence of specific inputs for Equations 1 through 5, the typical evaporative emission factors presented in Tables 5.2-5 and 5.2-6 should be used. It should be noted that, although the crude oil used to calculate the emission values presented in these tables has an RVP of 5, the RVP of crude oils can range from less than 1 up to 10. Similarly, the RVP of gasolines ranges from 7 to 13. In areas where loading and transportation sources are major factors affecting air quality, it is advisable to obtain the necessary parameters and to calculate emission estimates using Equations 1 through 5.

5.2.2.2 Service Stations -

Another major source of evaporative emissions is the filling of underground gasoline storage tanks at service stations. Gasoline is usually delivered to service stations in 30,000-liter (8,000-gal) tank trucks or smaller account trucks. Emissions are generated when gasoline vapors in the underground storage tank are displaced to the atmosphere by the gasoline being loaded into the tank. As with other loading losses, the quantity of loss in service station tank filling depends on several variables, including the method and rate of filling, the tank configuration, and the gasoline temperature, vapor pressure and composition. An average emission rate for submerged filling is 880 mg/L (7.3 lb/1000 gal) of transferred gasoline, and the rate for splash filling is 1380 mg/L (11.5 lb/1000 gal) transferred gasoline (see Table 5.2-7).⁵

Table 5.2-6 (Metric And English Units). TOTAL ORGANIC EMISSION FACTORS
FOR PETROLEUM MARINE VESSEL SOURCES^a

Emission Source	Gasoline ^b	Crude Oil ^c	Jet Naphtha (JP-4)	Jet Kerosene	Distillate Oil No. 2	Residual Oil No. 6
Loading operations						
Ships/ocean barges						
mg/L transferred	— ^d	73	60	0.63	0.55	0.004
lb/10 ³ gal transferred	— ^d	0.61	0.50	0.005	0.005	0.00004
Barges						
mg/L transferred	— ^d	120	150	1.60	1.40	0.011
lb/10 ³ gal transferred	— ^d	1.0	1.2	0.013	0.012	0.00009
Tanker ballasting						
mg/L ballast water	100	— ^e	ND	ND	ND	ND
lb/10 ³ gal ballast water	0.8	— ^e	ND	ND	ND	ND
Transit						
mg/week-L transported	320	150	84	0.60	0.54	0.003
lb/week-10 ³ gal transported	2.7	1.3	0.7	0.005	0.005	0.00003

^a Factors are for a dispensed product of 16°C (60°F). ND = no data.

^b Factors represent VOC as well as total organic emissions, because methane and ethane constitute a negligible fraction of gasoline evaporative emissions. All products other than crude oil can be assumed to have VOC factors equal to total organic factors. The example gasoline has an RVP of 69 kPa (10 psia).

^c VOC emission factors for a typical crude oil are 15% lower than the total organic factors shown, in order to account for methane and ethane. The example crude oil has an RVP of 34 kPa (5 psia).

^d See Table 5.2-2 for these factors.

^e See Table 5.2-4 for these factors.

Emissions from underground tank filling operations at service stations can be reduced by the use of a vapor balance system such as in Figure 5.2-5 (termed Stage I vapor control). The vapor balance system employs a hose that returns gasoline vapors displaced from the underground tank to the tank truck cargo compartments being emptied. The control efficiency of the balance system ranges from 93 to 100 percent. Organic emissions from underground tank filling operations at a service station employing a vapor balance system and submerged filling are not expected to exceed 40 mg/L (0.3 lb/1000 gal) of transferred gasoline.

Table 5.2-7 (Metric And English Units). EVAPORATIVE EMISSIONS FROM GASOLINE SERVICE STATION OPERATIONS^a

Emission Source	Emission Rate	
	mg/L Throughput	lb/10 ³ gal Throughput
Filling underground tank (Stage I)		
Submerged filling	880	7.3
Splash filling	1,380	11.5
Balanced submerged filling	40	0.3
Underground tank breathing and emptying ^b	120	1.0
Vehicle refueling operations (Stage II)		
Displacement losses (uncontrolled) ^c	1,320	11.0
Displacement losses (controlled)	132	1.1
Spillage	80	0.7

^a Factors are for VOC as well as total organic emissions, because of the methane and ethane content of gasoline evaporative emissions is negligible.

^b Includes any vapor loss between underground tank and gas pump.

^c Based on Equation 6, using average conditions.

A second source of vapor emissions from service stations is underground tank breathing. Breathing losses occur daily and are attributable to gasoline evaporation and barometric pressure changes. The frequency with which gasoline is withdrawn from the tank, allowing fresh air to enter to enhance evaporation, also has a major effect on the quantity of these emissions. An average breathing emission rate is 120 mg/L (1.0 lb/1000 gal) of throughput.

5.2.2.3 Motor Vehicle Refueling -

Service station vehicle refueling activity also produces evaporative emissions. Vehicle refueling emissions come from vapors displaced from the automobile tank by dispensed gasoline and from spillage. The quantity of displaced vapors depends on gasoline temperature, auto tank temperature, gasoline RVP, and dispensing rate. Equation 6 can be used to estimate uncontrolled displacement losses from vehicle refueling for a particular set of conditions.¹⁴

$$E_R = 264.2 [(-5.909) - 0.0949 (\Delta T) + 0.0884 (T_D) + 0.485 (RVP)] \quad (6)$$

where:

- E_R = refueling emissions, mg/L
- ΔT = difference between temperature of fuel in vehicle tank and temperature of dispensed fuel, °F
- T_D = temperature of dispensed fuel, °F
- RVP = Reid vapor pressure, psia

Note that this equation and the spillage loss factor are incorporated into the *MOBILE* model. The *MOBILE* model allows for disabling of this calculation if it is desired to include these emissions in the stationary area source portion of an inventory rather than in the mobile source portion. It is estimated that the uncontrolled emissions from vapors displaced during vehicle refueling average 1320 mg/L (11.0 lb/1000 gal) of dispensed gasoline.^{5,13}

Spillage loss is made up of contributions from prefill and postfill nozzle drip and from spit-back and

overflow from the vehicles's fuel tank filler pipe during filling. The amount of spillage loss can depend on several variables, including service station business characteristics, tank configuration, and operator techniques. An average spillage loss is 80 mg/L (0.7 lb/1000 gal) of dispensed gasoline.^{5,13}

Control methods for vehicle refueling emissions are based on conveying the vapors displaced from the vehicle fuel tank to the underground storage tank vapor space through the use of a special hose and nozzle, as depicted in Figure 5.2-7 (termed Stage II vapor control). In "balance" vapor control systems, the vapors are conveyed by natural pressure differentials established during refueling. In "vacuum assist" systems, the conveyance of vapors from the auto fuel tank to the underground storage tank is assisted by a vacuum pump. Tests on a few systems have indicated overall systems control efficiencies in the range of 88 to 92 percent.^{5,13} When inventorying these emissions as an area source, rule penetration and rule effectiveness should also be taken into account. *Procedures For Emission Inventory Preparation, Volume IV: Mobile Sources*, EPA-450/4-81-026d, provides more detail on this.

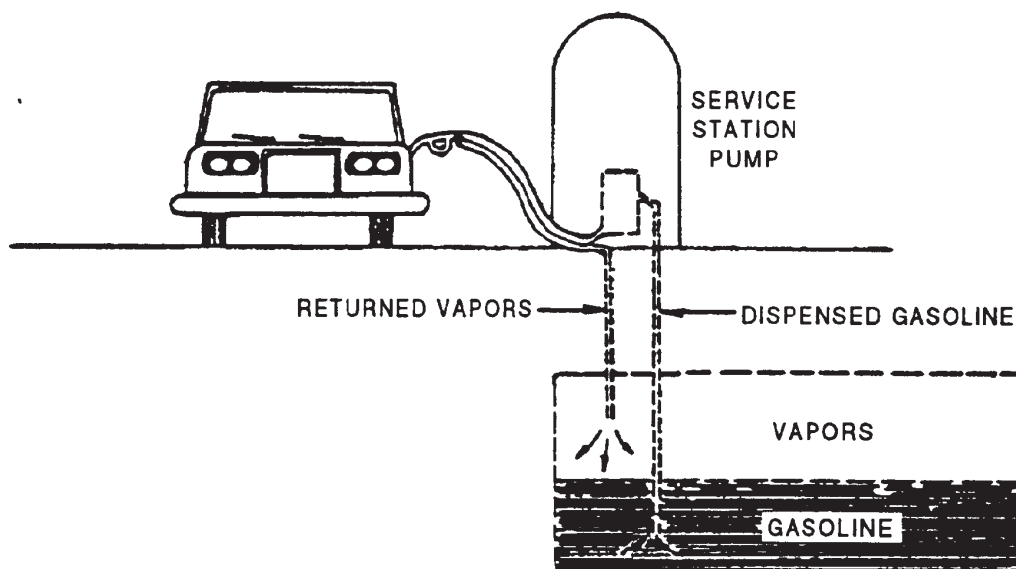


Figure 5.2-7. Automobile refueling vapor recovery system.

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13.2.2 Unpaved Roads

13.2.2.1 General

When a vehicle travels an unpaved road, the force of the wheels on the road surface causes pulverization of surface material. Particles are lifted and dropped from the rolling wheels, and the road surface is exposed to strong air currents in turbulent shear with the surface. The turbulent wake behind the vehicle continues to act on the road surface after the vehicle has passed.

The particulate emission factors presented in the previous draft version of this section of AP-42, dated October 2001, implicitly included the emissions from vehicles in the form of exhaust, brake wear, and tire wear as well as resuspended road surface material²⁵. EPA included these sources in the emission factor equation for unpaved public roads (equation 1b in this section) since the field testing data used to develop the equation included both the direct emissions from vehicles and emissions from resuspension of road dust.

This version of the unpaved public road emission factor equation only estimates particulate emissions from resuspended road surface material^{23, 26}. The particulate emissions from vehicle exhaust, brake wear, and tire wear are now estimated separately using EPA's MOBILE6.2²⁴. This approach eliminates the possibility of double counting emissions. Double counting results when employing the previous version of the emission factor equation in this section and MOBILE6.2 to estimate particulate emissions from vehicle traffic on unpaved public roads. It also incorporates the decrease in exhaust emissions that has occurred since the unpaved public road emission factor equation was developed. The previous version of the unpaved public road emission factor equation includes estimates of emissions from exhaust, brake wear, and tire wear based on emission rates for vehicles in the 1980 calendar year fleet. The amount of PM released from vehicle exhaust has decreased since 1980 due to lower new vehicle emission standards and changes in fuel characteristics.

13.2.2.2 Emissions Calculation And Correction Parameters¹⁻⁶

The quantity of dust emissions from a given segment of unpaved road varies linearly with the volume of traffic. Field investigations also have shown that emissions depend on source parameters that characterize the condition of a particular road and the associated vehicle traffic. Characterization of these source parameters allow for "correction" of emission estimates to specific road and traffic conditions present on public and industrial roadways.

Dust emissions from unpaved roads have been found to vary directly with the fraction of silt (particles smaller than 75 micrometers [μm] in diameter) in the road surface materials.¹ The silt fraction is determined by measuring the proportion of loose dry surface dust that passes a 200-mesh screen, using the ASTM-C-136 method. A summary of this method is contained in Appendix C of AP-42. Table 13.2.2-1 summarizes measured silt values for industrial unpaved roads. Table 13.2.2-2 summarizes measured silt values for public unpaved roads. It should be noted that the ranges of silt content vary over two orders of magnitude. Therefore, the use of data from this table can potentially introduce considerable error. Use of this data is strongly discouraged when it is feasible to obtain locally gathered data.

Since the silt content of a rural dirt road will vary with geographic location, it should be measured for use in projecting emissions. As a conservative approximation, the silt content of the parent soil in the area can be used. Tests, however, show that road silt content is normally lower than in the surrounding parent soil, because the fines are continually removed by the vehicle traffic, leaving a higher percentage of coarse particles.

Other variables are important in addition to the silt content of the road surface material. For example, at industrial sites, where haul trucks and other heavy equipment are common, emissions are highly correlated with vehicle weight. On the other hand, there is far less variability in the weights of cars and pickup trucks that commonly travel publicly accessible unpaved roads throughout the United States. For those roads, the moisture content of the road surface material may be more dominant in determining differences in emission levels between, for example a hot, desert environment and a cool, moist location.

The PM-10 and TSP emission factors presented below are the outcomes from stepwise linear regressions of field emission test results of vehicles traveling over unpaved surfaces. Due to a limited amount of information available for PM-2.5, the expression for that particle size range has been scaled against the result for PM-10. Consequently, the quality rating for the PM-2.5 factor is lower than that for the PM-10 expression.

Table 13.2.2-1. TYPICAL SILT CONTENT VALUES OF SURFACE MATERIAL
ON INDUSTRIAL UNPAVED ROADS^a

Industry	Road Use Or Surface Material	Plant Sites	No. Of Samples	Silt Content (%)	
				Range	Mean
Copper smelting	Plant road	1	3	16 - 19	17
Iron and steel production	Plant road	19	135	0.2 - 19	6.0
Sand and gravel processing	Plant road	1	3	4.1 - 6.0	4.8
	Material storage area	1	1	-	7.1
Stone quarrying and processing	Plant road	2	10	2.4 - 16	10
	Haul road to/from pit	4	20	5.0-15	8.3
Taconite mining and processing	Service road	1	8	2.4 - 7.1	4.3
	Haul road to/from pit	1	12	3.9 - 9.7	5.8
Western surface coal mining	Haul road to/from pit	3	21	2.8 - 18	8.4
	Plant road	2	2	4.9 - 5.3	5.1
	Scraper route	3	10	7.2 - 25	17
	Haul road (freshly graded)	2	5	18 - 29	24
Construction sites	Scraper routes	7	20	0.56-23	8.5
Lumber sawmills	Log yards	2	2	4.8-12	8.4
Municipal solid waste landfills	Disposal routes	4	20	2.2 - 21	6.4

^aReferences 1,5-15.

The following empirical expressions may be used to estimate the quantity in pounds (lb) of size-specific particulate emissions from an unpaved road, per vehicle mile traveled (VMT):

For vehicles traveling on unpaved surfaces at industrial sites, emissions are estimated from the following equation:

$$E = k (s/12)^a (W/3)^b \quad (1a)$$

and, for vehicles traveling on publicly accessible roads, dominated by light duty vehicles, emissions may be estimated from the following:

$$E = \frac{k (s/12)^a (S/30)^d}{(M/0.5)^c} - C \quad (1b)$$

where k , a , b , c and d are empirical constants (Reference 6) given below and

E = size-specific emission factor (lb/VMT)

s = surface material silt content (%)

W = mean vehicle weight (tons)

M = surface material moisture content (%)

S = mean vehicle speed (mph)

C = emission factor for 1980's vehicle fleet exhaust, brake wear and tire wear.

The source characteristics s , W and M are referred to as correction parameters for adjusting the emission estimates to local conditions. The metric conversion from lb/VMT to grams (g) per vehicle kilometer traveled (VKT) is as follows:

$$1 \text{ lb/VMT} = 281.9 \text{ g/VKT}$$

The constants for Equations 1a and 1b based on the stated aerodynamic particle sizes are shown in Tables 13.2.2-2 and 13.2.2-4. The PM-2.5 particle size multipliers (k -factors) are taken from Reference 27.

Table 13.2.2-2. CONSTANTS FOR EQUATIONS 1a AND 1b

Constant	Industrial Roads (Equation 1a)			Public Roads (Equation 1b)		
	PM-2.5	PM-10	PM-30*	PM-2.5	PM-10	PM-30*
k (lb/VMT)	0.15	1.5	4.9	0.18	1.8	6.0
a	0.9	0.9	0.7	1	1	1
b	0.45	0.45	0.45	-	-	-
c	-	-	-	0.2	0.2	0.3
d	-	-	-	0.5	0.5	0.3
Quality Rating	B	B	B	B	B	B

*Assumed equivalent to total suspended particulate matter (TSP)

“-“ = not used in the emission factor equation

Table 13.2.2-2 also contains the quality ratings for the various size-specific versions of Equation 1a and 1b. The equation retains the assigned quality rating, if applied within the ranges of source conditions, shown in Table 13.2.2-3, that were tested in developing the equation:

Table 13.2.2-3. RANGE OF SOURCE CONDITIONS USED IN DEVELOPING EQUATION 1a AND 1b

Emission Factor	Surface Silt Content, %	Mean Vehicle Weight		Mean Vehicle Speed		Mean No. of Wheels	Surface Moisture Content, %
		Mg	ton	km/hr	mph		
Industrial Roads (Equation 1a)	1.8-25.2	1.8-260	2-290	8-69	5-43	4-17 ^a	0.03-13
Public Roads (Equation 1b)	1.8-35	1.4-2.7	1.5-3	16-88	10-55	4-4.8	0.03-13

^a See discussion in text.

As noted earlier, the models presented as Equations 1a and 1b were developed from tests of traffic on unpaved surfaces. Unpaved roads have a hard, generally nonporous surface that usually dries quickly after a rainfall or watering, because of traffic-enhanced natural evaporation. (Factors influencing how fast a road dries are discussed in Section 13.2.2.3, below.) The quality ratings given above pertain to the mid-range of the measured source conditions for the equation. A higher mean vehicle weight and a higher than normal traffic rate may be justified when performing a worst-case analysis of emissions from unpaved roads.

The emission factors for the exhaust, brake wear and tire wear of a 1980's vehicle fleet (C) was obtained from EPA's MOBILE6.2 model ²³. The emission factor also varies with aerodynamic size range

as shown in Table 13.2.2-4

Table 13.2.2-4. EMISSION FACTOR FOR 1980'S VEHICLE FLEET
EXHAUST, BRAKE WEAR AND TIRE WEAR

Particle Size Range ^a	C, Emission Factor for Exhaust, Brake Wear and Tire Wear ^b lb/VMT
PM _{2.5}	0.00036
PM ₁₀	0.00047
PM ₃₀ ^c	0.00047

^a Refers to airborne particulate matter (PM-x) with an aerodynamic diameter equal to or less than x micrometers.

^b Units shown are pounds per vehicle mile traveled (lb/VMT).

^c PM-30 is sometimes termed "suspendable particulate" (SP) and is often used as a surrogate for TSP.

It is important to note that the vehicle-related source conditions refer to the average weight, speed, and number of wheels for all vehicles traveling the road. For example, if 98 percent of traffic on the road are 2-ton cars and trucks while the remaining 2 percent consists of 20-ton trucks, then the mean weight is 2.4 tons. More specifically, Equations 1a and 1b are *not* intended to be used to calculate a separate emission factor for each vehicle class within a mix of traffic on a given unpaved road. That is, in the example, one should *not* determine one factor for the 2-ton vehicles and a second factor for the 20-ton trucks. Instead, only one emission factor should be calculated that represents the "fleet" average of 2.4 tons for all vehicles traveling the road.

Moreover, to retain the quality ratings when addressing a group of unpaved roads, it is necessary that reliable correction parameter values be determined for the road in question. The field and laboratory procedures for determining road surface silt and moisture contents are given in AP-42 Appendices C.1 and C.2. Vehicle-related parameters should be developed by recording visual observations of traffic. In some cases, vehicle parameters for industrial unpaved roads can be determined by reviewing maintenance records or other information sources at the facility.

In the event that site-specific values for correction parameters cannot be obtained, then default values may be used. In the absence of site-specific silt content information, an appropriate mean value from Table 13.2.2-1 may be used as a default value, but the quality rating of the equation is reduced by two letters. Because of significant differences found between different types of road surfaces and between different areas of the country, use of the default moisture content value of 0.5 percent in Equation 1b is discouraged. The quality rating should be downgraded two letters when the default moisture content value is used. (It is assumed that readers addressing industrial roads have access to the information needed to develop average vehicle information in Equation 1a for their facility.)

The effect of routine watering to control emissions from unpaved roads is discussed below in Section 13.2.2.3, "Controls". However, all roads are subject to some natural mitigation because of rainfall and other precipitation. The Equation 1a and 1b emission factors can be extrapolated to annual

average uncontrolled conditions (but including natural mitigation) under the simplifying assumption that annual average emissions are inversely proportional to the number of days with measurable (more than 0.254 mm [0.01 inch]) precipitation:

$$E_{\text{ext}} = E [(365 - P)/365] \quad (2)$$

where:

E_{ext} = annual size-specific emission factor extrapolated for natural mitigation, lb/VMT

E = emission factor from Equation 1a or 1b

P = number of days in a year with at least 0.254 mm (0.01 in) of precipitation (see below)

Figure 13.2.2-1 gives the geographical distribution for the mean annual number of “wet” days for the United States.

Equation 2 provides an estimate that accounts for precipitation on an annual average basis for the purpose of inventorying emissions. It should be noted that Equation 2 does not account for differences in the temporal distributions of the rain events, the quantity of rain during any event, or the potential for the rain to evaporate from the road surface. In the event that a finer temporal and spatial resolution is desired for inventories of public unpaved roads, estimates can be based on a more complex set of assumptions. These assumptions include:

1. The moisture content of the road surface material is increased in proportion to the quantity of water added;
2. The moisture content of the road surface material is reduced in proportion to the Class A pan evaporation rate;
3. The moisture content of the road surface material is reduced in proportion to the traffic volume; and
4. The moisture content of the road surface material varies between the extremes observed in the area. The CHIEF Web site (<http://www.epa.gov/ttn/chief/ap42/ch13/related/c13s02-2.html>) has a file which contains a spreadsheet program for calculating emission factors which are temporally and spatially resolved. Information required for use of the spreadsheet program includes monthly Class A pan evaporation values, hourly meteorological data for precipitation, humidity and snow cover, vehicle traffic information, and road surface material information.

It is emphasized that the simple assumption underlying Equation 2 and the more complex set of assumptions underlying the use of the procedure which produces a finer temporal and spatial resolution have not been verified in any rigorous manner. For this reason, the quality ratings for either approach should be downgraded one letter from the rating that would be applied to Equation 1.

13.2.2.3 Controls¹⁸⁻²²

A wide variety of options exist to control emissions from unpaved roads. Options fall into the following three groupings:

1. Vehicle restrictions that limit the speed, weight or number of vehicles on the road;

2. Surface improvement, by measures such as (a) paving or (b) adding gravel or slag to a dirt road; and
3. Surface treatment, such as watering or treatment with chemical dust suppressants.

Available control options span broad ranges in terms of cost, efficiency, and applicability. For example, traffic controls provide moderate emission reductions (often at little cost) but are difficult to enforce. Although paving is highly effective, its high initial cost is often prohibitive. Furthermore, paving is not feasible for industrial roads subject to very heavy vehicles and/or spillage of material in transport. Watering and chemical suppressants, on the other hand, are potentially applicable to most industrial roads at moderate to low costs. However, these require frequent reapplication to maintain an acceptable level of control. Chemical suppressants are generally more cost-effective than water but not in cases of temporary roads (which are common at mines, landfills, and construction sites). In summary, then, one needs to consider not only the type and volume of traffic on the road but also how long the road will be in service when developing control plans.

Vehicle restrictions. These measures seek to limit the amount and type of traffic present on the road or to lower the mean vehicle speed. For example, many industrial plants have restricted employees from driving on plant property and have instead instituted bussing programs. This eliminates emissions due to employees traveling to/from their worksites. Although the heavier average vehicle weight of the busses increases the base emission factor, the decrease in vehicle-miles-traveled results in a lower overall emission rate.

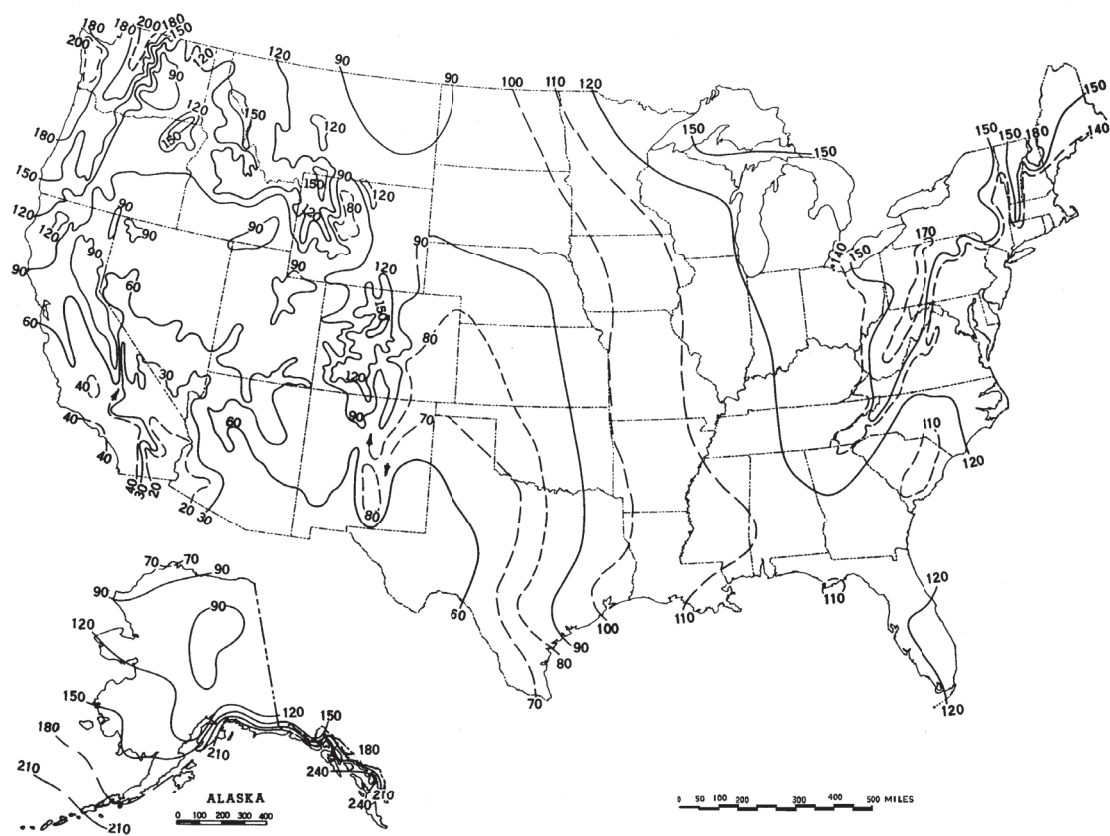


Figure 13.2.2-1. Mean number of days with 0.01 inch or more of precipitation in United States.

Surface improvements. Control options in this category alter the road surface. As opposed to the “surface treatments” discussed below, improvements are relatively “permanent” and do not require periodic retreatment.

The most obvious surface improvement is paving an unpaved road. This option is quite expensive and is probably most applicable to relatively short stretches of unpaved road with at least several hundred vehicle passes per day. Furthermore, if the newly paved road is located near unpaved areas or is used to transport material, it is essential that the control plan address routine cleaning of the newly paved road surface.

The control efficiencies achievable by paving can be estimated by comparing emission factors for unpaved and paved road conditions. The predictive emission factor equation for paved roads, given in Section 13.2.1, requires estimation of the silt loading on the traveled portion of the paved surface, which in turn depends on whether the pavement is periodically cleaned. Unless curbing is to be installed, the effects of vehicle excursion onto unpaved shoulders (berms) also must be taken into account in estimating the control efficiency of paving.

Other improvement methods cover the road surface with another material that has a lower silt content. Examples include placing gravel or slag on a dirt road. Control efficiency can be estimated by comparing the emission factors obtained using the silt contents before and after improvement. The silt content of the road surface should be determined after 3 to 6 months rather than immediately following placement. Control plans should address regular maintenance practices, such as grading, to retain larger aggregate on the traveled portion of the road.

Surface treatments refer to control options which require periodic reapplication. Treatments fall into the two main categories of (a) “wet suppression” (i. e., watering, possibly with surfactants or other additives), which keeps the road surface wet to control emissions and (b) “chemical stabilization/treatment”, which attempts to change the physical characteristics of the surface. The necessary reapplication frequency varies from several minutes for plain water under summertime conditions to several weeks or months for chemical dust suppressants.

Watering increases the moisture content, which conglomerates particles and reduces their likelihood to become suspended when vehicles pass over the surface. The control efficiency depends on how fast the road dries after water is added. This in turn depends on (a) the amount (per unit road surface area) of water added during each application; (b) the period of time between applications; (c) the weight, speed and number of vehicles traveling over the watered road during the period between applications; and (d) meteorological conditions (temperature, wind speed, cloud cover, etc.) that affect evaporation during the period.

Figure 13.2.2-2 presents a simple bilinear relationship between the instantaneous control efficiency due to watering and the resulting increase in surface moisture. The moisture ratio "M" (i.e., the x-axis in Figure 13.2.2-2) is found by dividing the surface moisture content of the watered road by the surface moisture content of the uncontrolled road. As the watered road surface dries, both the M and the predicted instantaneous control efficiency (i.e., the y-axis in the figure) decrease. The figure shows that between the uncontrolled moisture content and a value twice as large, a small increase in moisture content results in a large increase in control efficiency. Beyond that, control efficiency grows slowly with increased moisture content.

Given the complicated nature of how the road dries, characterization of emissions from watered roadways is best done by collecting road surface material samples at various times between water truck passes. (Appendices C.1 and C.2 present the sampling and analysis procedures.) The moisture content measured can then be associated with a control efficiency by use of Figure 13.2.2-2. Samples that reflect average conditions during the watering cycle can take the form of either a series of samples between water applications or a single sample at the midpoint. It is essential that samples be collected during periods with active traffic on the road. Finally, because of different evaporation rates, it is recommended that samples be collected at various times during the year. If only one set of samples is to be collected, these must be collected during hot, summertime conditions.

When developing watering control plans for roads that do not yet exist, it is strongly recommended that the moisture cycle be established by sampling similar roads in the same geographic area. If the moisture cycle cannot be established by similar roads using established watering control plans, the more complex methodology used to estimate the mitigation of rainfall and other precipitation can be used to estimate the control provided by routine watering. An estimate of the maximum daytime Class A pan evaporation (based upon daily evaporation data published in the monthly Climatological Data for the state by the National Climatic Data Center) should be used to insure that adequate watering capability is available during periods of highest evaporation. The hourly precipitation values in the spreadsheet should be replaced with the equivalent inches of precipitation (where the equivalent of 1 inch of precipitation is provided by an application of 5.6 gallons of water per square yard of road). Information on the long term average annual evaporation and on the percentage that occurs between May and October was published in the Climatic Atlas (Reference 16). Figure 13.2.2-3 presents the geographical distribution for "Class A pan evaporation" throughout the United States. Figure 13.2.2-4 presents the geographical distribution of the percentage of this evaporation that occurs between May and October. The U. S. Weather Bureau Class A evaporation pan is a cylindrical metal container with a depth of 10 inches and a diameter of 48 inches. Periodic measurements are made of the changes of the water level.

The above methodology should be used only for prospective analyses and for designing watering programs for existing roadways. The quality rating of an emission factor for a watered road that is based on this methodology should be downgraded two letters. Periodic road surface samples should be collected and analyzed to verify the efficiency of the watering program.

As opposed to watering, chemical dust suppressants have much less frequent reapplication requirements. These materials suppress emissions by changing the physical characteristics of the existing road surface material. Many chemical unpaved road dust suppressants form a hardened surface that binds particles together. After several applications, a treated road often resembles a paved road except that the surface is not uniformly flat. Because the improved surface results in more grinding of small particles, the silt content of loose material on a highly controlled surface may be substantially higher than when the surface was uncontrolled. For this reason, the models presented as Equations 1a and 1b cannot be used to estimate emissions from chemically stabilized roads. Should the road be allowed to return to an

uncontrolled state with no visible signs of large-scale cementing of material, the Equation 1a and 1b emission factors could then be used to obtain conservatively high emission estimates.

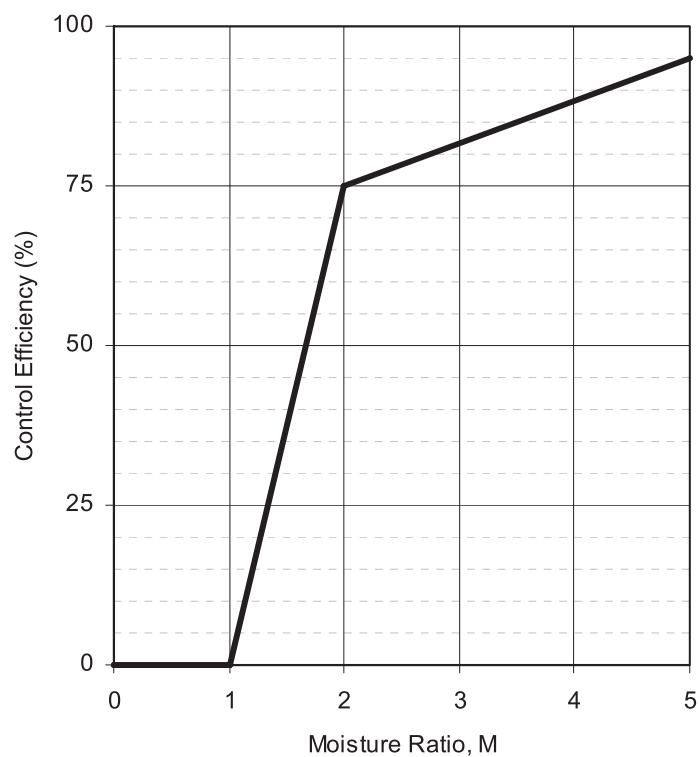


Figure 13.2.2-2. Watering control effectiveness for unpaved travel surfaces

The control effectiveness of chemical dust suppressants appears to depend on (a) the dilution rate used in the mixture; (b) the application rate (volume of solution per unit road surface area); (c) the time between applications; (d) the size, speed and amount of traffic during the period between applications; and (e) meteorological conditions (rainfall, freeze/thaw cycles, etc.) during the period. Other factors that affect the performance of dust suppressants include other traffic characteristics (e. g., cornering, track-on from unpaved areas) and road characteristics (e. g., bearing strength, grade). The variabilities in the above factors and differences between individual dust control products make the control efficiencies of chemical dust suppressants difficult to estimate. Past field testing of emissions from controlled unpaved roads has shown that chemical dust suppressants provide a PM-10 control efficiency of about 80 percent when applied at regular intervals of 2 weeks to 1 month.

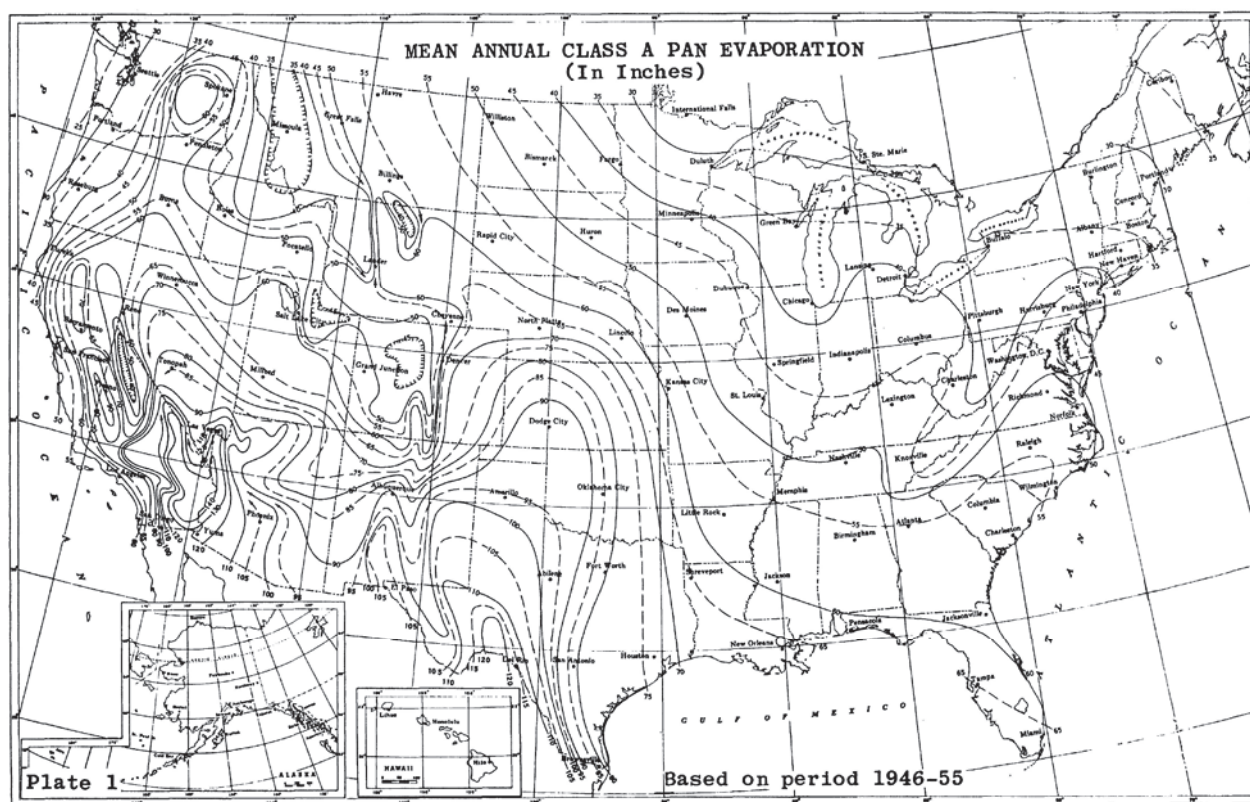


Figure 13.2.2-3. Annual evaporation data.

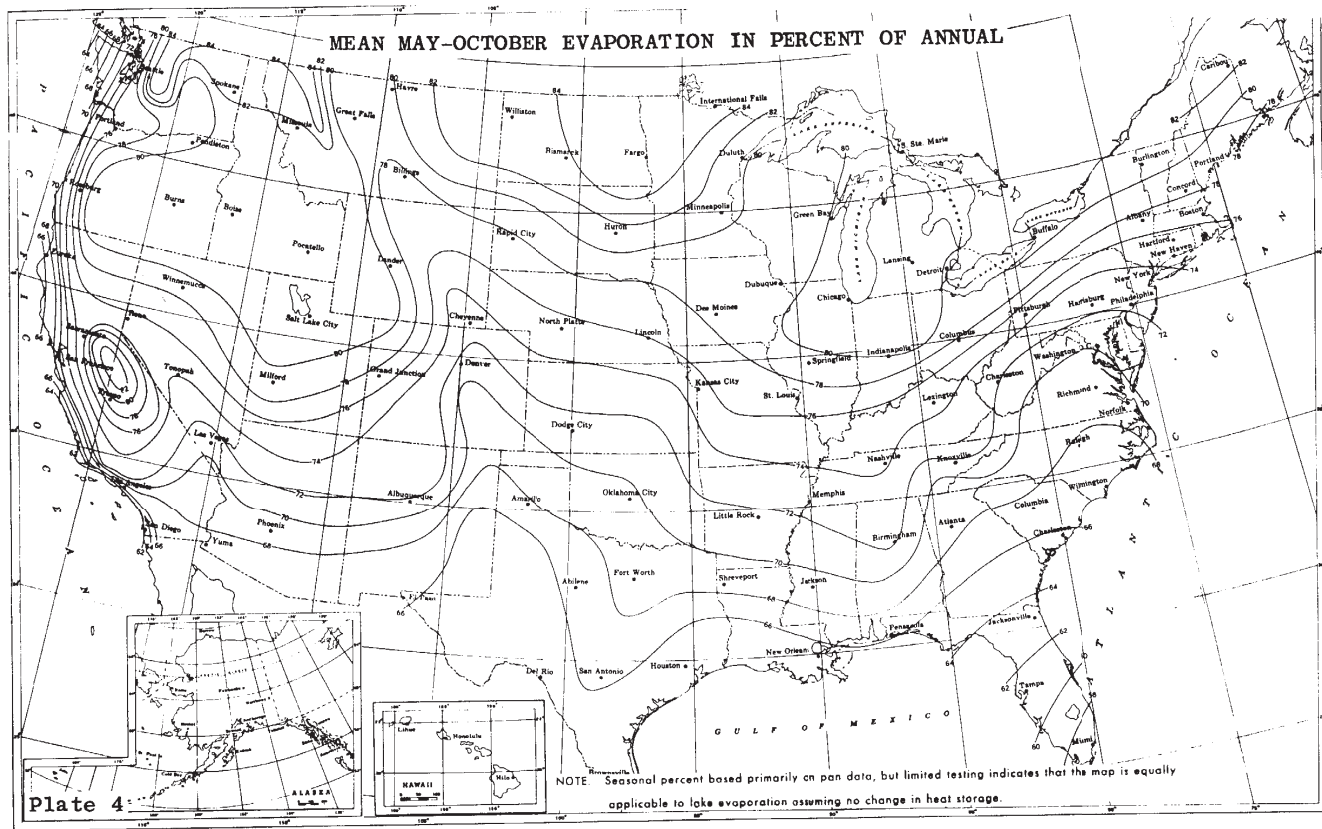


Figure 13.2.2-4. Geographical distribution of the percentage of evaporation occurring between May and October.

Petroleum resin products historically have been the dust suppressants (besides water) most widely used on industrial unpaved roads. Figure 13.2.2-5 presents a method to estimate average control efficiencies associated with petroleum resins applied to unpaved roads.²⁰ Several items should be noted:

1. The term "ground inventory" represents the total volume (per unit area) of petroleum resin concentrate (*not solution*) applied since the start of the dust control season.
2. Because petroleum resin products must be periodically reapplied to unpaved roads, the use of a time-averaged control efficiency value is appropriate. Figure 13.2.2-5 presents control efficiency values averaged over two common application intervals, 2 weeks and 1 month. Other application intervals will require interpolation.
3. Note that zero efficiency is assigned until the ground inventory reaches 0.05 gallon per square yard (gal/yd²). Requiring a minimum ground inventory ensures that one must apply a reasonable amount of chemical dust suppressant to a road before claiming credit for emission control. Recall that the ground inventory refers to the amount of petroleum resin concentrate rather than the total solution.

As an example of the application of Figure 13.2.2-5, suppose that Equation 1a was used to estimate an emission factor of 7.1 lb/VMT for PM-10 from a particular road. Also, suppose that, starting on May 1, the road is treated with 0.221 gal/yd² of a solution (1 part petroleum resin to 5 parts water) on the first of each month through September. Then, the average controlled emission factors, shown in Table 13.2.2-5, are found.

Table 13.2.2-5. EXAMPLE OF AVERAGE CONTROLLED EMISSION FACTORS
FOR SPECIFIC CONDITIONS

Period	Ground Inventory, gal/yd ²	Average Control Efficiency, % ^a	Average Controlled Emission Factor, lb/VMT
May	0.037	0	7.1
June	0.073	62	2.7
July	0.11	68	2.3
August	0.15	74	1.8
September	0.18	80	1.4

^a From Figure 13.2.2-5, $\leq 10 \mu\text{m}$. Zero efficiency assigned if ground inventory is less than 0.05 gal/yd².
1 lb/VMT = 281.9 g/VKT. 1 gal/yd² = 4.531 L/m².

Besides petroleum resins, other newer dust suppressants have also been successful in controlling emissions from unpaved roads. Specific test results for those chemicals, as well as for petroleum resins and watering, are provided in References 18 through 21.

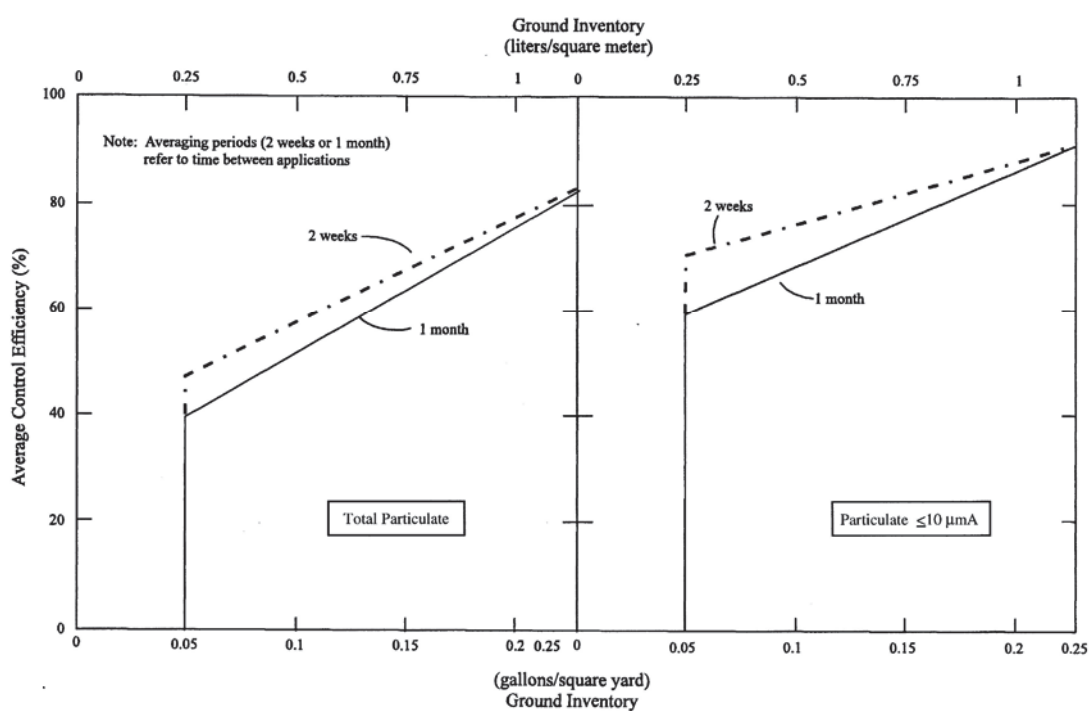


Figure 13.2.2-5. Average control efficiencies over common application intervals.

13.2.2.4 Updates Since The Fifth Edition

The Fifth Edition was released in January 1995. Revisions to this section since that date are summarized below. For further detail, consult the background report for this section (Reference 6).

October 1998 (Supplement E)– This was a major revision of this section. Significant changes to the text and the emission factor equations were made.

October 2001 – Separate emission factors for unpaved surfaces at industrial sites and publicly accessible roads were introduced. Figure 13.2.2-2 was included to provide control effectiveness estimates for watered roads.

December 2003 – The public road emission factor equation (equation 1b) was adjusted to remove the component of particulate emissions from exhaust, brake wear, and tire wear. The parameter *C* in the new equation varies with aerodynamic size range of the particulate matter. Table 13.2.2-4 was added to present the new coefficients.

January 2006 – The PM-2.5 particle size multipliers (i.e., factors) in Table 13.2.2-2 were modified and the quality ratings were upgraded from C to B based on the wind tunnel studies of a variety of dust emitting surface materials.

References For Section 13.2.2

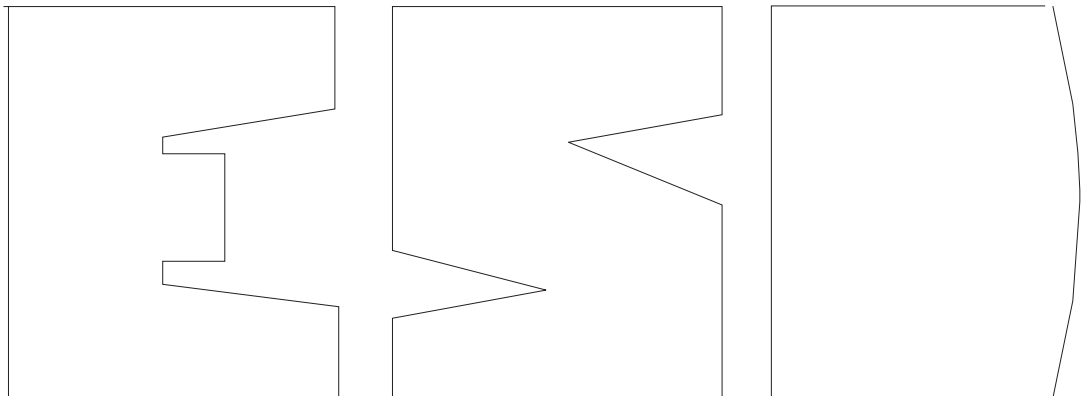
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Protocol for Equipment Leak Emission Estimates



1995 Protocol for Equipment Leak Emission Estimates

Emission Standards Division

U.S. ENVIRONMENTAL PROTECTION AGENCY
Office of Air and Radiation
Office of Air Quality Planning and Standards
Research Triangle Park, North Carolina 27711

November 1995

TABLE 2-4. OIL AND GAS PRODUCTION OPERATIONS AVERAGE EMISSION FACTORS (kg/hr/source)

Equipment Type	Service ^a	Emission Factor (kg/hr/source) ^b
Valves	Gas	4.5E-03
	Heavy Oil	8.4E-06
	Light Oil	2.5E-03
	Water/Oil	9.8E-05
Pump seals	Gas	2.4E-03
	Heavy Oil	NA
	Light Oil	1.3E-02
	Water/Oil	2.4E-05
Others ^c	Gas	8.8E-03
	Heavy Oil	3.2E-05
	Light Oil	7.5E-03
	Water/Oil	1.4E-02
Connectors	Gas	2.0E-04
	Heavy Oil	7.5E-06
	Light Oil	2.1E-04
	Water/Oil	1.1E-04
Flanges	Gas	3.9E-04
	Heavy Oil	3.9E-07
	Light Oil	1.1E-04
	Water/Oil	2.9E-06
Open-ended lines	Gas	2.0E-03
	Heavy Oil	1.4E-04
	Light Oil	1.4E-03
	Water/Oil	2.5E-04

^aWater/Oil emission factors apply to water streams in oil service with a water content greater than 50%, from the point of origin to the point where the water content reaches 99%. For water streams with a water content greater than 99%, the emission rate is considered negligible.

^bThese factors are for total organic compound emission rates (including non-VOC's such as methane and ethane) and apply to light crude, heavy crude, gas plant, gas production, and off shore facilities. "NA" indicates that not enough data were available to develop the indicated emission factor.

^cThe "other" equipment type was derived from compressors, diaphragms, drains, dump arms, hatches, instruments, meters, pressure relief valves, polished rods, relief valves, and vents. This "other" equipment type should be applied for any equipment type other than connectors, flanges, open-ended lines, pumps, or valves.

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Displaying title 40, up to date as of 8/24/2023. Title 40 was last amended 8/24/2023.

Title 40 – Protection of Environment

Chapter I – Environmental Protection Agency

Subchapter C – Air Programs

Part 98 – Mandatory Greenhouse Gas Reporting

Subpart C – General Stationary Fuel Combustion Sources

Table C-1 to Subpart C of Part 98—Default CO₂ Emission Factors and High Heat Values for Various Types of Fuel

Default CO₂ Emission Factors and High Heat Values for Various Types of Fuel

Fuel type	Default high heat value	Default CO ₂ emission factor
Coal and coke	mmBtu/short ton	kg CO ₂ /mmBtu
Anthracite	25.09	103.69
Bituminous	24.93	93.28
Subbituminous	17.25	97.17
Lignite	14.21	97.72
Coal Coke	24.80	113.67
Mixed (Commercial sector)	21.39	94.27
Mixed (Industrial coking)	26.28	93.90
Mixed (Industrial sector)	22.35	94.67
Mixed (Electric Power sector)	19.73	95.52
Natural gas	mmBtu/scf	kg CO ₂ /mmBtu
(Weighted U.S. Average)	1.026×10^{-3}	53.06
Petroleum products—liquid	mmBtu/gallon	kg CO ₂ /mmBtu
Distillate Fuel Oil No. 1	0.139	73.25
Distillate Fuel Oil No. 2	0.138	73.96
Distillate Fuel Oil No. 4	0.146	75.04
Residual Fuel Oil No. 5	0.140	72.93
Residual Fuel Oil No. 6	0.150	75.10
Used Oil	0.138	74.00

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Displaying title 40, up to date as of 6/06/2023. Title 40 was last amended 6/06/2023.

Title 40 —Protection of Environment

Chapter I —Environmental Protection Agency

Subchapter C —Air Programs

Part 98 —Mandatory Greenhouse Gas Reporting

Subpart C —General Stationary Fuel Combustion Sources

Table C-2 to Subpart C of Part 98—Default CH₄ and N₂O Emission Factors for Various Types of Fuel

Fuel type	Default CH ₄ emission factor (kg CH ₄ /mmBtu)	Default N ₂ O emission factor (kg N ₂ O/mmBtu)
Coal and Coke (All fuel types in Table C-1)	1.1×10^{-02}	1.6×10^{-03}
Natural Gas	1.0×10^{-03}	1.0×10^{-04}
Petroleum Products (All fuel types in Table C-1)	3.0×10^{-03}	6.0×10^{-04}
Fuel Gas	3.0×10^{-03}	6.0×10^{-04}
Other Fuels—Solid	3.2×10^{-02}	4.2×10^{-03}
Blast Furnace Gas	2.2×10^{-05}	1.0×10^{-04}
Coke Oven Gas	4.8×10^{-04}	1.0×10^{-04}
Biomass Fuels—Solid (All fuel types in Table C-1, except wood and wood residuals)	3.2×10^{-02}	4.2×10^{-03}
Wood and wood residuals	7.2×10^{-03}	3.6×10^{-03}
Biomass Fuels—Gaseous (All fuel types in Table C-1)	3.2×10^{-03}	6.3×10^{-04}
Biomass Fuels—Liquid (All fuel types in Table C-1)	1.1×10^{-03}	1.1×10^{-04}

Note: Those employing this table are assumed to fall under the IPCC definitions of the “Energy Industry” or “Manufacturing Industries and Construction”. In all fuels except for coal the values for these two categories are identical. For coal combustion, those who fall within the IPCC “Energy Industry” category may employ a value of 1g of CH₄/mmBtu.

[78 FR 71952, Nov. 29, 2013, as amended at 81 FR 89252, Dec. 9, 2016]

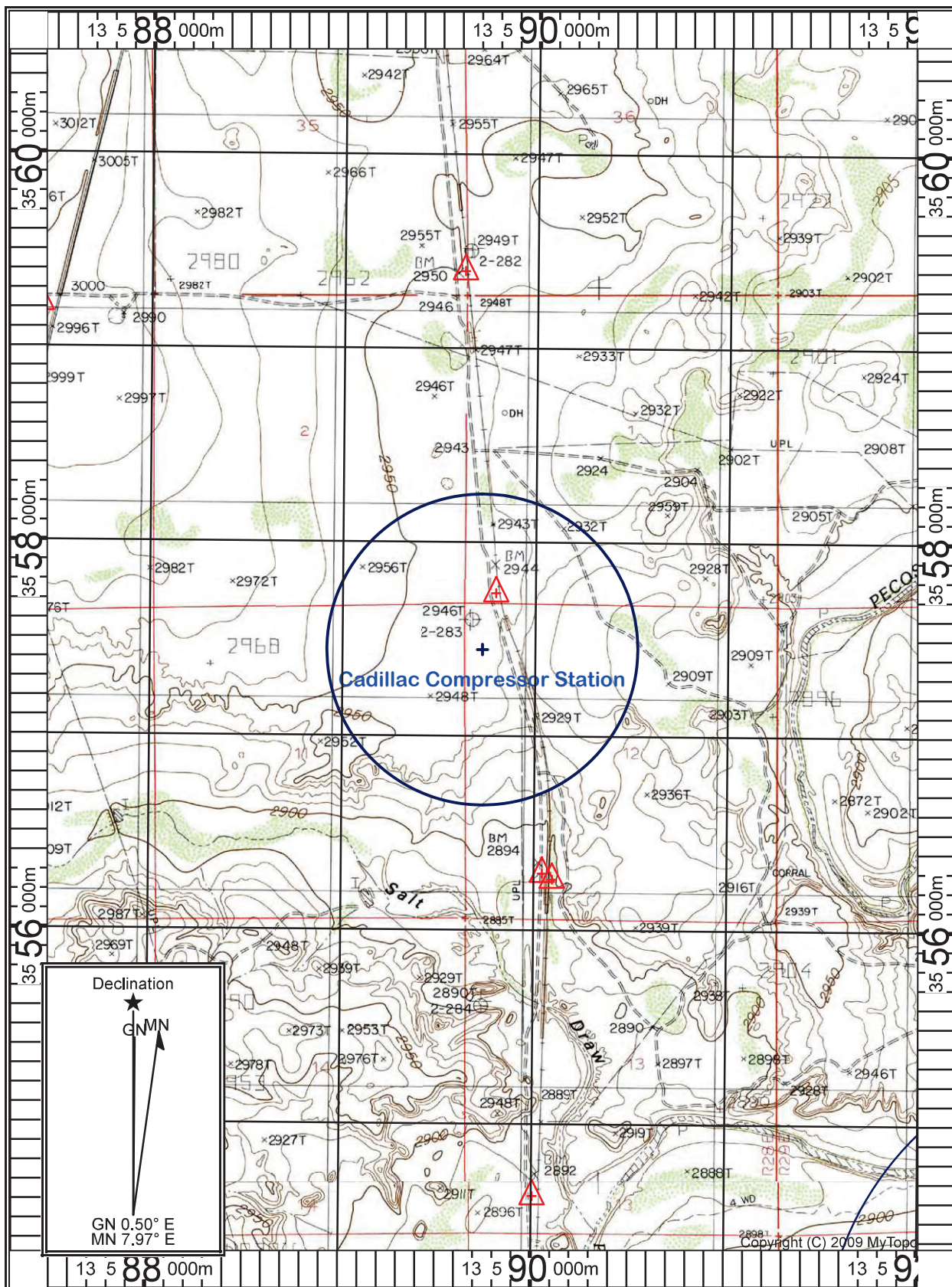
Section 8

Map(s)

A map such as a 7.5 minute topographic quadrangle showing the exact location of the source. The map shall also include the following:

The UTM or Longitudinal coordinate system on both axes	An indicator showing which direction is north
A minimum radius around the plant of 0.8km (0.5 miles)	Access and haul roads
Topographic features of the area	Facility property boundaries
The name of the map	The area which will be restricted to public access
A graphical scale	

A map of the facility has been attached on the following page.



Map Name: MALAGA (NM)
Print Date: 03/06/24

Scale: 1 inch = 2,500 ft.
Map Center: 13 0589725 E 3557446 N

Horizontal Datum: WGS84

Section 9

Proof of Public Notice

(for NSR applications submitting under 20.2.72 or 20.2.74 NMAC)

(This proof is required by: 20.2.72.203.A.14 NMAC "Documentary Proof of applicant's public notice")

☐ **I have read the AQB "Guidelines for Public Notification for Air Quality Permit Applications"**

This document provides detailed instructions about public notice requirements for various permitting actions. It also provides public notice examples and certification forms. Material mistakes in the public notice will require a re-notice before issuance of the permit.

Unless otherwise allowed elsewhere in this document, the following items document proof of the applicant's Public Notification. Please include this page in your proof of public notice submittal with checkmarks indicating which documents are being submitted with the application.

New Permit and **Significant Permit Revision** public notices must include all items in this list.

Technical Revision public notices require only items 1, 5, 9, and 10.

Per the Guidelines for Public Notification document mentioned above, include:

1. ☐ A copy of the certified letter receipts with post marks (20.2.72.203.B NMAC)
 2. ☐ A list of the places where the public notice has been posted in at least four publicly accessible and conspicuous places, including the proposed or existing facility entrance. (e.g: post office, library, grocery, etc.)
 3. ☐ A sample of the letters sent to the owners of record.
 4. ☐ A sample of the letters sent to counties, municipalities, and Indian tribes.
 5. ☐ A sample of the public notice posted and a verification of the local postings.
 6. ☐ A table of the noticed citizens, counties, municipalities and tribes and to whom the notices were sent in each group.
 7. ☐ A copy of the public service announcement (PSA) sent to a local radio station and documentary proof of submittal.
 8. ☐ A copy of the classified or legal ad including the page header (date and newspaper title) or its affidavit of publication stating the ad date, and a copy of the ad. When appropriate, this ad shall be printed in both English and Spanish.
 9. ☐ A copy of the display ad including the page header (date and newspaper title) or its affidavit of publication stating the ad date, and a copy of the ad. When appropriate, this ad shall be printed in both English and Spanish.
 10. ☐ A map with a graphic scale showing the facility boundary and the surrounding area in which owners of record were notified by mail. This is necessary for verification that the correct facility boundary was used in determining distance for notifying land owners of record.
-

This section is not applicable to applications submitted under 20.2.70 NMAC.

Section 10

Written Description of the Routine Operations of the Facility

A written description of the routine operations of the facility. Include a description of how each piece of equipment will be operated, how controls will be used, and the fate of both the products and waste generated. For modifications and/or revisions, explain how the changes will affect the existing process. In a separate paragraph describe the major process bottlenecks that limit production. The purpose of this description is to provide sufficient information about plant operations for the permit writer to determine appropriate emission sources.

Low pressure field gas is gathered from various wells in the area and sent to an inlet separator. The gas from the separator is compressed by ten (10) natural gas driven compressor engines (units ENG-1 through ENG-10). Once the gas is compressed, it is treated using a glycol dehydration system (unit Dehy-1) to remove entrained water. The dry gas is then sent off site via pipeline for further processing.

The glycol dehydration unit incorporates three distinct sources of air emissions: (1) flash tank, (2) BTEX condenser still vent, and a (3) natural gas fired reboiler (unit RBL-1). Flash tank emissions are recycled to the inlet, however, during periods where the inlet pressure is too high, the emissions are routed to the storage tanks (units TK-1 through TK-3). The BTEX condenser still vent emissions are routed to the reboiler as fuel, however, during periods in which the reboiler does not call for fuel, the emission are routed to the tanks.

Liquids from the inlet separator, as well as from compressor interstage knockout are sent to three (3) atmospheric storage tanks (units TK-1 through TK-3). Flash, working, and breathing emissions as well as dehy flash gas (during high inlet pressure periods) and BTEX condenser still vent (during periods in which the reboiler does not call for fuel) are controlled with a vapor combustion unit (unit VCU) with a 100% capture efficiency and a 98% DRE. While liquids may be transported offsite via pipeline, loading emissions (unit LOAD) are represented for the entire facility throughput for liquids along with associated haul road emissions (unit HAUL), the latter of which is exempt pursuant to 20.2.72.202.B.(5) NMAC.

During the winter months, a diesel fired heater trailer (unit Trailer-1) is used to help start up cold engines. A natural gas fired air compressor generator (unit GEN-1) is also used for pneumatics. Startup, shutdown, maintenance /malfunction emissions (SSM/M) include compressor blowdowns, dehydrator blowdowns, filter coalescer blowdowns, scrubber blowdowns, pump blowdowns, reboiler maintenance, pigging, pipeline blowdowns, and tank maintenance. Details regarding the number of events and gas volumes associated with these activities can be found in the provided calculations.

Section 11

Source Determination

Source submitting under 20.2.70, 20.2.72, 20.2.73, and 20.2.74 NMAC

Sources applying for a construction permit, PSD permit, or operating permit shall evaluate surrounding and/or associated sources (including those sources directly connected to this source for business reasons) and complete this section. Responses to the following questions shall be consistent with the Air Quality Bureau's permitting guidance, Single Source Determination Guidance, which may be found on the Applications Page in the Permitting Section of the Air Quality Bureau website.

Typically, buildings, structures, installations, or facilities that have the same SIC code, that are under common ownership or control, and that are contiguous or adjacent constitute a single stationary source for 20.2.70, 20.2.72, 20.2.73, and 20.2.74 NMAC applicability purposes. Submission of your analysis of these factors in support of the responses below is optional, unless requested by NMED.

A. Identify the emission sources evaluated in this section (list and describe):

Please refer to Table 2-A of this application.

B. Apply the 3 criteria for determining a single source:

SIC Code: Surrounding or associated sources belong to the same 2-digit industrial grouping (2-digit SIC code) as this facility, OR surrounding or associated sources that belong to different 2-digit SIC codes are support facilities for this source.

☒ **Yes** ☐ **No**

Common Ownership or Control: Surrounding or associated sources are under common ownership or control as this source.

☒ **Yes** ☐ **No**

Contiguous or Adjacent: Surrounding or associated sources are contiguous or adjacent with this source.

☒ **Yes** ☐ **No**

C. Make a determination:

- ☒ The source, as described in this application, constitutes the entire source for 20.2.70, 20.2.72, 20.2.73, or 20.2.74 NMAC applicability purposes. If in "A" above you evaluated only the source that is the subject of this application, all **"YES"** boxes should be checked. If in "A" above you evaluated other sources as well, you must check **AT LEAST ONE** of the boxes **"NO"** to conclude that the source, as described in the application, is the entire source for 20.2.70, 20.2.72, 20.2.73, and 20.2.74 NMAC applicability purposes.
- ☐ The source, as described in this application, **does not** constitute the entire source for 20.2.70, 20.2.72, 20.2.73, or 20.2.74 NMAC applicability purposes (A permit may be issued for a portion of a source). The entire source consists of the following facilities or emissions sources (list and describe):

Section 12

Section 12.A

PSD Applicability Determination for All Sources

(Submitting under 20.2.72, 20.2.74 NMAC)

This section is not applicable to applications submitted under 20.2.70 NMAC.

Section 13

Determination of State & Federal Air Quality Regulations

This section lists each state and federal air quality regulation that may apply to your facility and/or equipment that are stationary sources of regulated air pollutants.

Not all state and federal air quality regulations are included in this list. Go to the Code of Federal Regulations (CFR) or to the Air Quality Bureau's regulation page to see the full set of air quality regulations.

Required Information for Specific Equipment:

For regulations that apply to specific source types, in the 'Justification' column **provide any information needed to determine if the regulation does or does not apply. For example**, to determine if emissions standards at 40 CFR 60, Subpart IIII apply to your three identical stationary engines, we need to know the construction date as defined in that regulation; the manufacturer date; the date of reconstruction or modification, if any; if they are or are not fire pump engines; if they are or are not emergency engines as defined in that regulation; their site ratings; and the cylinder displacement.

Required Information for Regulations that Apply to the Entire Facility:

See instructions in the 'Justification' column for the information that is needed to determine if an 'Entire Facility' type of regulation applies (e.g. 20.2.70 or 20.2.73 NMAC).

Regulatory Citations for Regulations That Do Not, but Could Apply:

If there is a state or federal air quality regulation that does not apply, but you have a piece of equipment in a source category for which a regulation has been promulgated, you must **provide the low level regulatory citation showing why your piece of equipment is not subject to or exempt from the regulation. For example** if you have a stationary internal combustion engine that is not subject to 40 CFR 63, Subpart ZZZZ because it is an existing 2 stroke lean burn stationary RICE with a site rating of more than 500 brake HP located at a major source of HAP emissions, your citation would be 40 CFR 63.6590(b)(3)(i). **We don't want a discussion of every non-applicable regulation, but if it is possible a regulation could apply, explain why it does not. For example**, if your facility is a power plant, you do not need to include a citation to show that 40 CFR 60, Subpart OOO does not apply to your non-existent rock crusher.

Regulatory Citations for Emission Standards:

For each unit that is subject to an emission standard in a source specific regulation, such as 40 CFR 60, Subpart OOO or 40 CFR 63, Subpart HH, include the low level regulatory citation of that emission standard. Emission standards can be numerical emission limits, work practice standards, or other requirements such as maintenance. **Here are examples:** a glycol dehydrator is subject to the general standards at 63.764C(1)(i) through (iii); an engine is subject to 63.6601, Tables 2a and 2b; a crusher is subject to 60.672(b), Table 3 and all transfer points are subject to 60.672(e)(1)

Federally Enforceable Conditions:

All federal regulations are federally enforceable. All Air Quality Bureau State regulations are federally enforceable except for the following: affirmative defense portions at 20.2.7.6.B, 20.2.7.110(B)(15), 20.2.7.11 through 20.2.7.113, 20.2.7.115, and 20.2.7.116; 20.2.37; 20.2.42; 20.2.43; 20.2.62; 20.2.63; 20.2.86; 20.2.89; and 20.2.90 NMAC. Federally enforceable means that EPA can enforce the regulation as well as the Air Quality Bureau and federally enforceable regulations can count toward determining a facility's potential to emit (PTE) for the Title V, PSD, and nonattainment permit regulations.

INCLUDE ANY OTHER INFORMATION NEEDED TO COMPLETE AN APPLICABILITY DETERMINATION OR THAT IS RELEVANT TO YOUR FACILITY'S NOTICE OF INTENT OR PERMIT.

EPA Applicability Determination Index for 40 CFR 60, 61, 63, etc: <http://cfpub.epa.gov/adi/>

Table for State Regulations:

<u>State Regulation Citation</u>	Title	Applies? Enter Yes or No	Unit(s) or Facility	Justification: (You may delete instructions or statements that do not apply in the justification column to shorten the document.)
20.2.1 NMAC	General Provisions	Yes	Facility	General Provisions apply to Notice of Intent, Construction, and Title V permit applications.
20.2.3 NMAC	Ambient Air Quality Standards NMAAQS	Yes	Facility	20.2.3 NMAC is a State Implementation Plan (SIP) approved regulation that limits the maximum allowable concentration of, Sulfur Compounds, Carbon Monoxide and Nitrogen Dioxide
20.2.7 NMAC	Excess Emissions	Yes	Facility	This regulation establishes requirements for the facility if operations at the facility result in any excess emissions. The owner or operator will operate the source at the facility having an excess emission, to the extent practicable, including associated air pollution control equipment, in a manner consistent with good air pollution control practices for minimizing emissions. The facility will also notify the NMED of any excess emissions per 20.2.7.110 NMAC.
20.2.23 NMAC	Fugitive Dust Control	No	Facility	This regulation does not apply because this application is not for a Notice of Intent.
20.2.33 NMAC	Gas Burning Equipment - Nitrogen Dioxide	Yes	RBL-1	This facility has existing gas burning equipment having a heat input of greater than 1,000,000 million British Thermal Units per year per unit.
20.2.34 NMAC	Oil Burning Equipment: NO ₂	No	N/A	This facility does not have oil burning equipment having a heat input of greater than 1,000,000 million British Thermal Units per year per unit.
20.2.35 NMAC	Natural Gas Processing Plant – Sulfur	No	N/A	This regulation establishes sulfur emission standards for natural gas processing plants. This facility is a compressor station and not a natural gas process plant. Therefore, this regulation does not apply.
20.2.37 and 20.2.36 NMAC	Petroleum Processing Facilities and Petroleum Refineries	No	N/A	These regulations were repealed by the Environmental Improvement Board. If you had equipment subject to 20.2.37 NMAC before the repeal, your combustion emission sources are now subject to 20.2.61 NMAC.
20.2.38 NMAC	Hydrocarbon Storage Facility	No	N/A	This facility does not have any containers with a capacity of 20,000 gallons or a throughput of 30,000 gallons/week.
20.2.39 NMAC	Sulfur Recovery Plant - Sulfur	No	N/A	This facility is not a sulfur recovery plant; therefore, this regulation does not apply.
20.2.50 NMAC	Oil and Gas Sector – Ozone Precursor Pollutants			This regulation establishes emission standards for volatile organic compounds (VOC) and oxides of nitrogen (NO_x) for oil and gas production, processing, compression, and transmission sources. 20.2.50 NMAC subparts below: Check the box for the subparts that are applicable: ☒ 113 – Engines and Turbines ☒ 114 – Compressor Seals ☐ 115 – Control Devices and Closed Vent Systems ☒ 116 – Equipment Leaks and Fugitive Emissions ☐ 117 – Natural Gas Well Liquid Unloading ☐ 118 – Glycol Dehydrators ☐ 119 – Heaters ☒ 120 – Hydrocarbon Liquid Transfers ☐ 121 – Pig Launching and Receiving ☐ 122 – Pneumatic Controllers and Pumps ☐ 123 – Storage Vessels ☐ 124 – Well Workovers ☐ 125 – Small Business Facilities ☐ 126 – Produced Water Management Unit ☐ 127 – Flowback Vessels and Preproduction Operations 113 – Units ENG-1 through ENG-10 are existing natural gas-fired spark ignition engines rated >1000 hp and are therefore subject to the requirements of this

State Regulation Citation	Title	Applies? Enter Yes or No	Unit(s) or Facility	Justification: (You may delete instructions or statements that do not apply in the justification column to shorten the document.)
				subpart. GEN-1 is a new natural gas-fired spark ignition engine rated <500 hp. Trailer-1 is a diesel fired engine. Therefore, GEN-1 and Trailer-1 are not subject to the requirements of this subpart. 114 – ENG-1 through ENG-10 are reciprocating compressors located at a gathering and boosting station and are therefore subject to the requirements of this subpart. Trailer-1 and GEN-1 are not compressor engines and are therefore not subject to the requirements of this subpart. 115 – N/A – The control devices used at this facility are not used to comply with the requirements of Part 50; therefore, this subpart does not apply. 116 – This facility is a gathering and boosting station and is therefore subject to the requirements of this subpart. 117 – N/A – There are no natural gas wells located at this facility; therefore, this subpart does not apply. 118 – N/A – Dehy-1 does not have a PTE > 2 tpy VOC; therefore, this subpart does not apply. 119 – N/A – RBL-1 does not have a rated heat input >20 MMBtu/hr; therefore, this subpart does not apply. 120 – This facility is a gathering and boosting station with one or more controlled storage vessels and performs hydrocarbon liquid transfers and is therefore subject to the requirements of this subpart. 121 – N/A – The pipeline pigging operations at this facility have a PTE < 1 tpy; therefore, this subpart does not apply. 122 – N/A – The facility will not have natural gas driven pneumatics after this modification; therefore, this subpart does not apply. 123 – N/A – TK-1 through TK-3 are existing storage tanks located at a multi-tank battery, but do not have a PTE > 3 tpy VOC; therefore, this subpart does not apply. 124 – N/A – There are no oil or natural gas wells located at this facility; therefore, this subpart does not apply. 125 – N/A – This facility does not qualify as a small business; therefore, this subpart does not apply. 126 – N/A – There are no produced water managements units located at this facility; therefore, this subpart does not apply. 127 – N/A – There are no wells located at this facility; therefore, this subpart does not apply.
20.2.61.109 NMAC	Smoke & Visible Emissions	Yes	ENG-1 through ENG-10, Trailer-1, GEN-1, RBL-1, VCU-1	This regulation establishes controls on smoke and visible emissions from certain sources, including stationary combustion equipment such as engines, boilers, and flares. The compressor engines (ENG-1 through ENG-10), engines (Trailer-1 & GEN-1), glycol reboiler (RBL-1), and vapor combustion unit (VCU-1) are subject to this regulation.
20.2.70 NMAC	Operating Permits	Yes	Facility	This regulation establishes requirements for obtaining an operating permit. This facility is a major source with respect to Title V. The facility will comply with all operating permit conditions as applicable.
20.2.71 NMAC	Operating Permit Fees	Yes	Facility	This regulation establishes a schedule of operating permit emission fees. The facility is subject to 20.2.70 NMAC and is therefore subject to requirements of this regulation.
20.2.72 NMAC	Construction Permits	Yes	Facility	This regulation establishes a schedule of operating permit emission fees. The facility is subject to 20.2.70 NMAC and is therefore subject to requirements of this regulation.
20.2.73 NMAC	NOI & Emissions Inventory Requirements	Yes	Facility	This regulation establishes emission inventory requirements. The facility meets the applicability requirements of 20.2.73.300 NMAC. The facility will meet all applicable reporting requirements under 20.2.73.300.B.1 NMAC.

<u>State Regulation Citation</u>	Title	Applies? Enter Yes or No	Unit(s) or Facility	Justification: (You may delete instructions or statements that do not apply in the justification column to shorten the document.)
20.2.74 NMAC	Permits – Prevention of Significant Deterioration (PSD)	No	N/A	This regulation establishes requirements for obtaining a prevention of significant deterioration permit. This facility is not a PSD major source. Therefore, this regulation does not apply.
20.2.75 NMAC	Construction Permit Fees	Yes	Facility	This regulation establishes a schedule of operating permit emission fees. This facility is subject to 20.2.72 NMAC and in turn subject to 20.2.75 NMAC. The facility is exempt from annual fees under this part (20.2.75.11.E NMAC) as it is subject to fees pursuant to 20.2.71 NMAC.
20.2.77 NMAC	New Source Performance	Yes	ENG-1 through ENG-10, GEN-1	This is a stationary source which is subject to the requirements of 40 CFR Part 60.
20.2.78 NMAC	Emission Standards for HAPS	No	N/A	This facility emits hazardous air pollutants which are subject to the requirements of 40 CFR Part 61. However, there are no units subject to 40 CFR Part 61; therefore, this regulation does not apply.
20.2.79 NMAC	Permits – Nonattainment Areas	No	N/A	This regulation establishes the requirements for obtaining a nonattainment area permit. The facility is not located in a non-attainment area and therefore is not subject to this regulation.
20.2.80 NMAC	Stack Heights	No	N/A	This regulation establishes requirements for the evaluation of stack heights and other dispersion techniques. This regulation does not apply, as all stacks at the facility will follow good engineering practice.
20.2.82 NMAC	MACT Standards for source categories of HAPS	Yes	ENG-1 through ENG-10, GEN-1, Dehy-1	This regulation applies to all sources emitting hazardous air pollutants, which are subject to the requirements of 40 CFR Part 63.

Table for Applicable Federal Regulations (Note: This is not an exhaustive list):

<u>Federal Regulation Citation</u>	Title	Applies? Enter Yes or No	Unit(s) or Facility	Justification:
40 CFR 50	NAAQS	No	Facility	The modeling and conditions developed from the modeling are the applicable requirements to demonstration compliance with the NAAQS.
NSPS 40 CFR 60, Subpart A	General Provisions	Yes	ENG-1 through ENG-10, GEN-1	The compressor engines and generator are subject to NSPS JJJJ, compressors are subject to NSPS OOOOa or OOOOb. Applicability is dependent upon manufacture dates of equipment, which are TBD. Facility fugitives will be subject to NSPS OOOOa. TK-1 through TK-3 are not subject to OOOOa.
NSPS 40 CFR60.40a, Subpart Da	Subpart Da, Performance Standards for Electric Utility Steam Generating Units	No	N/A	This regulation establishes standards of performance for fossil-fuel-fired stream generators. This regulation does not apply as the facility does not have any fossil fuel-fired steam generating units with a heat input rate of 250 MMBtu/hr [60.40(a)(1)].
NSPS 40 CFR60.40b Subpart Db	Electric Utility Steam Generating Units	No	N/A	This regulation establishes standards of performance for electric utility steam generating units. This regulation does not apply because the facility does not operate any electric utility steam generating units.

Federal Regulation Citation	Title	Applies? Enter Yes or No	Unit(s) or Facility	Justification:
40 CFR 60.40c, Subpart Dc	Standards of Performance for Small Industrial-Commercial-Institutional Steam Generating Units	No	N/A	This regulation does not apply as there are no small industrial commercial instructional steam generating units at this facility.
NSPS 40 CFR 60, Subpart Ka	Standards of Performance for Storage Vessels for Petroleum Liquids for which Construction, Reconstruction, or Modification Commenced After May 18, 1978, and Prior to July 23, 1984	No	N/A	This facility does not operate storage vessels constructed between May 18, 1978 and July 23, 1984. Therefore this subpart does not apply.
NSPS 40 CFR 60, Subpart Kb	Standards of Performance for Volatile Organic Liquid Storage Vessels (Including Petroleum Liquid Storage Vessels) for Which Construction, Reconstruction, or Modification Commenced After July 23, 1984	No	N/A	This facility does not have storage vessels with design capacities > 75m ³ .
NSPS 40 CFR 60.330 Subpart GG	Stationary Gas Turbines	No	N/A	This Facility does not operate stationary gas turbines with a heat input equal to or greater than 10 million Btu per hour. Therefore this regulation does not apply.
NSPS 40 CFR 60, Subpart KKK	Leaks of VOC from Onshore Gas Plants	No	N/A	The facility was constructed after the applicability date of 40 CFR 60 Subpart KKK (August 23, 2011).
NSPS 40 CFR Part 60 Subpart LLL	Standards of Performance for Onshore Natural Gas Processing: SO₂ Emissions	No	N/A	The facility was constructed after the applicability date of 40 CFR 60 Subpart LLL (August 23, 2011).
NSPS 40 CFR Part 60 Subpart OOOO	Standards of Performance for Crude Oil and Natural Gas Production, Transmission, and Distribution for which construction, modification or reconstruction	No	N/A	This regulation is applicable to onshore affected facilities listed in paragraphs (a) through (g) of this section constructed after August 23, 2011, and on or before September 18, 2015. The facility is not subject to this regulation.

Federal Regulation Citation	Title	Applies? Enter Yes or No	Unit(s) or Facility	Justification:
	commenced after August 23, 2011 and before September 18, 2015			
NSPS 40 CFR Part 60 Subpart OOOOa	Standards of Performance for Crude Oil and Natural Gas Facilities for which Construction, Modification or Reconstruction Commenced After September 18, 2015 and before December 6, 2022	No	N/A	This regulation is applicable to onshore affected facilities listed in paragraphs (a) through (g) of this section constructed after September 18, 2015, and on or before December 6, 2022. The facility is not subject to this regulation.
NSPS 40 CFR Part 60 Subpart OOOOb	Standards of Performance for Crude Oil and Natural Gas Facilities for which Construction, Modification or Reconstruction Commenced After December 6, 2022	Yes	ENG-1 through ENG-10, FUG	This regulation establishes standards of performance for crude oil and natural gas production, transmission, and distribution. The compressors associated with ENG-1 through ENG-10 are subject to this regulation. Fugitive emissions (FUG) are subject to the leak detection requirements of this regulation. Facility wide LDAR monitoring will be conducted by using optical gas imaging for the compressor station. Storage tanks TK-1 through TK-3 have a PTE of less than 6 tpy of VOC and are therefore not subject to this regulation.
NSPS 40 CFR 60 Subpart IIII	Standards of performance for Stationary Compression Ignition Internal Combustion Engines	No	N/A	This regulation establishes standards of performance for stationary compression ignition internal combustion engines. This rule applies to IC engines (diesel engines) that commenced construction after July 11, 2005. Trailer-1 is a diesel fired compression ignition engine, however, Trailer-1 will not be stationary for more than 12 months; therefore, this regulation does not apply.
NSPS 40 CFR Part 60 Subpart JJJJ	Standards of Performance for Stationary Spark Ignition Internal Combustion Engines	Yes	ENG-1 through ENG-10, GEN-1	ENG-1 through ENG-10 and GEN-1 are stationary spark ignition engines and are subject to NSPS JJJJ pursuant to 40 CFR 60.4233(e).
NSPS 40 CFR 60 Subpart TTTT	Standards of Performance for Greenhouse Gas Emissions for Electric Generating Units	No	N/A	This facility does not have any steam generating units; therefore, the facility is not subject to this regulation.
NSPS 40 CFR 60 Subpart UUUU	Emissions Guidelines for Greenhouse Gas Emissions and Compliance Times for Electric Utility Generating Units	No	N/A	This facility does not generate electricity; therefore, this regulation does not apply.
NSPS 40 CFR 60, Subparts	Standards of performance for Municipal Solid			This facility is not a landfill; therefore, this regulation does not apply.

<u>Federal Regulation Citation</u>	Title	Applies? Enter Yes or No	Unit(s) or Facility	Justification:
WWW, XXX, Cc, and Cf	Waste (MSW) Landfills			
NESHAP 40 CFR 61 Subpart A	General Provisions	No	N/A	NSPS 40 CFR 61 does not apply to the facility because the facility does not emit or have the triggering substances on site and/or the facility is not involved in the triggering activity. The facility is not subject to this regulation. None of the subparts of Part 61 apply to the facility.
NESHAP 40 CFR 61 Subpart E	National Emission Standards for Mercury	No	N/A	The provisions of this subpart are applicable to those stationary sources which process mercury ore to recover mercury, use mercury chlor-alkali cells to produce chlorine gas and alkali metal hydroxide, and incinerate or dry wastewater treatment plant sludge. Therefore, this subpart does not apply.
NESHAP 40 CFR 61 Subpart V	National Emission Standards for Equipment Leaks (Fugitive Emission Sources)	No	N/A	Not applicable as the facility equipment does not operate in VHAP service. VHAP service is a piece of equipment, which contains or encounters a fluid that is at least 10% weight of VHAP. VHAP is a substance regulated under this subpart for which a standard for equipment leaks of VHAPs has been promulgated.
MACT 40 CFR 63, Subpart A	General Provisions	Yes	ENG-1 through ENG-10, GEN-1, Dehy-1	Applies if any other Subpart in 40 CFR 63 applies.
MACT 40 CFR 63.760 Subpart HH	Oil and Natural Gas Production Facilities	Yes	Dehy-1	This regulation establishes national emission standards for hazardous air pollutants from oil and natural gas production facilities. The facility is a major source of HAPs and meets the definition of a natural gas processing plant. The dehydrator will have a natural gas flow rate equal to or greater than 85 thousand standard cubic meters per day. The dehydrator does not meet the definition of a Large Glycol Dehydration Unit in 40 CFR 63.761 because the actual annual average benzene emissions are not equal to or greater than 0.90 Mg/yr as determined according to 40 CFR 63.772(b). When determining the benzene emissions with federally enforceable controls as allowed in 40 CFR 63.772(b)(2), the benzene emissions are less than 0.9 Mg/yr.
MACT 40 CFR 63 Subpart HHH	National Emissions Standards for Hazardous Air Pollutants from Natural Gas Transmission and Storage facilities	No	N/A	This facility is not a natural gas transmission or storage facility. Thus this subpart does not apply.
MACT 40 CFR 63 Subpart DDDDD	National Emission Standards for Hazardous Air Pollutants for Major Industrial, Commercial, and Institutional Boilers & Process Heaters	Yes	RBL-1	This regulation establishes the national emissions standards for hazardous air pollutants for major industrial, commercial, and institutional boilers and process heaters. This facility operates a glycol reboiler which meets the definition of a process heater as defined in § 63.7575 and it is located at a major source of HAPs and is therefore subject to the requirements of this regulation.
MACT 40 CFR 63 Subpart UUUUU	National Emission Standards for Hazardous Air Pollutants Coal & Oil Fire Electric Utility Steam Generating Unit	No	N/A	This subpart establishes national emission limitations and work practice standards for hazardous air pollutants (HAP) emitted from coal- and oil-fired electric utility steam generating units (EGUs) as defined in §63.10042 of this subpart. This subpart also establishes requirements to demonstrate initial and continuous compliance with the emission limitations. This facility does not contain the affected units and is therefore not subject to this regulation.
MACT	National Emissions Standards for Hazardous Air	Yes	ENG-1 through	This regulation defines national emissions standards for HAPs from stationary reciprocating Internal Combustion Engines. ENG-1 through ENG-10 are subject to

<u>Federal Regulation Citation</u>	Title	Applies? Enter Yes or No	Unit(s) or Facility	Justification:
40 CFR 63 Subpart ZZZZ	Pollutants for Stationary Reciprocating Internal Combustion Engines (RICE MACT)		ENG-10, GEN-1	MACT ZZZZ and comply by following the requirements of NSPS JJJJ. GEN-1 is subject to MACT ZZZZ and complies by following the requirements of NSPS JJJJ.
40 CFR 64	Compliance Assurance Monitoring	No	N/A	This regulation establishes requirements for a Compliance Assurance Monitoring (CAM) plan for pollutant-specific emissions units at a major source required for part 70 or 71 permitting. This application is being submitted under part 72 and is therefore not subject to this regulation.
40 CFR 68	Chemical Accident Prevention	No	N/A	This facility does not have any sources listed in this subpart. Therefore, this regulation does not apply.
Title IV – Acid Rain 40 CFR 72	Acid Rain	No	N/A	Not applicable as this facility is not an acid rain source.
Title IV – Acid Rain 40 CFR 73	Sulfur Dioxide Allowance Emissions	No	N/A	Not applicable as this facility is not an acid rain source.
Title IV-Acid Rain 40 CFR 75	Continuous Emissions Monitoring	No	N/A	Not applicable as this facility does not generate commercial electric power or electric power for sale.
Title IV – Acid Rain 40 CFR 76	Acid Rain Nitrogen Oxides Emission Reduction Program	No	N/A	Not applicable as this facility is not an acid rain source.
Title VI – 40 CFR 82	Protection of Stratospheric Ozone	No	N/A	Not applicable as the facility does not service, maintain, repair class I or class II appliances nor disposes of the appliances.

Section 14

Operational Plan to Mitigate Emissions

(Submitting under 20.2.70, 20.2.72, 20.2.74 NMAC)

- ☒ **Title V Sources** (20.2.70 NMAC): By checking this box and certifying this application the permittee certifies that it has developed an Operational Plan to Mitigate Emissions During Startups, Shutdowns, and Emergencies defining the measures to be taken to mitigate source emissions during startups, shutdowns, and emergencies as required by 20.2.70.300.D.5(f) and (g) NMAC. This plan shall be kept on site to be made available to the Department upon request. This plan should not be submitted with this application.
- ☐ **NSR** (20.2.72 NMAC), **PSD** (20.2.74 NMAC) & **Nonattainment** (20.2.79 NMAC) **Sources:** By checking this box and certifying this application the permittee certifies that it has developed an Operational Plan to Mitigate Source Emissions During Malfunction, Startup, or Shutdown defining the measures to be taken to mitigate source emissions during malfunction, startup, or shutdown as required by 20.2.72.203.A.5 NMAC. This plan shall be kept on site to be made available to the Department upon request. This plan should not be submitted with this application.
- ☒ **Title V** (20.2.70 NMAC), **NSR** (20.2.72 NMAC), **PSD** (20.2.74 NMAC) & **Nonattainment** (20.2.79 NMAC) **Sources:** By checking this box and certifying this application the permittee certifies that it has established and implemented a Plan to Minimize Emissions During Routine or Predictable Startup, Shutdown, and Scheduled Maintenance through work practice standards and good air pollution control practices as required by 20.2.7.14.A and B NMAC. This plan shall be kept on site or at the nearest field office to be made available to the Department upon request. This plan should not be submitted with this application.
-

- To the maximum extent practicable, the air pollution control equipment, process equipment, or processes, will be maintained and operated in a manner consistent with good practice for minimizing emissions;
- Repairs will be made in an expeditious fashion when the operator becomes aware that applicable emission limitations are being exceeded;
- Off-shift labor and overtime will be utilized, to the extent practicable, to ensure that such repairs were made as expeditiously as practicable;
- Scheduled maintenance will be planned ahead to coincide with maintenance on other production equipment, or other source shutdowns, to the extent practicable;
- The amount and duration of the excess emissions (including any during bypass) periods will be minimized to the maximum extent practicable;
- All possible steps will be taken to minimize the impact of the excess emissions on ambient air quality; and,
- The facility will monitor all operations to ensure that excess emissions are not part of a recurring pattern indicative of inadequate design, operation, or maintenance.

Section 15

Alternative Operating Scenarios

(Submitting under 20.2.70, 20.2.72, 20.2.74 NMAC)

Alternative Operating Scenarios: Provide all information required by the department to define alternative operating scenarios. This includes process, material and product changes; facility emissions information; air pollution control equipment requirements; any applicable requirements; monitoring, recordkeeping, and reporting requirements; and compliance certification requirements. Please ensure applicable Tables in this application are clearly marked to show alternative operating scenario.

Construction Scenarios: When a permit is modified authorizing new construction to an existing facility, NMED includes a condition to clearly address which permit condition(s) (from the previous permit and the new permit) govern during the interval between the date of issuance of the modification permit and the completion of construction of the modification(s). There are many possible variables that need to be addressed such as: Is simultaneous operation of the old and new units permitted and, if so for example, for how long and under what restraints? In general, these types of requirements will be addressed in Section A100 of the permit, but additional requirements may be added elsewhere. Look in A100 of our NSR and/or TV permit template for sample language dealing with these requirements. Find these permit templates at: www.env.nm.gov/air-quality/permitting-section-procedures-and-guidance/. Compliance with standards must be maintained during construction, which should not usually be a problem unless simultaneous operation of old and new equipment is requested.

In this section, under the bolded title "Construction Scenarios", specify any information necessary to write these conditions, such as: conservative-realistic estimated time for completion of construction of the various units, whether simultaneous operation of old and new units is being requested (and, if so, modeled), whether the old units will be removed or decommissioned, any PSD ramifications, any temporary limits requested during phased construction, whether any increase in emissions is being requested as SSM emissions or will instead be handled as a separate Construction Scenario (with corresponding emission limits and conditions, etc.

There are no alternate operating scenarios at this facility.

Section 16

Air Dispersion Modeling

- 1) Minor Source Construction (20.2.72 NMAC) and Prevention of Significant Deterioration (PSD) (20.2.74 NMAC) ambient impact analysis (modeling): Provide an ambient impact analysis as required at 20.2.72.203.A(4) and/or 20.2.74.303 NMAC and as outlined in the Air Quality Bureau's Dispersion Modeling Guidelines found on the Planning Section's modeling website. If air dispersion modeling has been waived for one or more pollutants, attach the AQB Modeling Section modeling waiver approval documentation.
- 2) SSM Modeling: Applicants must conduct dispersion modeling for the total short term emissions during routine or predictable startup, shutdown, or maintenance (SSM) using realistic worst case scenarios following guidance from the Air Quality Bureau's dispersion modeling section. Refer to "Guidance for Submittal of Startup, Shutdown, Maintenance Emissions in Permit Applications (http://www.env.nm.gov/aqb/permit/app_form.html) for more detailed instructions on SSM emissions modeling requirements.
- 3) Title V (20.2.70 NMAC) ambient impact analysis: Title V applications must specify the construction permit and/or Title V Permit number(s) for which air quality dispersion modeling was last approved. Facilities that have only a Title V permit, such as landfills and air curtain incinerators, are subject to the same modeling required for preconstruction permits required by 20.2.72 and 20.2.74 NMAC.

What is the purpose of this application?	Enter an X for each purpose that applies
New PSD major source or PSD major modification (20.2.74 NMAC). See #1 above.	
New Minor Source or significant permit revision under 20.2.72 NMAC (20.2.72.219.D NMAC). See #1 above. Note: Neither modeling nor a modeling waiver is required for VOC emissions.	
Reporting existing pollutants that were not previously reported.	
Reporting existing pollutants where the ambient impact is being addressed for the first time.	
Title V application (new, renewal, significant, or minor modification. 20.2.70 NMAC). See #3 above.	X
Relocation (20.2.72.202.B.4 or 72.202.D.3.c NMAC)	
Minor Source Technical Permit Revision 20.2.72.219.B.1.d.vi NMAC for like-kind unit replacements.	
Other: i.e. SSM modeling. See #2 above.	
This application does not require modeling since this is a No Permit Required (NPR) application.	
This application does not require modeling since this is a Notice of Intent (NOI) application (20.2.73 NMAC).	
This application does not require modeling according to 20.2.70.7.E(11), 20.2.72.203.A(4), 20.2.74.303, 20.2.79.109.D NMAC and in accordance with the Air Quality Bureau's Modeling Guidelines.	

Check each box that applies:

- ☐ See attached, approved modeling **waiver for all** pollutants from the facility.
- ☐ See attached, approved modeling **waiver for some** pollutants from the facility.
- ☐ Attached in Universal Application Form 4 (UA4) is a **modeling report for all** pollutants from the facility.
- ☐ Attached in UA4 is a **modeling report for some** pollutants from the facility.
- ☒ No modeling is required.

Air quality dispersion modeling was last submitted in March 2024 in an application for NSR Permit No. 7995-M3.

Section 17

Compliance Test History

(Submitting under 20.2.70, 20.2.72, 20.2.74 NMAC)

To show compliance with existing NSR permits conditions, you must submit a compliance test history. The table below provides an example.

Compliance Test History Table

Unit No.	Test Description	Test Date

Section 19

Requirements for Title V Program

Who Must Use this Attachment:

- * Any major source as defined in 20.2.70 NMAC.
 - * Any source, including an area source, subject to a standard or other requirement promulgated under Section 111 - Standards of Performance for New Stationary Sources, or Section 112 Hazardous Air Pollutants, of the 1990 federal Clean Air Act ("federal Act"). Non-major sources subject to Sections 111 or 112 of the federal Act are exempt from the obligation to obtain a 20.2.70 NMAC operating permit until such time that the EPA Administrator completes rulemakings that require such sources to obtain operating permits. In addition, sources that would be required to obtain an operating permit solely because they are subject to regulations or requirements under Section 112(r) of the federal Act are exempt from the requirement to obtain an Operating Permit.
 - * Any Acid Rain source as defined under title IV of the federal Act. The Acid Rain program has additional forms. See www.env.nm.gov/air-quality/air-quality-title-v-operating-permits-guidance-page/. Sources that are subject to both the Title V and Acid Rain regulations are encouraged to submit both applications simultaneously.
 - * Any source in a source category designated by the EPA Administrator ("Administrator"), in whole or in part, by regulation, after notice and comment.
-

Cadillac Compressor Station is a Title V major source as defined in 20.2.70 NMAC.

19.1 - 40 CFR 64, Compliance Assurance Monitoring (CAM) (20.2.70.300.D.10.e NMAC)

Any source subject to 40CFR, Part 64 (Compliance Assurance Monitoring) must submit all the information required by section 64.7 with the operating permit application. The applicant must prepare a separate section of the application package for this purpose; if the information is already listed elsewhere in the application package, make reference to that location. Facilities not subject to Part 64 are invited to submit periodic monitoring protocols with the application to help the AQB to comply with 20.2.70 NMAC. Sources subject to 40 CFR Part 64, must submit a statement indicating your source's compliance status with any enhanced monitoring and compliance certification requirements of the federal Act.

N/A. There are no sources at this facility that are subject to 40 CFR Part 64.

19.2 - Compliance Status (20.2.70.300.D.10.a & 10.b NMAC)

Describe the facility's compliance status with each applicable requirement at the time this permit application is submitted. This statement should include descriptions of or references to all methods used for determining compliance. This statement should include descriptions of monitoring, recordkeeping and reporting requirements and test methods used to determine compliance with all applicable requirements. Refer to Section 2, Tables 2-N and 2-O of the Application Form as necessary. (20.2.70.300.D.11 NMAC) For facilities with existing Title V permits, refer to most recent Compliance Certification for existing requirements. Address new requirements such as CAM, here, including steps being taken to achieve compliance.

All sources at this facility are currently operating in compliance with all applicable requirements.

19.3 - Continued Compliance (20.2.70.300.D.10.c NMAC)

Provide a statement that your facility will continue to be in compliance with requirements for which it is in compliance at the time of permit application. This statement must also include a commitment to comply with other applicable requirements as they come into effect during the permit term. This compliance must occur in a timely manner or be consistent with such schedule expressly required by the applicable requirement.

Targa Northern Delaware, LLC will continue to comply with the applicable requirements in a timely manner as they come into effect during the permit term.

19.4 - Schedule for Submission of Compliance (20.2.70.300.D.10.d NMAC)

You must provide a proposed schedule for submission to the department of compliance certifications during the permit term. This certification must be submitted annually unless the applicable requirement or the department specifies a more frequent period. A sample form for these certifications will be attached to the permit.

Targa Northern Delaware, LLC will submit annual compliance certifications.

19.5 - Stratospheric Ozone and Climate Protection

In addition to completing the four (4) questions below, you must submit a statement indicating your source's compliance status with requirements of Title VI, Section 608 (National Recycling and Emissions Reduction Program) and Section 609 (Servicing of Motor Vehicle Air Conditioners).

1. Does your facility have any air conditioners or refrigeration equipment that uses CFCs, HCFCs or other ozone-depleting substances? ☒ Yes ☐ No
 2. Does any air conditioner(s) or any piece(s) of refrigeration equipment contain a refrigeration charge greater than 50 lbs? ☐ Yes ☒ No
(If the answer is yes, describe the type of equipment and how many units are at the facility.)
 3. Do your facility personnel maintain, service, repair, or dispose of any motor vehicle air conditioners (MVACs) or appliances ("appliance" and "MVAC" as defined at 82. 152)? ☐ Yes ☒ No
 4. Cite and describe which Title VI requirements are applicable to your facility (i.e. 40 CFR Part 82, Subpart A through G.)
-

There are no operations at this facility that trigger the applicability of these requirements

19.6 - Compliance Plan and Schedule

Applications for sources, which are not in compliance with all applicable requirements at the time the permit application is submitted to the department, must include a proposed compliance plan as part of the permit application package. This plan shall include the information requested below:

A. Description of Compliance Status: (20.2.70.300.D.11.a NMAC)

A narrative description of your facility's compliance status with respect to all applicable requirements (as defined in 20.2.70 NMAC) at the time this permit application is submitted to the department.

B. Compliance plan: (20.2.70.300.D.11.B NMAC)

A narrative description of the means by which your facility will achieve compliance with applicable requirements with which it is not in compliance at the time you submit your permit application package.

C. Compliance schedule: (20.2.70.300D.11.c NMAC)

A schedule of remedial measures that you plan to take, including an enforceable sequence of actions with milestones, which will lead to compliance with all applicable requirements for your source. This schedule of compliance must be at least as stringent as that contained in any consent decree or administrative order to which your source is subject. The obligations of any consent decree or administrative order are not in any way diminished by the schedule of compliance.

D. Schedule of Certified Progress Reports: (20.2.70.300.D.11.d NMAC)

A proposed schedule for submission to the department of certified progress reports must also be included in the compliance schedule. The proposed schedule must call for these reports to be submitted at least every six (6) months.

E. Acid Rain Sources: (20.2.70.300.D.11.e NMAC)

If your source is an acid rain source as defined by EPA, the following applies to you. For the portion of your acid rain source subject to the acid rain provisions of title IV of the federal Act, the compliance plan must also include any additional requirements under the acid rain provisions of title IV of the federal Act. Some requirements of title IV regarding the schedule and methods the source will use to achieve compliance with the acid rain emissions limitations may supersede the requirements of title V and 20.2.70 NMAC. You will need to consult with the Air Quality Bureau permitting staff concerning how to properly meet this requirement.

NOTE: The Acid Rain program has additional forms. See www.env.nm.gov/air-quality/air-quality-title-v-operating-permits-guidance-page/. Sources that are subject to both the Title V and Acid Rain regulations are **encouraged** to submit both applications **simultaneously**.

Targa Northern Delaware, LLC is currently operating in compliance with all applicable requirements. Therefore, a Compliance Plan is not required.

19.7 - 112(r) Risk Management Plan (RMP)

Any major sources subject to section 112(r) of the Clean Air Act must list all substances that cause the source to be subject to section 112(r) in the application. The permittee must state when the RMP was submitted to and approved by EPA.

N/A. There are no sources at the facility subject to Section 112(r) of the Clean Air Act.

19.8 - Distance to Other States, Bernalillo, Indian Tribes and Pueblos

Will the property on which the facility is proposed to be constructed or operated be closer than 80 km (50 miles) from other states, local pollution control programs, and Indian tribes and pueblos (20.2.70.402.A.2 and 20.2.70.7.B NMAC)?

(If the answer is yes, state which apply and provide the distances.)

Other States: Texas, 16.63 km

Indian Tribes: None

Bernalillo County: >80 km

19.9 - Responsible Official

Jimmy Oxford, Vice President Operations

Section 20

Other Relevant Information

Other relevant information. Use this attachment to clarify any part in the application that you think needs explaining. Reference the section, table, column, and/or field. Include any additional text, tables, calculations or clarifying information.

Additionally, the applicant may propose specific permit language for AQB consideration. In the case of a revision to an existing permit, the applicant should provide the old language and the new language in track changes format to highlight the proposed changes. If proposing language for a new facility or language for a new unit, submit the proposed operating condition(s), along with the associated monitoring, recordkeeping, and reporting conditions. In either case, please limit the proposed language to the affected portion of the permit.

There is no other information needed for this application.

Section 22: Certification

Company Name: Targa Northern Delaware, LLC

I, Jimmy Oxford, hereby certify that the information and data submitted in this application are true and as accurate as possible, to the best of my knowledge and professional expertise and experience.

Signed this 11th day of April, 2024, upon my oath or affirmation, before a notary of the State of

Texas

[Signature]
*Signature

4-11-24

Date

Jimmy E Oxford
Printed Name

VP Operations
Title

Scribed and sworn before me on this 11th day of April, 2024.

My authorization as a notary of the State of Texas expires on the

2nd
day of December, 2024.

Colton Rainey
Notary's Signature

4-11-2024

Date

Colton Rainey
Notary's Printed Name



*For Title V applications, the signature must be of the Responsible Official as defined in 20.2.70.7.AE NMAC.