

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

N610338790

FACILITY: JORDAN DEVELOPMENT COMPANY, L.L.C. - VIENNA 2		SRN / ID: N6103
LOCATION: NE SE SEC 19 T31N R1E, VIENNA TWP		DISTRICT: Cadillac
CITY: VIENNA TWP		COUNTY: MONTMORENCY
CONTACT: Troy Molby ,		ACTIVITY DATE: 02/28/2017
STAFF: Kurt Childs	COMPLIANCE STATUS: Compliance	SOURCE CLASS: SM OPT OUT
SUBJECT: 2017 FCE		
RESOLVED COMPLAINTS:		

Full Compliance Evaluation including source inspection and records review.

I conducted a compliance inspection of this opt-out source to determine compliance with PTI 661-96B and the air pollution control rules. The facility is located on County Road 622 in section 19 of Vienna Twp. North. It is accessed via Sparr Rd. and Meridian Line Rd. There did not appear to be any changes in equipment since the last inspection. At the time of this inspection there was one building housing the dehy and two compressor engines. There is still one tank and a vessel similar in appearance to an iron sponge that does not appear to be vented.

At the time of the inspection all of the equipment was operating. Each piece of equipment appeared to be equipped with gas flow rate monitoring and recording devices. There were light vapors but no odors from the dehy which was equipped with a flash tank. The Engines on site were EUENGINE1, a Caterpillar G399HCTA 16 cylinder and EUENGINE2, a Caterpillar G3406NA six cylinder with no control. EUENGINE1 was equipped with a catalytic converter and air fuel ratio controller. I took the following readings from the compressor engine control panels:

	Engine RPM	Oil P.	Catalyst temp 1/2
EUENGINE1	1092	60	112/1075
EUENGINE2	1418	75	NA

The operating parameter numbers were representative of what was on the engine log sheet, with the exception that the EUENGINE1 catalyst inlet temperature reading was 112 degrees F. This appears to be a monitoring equipment malfunction as the engine was running at 1092 rpm and the temperature could not have been that low. The February 2017 log entries indicated the temperature is normally around 1,000 degrees. There was not a log entry for February 28, 2017.

The G3406NA engine replaced a prior EUENGINE2 and the source PTI (661-96B) was eventually updated to reflect this. The engines currently on site match those specified in 661-96B.

Prior to the inspection I requested NOx and CO emissions calculations for the most recent 12 months (at that time), hours of operation without the catalyst, maintenance records and fuel use records for the engines and dehy. I received the attached records of NOx and CO emission calculations as well as fuel use and the hours of operation without the catalyst (no operation without catalyst). Maintenance records were also submitted and are attached.

Emissions from EUENGINE1 are 5.58 tons per year NOx and 8.70 tons per year CO which is in compliance with the permit limits of 13.7 tons per year and 16.7 tons per year respectively.

The Emission calculations for EUENGINE2 indicate NOx emissions for the engine were 19.89 tpy, the permit limit is 44.5 tpy. CO emissions were 1.38 tpy and the permit limit is 3 tons per year.

A PM/MAP plan was originally submitted, reviewed, and approved on 2/29/08. The PM/MAP has been updated to reflect the change in EUENGINE2 in PTI 661-96B. The PM/MAP plan catalyst temperature operating ranges for EUENGINE1 are:

Inlet: 832 - 1012

Outlet: 870 - 1088

Operating temperatures appear to be within these ranges based on the engine logs and my observation of the outlet temperature but the inlet temperature monitor malfunction must be addressed. I notified Mr. Troy Molby of my observation and he provided the attached response which indicates they manually monitored the catalyst inlet temperature until a repair was made and that the monitored temperatures were within the specified operating ranges. The monitor failure was due to a short in the inlet temperature sensor wire that has now been repaired.

Based on this FCE the Vienna 2 facility appears to be in compliance with PTI 661-96B and the air pollution control rules.

NAME



DATE

3-8-17

SUPERVISOR

