Initial Notification for DICE

Initial Notification for Existing DICE - ATCM for Stationary Compression Ignition Engines - Due on or before July 1, 2005 *

See the key for an explanation for the data fields that are required to be reported.

Engine owner or company name:	
Company, owner, or operator number:	
Facility or equipment location number:	
Email address:	
Type of business/facility:	
Number of diesel engines (>50hp) at this location:	
Contact name:	
Phone number:	
Mailing address:	

	Example	Engine #1	#2	#3	#4	#5
Engine Information						
District permit number of diesel engine (if known and permitted)	E009876					
Street address of diesel engine	14306 Park Ave					
City	Victorville					
Zip code	92392-2310					
County	San Bernardino					
Local air district (if known)	MDAQMD					
Engine installation date	1986 (new)					
Maximum rated brake horsepower (@ given rpm)	330bhp @ 2200 rpm					
Engine type (Prime, Standby, Emergency)	Emergency					
Equipment Powered by ICE	Well Pump					
Stationary or Portable	Portable					
State Portable Registration Number						
Does this ICE qualify for an exemption (Y/N)	No					
If yes, list Stationary ATCM exemption number						
If yes, list Portable ATCM exemption number						
Engine manufacturer	Acme					
Model	3006D					
Engine family						
Serial #	D-77-123					
Year of manufacture	1986					
Exhaust stack height from ground (feet)	13					
Inside diameter of stack outlet (inches)	5					
Direction of outlet (horizontal or vertical)	vertical					
End of stack (open or capped)	open - no raincap					
Longitude / UTME	-117.32524					
Latitude / UTMN	34.51112					
Control Equipment						
Diesel particulate filter (Y/N)	No					
Diesel oxidation catalyst (Y/N)	No					
Turbo (Y/N)	No					
Aftercooler (Y/N)	No					
Injection timing retard (Y/N)	No					
Other (describe)	None					
Operation Information						
Typical load (% of max bhp rating)	85%					
Typical annual hours of operation	12					
Operating schedule	One hour per month					
Hours per day	1					
Days per week	1					
Weeks per year	12					
Actual hours operated in 2004	11.5					
Type of fuel or fuels	CARB diesel					
Throughput Units	gallons					
Hourly Fuel usage rate (if available in throughput units per hour)	3					
Annual Fuel usage rate (if available in throughput units per year)	31					
Distance from engine to nearest fenceline on property (feet)	100					
Distance from engine to nearest residence (feet)	300					
Distance to nearest business (feet)	200					
Is engine located within 500 feet of a school (Y, N)	Y					
If yes, distance from engine to nearest school (feet)	450					
If yes, which school.	Hoover Elementary					
Is facility included in an existing AB 2588 inventory?	No					
Is engine part of a demand response plan?	No					
Engine Emission Factors (g/bhp-hr)						
PM (default is 1.0 g/bhp-hr)	0.25					
source of PM emission factor	source test (4/96)					
NOx (default is 10 g/bhp-hr)	4					
source of NOx emission factor	source test (4/96)					
CO (default is 5 g/bhp-hr)	2.5					
source of CO emission factor	EPA AP-42 data					
VOC or NMHC (default is 5 g/bhp-hr)	1.2					
source of VOC or NMHC emission factor	EPA AP-42 data					

Please email this spreadsheet to on or before July 1, 2005: rwales@mdaqmd.ca.gov

For assistance contact Richard Wales of the MDAQMD at:

Phone: (760) 245-1661 x 1803

FAX: (7600 245- 2022

email: rwales@mdaqmd.ca.gov

DICE	Diesel fueled ICE
Engine owner or company name:	Name of owner or operator of the ICE
Company, owner, or operator number:	If the facility has a District permits this the 4-digit number on the left side of the permit
Facility or equipment location number:	If the facility has a District permits this the 5-digit number on the right side of the permit
Email address:	Email address of the person to be contacted for clarification of information or additional information
Type of business/facility:	Type of business such, aggregate plant, agriculture, asphalt plant, hospital, manufacturing, military, mine, power plant, school, space program
Number of diesel engines (>50hp) at this location:	Number of diesel engines (>50hp) at this location
Contact name:	Name of the person to be contacted for clarification of information or additional information
Phone number:	Telephone number of the person to be contacted for clarification of information or additional information
Mailing address:	Address to which the permit is to be mailed.
This is a key or explanation for the data fields required to be reported.	
Engine information	
District permit number of diesel engine (if known and permitted)	If the ICE has a District permits this the alpha & 6-digit number on the upper-right side of the permit
Street address of diesel engine	The street address where the engine is located. If no address is available, provide the name of a street or highway that is nearby. If UTMs (GPS Coordinates) are available, please specify datum and spheroid along with the coordinates). If township, parcel and range are available, please include this information.
City	City where the engine is located. If no city, leave blank.
Zip code	Zip code where the engine is located. For help finding a zip code, try http://zip4.usps.com/zip4/welcome.jsp.
County	County where the engine is located.
Local air district (if known)	http://www.arb.ca.gov/capcoa/dismap.htm
Engine installation date	Determine which month and year the engine was installed at the facility, either new or rebuilt.
Maximum rated brake horsepower (@ given rpm)	Rated brake horsepower of engine (usually between 50 and 2500 hp)
Engine type (Prime, Standby, Emergency)	Prime ('B' permit), Standby ('M' permit), Emergency 'E' permit)
Equipment Powered by ICE	Generator, fire pump, well pump, welder, crusher, screen etc.
Stationary or Portable	Stationary - at one location for more than 12 month or seasonal for 3 months; Portable - if relocated within 365 days
State Portable Registration Number	For portable ICE in the already in the 'Statewide Portable Equipment Registration Program' provide the state registration number.
Does this ICE qualify for an exemption	Does the ICE qualifiy for any of the 19 stationary or 7 portable exemptions.
If yes, list Stationary exemption number	The 19 stationary DICE exemptions per Title 17 CCR 93115(c) are as follows (for detail go to http://www.arb.ca.gov/regact/statde/statde.htm, see cell C30): S.1. - Used to power on-road and off-road vehicles S.2. - Used to propel or on a marine vessel S.3. - An in-use engine for agricultural operations S.4. - A new engine for agricultural operations S.5. - Single cylinder octance test engine S.6. - An in-use engine compling with "Risk Management Guidance for the Permitting new DICE" dated October 2000 S.7. - Subject to an approved OSHPD 'Compliance Plan' S.8. - Used by the DoD for training and testing S.9. - Located on San Nicalos or San Clemente Island S.10 - Used sole on OCS platforms S.11. - Emergency engines at nuclear facilities S.12. - Low-use prime engine outside of school boundaries S.13. - In-use dual-fueled diesel pilot ICE using an alternative fuel or an alternative diesel fuel S.14. - Dual-fueled pilot ICE that also uses digester gas or landfill gas S.15. - In-use DICE with an SCR system S.16. - In-use emergency fire pump driven direclty by an ICE per NFPA 25 S.17. - Use solely for manned-space flight activities S.18. - Remotely located in-use prime DICE S.19. - Request to delay implementation of fuel requirements

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If yes, list Portable exemption number	The 7 portable DICE exemption per Title 17 CCR 93116.1(b) are as follows (for detail go to http://www.arb.ca.gov/diesel/portdiesel.htm, see cell C31): P.1. - Used to power on-road and off-road vehicles P.2. - Using an alternative fuel P.3. - Dual-fueled diesel pilot ICE using an alternative fuel or an alternative diesel fuel P.4. - Tactical support equipment P.5. - Located on San Nicalos or San Clemente Island P.6. - Preempted from State regulations under 42 USC §7543(e)(1) P.7. - Airline gound service equipment under the MOU with SCAQMD
Engine manufacturer	Name of company that manufactured the engine (e.g. Caterpillar, Cummins,
	Detroit Diesel, John Deere, etc.)
Model	Model number of the engine.
Engine family	Each group of engines with similar emission characteristics is defined as a separate engine family. A permanent label is affixed to the engine which lists the
	engine family designation as well as other important information.
Serial #	Serial number - this is a unique number that may contain several letters.
Year of manufacture	When was the engine manufactured? Was it rebuilt?
Exhaust stack height from ground (feet)	The height above the ground of the top of the smokestack
Inside diameter of stack outlet (inches)	The inside diameter (width) of the smokestack
Direction of outlet (horizontal or vertical)	Direction of the end of the stack - is the end pointed straight up, or sideways?
End of stack (open or capped)	Is the end of the stack open to the air, or is there a rain cap that flaps open when
	the engine is operating.
Longitude / UTM East	See attached instruction sheet entitled 'LOC'. Report 'longitude' to the nearest 0.00001 degrees and UTM East to the nearest meter (0.001 km). West
	'longitude' is be reported in negative (-) degrees. The UTM Zone is 11.
Latitude / UTM North	See attached instruction sheet entitled 'LOC'. Report 'latitude' to the nearest 0.00001 degrees and UTM North to the nearest meter (0.001 km). The UTM
	Zone is 11.
Control Equipment	
Diesel particulate filter (Y/N)	Diesel particulate filters (DPFs) are devices installed in diesel engine vehicles
	that collect particulate matter without obstructing the flow of exhaust gases.
Diesel oxidation catalyst (Y/N)	A DOC is a device that uses a chemical process to break down pollutants in the
	exhaust stream into less harmful components. More specifically, it is a physical device with a porous ceramic honeycomb-like structure that is coated with a material that catalyzes a chemical reaction to reduce pollution
Turbo (Y/N)	A turbocharger is a device used in internal-combustion engines to increase the
	power output of the engine by increasing the mass of oxygen and fuel entering
	the engine.
Aftercooler (Y/N)	An aftercooler/intercooler is a device used on turbocharged internal combustion
	engines to improve the volumetric efficiency and increase the amount of charge in the engine, thereby increasing power.
Injection timing retard (Y/N)	Injection timing retard is used to reduce the peak flame temperature and, thus, NOx emissions. However, timing retard typically lowers efficiency, resulting in
	increased fuel consumption and PM emissions.
Other (describe)	
Operation Information	
Typical load (% of max bhp rating)	Percentage of the engine's maximum rated brake horsepower is being utilized
Typical annual hours of operation	Number of hours that the engine is operated for maintenance and testing (not
	including actual emergency hours).
Operating schedule	Is the engine used all 12 months? Just of a season? If yes, list months operated.
Hours per day	Topical or average hours per day
Days per week	Topical or average days per week
Weeks per year	Topical or average weeks per year
Actual hours operated in 2004	Actual hours operated in 2004
Type of fuel or fuels	What fuel is used (natural gas, LPG, gasoline, CARB diesel, jet fuel, diesel, biodiesel 50). for dual or multi-fuelsd DICE list all fuels.
Throughput Units	Natural gas - thermo, mmcf; Liquid - gallons
Hourly Fuel usage rate (if available in throughput units per hour)	Maximum fuel throughput in units per hour
Annual Fuel usage rate (if available in throughput units per hour)	Actual fuel throughput in units per year
Distance from engine to nearest fenceline on	Distance from the engine to the nearest fenceline on the property.
property (feet)	
Distance from engine to nearest residence (feet)	Distance from the engine to the nearest house or apartment.
Distance to nearest business (feet)	Distance from the engine to the nearest offsite workplace ('offsite' generally does not include workers on the same property as the engine). If unsure, leave this

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Is facility included in an existing AB 2588 inventory?	Contact your local district to determine if the engine information is already part of an air toxics inventory.
Is engine part of a demand response plan?	A demand response plan is a contract between a business/facility and an electricity provider whereby the company agrees to have their power shut off during an emergency, or operate their diesel engines to supply power back to the electricity grid during an electricity emergency, in order to secure better electricity rates.
Engine Emission Factors (g/bhp-hr)	
PM (default is 1.0 g/bhp-hr)	Particulate matter emission factor is measured in grams per brake horsepower - hour (usually between 0.01 and 3 g/bhp-hr).
source of PM emission factor	source test or other measurement, EPA AP-42 factors, other literature, manufacturer's data or engine certification, guess
NOx (default is 10 g/bhp-hr)	Nitrogen oxides emission factor (g/bhp-hr).
source of NOx emission factor	source test or other measurement, EPA AP-42 factors, other literature, manufacturer's data or engine certification, guess
CO (default is 5 g/bhp-hr)	Carbon monoxide emission factor (g/bhp-hr).
source of CO emission factor	source test or other measurement, EPA AP-42 factors, other literature, manufacturer's data or engine certification, guess
VOC or NMHC (default is 5 g/bhp-hr)	Volatile Organic Compounds or Non-Methane Hydrocarbon emission factor (g/bhp-hr).
source of VOC or NMHC emission factor	source test or other measurement, EPA AP-42 factors, other literature, manufacturer's data or engine certification, guess
Please email this spreadsheet to rwales@mdaqmd.ca.gov	