



## **INSTRUCTIONS FOR ENGINE304**

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*Please make a copy and complete Form Engine304 for each diesel fired emergency standby engine with a horsepower rating of 50 or greater.*

An emergency standby engine is an engine that is installed and operated to provide electrical power or mechanical work during an emergency use. An emergency use includes the failure or loss of all or part of normal electrical power service or normal natural gas supply, the failure of a facility's internal power distribution system, pumping of water or sewage to prevent or mitigate a flood or sewage overflow, pumping of water for fire suppression or protection, powering airport runway lights under adverse weather conditions, or pumping water to maintain pressure in the water distribution system under atypical circumstances. See the ARB Air Toxic Control Measure for Stationary Compression Ignition Engines (ATCM), available at [www.arb.ca.gov](http://www.arb.ca.gov), for complete information. This form is to be used only for diesel fired emergency standby engines. If the engine uses another fuel or serves some other function, this form cannot be used.

*Information on Engine* - Indicate the reason for submitting the application: replacement of an existing unit, a new or additional unit, or a permit for an existing unpermitted engine. If the application is for replacement, specify the affected engine. If the application is for an existing unpermitted engine, indicate the date that the engine was installed at your facility. Please provide the manufacturer's name, year that the engine was manufactured, model number, serial number, and 12-character family name that is located on the engine. Only engines that have been certified to meet USEPA and ARB emission standards will have an engine family name. The horsepower rating should be the maximum output of the engine as stated by the manufacturer in the manufacturer's sales and service literature, as listed on the nameplate of the unit, or if applicable, as shown in the application for certification, whichever is greatest. For in-use engines, the maximum brake horsepower output is based on the engine's configuration as of January 1, 2005. For new engines, the maximum brake horsepower output is based on the engine's configuration at initial installation at the facility. If you have manufacturer's literature for the engine that includes the make, model, horsepower rating, family name, and emissions data, please provide that information. Further, if you have your own identification number for your engine, please include that information.

Specify whether the engine is equipped with a non-resettable hour meter. The Air Toxic Control Measure requires that, by January 1, 2005, all diesel engines be equipped with a non-resettable hour meter with a minimum display capability of 9,999 hours. A different minimum display may be allowed by the District if appropriate in consideration of the historical use of the engine. If the engine is equipped with a non-resettable hour meter, indicate the current reading, in hours, and the date that the reading was taken.

Describe the emergency use of the engine. Emergency use is defined in the ATCM.

*Fuel and Emissions* – Indicate what type of diesel fuel you will use. CARB diesel with 15 ppm sulfur is the only fuel that can be sold for use in motor vehicles in California. Therefore, it is the

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most commonly available diesel fuel and is what most people use. CARB diesel will be required for new engines. Effective January 1, 2006, only CARB diesel or equivalent can be added to the engine or any fuel tank directly connected to the engine. All diesel emergency generators will be required to use CARB diesel fuel or equivalent. The District may allow a temporary exemption from this requirement to allow existing fuel supplies to be consumed. APCD Rule 64 allows fuel with up to 0.5% sulfur. If you are not using vehicle fuel, you may be using fuel that contains up to 0.5% sulfur. If you are using a fuel other than the ones specified, you should specify the type of fuel. Additional data on the fuel, including sulfur content should be submitted. Note that use of higher sulfur fuel could result in higher fees for your APCD Permit, so you should not indicate that you use a higher sulfur fuel than you actually use.

Check all emission controls that are installed or proposed. Indicate manufacturer's guaranteed emission rates or certification levels for non-methane organics, nitrogen oxides (NO<sub>x</sub>), particulate matter, and carbon monoxide (CO), as applicable. Provide documentation for emission rates in the form of manufacturer's guaranteed levels, USEPA certification levels, or source test data.

*Maintenance Operation* - Non-emergency (maintenance and testing) hours for emergency standby engines will be limited. The limit will be based on the requirements of the ATCM for the compliance option chosen by the applicant. If a higher number of hours is chosen, a lower emission limit is required. Note that hours of actual emergency use, as defined in the ATCM, are not subject to this limit. You will be required to maintain records that differentiate between emergency hours of operation and maintenance and testing hours.

The form outlines the emission limits in the ATCM based on the number of hours for generator maintenance and testing. See the ATCM for complete information, including emission limits for pollutants other than particulate matter. For new engines, the limits are effective when the engine is installed. An engine is existing only if it was installed or purchased after January 1, 2005. Proof of purchase is required for applications for engines installed after January 1, 2005, but purchased prior to January 1, 2005. For existing engines that are complying with the ATCM solely by limiting the number of hours of operation, compliance is required by January 1, 2006. Otherwise, for owners of 3 or fewer engines in the District, all pre-1989 through 1989 model year engines must comply by January 1, 2006. 1990 through 1995 engines must comply by January 1, 2007; and post-1996 engines must comply by January 1, 2008. Owners of four or more engines in the District have additional time, with final compliance for all engines required by January 1, 2009.

If the engine is located on school grounds or within 500 feet of school grounds, the ATCM includes additional restrictions on maintenance and testing operations. A school or school grounds is any public or private school used for purposes of the education of more than 12 children in kindergarten or any of grades 1 to 12, inclusive, but does not include any private school in which education is primarily conducted in a private home. School or school grounds includes any building or structure, playground, athletic field, or other areas of school property but does not include unimproved school property.



**DIESEL-FIRED EMERGENCY STANDBY ENGINES**

*Complete a separate form for each engine. Attach manufacturer's literature, if available, to this form.*

**Information on Engine**

Reason for Submitting this Form (Check One)	<input type="checkbox"/> Existing Unit Date of Installation _____	<input type="checkbox"/> Replacement of Existing Unit Specify _____ <input type="checkbox"/> New or Additional Unit Specify _____
Manufacturer		
Year of Manufacture		
Model		
Serial Number		
EPA/ARB 12-character Engine Family Name		
Maximum Rated Brake Horsepower	_____ BHP	
Your I.D. For Engine (if any)		
Equipped with a non-resettable hour meter? Note: Non-resettable hour meters are required for all Emergency Standby Engines.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Current Hour Meter Reading	_____ hrs	Date _____
Describe Emergency Use of Engine	<input type="checkbox"/> Electrical Power <input type="checkbox"/> Mechanical Work <input type="checkbox"/> Fire Suppression	<input type="checkbox"/> Runway Lights <input type="checkbox"/> Pumping Water or Sewage <input type="checkbox"/> Other

**Fuel and Emissions**

Diesel Fuel Type	<input type="checkbox"/> Rule 64 Compliant (0.5% Sulfur) <input type="checkbox"/> CARB Diesel (15ppm Sulfur)	<input type="checkbox"/> Other (specify) _____
Emission Controls (Check All that Apply)	<input type="checkbox"/> Diesel Particulate Filter <input type="checkbox"/> Turbocharger <input type="checkbox"/> Aftercooler	<input type="checkbox"/> Injection Timing Retard <input type="checkbox"/> Selective Catalytic Reduction <input type="checkbox"/> Other (specify) _____
Guaranteed Emission Rates or Certification Levels (If Any) Documentation must be attached.	Non-methane Organics _____ ppm Nitrogen Oxides _____ ppm Particulate Matter _____ ppm Carbon Monoxide _____ ppm	or _____ g/BHP-hr or _____ g/BHP-hr or _____ g/BHP-hr or _____ g/BHP-hr (ppm at 15% oxygen)

**Maintenance Operation**

Hours of Operation for Maintenance and Testing (does not include hours used for emission testing to show ATCM compliance)	<input type="checkbox"/> ≤20 hours per year	<i>Corresponding ATCM Particulate Matter Limits:</i>	
	<input type="checkbox"/> 21-30 hours per year	<u>Existing</u>	<u>New</u>
	<input type="checkbox"/> 31-50 hours per year	none	0.15 g/bhp-hr
	<input type="checkbox"/> 51-100 hours per year	0.40 g/bhp-hr	0.15 g/bhp-hr
Is the engine located within 500 feet of a school? (K-12)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	0.15 g/bhp-hr
			0.01 g/bhp-hr