

**MONTEREY BAY UNIFIED AIR POLLUTION CONTROL DISTRICT
REGULATION X
TOXIC AIR CONTAMINANTS**

**RULE 1010. AIR TOXIC CONTROL MEASURE FOR STATIONARY COMPRESSION
IGNITION ENGINES**

(Adopted 5/16/07; and Revised 3/17/10.)

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PART 1 GENERAL

1.1 Purpose

The purpose of this rule is to reduce diesel particulate matter (PM) from stationary diesel-fueled compression ignition (CI) engines and consistent with California Health and Safety Code Section 39666(d) is a replacement rule for 17 California Code of Regulations Section 93115, Airborne Toxic Control Measure For Stationary Compression Ignition Engines.

1.2 Applicability

1.2.1 Except as provided in Section 1.3, this Rule applies to any person who sells a stationary CI engine, offers a stationary CI engine for sale, leases a stationary CI engine, or purchases a stationary CI engine for use in the District, unless such engine is:

- 1.2.1.1 a portable CI engine,
- 1.2.1.2 a CI engine used to provide motive power,
- 1.2.1.3 an auxiliary CI engine used on a marine vessel, or
- 1.2.1.4 an agricultural wind machine.

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- 1.2.2 Except as provided in Section 1.3, this Rule applies to any person who owns or operates a stationary CI engine in the District with a rated brake horsepower greater than 50 (>50 bhp).

1.3 Exemptions

- 1.3.1 Agricultural Emergency Standby Generator Sets and Remotely Located Agricultural Engines
The in-use stationary diesel agricultural emission standard and other requirements of section 3.4.2 do not apply to agricultural emergency standby generator set engines or remotely-located agricultural engines provided:

1.3.1.1 the emergency standby generator set engines are equipped with non-resettable hour meters with a minimum display capability of 9,999 hours; and

1.3.1.2 the owners or operators of such engines comply with the registration requirements of Rule 220, the fee requirements of Rule 310, and the applicable reporting requirements of Sections 4.1.4 and 4.1.6 of this rule.

- 1.3.2 Agricultural CI Engines
The requirements specified in sections 3.2, 3.3, and 4.1.1 do not apply to new or in-use stationary diesel-fueled CI engines used in agricultural operations.

- 1.3.3 Cetane Test Engines
The requirements specified in section 3.5 do not apply to single cylinder cetane test engines used exclusively to determine the cetane number of diesel fuels in accordance with American Society for Testing and Materials (ASTM) Standard D 613-03b, "Standard Test Method for Cetane Number of Diesel Fuel Oil," as modified on June 10, 2003, which is incorporated herein by reference.

- 1.3.4 Health Care Facility Engines
The requirements specified in section 3.2.2 do not apply to permitted in-use stationary emergency standby diesel-fueled CI engines that will be removed from service or replaced prior to January 1, 2009, in accordance with an approved Office of Statewide Health Planning Development (OSHPD) Compliance Plan that has been approved prior to January 1, 2009, except that this exemption does not apply to

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replacement engines for the engines that are removed from service under the OSHPD plan.

- 1.3.5 **United States Department of Defense Training Engines**
The requirements in sections 3.1 and 3.3 do not apply to any stationary diesel-fueled CI engine used solely for the training and testing of United States Department of Defense (U.S. DoD) students or personnel of any U.S. military branch in the operation, maintenance, repair and rebuilding of engines when such training engines are required to be configured and designed similarly to counterpart engines used by the U.S. DoD, U.S. Military services or North Atlantic Treaty Organization (NATO) forces in combat, combat support, combat service support, tactical or relief operations used on land or at sea.
- 1.3.6 **Low-Use Prime Engines**
Request for Exemption for Low-Use Prime Engines Outside of School Boundaries.
The APCO may approve a Request for Exemption from the provisions of section 3.3.2.1 for any in-use stationary diesel-fueled CI engine located beyond school boundaries, provided the approval is in writing, and the writing specifies all of the following conditions to be met by the owner or operator:
- 1.3.6.1 the engine is a prime engine;
 - 1.3.6.2 the engine is located more than 500 feet from a school at all times;
 - 1.3.6.3 the engine operates no more than 20 hours cumulatively per year
- 1.3.7 **Dual Fueled Pilot Engines Using Alternative Fuel**
The requirements in sections 3.2.2.3, 3.3.2.1, and 3.4.2.1 through 3.4.2.3 do not apply to in-use dual-fueled diesel pilot CI engines that use an alternative fuel or an alternative diesel fuel.
- 1.3.8 **Dual Fueled Pilot Engines Using Digester or Landfill Gas**
The requirements in sections 3.1, 3.2.1.3, 3.2.2, 3.3.1.1, 3.3.2.1, 3.4.1.1, 3.4.2.1 through 3.4.2.3, and 3.5 do not apply to dual-fueled diesel pilot CI engines that use diesel fuel and digester gas or landfill gas.
- 1.3.9 **Engines With Selective Catalytic Reduction**

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The requirements in sections 3.2.2, 3.3.2.1, and 3.4.2.1 through 3.4.2.3 do not apply to in-use stationary diesel-fueled CI engines that have selective catalytic reduction systems.

1.3.10 Fire Pump Engines

The requirements of subsection 3.2.2.3 do not apply to emergency fire pump assemblies that are driven directly by stationary diesel-fueled CI engines and only operated the number of hours necessary to comply with the testing requirements of National Fire Protection Association (NFPA) 25 "Standard for the Inspection, Testing, and Maintenance of Water-Based Fire Protection Systems," 2002 edition or the most current edition approved by the APCO, which is incorporated herein by reference.

The requirements of subsection 3.2.1.3.1.1.2 for Tier 4 standards do not apply to emergency fire pump assemblies that are driven directly by stationary diesel-fueled CI engines until 3 years after the date the Tier 4 standards are applicable for off-road engines with the same maximum rated horsepower.

1.3.11 Remotely Located In-Use Prime Engines

Request for Delay in Implementation for Remotely Located In-Use Prime Engines. Prior to January 1, 2011, the APCO may approve a Request for Delay in Implementation from the provisions of 3.3.2.1 until January 1, 2011, for any in-use stationary diesel-fueled CI engine, provided the approval is in writing, and the writing specifies all the following conditions to be met by the owner or operator:

1.3.11.1 the engine is a prime engine, and

1.3.11.2 the engine is located more than one mile from any receptor location, and

1.3.11.3 the impacts of the emissions from the engine at any receptor location result in:

1.3.11.3.1 a prioritization score of less than 1.0; and

1.3.11.3.2 a maximum cancer risk of less than 1 in a million; and

1.3.11.3.3 a maximum Hazard Index Value of less than 0.1.

1.3.12 Engine Sell Through

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The District may exempt any stock engine from the new stationary diesel-fueled engine emission standards in sections 3.2.1, 3.3.1, 3.4.1, and 3.5 provided the seller and the owner or operator demonstrate to the District's satisfaction that the following conditions are met:

- 1.3.12.1 Seller: Any stationary diesel-fueled engine greater than 50 bhp shall meet the following standards and conditions:
- 1.3.12.1.1. The stationary diesel-fueled engine emission standards in sections 3.2.2, 3.3.2, or 3.4.2, or
 - 1.3.12.1.2 The Off-Road CI Engine Certification Standards (title 13, CCR, section 2423) immediately preceding the transition to new standards for an off-road CI engine of the same model year and maximum rated power, and
 - 1.3.12.1.3 The engine was delivered to California no more than twelve months immediately preceding the transition to new standards for an off-road CI engine of the same model year and maximum rated power, and
 - 1.3.12.1.4 The engine was sold no later than six months after the effective date of the new standards for an off-road CI engine of the same model year and maximum rated power.
- 1.3.12.2 Owner/operator:
- 1.3.12.2.1 The date of acquisition of the stock engine is no later than six months from the date an emission standard applicable to new engines becomes more stringent than the emission standard to which the stock engine is certified.
 - 1.3.12.2.2 The date the District determines the application is complete for an Authority to Construct permit is no later than six months after the date of acquisition of the stock engine.
- 1.3.13 Department of Defense Command Destruct Engines
The requirements of section 3.2.2 do not apply to any stationary diesel-fueled emergency standby engine primarily used by the United States Department of Defense located at Command Destruct (CT) sites until December 31, 2009. Each stationary diesel-fueled emergency standby engine at a CT site will be allowed a maximum of 100 total annual hours of operation for maintenance and testing.

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1.3.14 Test Engines

Upon the prior written approval of the APCO, the requirements of this ATCM do not apply to stationary CI engines used exclusively:

- 1.3.14.1 as engine test cells and test stands used for testing burners or CI engines;
- 1.3.14.2 for operation or performance testing of fuels, fuel additives, or emission control devices at research and development facilities; or
- 1.3.14.3 for maintenance, repair, or rebuild training at educational facilities.

1.3.15 Insufficient Availability Of Compliant Engines

If the Executive Officer of District finds, based upon verifiable information from the engine manufacturer, distributor, or dealer, that current year model year engines meeting the current emission standards are not available or not available in sufficient numbers or in a sufficient range of makes, models, and horsepower ratings, then the Executive officer or the District may allow the sale, purchase, or installation of a new stock engine meeting the emission standards from the previous model year to meet the new stationary diesel-fueled engine emission standards.

1.4 Effective Dates

The requirements of this Rule are effective on March 17, 2010.

1.5 References

- 1.5.1 The requirements of this rule arise from the provisions of:

Health and Safety Code Sections 39656, 39659 and 39666

- 1.5.2 Other related rules include:

Rules 200 (Permits Required), 201 (Sources Not Requiring Permits), 220 (Agricultural Diesel Engine Registration), 310 (Agricultural Diesel Engine Registration Fees), and 1008 (Air Toxic Control Measures).

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PART 2 DEFINITIONS

2.1 Agricultural Operations

The growing and harvesting of crops or the raising of fowl or animals for the primary purpose of making a profit, providing a livelihood, or conducting agricultural research or instruction by an educational institution. Agricultural operations do not include activities involving the processing or distribution of crops or fowl.

2.2 Agricultural Wind Machine

A stationary CI engine-powered fan used exclusively in agricultural operations to provide protection to crops during cold weather by mixing warmer atmospheric air with the colder air surrounding a crop.

2.3 Air Pollution Control Officer (APCO)

The person appointed pursuant to section 40750 of the Health and Safety Code, or his or her designated representative.

2.4 Alternative Fuel

Natural gas, propane, ethanol, or methanol.

2.5 Alternative Diesel Fuel

Any fuel used in a CI engine that is not commonly or commercially known, sold, or represented by the supplier as diesel fuel No. 1-D or No. 2-D, pursuant to the specifications in ASTM D 975-81, "Standard Specification for Diesel Fuel Oils," as modified in May 1982, which is incorporated herein by reference, or an alternative fuel, and does not require engine or fuel system modifications for the engine to operate, although minor modifications (e.g., recalibration of the engine fuel control) may enhance performance. Examples of alternative diesel fuels include, but are not limited to, biodiesel and biodiesel blends that do not meet the definition of CARB diesel fuel;

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Fischer-Tropsch fuels; emulsions of water in diesel fuel; and fuels with a fuel additive, unless:

- 2.5.1 the additive is supplied to the engine fuel by an on-board dosing mechanism, or
- 2.5.2 the additive is directly mixed into the base fuel inside the fuel tank of the engine
- 2.5.3 the additive and base fuel are not mixed until engine fueling commences, and no more additive plus base fuel combination is mixed than required for a single fueling of a single engine.

2.6 Approach Light System with Sequenced Flasher Lights in Category 1 and Category 2 Configurations (ALSF-1 and ALSF-2)

High intensity approach lighting systems with sequenced flashers used at airports to illuminate specified runways during category II or III weather conditions, where category II means a decision height of 100 feet and runway visual range of 1,200 feet, and category III means no decision height or decision height below 100 feet and runway visual range of 700 feet.

2.7 Baseline or Baseline Emissions

The emissions level of a diesel-fueled engine using CARB diesel fuel as configured upon initial installation or by January 1, 2003, whichever is later.

2.8 California Air Resources Board (CARB) Diesel Fuel

Any diesel fuel that meets the specifications of vehicular diesel fuel, as defined in Title 13, CCR, sections 2281 and 2282.

2.9 Cancer Risk

The characterization of the probability of developing cancer from exposure to environmental chemical hazards, in accordance with the methodologies specified in "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments," Office of Environmental Health Hazard Assessment, August 2003, which is incorporated herein by reference.

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2.10 Certified Engine

A CI engine that is certified to meet the Tier 1, Tier 2, Tier 3, or Tier 4 Off-Road CI Certification Standards as specified in title 13, California Code of Regulations, section 2423.

2.11 Combustion Gas Turbine Engine

An internal combustion gas or liquid-fueled device consisting of compressor, combustor, and power turbine used to power an electrical generator.

2.12 Compression Ignition (CI) Engine

An internal combustion engine with operating characteristics significantly similar to the theoretical diesel combustion cycle. The regulation of power by controlling fuel supply in lieu of a throttle is indicative of a compression ignition engine.

2.13 Control Area

Any electrical region in California that regulates its power generation in order to balance electrical loads and maintain planned interchange schedules with other control areas.

2.14 Cummulatively

The aggregation of hours or days of engine use, and any portion of an hour or day of engine use, toward a specified time limit(s).

2.15 Date of Acquisition or Submittal

- 2.15.1 For each District-approved permit or district registration for stationary sources, the date the application for the district permit or the application for engine registration was submitted to the District. Alternatively, upon District approval, the date of purchase as defined by the date shown on the front of the cashed check, the date of the financial transaction, or the date on the engine purchasing

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agreement, whichever is earliest.

2.15.2 For an engine subject to neither a district permit program nor a district registration program for stationary sources, the date of purchase as defined by the date shown on the front of the cashed check, the date of the financial transaction, or the date on the engine purchasing agreement, whichever is earliest.

2.16 Date of Initial Installation

One of the following, whichever is earlier:

2.16.1 the date on which a new stationary diesel-fueled engine is placed at a location in order to be operated for the first time since delivery from the manufacturer or distributor, or,

2.16.2 for the purposes of a Tier 1- or Tier 2-certified stationary diesel agricultural engine complying with section 3.4.2.3 emission standards, one year from January 1 of the model year of such engine.

2.17 Demand Response Program (DRP)

A program for reducing electrical demand using an Interruptible Service Contract (ISC).

2.18 Diesel Fuel

Any fuel that is commonly or commercially known, sold, or represented by the supplier as diesel fuel, including any mixture of primarily liquid hydrocarbons - organic compounds consisting exclusively of the elements carbon and hydrogen - that is sold or represented by the supplier as suitable for use in an internal combustion, compression-ignition engine.

2.19 Diesel-Fueled

Fueled by diesel fuel, CARB diesel fuel, or jet fuel, in whole or part.

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2.20 Diesel Particulate Filter (DPF)

An emission control technology that reduces PM emissions by trapping the particles in a flow filter substrate and periodically removes the collected particles by either physical action or by oxidizing (burning off) the particles in a process called regeneration.

2.21 Diesel Particulate Matter (PM)

The particles found in the exhaust of diesel-fueled CI engines as determined in accordance with the test methods identified in Part 5.

2.22 Digester Gas

Any gas derived from anaerobic decomposition of organic matter.

2.23 Direct-Drive Emergency Standby Fire Pump Engines

Engines directly coupled to pumps exclusively used in water-based fire protection systems.

2.24 District

Refers to the Monterey Bay Unified Air Pollution Control District (MBUAPCD) and its authorized representatives.

2.25 DRP Engine

An engine that is enrolled in a DRP.

2.26 Dual-fuel Diesel Pilot Engine

A dual-fueled engine that uses diesel fuel as a pilot ignition source at an annual average ratio of less than 5 parts diesel fuel to 100 parts total fuel on an energy equivalent basis.

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2.27 Dual-fuel Engine

Any CI engine that is engineered and designed to operate on a combination of alternative fuels, such as compressed natural gas (CNG) or liquefied petroleum gas (LPG) and diesel fuel or an alternative diesel fuel. These engines have two separate fuel systems, which inject both fuels simultaneously into the engine combustion chamber.

2.28 Emergency Standby Engine

A stationary engine that meets the criteria specified in 2.28.1 and 2.28.2 and any combination of 2.28.3 or 2.28.4 or 2.28.5 below:

- 2.28.1 is installed for the primary purpose of providing electrical power or mechanical work during an emergency use and is not the source of primary power at the facility; and
- 2.28.2 is operated to provide electrical power or mechanical work during an emergency use; and
- 2.28.3 is operated under limited circumstances for maintenance and testing, emissions testing, or initial start-up testing, as specified in Sections 3.2.1, 3.2.2 and 3.2.3; or
- 2.28.4 is operated under limited circumstances in response to an impending outage, as specified in Sections 3.2.1, 3.2.2 and 3.2.3; or
- 2.28.5 is operated under limited circumstances under a DRP as specified in Section 3.2.3.

2.29 Emergency Use

Providing electrical power or mechanical work during any of the following events and subject to the following conditions:

- 2.29.1 the failure or loss of all or part of normal electrical power service or normal natural gas supply to the facility:
 - 2.29.1.1 which is caused by any reason other than the enforcement of a contractual obligation the owner or operator has with a third party or any other party; and
 - 2.29.1.2 which is demonstrated by the owner or operator to the district APCO's satisfaction to have been beyond the reasonable control of the owner or operator;
- 2.29.2 the failure of a facility's internal power distribution system:

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- 2.29.2.1 which is caused by any reason other than the enforcement of a contractual obligation the owner or operator has with a third party or any other party; and
 - 2.29.2.2 which is demonstrated by the owner or operator to the district APCO's satisfaction to have been beyond the reasonable control of the owner or operator;
 - 2.29.3 the pumping of water or sewage to prevent or mitigate a flood or sewage overflow;
 - 2.29.4 the pumping of water for fire suppression or protection;
 - 2.29.5 the powering of ALSF-1 and ALSF-2 airport runway lights under category II or III weather conditions;
 - 2.29.6 the pumping of water to maintain pressure in the water distribution system for the following reasons:
 - 2.29.6.1 a pipe break that substantially reduces water pressure; or
 - 2.29.6.2 high demand on the water supply system due to high use of water for fire suppression; or
 - 2.29.6.3 the breakdown of electric-powered pumping equipment at sewage treatment facilities or water delivery facilities; or
 - 2.29.7 the day-of-launch system checks and launch tracking performed (in parallel with grid power) by the United States Department of Defense at Command Destruct sites (also known as "CT" sites) that occur within the 24-hour time period associated with the scheduled time of the launch.
- 2.30 Emission Control Strategy
- Any device, system, or strategy employed with a diesel-fueled CI engine that is intended to reduce emissions including, but not limited to, particulate filters, diesel oxidation catalysts, selective catalytic reduction systems, fuel additives used in combination with particulate filters, alternative diesel fuels, and any combination of the above.

2.31 End User

Any person who purchases or leases a stationary diesel-fueled engine for operation in

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California. Persons purchasing engines for the sole purpose of resale are not considered "end users."

2.32 Enrolled

The date the engine is entered into the ISC through the date that the ISC is concluded.

2.33 Executive Officer

The executive officer of the Air Resources Board, or his or her designated representative.

2.34 Facility

One or more contiguous properties, in actual physical contact or separated solely by a public roadway or other public right-of-way, under common ownership on which engines operate.

2.35 Fuel Additive

Any substance designed to be added to fuel or fuel systems or other engine-related engine systems such that it is present in-cylinder during combustion and has any of the following effects: decreased emissions, improved fuel economy, increased performance of the engine; or assists diesel emission control strategies in decreasing emissions, or improving fuel economy or increasing performance of the engine.

2.6 Generator Set

A CI engine coupled to a generator that is used as a source of electricity.

2.37 Hazard Index

The sum of individual acute or chronic hazard quotients for each substance affecting a particular toxicological endpoint, as determined in accordance with the requirements of

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"The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments," Office of Environmental Health Hazard Assessment, August 2003, which is incorporated herein by reference.

2.38 Health Facility

The same meaning as defined in Section 1250 of the California Health and Safety Code.

2.39 In-Use

A CI engine that is not a "new" CI engine.

2.40 Initial Start-up Testing

Operating the engine or supported equipment to ensure their proper performance either:

- 2.42.1 for the first time after installation of a stationary diesel-fueled CI engine at a facility, or
- 2.42.2 for the first time after installation of emission control equipment on an in-use stationary diesel-fueled CI engine.

2.41 Interruptible Service Contract (ISC)

A contractual arrangement in which a utility distribution company provides lower energy costs to a nonresidential electrical customer in exchange for the ability to reduce or interrupt the customer's electrical service during a Stage 2 or Stage 3 alert, or during a transmission emergency.

2.42 Jet Fuel

Fuel meeting any of the following specifications:

- 2.42.1 ASTM D 1655-02, "Standard Specification for Aviation Turbine Fuels," which is incorporated herein by reference. Jet fuels meeting this specification include Jet

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- A, Jet A-1, and Jet B;
- 2.42.2 Military Detail (MIL-DTL) 5624T, "Turbine Fuels, Aviation, Grades Jet Propellant (JP) JP-4, JP-5, and JP-5/JP8 ST," dated September 18, 1998, which is incorporated herein by reference; and
- 2.42.3 Military Test (MIL-T) 83133E, "Turbine Fuels, Aviation, Kerosene Types, North Atlantic Treaty Organization (NATO) F-34 (JP-8), NATO F-35, and JP-8+100," dated April 1, 1999, which is incorporated herein by reference.

2.43 Landfill Gas

Any gas derived through any biological process from the decomposition of waste buried within a waste disposal site.

2.44 Location

Any single site at a facility.

2.45 Maintenance and Testing

Operating an emergency standby CI engine to:

- 2.45.1 evaluate the ability of the engine or its supported equipment to perform during an emergency. "Supported Equipment" includes, but is not limited to, generators, pumps, transformers, switchgear, and breakers; or
- 2.45.2 facilitate the training of personnel on emergency activities; or
- 2.45.3 provide electric power for the facility when the utility distribution company takes its power distribution equipment offline to service that equipment for any reason that does not qualify as an emergency use; or
- 2.45.4 provide additional hours of operation to perform testing on an engine that has experienced a breakdown or failure during maintenance. Upon District approval, these additional hours of operation will not be counted in the maximum allowable annual hours of operation for the emergency standby CI engine.

2.46 Maximum Rated Power

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The maximum brake kilowatt output of an engine as determined from any of the following, whichever is the greatest:

- 2.48.1 the manufacturer's sales and service literature,
- 2.48.2 the nameplate of the unit, or
- 2.48.3 if applicable, as shown in the application for certification of the engine.

2.47 Model Year

The stationary CI engine manufacturer's annual production period, which includes January 1st of a calendar year, or if the manufacturer has no annual production period, the calendar year.

2.48 New or New CI Engine

- 2.48.1 A stationary CI engine installed at a facility after January 1, 2005, including an engine relocated from an off-site location after January 1, 2005, except the following shall be deemed in-use engines:
 - 2.48.1.1 a replacement stationary CI engine that is installed to temporarily replace an in-use engine while the in-use engine is undergoing maintenance and testing, provided the replacement engine emits no more than the in-use engine, and the replacement engine is not used more than 180 days cumulatively in any 12-month rolling period;
 - 2.48.1.2 an engine for which a district-approved application for a district permit or engine registration for stationary sources was submitted to the District prior to January 1, 2005, even though the engine was installed after January 1, 2005;
 - 2.48.1.3 an engine that is one of four or more engines owned by an owner or operator and is relocated prior to January 1, 2008, to an offsite location that is owned by the same owner or operator;
 - 2.48.1.4 an engine, or replacement for an engine, used in agricultural operations that is relocated within the same facility or to another facility under the same owner or operator for use in agricultural operations, unless the engine is sited where an engine is not currently located and has not been previously located.
 - 2.48.1.5 an engine installed at a facility prior to January 1, 2005, and relocated within the same facility after January 1, 2005.

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- 2.48.1.6 a model year 2004 or 2005 engine purchased prior to January 1, 2005, for use in the District. The date of purchase is defined by the date shown on the front of the cashed check, the date of the financial transaction, or the date on the engine purchasing agreement, whichever is earliest.
- 2.48.1.7 a greater than 50 bhp Tier 1- or Tier 2-certified stationary diesel-fueled CI engine used in agricultural operations installed after January 1, 2005 and prior to May 16, 2007, shall not be subject to the new agricultural engine Diesel Particulate Matter standards contained in Subsection 3.4.1 at the time of installation and shall be considered an in-use stationary diesel engine subject to the requirements of Subsection 3.4.2.3 twelve years after the date of installation.
- 2.48.1.8 a greater than 175 bhp non-certified stationary diesel-fueled CI engine installed after January 1, 2005 and prior to May 16, 2007 shall be considered an in-use stationary diesel engine.
- 2.48.2 a stationary CI engine that has been reconstructed after January 1, 2005, shall be deemed a new engine unless the sum of the costs of all individual reconstructions of that engine after January 1, 2005, is less than 50% of the lowest-available purchase price, determined at the time of the most recent reconstruction, of a complete, comparably-equipped new engine (within $\pm 10\%$ of the reconstructed engine's brake horsepower rating).

For purposes of this definition, the cost of reconstruction and the cost of a comparable new engine shall not include the cost of equipment and devices required to meet the requirements of this ATCM.

2.49 Noncertified Engine

A CI engine that is not certified to meet an Off-Road CI Certification Standards as specified in title 13, California Code of Regulations, section 2423.

2.50 Outer Continental Shelf (OCS)

The meaning provided by section 2 of the Outer Continental Shelf Lands Act (43 U.S.C. Section 1331 et seq.).

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2.51 Owner or Operator

Any person subject to the requirements of this Rule, including but not limited to:

- 2.51.1 an individual, trust, firm, joint stock company, business concern, partnership, limited liability company, association, or corporation including but not limited to, a government corporation; and
- 2.51.2 any city, county, district, commission, the state or any department, agency, or political subdivision thereof, any interstate body, and the federal government or any department or agency thereof to the extent permitted by law.

2.52 Particulate Matter (PM)

The particles found in the exhaust of CI engines, which may agglomerate and adsorb other species to form structures of complex physical and chemical properties.

2.53 Portable CI Engine

A compression ignition (CI) engine designed and capable of being carried or moved from one location to another, except as provided in Section 2.67. Indicators of portability include, but are not limited to, wheels, skids, carrying handles, dolly, trailer, or platform. The provisions of this definition notwithstanding, an engine with indicators of portability that remains at the same facility location for more than 12 consecutive rolling months or 365 rolling days, whichever occurs first, not including time spent in a storage facility, shall be deemed a stationary engine.

2.54 Prime CI Engine

A stationary CI engine that is not an emergency standby CI engine.

2.55 Prioritization Score

The numeric value used to rank facilities in order of their potential to pose significant risk to human receptors. Prioritization scores are calculated per the process described in the

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"CAPCOA Air Toxics 'Hot Spots' Program Facility Prioritization Guidelines," California Air Pollution Control Officer's Association (CAPCOA), July 1990, which is incorporated herein by reference.

2.56 Rated Brake Horsepower (bhp)

2.56.1 For in-use engines, the maximum brake horsepower output of an engine as determined from any of the following, whichever reflects the engine's configuration as of January 1, 2005:

- 2.56.1.1 the manufacturer's sales and service literature;
- 2.56.1.2 the nameplate of the engine; or
- 2.56.1.3 if applicable, as shown in the application for certification of the engine;

2.56.2 for new engines, the maximum brake horsepower output of an engine as determined from any of the following, whichever reflects the engine's configuration upon the engine's initial installation at the facility:

- 2.56.2.1 the manufacturer's sales and service literature;
- 2.56.2.2 the nameplate of the engine; or
- 2.56.2.3 if applicable, as shown in the application for certification of the engine.

2.57 Receptor Location

Any location outside the boundaries of a facility where a person may experience exposure to diesel exhaust due to the operation of a stationary diesel-fueled CI engine. Receptor locations include, but are not limited to, residences, businesses, hospitals, daycare centers, and schools.

2.58 Reconstruction

The rebuilding of the engine or the replacement of engine parts, including pollution control devices, but excluding operating fluids; lubricants; and other consumables such as air filters, fuel filters, and glow plugs that are subject to regular replacement.

2.59 Remotely-Located Agricultural Engine

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A stationary diesel-fueled CI engine used in agriculture that is:

2.59.1 located in a federal ambient air quality area that is designated as unclassifiable or attainment for all PM national ambient air quality standards (Title 40, Code of Federal Regulations, section 81.305 *et. seq.*); and

2.59.2 located more than one-half mile from any residential area, school, or hospital.

2.60 Residential Area

Three or more permanent residences (i.e., homes) located anywhere outside the facility's property.

2.61 Rotating Outage

A controlled, involuntary curtailment of electrical power service to consumers as ordered by the Utility Distribution Company.

2.62 School or School Grounds

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(s). "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.

2.63 Seller

Any person who sells, leases, or offers for sale any stationary diesel-fueled engine directly to end users.

2.64 Stage 2 Alert

An official forecast or declaration by the California Independent System Operator that the

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operating reserves of electrical power will fall or have fallen below 5 percent.

2.65 Stage 3 Alert

An official forecast or declaration by the California Independent System Operator that the operating reserves of electrical power will fall or have fallen below 1.5 percent.

2.66 State or Federal Incentive Funding Programs

Include, but are not limited to, California's Carl Moyer Program, as set forth in title 17, Part 5, Chapter 9 of the California Health and Safety Code, and the U.S. Department of Agriculture's Environmental Quality Incentives Program (EQIP), as set forth in title 7, Chapter XIV, Part 1466 of the Code of Federal Regulations.

2.67 Stationary CI Engine

A CI engine that is designed to stay in one location, or remains in one location. A CI engine is stationary if any of the following are true:

- 2.67.1 the engine or its replacement is attached to a foundation, or if not so attached, resides at the same location for more than 12 consecutive months. Any engine such as backup or standby engines, that replaces an engine at a location and is intended to perform the same or similar function as the engine(s) being replaced, shall be included in calculating the consecutive time period. The cumulative time of all engine(s), including the time between the removal of the original engine(s) and installation of the replacement engine(s), will be counted toward the consecutive time period; or
- 2.67.2 the engine remains or will reside at a location for less than 12 consecutive months if the engine is located at a seasonal source and operates during the full annual operating period of the seasonal source, where a seasonal source is a stationary source that remains in a single location on a permanent basis (at least two years) and that operates at that single location at least three months each year; or
- 2.67.3 the engine is moved from one location to another in an attempt to circumvent the 12 month residence time requirement. The period during which the engine is

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maintained at a storage facility shall be excluded from the residency time determination.

2.68 Stationary Source

Any building, structure, facility, or installation that emits any pollutant directly or as fugitive emissions. Building, structure, facility, or installation include all pollutant emitting activities which:

- 2.68.1 are under the same ownership or operation, or which are owned or operated by entities which are under common control; and
- 2.68.2 belong to the same industrial grouping either by virtue of falling within the same two-digit standard industrial code or by virtue of being part of a common industrial process, manufacturing process, or connected process involving a common raw material; and
- 2.68.3 are located on one or more contiguous or adjacent properties.

2.69 Stock Engine

A certified CI engine that has never been placed in service and is part of a supply of engines offered for sale, rent, or lease by a person or firm who offers for sale, rent, or lease engines and related equipment for profit.

2.70 Transmission Constrained Area

The specific location that is subject to localized operating reserve deficiencies due to the failure of the normal electrical power distribution system.

2.71 Transmission Emergency

An official forecast or declaration by the California Independent System Operator that the available electrical power transmission capacity to a transmission constrained area is insufficient and may result in an uncontrolled local grid collapse in the transmission

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constrained area.

2.72 Utility Distribution Company

One of several organizations that control energy transmission and distribution in California. Utility Distribution Companies include, but are not limited to, the Pacific Gas and Electric Company, the San Diego Gas and Electric Company, Southern California Edison, Los Angeles Department of Water and Power, the Imperial Irrigation District, and the Sacramento Municipal Utility District.

2.73 Verification Procedure

"Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines (Verification Procedure)" means the ARB regulatory procedure codified in title 13, CCR, sections 2700-2710, which is incorporated herein by reference, that engine manufacturers, sellers, owners, or operators may use to verify the reductions of diesel PM or NOx from in-use diesel engines using a particular emission control strategy.

2.74 Verified Diesel Emission Control Strategy

An emission control strategy, designed primarily for the reduction of diesel PM emissions, which has been verified pursuant to the "Verification Procedure".

PART 3 REQUIREMENTS AND STANDARDS

3.1 Fuel and Fuel Additive Requirements

No owner or operator of any stationary diesel-fueled CI engine shall add to the engine or any fuel tank directly attached to the engine any fuel unless the fuel is one of the following:

- 3.1.1 CARB Diesel Fuel; or

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- 3.1.2 an alternative diesel fuel that is:
 - 3.1.2.1 biodiesel;
 - 3.1.2.2 a biodiesel blend that does not meet the definition of CARB Diesel Fuel;
 - 3.1.2.3 a Fischer-Tropsch fuel; or
 - 3.1.2.4 an emulsion of water in diesel fuel; or
 - 3.1.3 any alternative diesel fuel that is not identified in Subsection 3.1.2 above and meets the requirements of the Verification Procedure; or
 - 3.1.4 an alternative fuel; or
 - 3.1.5 CARB Diesel Fuel used with fuel additives that meets the requirements of the Verification Procedure; or
 - 3.1.6 any combination of 3.1.1 through 3.1.5 above.
- 3.2 Emergency Standby Diesel-Fueled CI Engine (>50 bhp)
- 3.2.1 New Emergency Standby Diesel Fueled CI Engines
 - 3.2.1.1 At-School and Near-School Provisions.

No owner or operator shall operate a new stationary emergency standby diesel-fueled CI engine for non-emergency use with emissions of greater than 0.01g/bhp-hr of diesel PM, including maintenance and testing, during the following periods:

 - 3.2.1.1.1 whenever there is a school sponsored activity, if the engine is located on school grounds, and
 - 3.2.1.1.2 between 7:30 a.m. and 3:30 p.m. on days when school is in session, if the engine is located within 500 feet of school grounds.
 - 3.2.1.2 Rotating Outage Provisions

No owner or operator shall operate any new stationary emergency standby diesel-fueled CI engine in response to the notification of an impending rotating outage, unless all of the following criteria are met:

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- 3.2.1.2.1 the engine's permit to operate allows operation of the engine in anticipation of a rotating outage, or the District has established a policy or program that authorizes operation of the engine in anticipation of a rotating outage; and
- 3.2.1.2.2 the Utility Distribution Company has ordered rotating outages in the control area where the engine is located, or has indicated it expects to issue such an order at a specified time; and
- 3.2.1.2.3 the engine is located in a specific location that is subject to the rotating outage; and
- 3.2.1.2.4 the engine is operated no more than 30 minutes prior to the time when the Utility Distribution Company officially forecasts a rotating outage in the control area; and
- 3.2.1.2.5 the engine operation is terminated immediately after the Utility Distribution Company advises that a rotating outage is no longer imminent or in effect.

3.2.1.3 New Engines.

No person shall sell, offer for sale, purchase, or lease for use in the District any new stationary emergency standby diesel-fueled CI engine or direct-drive emergency standby fire pump engine that has a rated brake horsepower greater than 50 unless it meets the following applicable emission standards, and no person shall operate any new stationary emergency standby diesel-fueled CI engine or direct-drive emergency standby fire pump engine that has a rated brake horsepower greater than 50, unless it meets all of the following applicable operating requirements and emission standards specified in Subsection 3.2.1.3.1 (which are summarized in Table 1):

3.2.1.3.1 Diesel PM Standard and Hours of Operating Requirements

3.2.1.3.1.1 General Requirements: New stationary emergency standby diesel-fueled engines shall:

3.2.1.3.1.1.1 emit diesel PM at a rate less than or equal to 0.15 g/bhp-hr; or

3.2.1.3.1.1.2 meet the diesel PM standard, as specified in the federal Standards of Performance for Stationary Compression Ignition Internal

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Combustion Engines with the same maximum rated power (40 CFR Part 60, Subpart III), in effect on the date of acquisition or submittal, as defined in Section 2.15 whichever is more stringent; and

- 3.2.1.3.1.1.3 not operate more than 50 hours per year for maintenance and testing purposes, or not operate more than the number of hours necessary to comply with the testing requirements of the National Fire Protection Association (NFPA) 25 - “Standard for the Inspection, Testing, and Maintenance of Water-Based Fire Protection Systems,” 2002 Edition, which is incorporated herein by reference. This subsection does not limit engine operation for emergency use and for emission testing to show compliance with Subsection 3.2.1.3.

TABLE 1: SUMMARY OF PM EMISSION STANDARDS AND OPERATING REQUIREMENTS FOR NEW STATIONARY EMERGENCY STANDBY DIESEL-FUELED CI ENGINES > 50 BHP			
DIESEL PM			
DIESEL PM STANDARDS (g/bhp-hr)	MAXIMUM ALLOWABLE ANNUAL HOURS OF OPERATION FOR ENGINES MEETING DIESEL PM STANDARDS		
	Emergency Use	Non-Emergency Use	
		Emission Testing to show Compliance¹	Maintenance & Testing (hours/year)
≤0.15	Not Limited by Rule	Not Limited by Rule	50

1. Emission testing limited to testing to show compliance with Subsection 3.2.1.3

3.2.2 In-Use Emergency Standby Diesel Fueled CI Engines (> 50 bhp)

3.2.2.1 Rotation Outage

No owner or operator shall operate any in-use stationary emergency standby diesel-fueled CI engine in response to the notification of an impending rotating outage unless all the following criteria are met:

- 3.2.2.1.1 the engine's permit to operate allows operation of the engine in anticipation of a rotating outage, or the District has established a policy or program that authorizes operation of the engine in anticipation of a rotating outage; and

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- 3.2.2.1.2 the Utility Distribution Company has ordered rotating outages in the control area where the engine is located, or has indicated it expects to issue such an order at a certain time; and
- 3.2.2.1.3 the engine is located in a specific location that is subject to the rotating outage; and
- 3.2.2.1.4 the engine is operated no more than 30 minutes prior to the time when the Utility Distribution Company officially forecasts a rotating outage in the control area; and
- 3.2.2.1.5 the engine operation is terminated immediately after the Utility Distribution Company advises that a rotating outage is no longer imminent or in effect.

3.2.2.2 At-School and Near-School Provisions.

No owner or operator shall operate an in-use stationary emergency standby diesel-fueled CI engine for non-emergency use, including maintenance and testing if the engine emits greater than 0.01 g/bhp-hr of diesel PM, during the following periods:

- 3.2.2.2.1 whenever there is a school sponsored activity, if the engine is located on school grounds, and
- 3.2.2.2.2 between 7:30 a.m. and 3:30 p.m. on days when school is in session, if the engine is located within 500 feet of school grounds.

3.2.2.3 Requirements

No owner or operator shall operate an in-use stationary emergency standby diesel-fueled CI engine in the District unless it meets, in accordance with the applicable compliance schedules specified in Sections 4.1.9 and 4.1.10, the following requirements (which are summarized in Table 2):

TABLE 2: SUMMARY OF THE EMISSION STANDARDS AND OPERATING REQUIREMENTS FOR IN-USE STATIONARY EMERGENCY STANDBY DIESEL-FUELED CI ENGINES > 50 BHP	
DIESEL PM	
DIESEL PM	MAXIMUM ALLOWABLE ANNUAL HOURS OF OPERATION FOR ENGINES MEETING DIESEL PM STANDARDS

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STANDARDS (g/bhp-hr)	Emergency Use	Non-Emergency Use	
		Emission Testing to show Compliance ¹	Maintenance & Testing (hours/year)
>0.40	Not Limited by Rule	Not Limited by Rule	20
>0.15 and ≤0.40	Not Limited by Rule	Not Limited by Rule	21 to 30
>0.01 and ≤0.15	Not Limited by Rule	Not Limited by Rule	31 to 50 (Upon approval by the District)
≤0.01 ²	Not Limited by Rule ²	Not Limited by Rule	51 to 100 (Upon approval by the District)

1. Emission testing limited to testing to show compliance with subsection 3.2.2.3.
2. Or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.2.2.3.1 Diesel PM Standard and Hours of Operation Limitations

3.2.2.3.1.1 General Requirements: (Not withstanding the requirements of Subsections 3.2.2.3.1.1.1 through 3.2.2.3.1.1.4, the hours of operation of each engine shall not be limited to less than the number of hours necessary to comply with the testing requirements of the National Fire Protection Association (NFPA) 25 - “Standard for the Inspection, Testing, and Maintenance of Water-Based Fire Protection Systems,” 2002 Edition, which is incorporated herein by reference.)

3.2.2.3.1.1.1 No owner or operator shall operate an in-use stationary emergency standby diesel-fueled CI engine that emits diesel PM at a rate greater than 0.40 g/bhp-hr more than 20 hours per year for maintenance and testing purposes. This subsection does not limit engine operation for emergency use and for emission testing to show compliance with Subsection 3.2.2.3.

3.2.2.3.1.1.2 No owner or operator shall operate an in-use stationary emergency standby diesel-fueled CI engine that emits diesel PM at a rate greater than 0.15 g/bhp-hr but less than or equal to 0.40 g/bhp-hr more than 30 hours per year for maintenance and testing purposes. This subsection does not limit engine operation for emergency use and for emission testing to show compliance with Subsection 3.2.2.3.

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3.2.2.3.1.1.3 Up to 50 annual hours of operation are allowed for maintenance and testing purposes if the diesel PM emission rate is greater than 0.01 g/bhp-hr but less than or equal to 0.15 g/bhp-hr. This subsection does not limit engine operation for emergency use and for emission testing to show compliance with subsection 3.2.2.3.

3.2.2.3.1.1.4 Up to 100 annual hours of operation are allowed for maintenance and testing purposes if the diesel PM emission rate is less than or equal to 0.01 g/bhp-hr, or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy. This subsection does not limit engine operation for emergency use and for emission testing to show compliance with subsection 3.2.2.3.

3.2.2.3.1.2 Additional Maintenance and Testing Hours For Health Facilities
Notwithstanding Subsections 3.2.2.3.1.1.1 and 3.2.2.3.1.1.2, the District may allow in-use stationary emergency standby diesel-fueled CI engines located at health facilities to operate in accordance with the following maintenance and testing hour limits on a site-specific basis:

3.2.2.3.1.2.1 Up to 40 annual hours of operation are allowed for maintenance and testing purposes at a health facility if the diesel PM emission rate is greater than 0.15 g/bhp-hr, but less than 0.40 g/bhp-hr. This subsection does not limit engine operation for emergency use and for emission testing to show compliance with subsection 3.2.2.3.

3.2.3 Demand Response Programs (DRP) Engines

3.2.3.1 New Emergency Standby Diesel-Fueled CI DRP Engines (>50 bhp)

3.2.3.1.1 At-School and Near-School Provisions.

No owner or operator shall operate a new stationary emergency standby diesel-fueled CI DRP engine for non-emergency use, including maintenance and testing if the engine emits greater than 0.01 g/bhp-hr of diesel PM, during the following periods:

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- 3.2.3.1.1.1 whenever there is a school sponsored activity, if the engine is located on school grounds, and
- 3.2.3.1.1.2 between 7:30 a.m. and 3:30 p.m. on days when school is in session, if the engine is located within 500 feet of school grounds.
- 3.2.3.1.2 Operation During Rotating Outage.
No owner or operator shall operate any new stationary emergency standby diesel-fueled CI DRP engine in response to the notification of an impending rotating outage, unless the engine is operating pursuant to a DRP, or all of the following criteria are met:
 - 3.2.3.1.2.1 the engine's permit to operate allows operation of the engine in anticipation of a rotating outage, or the District has established a policy or program that authorizes operation of the engine in anticipation of a rotating outage; and
 - 3.2.3.1.2.2 the Utility Distribution Company has ordered rotating outages in the control area where the engine is located, or has indicated it expects to issue such an order at a specified time; and
 - 3.2.3.1.2.3 the engine is in a specific location that is subject to the rotating outage in the control area; and
 - 3.2.3.1.2.4 the engine is operated no more than 30 minutes prior to the time when the Utility Distribution Company officially forecasts a rotating outage in the control area; and
 - 3.2.3.1.2.5 the engine operation is terminated immediately after the Utility Distribution Company advises that a rotating outage is no longer imminent or in effect.
- 3.2.3.1.3 Diesel PM Standard and Hours of Operating Requirements
No owner or operator shall operate any new stationary emergency standby diesel-fueled CI DRP engine, unless it meets all of the following applicable operating requirements and emission standards:
 - 3.2.3.1.3.1 New DRP Engines enrolled in an ISC on or after January 1, 2005, shall:

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- 3.2.3.1.3.1.1 meet the more stringent diesel PM standard of either 0.01 g/bhp-hr diesel PM, or the engine is a certified Tier 2 or Tier 3 engine with a Verified Diesel Emission Control Strategy; or
- 3.2.3.1.3.1.2 the current model year diesel PM standard as specified in the Off-Road Compression Ignition Engine Standards for off-road engines with the same maximum rated power (title 13, CCR, section 2423) in effect on the date of ISC enrollment; and
- 3.2.3.1.3.1.3 comply with the limitations on the hours of operation for maintenance and testing as specified in Subsection 3.2.1.3.1.1.3; and
- 3.2.3.1.3.1.4 not operate more than 150 hours per year for ISC operation.

3.2.3.2 In-Use Emergency Standby Diesel-Fueled CI DRP Engines (>50 bhp)

3.2.3.2.1 At-School and Near-School Provisions.

No owner or operator shall operate an in-use stationary emergency standby diesel-fueled CI DRP engine for non-emergency use, including maintenance and testing if the engine emits greater than 0.01 g/bhp-hr of diesel PM, during the following periods:

- 3.2.3.2.1.1 whenever there is a school sponsored activity, if the engine is located on school grounds, and
- 3.2.3.2.1.2 between 7:30 a.m. and 3:30 p.m. on days when school is in session, if the engine is located within 500 feet of school grounds.

3.2.3.2.2 Operation During Rotating Outage.

No owner or operator shall operate any in-use stationary emergency standby diesel-fueled CI DRP engine (>50 bhp) in response to the notification of an impending rotating outage, unless the engine is operating pursuant to a DRP, or all of the following criteria are met:

- 3.2.3.2.2.1 the engine's permit to operate allows operation of the engine in anticipation of a rotating outage, or the District has established a policy or program that authorizes operation of the engine in anticipation of a rotating outage; and

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- 3.2.3.2.2.2 the Utility Distribution Company has ordered rotating outages in the control area where the engine is located, or has indicated it expects to issue such an order at a specified time; and
 - 3.2.3.2.2.3 the engine is in a specific location that is subject to the rotating outage in the control area; and
 - 3.2.3.2.2.4 the engine is operated no more than 30 minutes prior to the time when the Utility Distribution Company officially forecasts a rotating outage in the control area; and
 - 3.2.3.2.2.5 the engine operation is terminated immediately after the Utility Distribution Company advises that a rotating outage is no longer imminent or in effect.
- 3.2.3.2.3 Diesel PM Standard and Hours of Operating Requirements
No owner or operator shall operate any new stationary emergency standby diesel-fueled CI DRP engine (>50 bhp), unless it meets all of the following applicable operating requirements and emission standards:
- 3.2.3.2.3.1 In-Use DRP Engines enrolled in an ISC prior to January 1, 2005, shall as of January 1, 2006:
 - 3.2.3.2.3.1.1 meet a diesel PM standard of 0.15 g/bhp-hr diesel PM; and
 - 3.2.3.2.3.1.2 meet the requirements specified in Subsection 3.2.2.3.1 for maintenance and testing hours of operation; and
 - 3.2.3.2.3.1.3 not operate more than 150 hours per year for ISC operation.
 - 3.2.3.2.3.2 In-Use DRP Engines enrolled in an ISC on or after January 1, 2005, and prior to January 1, 2008, shall:
 - 3.2.3.2.3.2.1 meet a diesel PM standard of 0.15 g/bhp-hr diesel PM; and
 - 3.2.3.2.3.2.2 meet the requirements specified in Subsection 3.2.2.3.1 for maintenance and testing hours of operation; and
 - 3.2.3.2.3.2.3 not operate more than 150 hours per year for ISC operation.
 - 3.2.3.2.3.3 In-Use DRP Engines enrolled in an ISC on or after January 1, 2008, shall:
 - 3.2.3.2.3.3.1 meet a diesel PM standard of 0.01 g/bhp-hr diesel PM or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g

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PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy; and

- 3.2.3.2.3.3.2 meet the requirements specified in Subsection 3.2.2.3.1 for maintenance and testing hours of operation; and
- 3.2.3.2.3.3.3 not operate more than 150 hours per year for ISC operation.

3.2.3.3 Requirements Applicable to DRP Engines after a DRP is Terminated
After a DRP is terminated by either the Utility Distribution Company or the engine owner or operator, the DRP engine shall remain subject to the requirements of Subsection 3.2.3.2.3 as if the DRP were still in effect.

3.3 Stationary Prime Diesel-Fueled CI Engines (>50 bhp)

3.3.1 New Stationary Prime Diesel-Fueled CI Engines

No person shall sell, purchase, or lease for use in the District a new stationary prime diesel-fueled CI engine that has a rated brake horsepower greater than 50 unless it meets the following applicable emission standards, and no owner or operator shall operate any new stationary prime diesel-fueled CI engine that has a rated brake horsepower greater than 50 unless it meets all of the following emission standards and operational requirements (which are summarized in Table 3):

TABLE 3: SUMMARY OF THE STANDARDS FOR NEW STATIONARY PRIME DIESEL-FUELED CI ENGINES >50 BHP (SEE SUBSECTION 3.3.1.1)
DIESEL PM STANDARDS (g/bhp-hr)
<p>Meet the more stringent of:</p> <p align="center">$\leq 0.01^1$</p> <p align="center">OR</p> <p align="center">Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power</p>

1. Or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

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3.3.1.1 Diesel PM Standard

All new stationary prime diesel-fueled CI engines shall emit diesel PM at a rate that is less than or equal to 0.01 grams diesel PM per brake-horsepower-hour (g/bhp-hr) or:

3.3.1.1.1 shall meet the diesel PM standard, as specified in the Off-Road Compression Ignition Engine Standards for off-road engines with the same maximum rated power (title 13, CCR, section 2423), in effect on the date of acquisition or submittal, whichever is more stringent, or

3.3.1.1.2 the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.3.2 In-Use Stationary Prime Diesel-Fueled CI Engines

No owner or operator shall operate an in-use stationary prime diesel-fueled CI engine (> 50 bhp) in the District unless it meets the following requirements (which are summarized in Table 4):

TABLE 4: SUMMARY OF THE EMISSION STANDARDS FOR IN-USE STATIONARY PRIME DIESEL-FUELED CI ENGINES > 50 BHP (SEE SUBSECTION 3.3.2.1)	
DIESEL PM	
DIESEL PM STANDARDS (g/bhp-hr)	
Applicability	Standard
All off-road certified in-use prime engines	85% reduction from baseline levels (Option 1) OR 0.01 g/bhp-hr ² (Option 2)

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<p align="center">Only in-use prime engines NOT certified in accordance with the Off-Road Compression Ignition Standards</p>	<p align="center">85% reduction from baseline levels (Option 1)</p> <p align="center">OR</p> <p align="center">0.01 g/bhp-hr¹ (Option 2)</p> <p align="center">OR</p> <p align="center">[30% reduction from baseline levels by January 1, 2006</p> <p align="center">AND 0.01 g/bhp-hr¹ by no later than July 1, 2011] (Option 3)</p>
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1. Or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.3.2.1 Diesel PM Standard

All in-use stationary prime diesel-fueled CI engines certified in accordance with the Off-Road Compression-Ignition Engine Standards (title 13, CCR, section 2423) shall comply with either option 1 or option 2 below. All engines not certified in accordance with the Off-Road Compression-Ignition Engine Standards (title 13, CCR, section 2423) shall comply with option 1, option 2, or option 3 below:

3.3.2.1.1 Option 1

Reduce the diesel PM emission rate by at least 85 percent, by weight, from the baseline level, in accordance with the appropriate compliance schedule specified in Sections 4.1.9 and 4.1.10;

3.3.2.1.2 Option 2

Emit diesel PM at a rate less than or equal to 0.01 g/bhp-hr in accordance with the appropriate compliance schedule as specified in Sections 4.1.9 and 4.1.10, or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy;

3.3.2.1.3 Option 3

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Reduce the diesel PM emission rate by at least 30% from the baseline level, by no later than January 1, 2006, and emit diesel PM at a rate of 0.01 g/bhp-hr or less by no later than July 1, 2011, or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.4 Stationary Diesel-Fueled CI Engines (>50 bhp) Used in Agricultural Operations

3.4.1 New Stationary Diesel-Fueled CI Engines Used in Agricultural Operations

No person shall sell, purchase, or lease for use in the District any new stationary diesel-fueled engine to be used in agricultural operations that has a rated brake horsepower greater than 50, or operate any new stationary diesel-fueled engine to be used in agricultural operations that has a rated brake horsepower greater than 50, unless the engine meets all of the following emission performance standards (which are summarized in Table 5.):

TABLE 5: SUMMARY OF THE EMISSION STANDARDS FOR NEW STATIONARY DIESEL-FUELED CI ENGINES > 50 BHP USED IN AGRICULTURAL OPERATIONS (SEE SUBSECTION 3.4.1.1)	
Horsepower Range (hp)	DIESEL PM
	DIESEL PM STANDARDS (g/bhp-hr)
All Applications Greater Than 50 But Less Than 100, Other Than Generator Sets	Less Than or Equal to 0.30 ¹
	OR Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power, whichever is more stringent ²
All Applications Greater Than or Equal to 100 But Less Than 175, Other Than Generator Sets	Less Than or Equal to 0.22 ¹
	OR Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power, whichever is more stringent ²
All Applications Greater Than or Equal to 175, Other Than Generator Sets	Less than or Equal to 0.15 ¹
	OR Off-Road Engine Certification Standard for an off-road engine of the same maximum rated power,

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	whichever is more stringent ² Less than or Equal to 0.15 ¹
Generator Set Engines Greater Than_50	OR Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power, whichever is more stringent. ²

1. Prior to January 1, 2008, these limits shall not apply to engines sold from one agricultural operation to another and funded under State or federal incentive funding programs, as specified in 3.4.1.2.
2. Or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.4.1.1 Diesel PM Standard

- 3.4.1.1.1 New agricultural stationary diesel-fueled CI engines, used in all agricultural operations except generator set applications with a maximum rated horsepower greater than 50 but less than 100 shall emit no more than 0.30 g/bhp-hr diesel particulate matter (PM) limit or shall meet the standards, as specified in the Off-Road Compression-Ignition Engine Standards for off-road engines of the same maximum rated power (title 13, CCR, section 2423), in effect on the date of acquisition or submittal whichever is more stringent;
- 3.4.1.1.2 New agricultural stationary diesel-fueled CI engines, used in all agricultural operations except generator set applications with a maximum rated horsepower greater than or equal to 100 but less than 175 shall emit no more than 0.22 g/bhp-hr diesel particulate matter (PM) limit or shall meet the standards, as specified in the Off-Road Compression-Ignition Engine Standards for off-road engines of the same maximum rated power (title 13, CCR, section 2423), in effect on the date of acquisition or submittal whichever is more stringent;
- 3.4.1.1.3 New agricultural stationary diesel-fueled CI engines, used in all agricultural operations except generator set applications with a maximum rated horsepower greater than or equal to 175 shall emit no more than 0.15 g/bhp-hr diesel PM or shall meet the standards, as specified in the Off-Road Compression Ignition Engine Standards for off-road engines of the same maximum rated power (title 13, CCR, section 2423), in effect on the date of acquisition or submittal whichever is more stringent;

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- 3.4.1.1.4 New agricultural stationary diesel-fueled CI engines, used in generator set applications with a maximum rated horsepower greater than 50, shall emit no more than 0.15 g/bhp-hr diesel PM, or shall meet the standards, as specified in the Off-Road Compression-Ignition Engine Standards for off-road engines of the same maximum rated power (title 13, CCR, section 2423), in effect on the date of acquisition or submittal whichever is more stringent;
- 3.4.1.1.5 On a site-specific basis, a District may exempt compliance with Subsections 3.4.1.1.1 through 3.4.1.1.4. up to four years provided:
 - 3.4.1.1.5.1 The District determines that an engine meeting Subsections 3.4.1.1.1 through 3.4.1.1.4 would exceed the District's threshold for significant risk pursuant to H&SC section 44391 (AB 2588 "Hot Spots" Program), and
 - 3.4.1.1.5.2 No later than four years after installation, the engine is removed and one of the following is installed:
 - 3.4.1.1.5.2.1 an electric motor;
 - 3.4.1.1.5.2.2 an engine greater than 50 bhp but less than 75 bhp that does not exceed 0.02 g/bhp-hr PM; or
 - 3.4.1.1.5.2.3 an engine greater than 75 bhp that does not exceed 0.01 g/bhp-hr diesel PM, or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.
- 3.4.1.2 Diesel PM Standard Delay for Diesel-Fueled CI Engines Funded Through An Incentive Program
 - 3.4.1.2.1 Prior to January 1, 2008, the requirements of Subsection 3.4.1.1 shall not apply to any stationary diesel-fueled CI engine that:
 - 3.4.1.2.1.1 is used in agricultural operations; and
 - 3.4.1.2.1.2 was funded under a State or federal incentive funding program; and
 - 3.4.1.2.1.3 was sold for use in another agricultural operation, provided the stationary diesel-fueled CI engine complies with Tier II Off-Road Compression Ignition Standards for off-road engines of the same maximum rated power (title 13, CCR, section 2423).

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3.4.2 In-Use Stationary Diesel-Fueled CI Engines (>50 bhp) Used in Agricultural Operations

3.4.2.1 No owner or operator shall operate an in-use stationary diesel-fueled CI engine greater than 50 bhp in an agricultural operation in the District unless it meets the requirements in Subsections 3.4.2.1 through 3.4.2.3 (which are summarized in Tables 6 and 7 except for the allowances in Subsection 3.4.2.3):

TABLE 6: EMISSION STANDARDS NONCERTIFIED GREATER THAN 50 BHP IN-USE STATIONARY DIESEL-FUELED ENGINES USED IN AGRICULTURAL OPERATIONS			
Horsepower Range	Application	Compliance On or After December 31	Diesel PM Not to Exceed (g/bhp-hr)
Greater Than 50 But Less Than 75	Generator Sets	2015	0.02
	All Other Applications	2011	0.30
Greater Than or Equal to 75 But Less Than 100	Generator Sets	2015	0.01 ¹
	All Other Applications	2011	0.30
Greater Than or Equal to 100 But Less Than 175	Generator Sets	2015	0.01 ¹
	All Other Applications	2010	0.22
Greater Than or Equal to 175 But Less Than or Equal to 750	All Applications	2010	0.15
Greater Than 750	All Applications	2014	0.075

1. Or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

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TABLE 7: EMISSION STANDARDS TIER 1- AND TIER 2-CERTIFIED GREATER THAN 50 BHP IN-USE STATIONARY DIESEL-FUELED ENGINES USED IN AGRICULTURAL OPERATIONS		
Horsepower Range	Compliance On or After December 31	Diesel PM Not to Exceed (g/bhp-hr)
Greater Than 50 But Less Than 75	2015 or 12 years after the date of initial installation, whichever is later	0.02
Greater Than or Equal to 75 But Less Than 175	2015 or 12 years after the date of initial installation, whichever is later	0.01 ¹
Greater Than or Equal to 175 But Less Than or Equal to 750	2014 or 12 years after the date of initial installation, whichever is later	0.01 ¹
Greater Than 750	2014 or 12 years after the date of initial installation, whichever is later	0.075

1. Or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.4.2.2 Diesel PM Standards for Noncertified In-use Stationary Diesel-fueled CI Engines Used in Agricultural Operations:

3.4.2.2.1 On or after December 31, 2015, no owner or operator shall operate any greater than 50 but less than 75 bhp noncertified stationary diesel-fueled generator set engine used in an agricultural operation unless such generator set engine's diesel PM emissions do not exceed 0.02 g/bhp-hr.

3.4.2.2.2 On or after December 31, 2015, no owner or operator shall operate any greater than or equal to 75 but less than 175 bhp noncertified stationary diesel-fueled generator set engine used in an agricultural operation unless such generator set engine's diesel PM emissions do not exceed 0.01 g/bhp-hr, or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.4.2.2.3 On or after December 31, 2011, no owner or operator shall operate any greater than 50 but less than 75 bhp noncertified stationary diesel-fueled

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engine (other than a generator set engine) used in an agricultural operation unless such engine's diesel PM emissions do not exceed 0.30 g/bhp-hr.

- 3.4.2.2.4 On or after December 31, 2011, no owner or operator shall operate any greater than or equal to 75 but less than 100 bhp noncertified stationary diesel-fueled engine (other than a generator set engine) used in an agricultural operation unless such engine's diesel PM emissions do not exceed 0.30 g/bhp-hr.
- 3.4.2.2.5 On or after December 31, 2010, no owner or operator shall operate any greater than or equal to 100 but less than 175 bhp noncertified stationary diesel-fueled engine (other than a generator set engine) used in an agricultural operation unless such engine's diesel PM emissions do not exceed 0.22 g/bhp-hr.
- 3.4.2.2.6 On or after December 31, 2010, no owner or operator shall operate any greater than or equal to 175 through 750 bhp noncertified stationary diesel-fueled engine used in an agricultural operation unless such engine's diesel PM emissions do not exceed 0.15 g/bhp-hr.
- 3.4.2.2.7 On or after December 31, 2014, no owner or operator shall operate any greater than 750 bhp noncertified stationary diesel-fueled engine used in an agricultural operation unless such engine's diesel PM emissions do not exceed 0.075 g/bhp-hr.

3.4.2.3 Diesel PM Standards for Tier 1- and Tier 2-Certified In-use Stationary Diesel-fueled Engines Used in Agricultural Operations:

- 3.4.2.3.1 On or after December 31, 2015, or 12 years after the date of initial installation, whichever is later, no owner or operator shall operate any greater than 50 but less than 75 bhp Tier 1- or Tier 2-certified stationary diesel-fueled engine used in an agricultural operation that did not meet the Standard in Subsection 3.4.1.1.1 at the time of installation unless such engine's diesel PM emissions do not exceed 0.02 g/bhp-hr.
- 3.4.2.3.2 On or after December 31, 2015, or 12 years after the date of initial installation, whichever is later, no owner or operator shall operate any greater than or equal to 75 but less than 175 bhp Tier 1- or Tier 2-certified stationary diesel-fueled engine used in an agricultural operation that did not

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meet the Standard in Subsection 3.4.1.1.1 at the time of installation unless such engine's diesel PM emissions do not exceed 0.01 g/bhp-hr, or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.4.2.3.3 On or after December 31, 2014, or 12 years after the date of initial installation, whichever is later, no owner or operator shall operate any greater than or equal to 175 through 750 bhp Tier 1- or Tier 2-certified stationary diesel-fueled engine used in an agricultural operation that did not meet the Standard in Subsection 3.4.1.1.1 at the time of installation unless such engine's diesel PM emissions do not exceed 0.01 g/bhp-hr, or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.4.2.3.4 On or after December 31, 2014 or 12 years after the date of initial installation, whichever is later, no owner or operator shall operate any greater than 750 bhp Tier 1- or Tier 2-certified stationary diesel-fueled engine used in an agricultural operation that did not meet the Standard in Subsection 3.4.1.1.1 at the time of installation unless such engine's diesel PM emissions do not exceed 0.075 g/bhp-hr.

3.4.2.4 Extension of Compliance Dates Due to Lack of Engine Packages
The APCO may extend the compliance dates in Subsections 3.4.2.1 through 3.4.2.3 up to one year, provided that verifiable information shows new engine packages for stationary diesel engine applications are not available in sufficient numbers or in a sufficient range of makes, models, and sizes to replace in-use stationary diesel agricultural engines.

3.4.2.5 Extension of Compliance Dates Due to Air Toxic Information and Assessment Act Issues
On a site-specific basis, a District may extend compliance dates in Subsections 3.4.2.1 and 3.4.2.2 up to four years provided:

3.4.2.5.1 The District determines that an engine meeting Subsection 3.4.2.2 would exceed the District's threshold for significant risk pursuant to H&SC section 44391 (AB 2588 "Hot Spots" Program), and

3.4.2.5.2 No later than four years after the applicable initial compliance date for Subsection 3.4.2.2, one of the following is installed:

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3.4.2.5.2.1 an electric motor;

3.4.2.5.2.2 an engine greater than 50 bhp but less than 75 bhp that does not exceed 0.02 g/bhp-hr PM; or

3.4.2.5.2.3 an engine greater than 75 bhp that does not exceed 0.01 g/bhp-hr diesel PM, or the engine is a certified Tier 2 or Tier 3 engine meeting 0.15 g PM/bhp-hr with a Level 3 Verified Diesel Emission Control Strategy.

3.4.2.6 Extension of Compliance Dates Due to Electrification

The District may allow an owner or operator up to two additional years to comply with Subsections 3.4.2.1 through 3.4.2.3, provided at least 60 days prior to the applicable compliance date or dates, the owner or operator submits to the APCO documentation demonstrating that an affected engine or engines shall be replaced with an electric motor or electric motors within two years. Documentation for each engine replaced shall include identification of the engine, the purchasing agreement for the electric motor, and a copy of an agreement with a utility distribution company to provide electricity if electricity is not already available for electric motor operation.

3.5 Emission Standards for New Stationary Diesel-Fueled CI Engines, Less Than or Equal to 50-Brake Horsepower (<50 bhp)

3.5.1 As of January 1, 2005, no person shall sell, offer for sale, or lease for use in the District any stationary diesel-fueled CI engine that has a rated brake horsepower less than or equal to 50, unless the engine meets the current Off-Road Compression-Ignition Engine Standards (title 13, CCR, section 2423) for PM for diesel off-road engines of the same maximum rated power. (These requirements are summarized in Table 8)

TABLE 8 SUMMARY OF THE EMISSION STANDARDS FOR STATIONARY DIESEL-FUELED CI ENGINES \leq 50 BHP (SEE SUBSECTION 3.5.1)
DIESEL PM STANDARDS (g/bhp-hr)
Current Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power

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PART 4 ADMINISTRATIVE REQUIREMENTS

4.1 Record-keeping, Reporting, and Monitoring Requirements

4.1.1 Reporting Requirements for Owners or Operators of New and In-Use Stationary CI Engines, Including Non-Diesel-Fueled CI Engines, Having a Rated Horsepower Greater than 50 (> 50 bhp)

4.1.1.1 Except as provided in Section 1.3 and Subsection 4.1.1.5 below, prior to the installation of any new stationary CI engine (> 50 bhp) at a facility, each owner or operator shall provide the information identified in Subsection 4.1.1.3 to the District APCO.

4.1.1.2 Except as provided in Section 1.3 and Subsection 4.1.1.5 below, no later than July 1, 2005, each owner or operator of an in-use stationary CI engine (>50 bhp) shall provide the information specified in Subsection 4.1.1.3 to the District APCO.

4.1.1.3 Each owner or operator shall submit to the District APCO the following information for each new and in-use stationary CI engine (>50 bhp) in accordance with the requirements of Subsections 4.1.1.1 and 4.1.1.2 above:

4.1.1.3.1 Owner/Operator Contact Information

4.1.1.3.1.1 Company name

4.1.1.3.1.2 Contact name, phone number, address, e-mail address

4.1.1.3.1.3 Address of engine(s)

4.1.1.3.2 Engine Information

4.1.1.3.2.1 Make,

4.1.1.3.2.2 Model,

4.1.1.3.2.3 Engine Family,

4.1.1.3.2.4 Serial number,

4.1.1.3.2.5 Year of manufacture (if unable to determine, approximate age),

4.1.1.3.2.6 Rated Brake Horsepower,

4.1.1.3.2.7 Exhaust stack height from ground,

4.1.1.3.2.8 Engine Emission Factor and supporting data for PM (if available) from manufacturers data, source tests, or other sources (specify),

4.1.1.3.2.9 Diameter of stack outlet,

4.1.1.3.2.10 Direction of outlet (horizontal or vertical),

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- 4.1.1.3.2.11 End of stack (open or capped),
 - 4.1.1.3.2.12 Control equipment (if applicable)
 - 4.1.1.3.2.12.1 Turbocharger,
 - 4.1.1.3.2.12.2 Aftercooler,
 - 4.1.1.3.2.12.3 Injection Timing Retard,
 - 4.1.1.3.2.12.4 Catalyst,
 - 4.1.1.3.2.12.5 Diesel Particulate Filter,
 - 4.1.1.3.2.12.6 Other;
 - 4.1.1.3.3 Fuel(s) Used
 - 4.1.1.3.3.1 CARB Diesel,
 - 4.1.1.3.3.2 Jet Fuel,
 - 4.1.1.3.3.3 Diesel,
 - 4.1.1.3.3.4 Alternative diesel fuel (specify),
 - 4.1.1.3.3.5 Alternative fuel (specify),
 - 4.1.1.3.3.6 Combination (Dual fuel) (specify),
 - 4.1.1.3.3.7 Other (specify),
 - 4.1.1.3.4 Operation Information, including:
 - 4.1.1.3.4.1 Describe general use of engine,
 - 4.1.1.3.4.2 Typical load (percent of maximum bhp rating),
 - 4.1.1.3.4.3 Typical annual hours of operation,
 - 4.1.1.3.4.4 If seasonal, months of year operated and typical hours per month operated,
 - 4.1.1.3.4.5 Fuel usage rate (if available);
 - 4.1.1.3.5 Receptor Information, including:
 - 4.1.1.3.5.1 Nearest receptor description (receptor type),
 - 4.1.1.3.5.2 Distance to nearest receptor (feet or meters),
 - 4.1.1.3.5.3 Distance to nearest school grounds;
 - 4.1.1.3.6 A statement whether the engine is included in an existing AB 2588 emission inventory.
- 4.1.1.4 Except as provided in Section 1.3 no later than 180 days prior to the earliest applicable compliance date specified in Sections 4.1.9 or 4.1.10, each owner or operator of an in-use stationary diesel-fueled CI engine greater than 50 brake horsepower shall provide the following additional information to the District APCO: an identification of the control strategy for each stationary diesel-fueled CI

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engine that when implemented will result in compliance with Sections 3.2 and 3.3. If applicable, the information should include the Executive Order number issued by the Executive Officer for a Diesel Emission Control Strategy that has been approved by the Executive Officer through the Verification Procedure.

- 4.1.1.5 The APCO may exempt the owner or operator from providing all or part of the information identified in Subsections 4.1.1.3 or 4.1.1.4 if there is a current record of the information in the owner or operator's permit to operate, permit application, District registration program, or other District records.
- 4.1.1.6 Upon written request by the Executive Officer, the APCO shall provide to the Executive Officer an electronic database file of all information identified in Subsections 4.1.1.3 or 4.1.1.4.
- 4.1.2 Reporting Requirements for Sellers of Stationary Diesel-Fueled CI Engines Having a Rated Brake Horsepower Less Than or Equal to 50
 - 4.1.2.1 Except as provided in Section 1.3, no later than January 31, 2006 and by January 31st of each year thereafter, all sellers of stationary diesel- fueled CI engines sold for use in the District that have a rated brake horsepower less than or equal to 50 shall provide the following information for the previous calendar year to the Executive Officer of the Air Resources Board:
 - 4.1.2.1.1 Contact Information
 - 4.1.2.1.1.1 Sellers Company Name (if applicable),
 - 4.1.2.1.1.2 Contact name, phone number, e-mail address;
 - 4.1.2.1.2 Engine Sales Information (for each engine sold for use in the District in the previous calendar year)
 - 4.1.2.1.2.1 Make,
 - 4.1.2.1.2.2 Model,
 - 4.1.2.1.2.3 Model year (if known),
 - 4.1.2.1.2.4 Rated brake horsepower,
 - 4.1.2.1.2.5 Number of engines sold,
 - 4.1.2.1.2.6 Certification executive order number (if applicable),
 - 4.1.2.1.2.7 Engine family number (if known), and
 - 4.1.2.1.2.8 Emission control strategy (if applicable),

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4.1.3 Demonstration of Compliance with Emission Limits

4.1.3.1 Prior to the installation of a new stationary diesel-fueled CI engine at a facility, the owner or operator of the new stationary diesel-fueled CI engine(s) subject to the requirements of Subsection 3.2.1.3, 3.2.3.1, and 3.3.1.1 shall provide emission data to the APCO in accordance with the requirements of Section 4.1.11 for purposes of demonstrating compliance.

4.1.3.2 By no later than the earliest applicable compliance date specified in Sections 4.1.9 or 4.1.10, the owner or operator of an in-use stationary diesel-fueled CI engine(s) subject to the requirements of Subsection 3.2.2.3, 3.2.3.2.3, or 3.3.2.1 shall provide emissions and/or operational data to the APCO in accordance with the requirements of Section 4.1.11 for purposes of demonstrating compliance.

4.1.4 Notification of Loss of Exemption

4.1.4.1 Owners or operators of in-use stationary diesel-fueled CI engines, who are operating under an exemption specified in Section 1.3 or Subsection 3.4.1.1.5 from all or part of the requirements of Sections 3.2, 3.3, or 3.4 shall notify the APCO within five days after they become aware that the exemption no longer applies and shall demonstrate compliance with the applicable requirements of:

4.1.4.1.1 Section 3.2 or 3.3, no later than 180 days after the date the exemption no longer applies; or

4.1.4.1.2 Section 3.4, no later than 18 months after the date the exemption no longer applies or no later than 18 months after the emission standard compliance date set forth in Section 3.4, whichever is later.

4.1.4.2 An owner or operator of an in-use stationary diesel-fueled CI engine(s) subject to the requirements of Sections 3.2, 3.3, or 3.4 shall provide emissions data to the APCO in accordance with the requirements of Section 4.1.11 for purposes of demonstrating compliance pursuant to Section 4.1.4.

4.1.5 Monitoring Equipment

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- 4.1.5.1 A non-resettable hour meter with a minimum display capability of 9,999 hours shall be installed upon engine installation, or by no later than January 1, 2005, on all engines subject to all or part of the requirements of Sections 3.2, 3.3, or 3.4.1 unless the District determines on a case-by-case basis that a non-resettable hour meter with a different minimum display capability is appropriate in consideration of the historical use of the engine and the owner or operator's compliance history.
- 4.1.5.2 All DPFs installed pursuant to the requirements in Sections 3.2, 3.3, or 3.4.1 must, upon engine installation or by no later than January 1, 2005, be installed with a backpressure monitor that notifies the owner or operator when the high backpressure limit of the engine is approached.
- 4.1.5.3 The APCO may require the owner or operator to install and maintain additional monitoring equipment for the particular emission control strategy(ies) used to meet the requirements of sections 3.2, 3.3, or 3.4.1.
- 4.1.6 Reporting Provisions for Exempted Agricultural Emergency and Low-Use Prime Engines
 - 4.1.6.1 An owner or operator of an agricultural emergency standby generator set engine subject to section 1.3.1 or an engine subject to section 1.3.6 shall keep records of the number of hours the engines are operated on a monthly basis. Such records shall be retained for a minimum of 36 months from the date of entry. Record entries made within 24 months of the most recent entry shall be retained on-site, either at a central location or at the engine's location, and made immediately available to the District staff upon request. Record entries made from 25 to 36 months from the most recent entry shall be made available to District staff within 5 working days from the district's request.
- 4.1.7 Reporting Requirements for Emergency Standby Engines
 - 4.1.7.1 Starting January 1, 2005, each owner or operator of an emergency standby diesel-fueled CI engine shall keep records and prepare a monthly summary that shall list and document the nature of use for each of the following:
 - 4.1.7.1.1 emergency use hours of operation;
 - 4.1.7.1.2 maintenance and testing hours of operation;

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- 4.1.7.1.3 hours of operation for emission testing to show compliance with sections 3.2.1. and 3.2.2;
- 4.1.7.1.4 initial start-up testing hours;
- 4.1.7.1.5 if applicable, hours of operation to comply with the requirements of NFPA 25;
- 4.1.7.1.6 hours of operation for all uses other than those specified in Subsections 4.1.7.1.1 through 4.1.7.1.5 above; and
- 4.1.7.1.7 the fuel used.
 - 4.1.7.1.7.1 For engines operated exclusively on CARB Diesel Fuel, the owner or operator shall document the use of CARB Diesel Fuel through the retention of fuel purchase records indicating that the only fuel purchased for supply to an emergency standby engine was CARB Diesel Fuel; or
 - 4.1.7.1.7.2 For engines operated on any fuel other than CARB Diesel Fuel, fuel records demonstrating that the only fuel purchased and added to an emergency standby engine or engines, or to any fuel tank directly attached to an emergency standby engine or engines, meets the requirements of section 3.1.

- 4.1.7.2 Records shall be retained for a minimum of 36 months. Records for the prior 24 months shall be retained on-site, either at a central location or at the engine's location, or at an offsite central location within California, and shall be made immediately available to the District staff upon request. Records for the prior 25 to 36 months shall be made available to District staff within 5 working days from request.

- 4.1.8 Additional Reporting Requirements for the Stationary Emergency Standby Diesel-Fueled CI Engines Used To Fulfill the Requirements of an Interruptible Service Contract (ISC)
 - 4.1.8.1 The owner or operator of an ISC engine shall provide to the District the following information, as necessary to the extent the District does not already have the information:
 - 4.1.8.1.1 For each diesel-fueled engine enrolled in the ISC:
 - 4.1.8.1.1.1 Owner's Company Name (if applicable);
 - 4.1.8.1.1.2 Contact name, phone number, e-mail address; and
 - 4.1.8.1.1.3 Diesel PM emission rate of the engine (g/bhp-hr).

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- 4.1.8.1.2 For engines enrolled in an ISC prior to January 1, 2005, the information identified in Subsection 4.1.8.1.1 shall be provided to the District by January 31, 2005; and
 - 4.1.8.1.3 For engines enrolled in an ISC after January 1, 2005, the information identified in Subsection 4.1.8.1.1 shall be provided to the District no later than 30 days after the engine is enrolled in an ISC.
 - 4.1.8.1.4 The owner or operator shall update the information as necessary to reflect the current inventory of ISC engines and shall provide the updated information to the District upon request.
- 4.1.9 Compliance Schedule for Owners or Operators of Three or Fewer Engines (>50 bhp) Located Within the District
- 4.1.9.1 All owners and operators of three or fewer engines located within the District, who will meet the requirements of section 3.2.2 solely by maintaining or reducing the current annual hours of operation for maintenance and testing, shall be in compliance with the annual hours of operation limits beginning January 1, 2006.
 - 4.1.9.2 All owners and operators of three or fewer engines located within the District, which are not in compliance with 4.1.9.1 but are required to meet the requirements of sections 3.2.2 or 3.3.2, shall comply with section 3.2.2 or 3.3.2, whichever applies, according to the following schedule:
 - 4.1.9.2.1 All pre-1989 through 1989 model year engines, inclusive, shall be in compliance by no later than January 1, 2006;
 - 4.1.9.2.2 All 1990 through 1995 model year engines, inclusive, shall be in compliance by no later than January 1, 2007; and
 - 4.1.9.2.3 All 1996 and later model year engines shall be in compliance by no later than January 1, 2008.
- 4.1.10 Compliance Schedule for Owners or Operators of Four or More Engines (>50 bhp) Located Within the District
- 4.1.10.1 All owners and operators of four or more engines located within the District, who will meet the requirements of sections 3.2.2 solely by maintaining or reducing the current annual hours of operation for maintenance and testing, shall be in compliance with the annual hours of operation limits beginning January 1, 2006.

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4.1.10.2 All owners and operators of four or more engines located within the District, who are not in compliance with section 4.1.10.1 but are required to meet the requirements of sections 3.2.2 or 3.3.2, shall comply with sections 3.2.2 or 3.3.2, whichever applies, according to the following schedule:

Pre-1989 Through 1989 Model Year Engines, Inclusive	
Percent of Engines	Compliance date
50%	January 1, 2007
75%	January 1, 2008
100%	January 1, 2009

1990 through 1995 Model Year Engines, Inclusive	
Percent of Engines	Compliance date
30%	January 1, 2007
60%	January 1, 2008
100%	January 1, 2009

1996 and Later Model Year Engines	
Percent of Engines	Compliance date
50%	January 1, 2008
100%	January 1, 2009

4.1.11 Emissions Data

4.1.11.1 Upon approval by the APCO, the following sources of data may be used in whole or part to meet the emission data requirements of Sections 3.2 through 3.5:

- 4.1.11.1.1 off-road engine certification test data for the stationary diesel-fueled CI engine,
- 4.1.11.1.2 engine manufacturer test data,
- 4.1.11.1.3 emissions test data from a similar engine, or
- 4.1.11.1.4 emissions test data used in meeting the requirements of the Verification Procedure for the emission control strategy implemented.

4.1.11.2 Emissions testing of a stationary diesel-fueled CI engine, for purposes of showing compliance with the requirements of Sections 3.2 through 3.5, shall be done in accordance with the methods specified in Part 5.

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- 4.1.11.3 For purposes of emissions testing, the particulate matter (PM) emissions from a dual-fueled stationary CI engine, which uses as its fuel a mixture of diesel fuel and other fuel(s), shall be deemed to be 100% diesel PM.
- 4.1.11.4 Emissions testing for the purposes of determining the percent change from baseline shall include baseline and emission control strategy testing subject to the following conditions:
- 4.1.11.4.1 Baseline testing may be conducted with the emission control strategy in place, provided the test sample is taken upstream of the emission control strategy and the presence of the emission control strategy is shown to the District APCO's satisfaction as having no influence on the emission test results;
 - 4.1.11.4.2 Control strategy testing shall be performed on the stationary diesel-fueled CI engine with full implementation of the emission control strategy;
 - 4.1.11.4.3 The percent change from baseline shall be calculated as the baseline emissions minus control strategy emissions, with the difference being divided by the baseline emissions and the result expressed as a percentage; and
 - 4.1.11.4.4 The same test method shall be used for determining both baseline emissions and control strategy emissions.
- 4.1.11.5 Emissions testing for the purposes of demonstrating compliance with an emission level shall be performed on the stationary diesel-fueled CI engine with the emission control strategy fully implemented.

PART 5 TEST METHODS

5.1 Test Methods

Diesel PM emission testing shall be done in accordance with one of the following methods:

- 5.1.1 California Air Resources Board Method 5 (ARB Method 5), "Determination of Particulate Matter Emissions from Stationary Sources," as amended July 28, 1997, which is incorporated herein by reference.

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- 5.1.1.1 For purposes of this subsection, diesel PM shall be measured only by the probe catch and filter catch and shall not include PM captured in the impinger catch or solvent extract.
 - 5.1.1.2 The tests are to be carried out under steady state operation. Test cycles and loads shall be in accordance with ISO-8178 Part 4 or alternative test cycle approved by the District.
 - 5.1.1.3 The District may require additional engine or operational duty cycle data if an alternative test cycle is requested; or
 - 5.1.2 International Organization for Standardization (ISO) 8178 Test procedures: ISO 8178-1:1996(E) ("ISO 8178 Part 1") ISO 8178-2:1996(E) ("ISO 8178 Part 2"); and ISO 8178-4:1996(E) ("ISO 8178 Part 4"), which are incorporated herein by reference; or
 - 5.1.3 Title 13, California Code of Regulations, section 2423, "Exhaust Emission Standards and Test Procedures - Off-Road Compression Ignition Engines," which is incorporated herein by reference.
- 5.2 Alternative Test Methods

The District may approve the use of alternatives to the test methods listed in Section 5.1, provided the alternatives are demonstrated to the District's satisfaction as accurate in determining the emission rate of diesel PM.

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