

What Do I Need to Do if I Have An Existing (In-Use) Diesel Engine?

The following points have been developed to assist owners/operators of stationary diesel fueled internal combustion engines that are rated over 50 brake-horsepower. This page applies to owners/operators of existing engines. A separate page addresses the requirements for new engines.

- The Stationary Diesel ATCM applies to any diesel engine rated over 50 bhp.
- There are different requirements for existing (called in-use) engines and new engines. An existing (in-use) engine is defined as any engine installed prior to January 1, 2005. A new engine is any engine installed on or after that date.
- There are two categories of engines: Emergency standby (E/S) engines and Prime engines. Separate requirements are defined for in-use and new engines have been defined for both engine categories. Definitions of these and all other terms can be found in Section (b) of the ATCM (see http://www.sbcapcd.org/eng/atcm/dice/dice_atcm.htm).
- Table 2 (p. 19) of the ATCM summarizes most of the requirements for in-use E/S engines. Table 4 (p. 23) of the ATCM address most of the requirements for in-use Prime engines. Each owner/operator should read the ATCM.
- January 1, 2005 is the effective date for owners/operators of E/S engines that have chosen to comply with the 20 hours per year maintenance and testing limit. Please plan your operations accordingly such that your 2005 operations will ensure compliance with this limitation.
- Starting January 1, 2005, each owner/operator of an E/S engine must keep detailed records of their engine's use (p.37). The APCD has developed an ATCM Recordkeeping form (Form ENF-92) which can be used.
- Each engine must have a four-digit non-resettable hour meter installed by no later than January 1, 2005.
- Starting January 1, 2005, each owner/operator of an E/S engine that is located within 500 feet of a school (k-12) is prohibited from any non-emergency use of the engine between 7:30 am and 3:30 pm on days when school is in session. If the E/S engine is located on school grounds, then the E/S engine is prohibited from any non-emergency use whenever there is a school sponsored activity.
- APCD permits are now required for E/S engines if engine's rated brake-horsepower exceeds 50 bhp The APCD removed the old 200 hr/yr E/S engine exemption on March 17, 2005 and owners have 90 days to submit their permit application for the engine (which is June 16, 2005).
- APCD permits are now required for Prime engines rated between 50 and 100 bhp. The APCD lowered the diesel engine exemption threshold from 100 bhp to 50 bhp on March 17, 2005 and owners have 90 days to submit their permit application for the engine (which is June 16, 2005).

- Prime engines rated over 100 bhp require already require a permit. Permits will be required for any modifications or addition of add-on controls to these engines. Use the APCD's Form -34P.
- Facilities that have engines enrolled in an electric utility company Interruptible Service Contract (ISC) under a demand relief program have the requirement to submit a report to the APCD by January 31, 2005 (p. 39)
- By no later than July 1, 2005 (or 180 days prior to the earliest compliance date specified in Sections (f) and (g), each owner/operator shall identify and provide the APCD information as to how each engine will comply with the ATCM's requirements (p. 34).
- By July 1, 2005, each owner/operator of an in-use engine must submit an emission inventory report to the APCD (p. 33). The APCD has developed a form (Form -34R) that may be used to satisfy this requirement.
- Effective January 1, 2006, only CARB diesel may be added to the diesel fuel tanks serving the engine.
- For companies with 3 or fewer affected engines, the engines must be in compliance with the Table 2 and 4 requirements starting by January 1, 2006 for pre-1990 model year engines (and so on). Check the compliance schedules in Section (f).
- For companies with 4 or more affected engines, the engines must be in compliance with the Table 2 and 4 requirements starting by January 1, 2007 for pre-1990 model year engines (and so on). Check the compliance schedules in Section (f).
- Please make sure that you take the proper steps in planning your compliance strategies. Control equipment should be selected with an understanding of the design of your engine. You should also plan for a long lead time to order and install control equipment.

PLEASE BE AWARE THAT THE ABOVE POINTS ARE PROVIDED AS A SUMMARY ONLY AND AS A CONVIENENCE TO OWNERS/OPERATORS OF AFFECTED ENGINES. THE ABOVE POINTS DO NOT ADDRESS EVERY REQUIREMENT.

IT IS EACH PERSONS RESPONSIBILITY TO BE IN COMPLAINCE WITH THE STATEWIDE ATCM. PLEASE READ THE REGULATION TO MAKE SURE THAT YOU FULLY UNDERSTAND YOUR OBLIGATIONS TO COMPLY WITH THIS STATE REGULATION.