

**DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY DIVISION
ACTIVITY REPORT: Scheduled Inspection**

N334630367

FACILITY: Transit Services of Owosso		SRN / ID: N3346
LOCATION: 1070 AIKEN RD, OWOSSO		DISTRICT: Lansing
CITY: OWOSSO		COUNTY: SHIAWASSEE
CONTACT: Michael Huff , Technical Services & Training		ACTIVITY DATE: 07/23/2015
STAFF: Nathaniel Hude	COMPLIANCE STATUS: Compliance	SOURCE CLASS:
SUBJECT: Scheduled Inspection		
RESOLVED COMPLAINTS:		

Inspection Report

N3346- Transit Services of Owosso (formerly Midwest Bus Corporation)
1070 Aiken Rd, Owosso, Michigan 48867

Inspection Date:

7/23/15

Facility Contacts:

Michael Huff, Technical Services and Training, 989-723-5241 ext. 853, mikeh@midwestbus.com

MDEQ AQD Personnel:

Nathan Hude – 517-284-6779, huden@michigan.gov

Facility Description:

Transit Services of Owosso re-manufacturers transit buses. They commonly contract with bus owners for refurbishing buses with new motors, rebuilt axels, new or cleaned interiors, and new paint jobs. The cost of refurbishment is 2/3rds the cost of a new bus or less. They also have buses in inventory for lease or to buy. Based on historical data, the paint both on hand paints ¼ of a bus per week.

Applicable Regulations:

Exemption Rules 287(c)

Previous Inspections:

11/09/2011, Dan McGeen, No Violations
3/28/2014, Dan McGeen, No Violations

Inspection Key Concerns:

None

Permit Unit Summary Tables

None

Unit Identification

Emission units	Control equipment	Relevant exemption	Operating status, at time of inspection
One large paint booth	Mat/panel filters	Rule 287(c)	Not operating

MAERS Reporting

None

Inspection Summary

This was an initial contact (as the new AQD inspector), unannounced inspection. Upon arriving at the facility I did not smell or see anything that was of environmental concern. The site had an inspection in 2014, yet was on the list for this year's inspections.

I arrived onsite at approx. 1050 and went into the front office. I asked for a Michael Huff while introducing myself and explaining the intent of my visit. Michael met me and explained the company had changed names from Midwest Bus to Transit Services of Owosso. They had shifted to a business more like Midwest bus, yet was a different owner (related to Midwest owners). They had seen an increase in demand for the business, thus the shift from primarily attaching and fabricating bus bike racks to refurbishment.

Michael and I toured the facility. Due to the size of the building, approx. only 5-6 buses can be worked on at any one time. The paint booth is new and between the painter and Mike, they informed me that they average $\frac{3}{4}$ a bus per week in the booth. Mike informed me that the same paint inventory sheet is used at this site as is done at Midwest

In general, they use up to 16.5 gallons of VOC containing material per bus. The maximum VOC density on the product sheets they provided is 7.13 lbs/gallon of VOC's.

Using these factors, I can safely assume they are under the significant limit of 40 tons/year maximum per rule 336.1119(e).

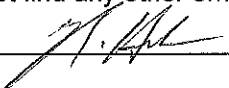
$16.5\text{gal} * 7.13 \text{ lbs VOC/gal} * 1 \text{ buses/week} * 52 \text{ weeks/yr operating} / 2000\text{lbs} = 3.06 \text{ tons/yr VOC's}$

I can safely assume they are under the rule 287 (c) which allows for up to 200 gallons of per month on a coating line. This calculation is considering all VOC containing material as paint and thus the actual number is lower.

$16.5\text{gal} * 1 \text{ buses/week} * 4 \text{ weeks/month} = 66 \text{ gallons}$

The paint booth does have a heated drying system, but Mike informed me that they do not use it due to demand and the cost of natural gas. Based on their limiting factor of giving the paint time to dry and the need for some buses not to require a paint job, this result is well under the rule 287 (c) limits.

I did not find any other emission units of concern onsite and departed around 1130.

NAME  DATE 7/31/15 SUPERVISOR 