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**New Source Performance Standards (NSPS) – 40 CFR Part 60, Subpart IIII Applicability
 Air Pollutant Emission Notice (APEN) Addendum Form for Diesel Engines**

Company Name: _____

Engine Information¹

Make: _____ Model: _____ SN: _____

1. Date of Engine Manufacture: _____
2. Has this engine operated outside of the state of Colorado?
 - Yes
 - No
3. If you answered “Yes” to question 2, please answer the following question. (If you answered “No” to question 2, please leave this field blank.) What is the date of first entry into Colorado? _____
4. This engine was manufactured to meet the following tier level standards² (e.g., Tier 1, Tier 2): _____

Permit #³: _____ AIRS ID³: _____/_____/_____

A copy of this form, along with appropriate supporting documentation⁴, shall be maintained on-site or at a local field office, with stationary source responsibility, with a copy of the construction permit, exemption letter or general permit approval letter issued by the Colorado Air Pollution Control Division (the Division) for this emissions source. These records may be kept in either electronic or hard copy format provided that they can be promptly supplied to the Division or agents thereof upon request.

This engine shall comply with the New Source Performance Standards (NSPS) requirements of Colorado Air Quality Control Commission Regulation No. 6, Part A, Subpart IIII, Standards of Performance for Stationary Compression Ignition Internal Combustion Engines (CI ICE) including, but not limited to, the following:

[The requirements below reflect the rule language of 40 CFR Part 60 Subpart IIII published in the Federal Register on 01/30/2013. However, if revisions to this Subpart are published at a later date, the owner or operator is subject to the requirements contained in the revised version of 40 CFR Part 60, Subpart IIII.]

- I. All fuel used shall meet the following specifications:
 - A. Sulfur content shall not exceed 15 ppm
 - B. Have a minimum cetane index of 40 or have a maximum aromatic compound content of 35% by volume
 - C. Compliance shall be demonstrated by maintaining copies of the fuel specifications provided by the supplier on-site or in a readily accessible location and made available to the Division for inspection upon request.
- II. The engine and control devices must be installed, configured, operated and maintained according to the specifications and instructions provided by the engine manufacturer.
- III. If the engine is equipped with a diesel particulate filter, the filter must be installed with a backpressure monitor that notifies the owner or operator when the high backpressure limit of the engine is approached. Records shall be kept of any corrective action taken after the backpressure monitor has notified the owner or operator that the high backpressure limit is approached.
- IV. If the engine is used for emergency purposes, a non-resettable hour meter must be installed prior to start-up.
- V. If the diesel fuel-fired engine referenced herein avoids tier 4 or 4i requirements by being an emergency generator, the engine shall not be used for any purpose except emergency power generation and for the purpose of maintenance



checks and readiness testing, provided that the tests are recommended by Federal, State or local government, the manufacturer, the vendor or the insurance company associated with the engine. Maintenance checks and readiness testing of such units is limited to 100 hours per year. There is no time limit on the use of emergency stationary ICE in emergency situations. The owner or operator may petition the Administrator for approval of additional hours to be used for maintenance checks and readiness testing, but a petition is not required if the owner or operator maintains records indicating that Federal, State, or local standards require maintenance and testing of emergency ICE beyond 100 hours per year. Emergency stationary ICE may operate up to 50 hours per year in non-emergency situations, but those 50 hours are counted towards the 100 hours per year provided for maintenance and testing. The 50 hours per year for non-emergency situations cannot be used for peak shaving or to generate income for a facility to supply power to an electric grid or otherwise supply non-emergency power as part of a financial arrangement with another entity. For owners and operators of emergency engines, any operation other than emergency operation, maintenance and testing, and operation in non-emergency situations for 50 hours per year, as permitted in this section, is prohibited.

- VI. Emission Standards:
 - A. The engine referenced herein shall meet all the emissions standards applicable to the engine.
 - B. Compliance with the NSPS Subpart IIII Emissions Standards for Non-Methane Hydrocarbons (NMHC), Nitrogen Oxides (NOx), Carbon Monoxide (CO) and Particulate Matter (PM) shall be demonstrated by filing a copy of the unit's certification documentation of compliance with the NSPS Subpart IIII emissions standards, with the associated application.
- VII. The following requirements of Regulation No. 6, Part A, Subpart A, General Provisions, shall apply:
 - A. At all times, including periods of start-up, shutdown, and malfunction, the engine and control equipment shall, to the extent practicable, be maintained and operated in a manner consistent with good air pollution control practices for minimizing emissions. Determination of whether or not acceptable operating and maintenance procedures are being used will be based on information available to the Division, which may include, but is not limited to, monitoring results, opacity observations, review of operating and maintenance procedures, and inspection of the source. (Reference: Regulation No. 6, Part A. General Provisions from 40 CFR 60.11)
 - B. No article, machine, equipment or process shall be used to conceal an emission which would otherwise constitute a violation of an applicable standard. Such concealment includes, but is not limited to, the use of gaseous diluents to achieve compliance with an opacity standard or with a standard which is based on the concentration of a pollutant in the gases discharged to the atmosphere. (§ 60.12)
 - C. Written notification of construction and initial startup dates shall be submitted to the Division as required under § 60.7.
 - D. Records of startups, shutdowns, and malfunctions shall be maintained, as required under § 60.7.
- VIII. This engine meets all the requirements in New Source Performance Standard (NSPS) Subpart IIII as applicable to the specific engine, including the standards required for relocating into Colorado as set forth in Regulation No. 6, Part B, Section I.C.

I hereby certify that all information contained herein is complete, true and correct. I certify that this source is and will be operated in full compliance with the applicable tier standards of Colorado Air Quality Control Commission Regulation No. 6, Part A, Subpart IIII, Standards of Performance for Stationary Compression Ignition Internal Combustion Engines (CI ICE) as well as all other requirements referenced herein.

Name of Legally Authorized Person (Please Print)

Title

Signature of Legally Authorized Person

Date

¹ If the engine has not been selected or ordered as of the date of submission of the construction permit application, this form must be completed and submitted to the Colorado Air Pollution Control Division, for an affected engine, within one hundred and eighty (180) days after the commencement of construction/operation.

² This information can be obtained from the engine manufacturer.

³ Please enter this information if this form is being submitted after the date of submission of the construction permit application and a permit number and AIRS ID number have been assigned. Otherwise, leave these fields blank.

⁴ Supporting documentation includes: document(s) proving the date of first entry into Colorado (purchase receipt, delivery receipt, etc.) and tier standard certification information from the manufacturer, as applicable.