



May 18, 2015

Via Hand Delivery This date

Calaveras County
Air Pollution Control District
891 Mountain Ranch Road
San Andreas, CA. 95249
(209) 754-6601PH
(209) 754-6722FX

ATTENTION: Brian S. Moss

Subject: APPLICATION FOR AUTHORITY TO CONSTRUCT

Re: BUILD/INSTALL NEW EMISSIONS UNIT/PROCES

- PORTABLE HOT MIXED ASPHALT PLANT @ FOOTHILL MATERIALS QUARRY,
VALLEY SPRINGS, CA.

Dear Mr. Moss,

C.B. Asphalt, Inc. (a sister company to Chester Bross Construction), in conjunction with Foothill Materials, Inc. and Chester Bross Construction, are requesting approval to erect and utilize a Portable Hot Mixed Asphalt plant on and at the Foothill Materials Quarry located at 3560 Hogan Dam Rd., in Valley Springs, CA. All three companies listed herein above are Calaveras County based companies doing business in and around Calaveras County.

We are very excited at the possibilities the approval of this application brings for Calaveras County and the numerous residents and local families that stand to benefit from the considerable employment opportunities the approval will bring.

We believe it is imperative that it be known this application brings with it temporary approval requests for a portable facility that will carry with it very minimal or no negative impact to the community, the county and the environment.

C.B. Asphalt, Inc. is planning to utilize its portable hot plant in the Foothill Quarry to furnish Hot Mixed Asphalt Concrete to Chester Bross Construction for three Caltrans projects currently under contract, as well as the forthcoming Highway 4 Angels Camp – Copperopolis project. Additionally, C.B. Asphalt, Inc. plans to offer cost effective Hot Mixed Asphalt for sale to local Calaveras County Contractors and the Calaveras County Road Department.

Presently, there are no operational Hot Mixed Asphalt Plants in Calaveras County, or Amador County on the Northern border of Calaveras County. All Hot Mixed Asphalt needs presently, must be purchased from Suppliers in San Joaquin or Tuolumne Counties which as you are aware, and does not afford Calaveras County the ability to keep the dollars within our County so to speak.

Primarily, as outlined on the application, we are planning to produce the HMA over the course of the next 6 months. The operations will not be steady or every weekday as there is simply not enough demand or expected sales volumes to justify the same. However, 95% of the operations will be during the daylight hours with the exception of one Caltrans project that mandates night operations for approximately 15 work shifts.



The approval of this application will allow Foothill Materials, Inc. to work its employees full time producing and selling aggregates to C.B. Asphalt, Inc. to be utilized in the HMA. Most typically, without this opportunity, the Quarry and Crusher personnel struggle to work full 40 hour work weeks.

C.B. Asphalt, Inc. takes our community and our environment very seriously and will continue to offer transparency, clarity and understanding to Calaveras County and its residents in an effort to ensure the approval of this application brings with it only positive attributes lending favor to benefits for us all.

C.B. Asphalt, Inc. and the partner companies mentioned herein, are available at any time to answer questions, provide additional information and discuss concerns with you should you wish to discuss anything in greater detail.

Please find the attached application and subsequent supporting documentation.

This Portable Hot Mixed Asphalt Plant was recently permitted in Siskiyou County, through the Siskiyou County Air Pollution Control District for the same operations.

We have also provided a copy of the 2014 Emission Compliance tests for this specific Hot Plant which we are in fact leasing from Eagle Peak Rock and Paving, Inc. The plant passed all emission compliance tests with ease. The Emission tests were performed by the Avogadro Group, LLC late last year and are not presently rescheduled until November of 2015.

We welcome the opportunity to work in our home community and are pleased to mention that thus far, we have met with nothing but positive feedback and optimism from our considerable Calaveras County employees, friends and affiliates.

Please do not hesitate to contact me at any time.

Thank you and best regards,

A handwritten signature in green ink, appearing to read 'Shawn N. Simmons', is written over the text 'Thank you and best regards,'.

Shawn N. Simmons
Western Division Manager

CC:/ Rogers Joseph O'Donnell: Tyson Arbutnot Esquire
 Foothill Materials Inc. Jerry Middleton
 Ford Construction, Inc. Nick Jones
 The Bross Group Mike Bross



Calaveras County
AIR POLLUTION CONTROL DISTRICT

891 Mountain Ranch Road, San Andreas, CA 95249
(209) 754-6601 FAX (209) 754-6722

Brian S. Moss ♦ Environmental Management Agency Administrator, APCO

APPLICATION FOR AUTHORITY TO CONSTRUCT

(Applications must be type written or printed in ink)

Application Fee: \$348/ \$87 WHR

Please provide all pertinent facility information requested in the attached application checklist. This form must be received and approved by the APCO along with application fees that are to be paid prior to the start of operation. Failure to provide a complete application and submit applicable permit fees may delay or cause denial of a Permit to Operate (PTO). Please notify the District in writing when you are ready to operate so that we may verify that the facility is constructed in accordance with the plans as submitted, and observe the equipment in operation prior issuance of the PTO.

REASON FOR APPLICATION SUBMITTAL:

Build/install new emissions unit/process

Change in existing permit conditions

Emission Reduction Credits

Modify existing permitted unit/process

Nature of modification:

Relocation of equipment

Previous location:

Transfer of ownership

Previous business name:

Other:

Permit to Operate for an existing unit

Change in throughput for an existing permitted unit/process

PERMIT TO BE ISSUED TO: CB Asphalt, INC

MAILING ADDRESS: 6739 CR 423, Palmyra, MO 63461

LOCATION OF FACILITY: 3560 Hogan Dam Rd, Valley Springs, CA

SUMMARY LIST OF PROPOSED EQUIPMENT (attach checklist information):

Asphalt Concrete Hot Plant

CONSTRUCTION SCHEDULE - START: 26 MAY 2015 COMPLETE: 26 NOV 2015

SIGNATURE OF RESPONSIBLE OFFICIAL: [Signature]

DATE: 18 MAY 2015

NAME OF OFFICIAL (please print): Shawn Simmons

TITLE OF OFFICIAL: Western Division Manager

CONTACT PERSON: SHAWN SIMMONS

TELEPHONE NUMBER: (209) 920 - 3595 FAX: (209) 263 - 0123

PERMIT CONDITIONS (also see attachment):

In the absence of specific permit conditions, throughput, fuel, material consumption, capacities and hours of operation described in the permit application will be considered maximum allowable limits. All equipment, including process and pollution abatement equipment, must be properly maintained at all times. The approved PTO does not guarantee that the proposed equipment will comply with the air pollution control regulations.

FOR DISTRICT USE ONLY

PERMIT: Accepted Denied

PERMIT NUMBER: _____

SIGNED: _____ DATE: _____
 Brian Moss, Air Pollution Control Officer



- Name of Business *CB Asphalt ,INC*
- Nature of business *Producing Hot Mix Asphalt(HMA)*
- Contact *Shawn Simmons (209) 747-3595*
- Facility Location *3560 Hogan Dam Rd, Valley Springs, CA*
- Type of use *Owner*
- Facility status *Modified*
- General purpose of facility *Quarry*
- General purpose of each process in facility *See Attachment A*
- Integrated block flow diagram process and control equipment in facility *Attachment A*
- Air pollution emission points *See Attachment B*
- Process and control equipment descriptions and specifications *See Attachment C*
- Scaled and dimensions plot plan of facility *See Attachment D*
- USGS topographical map of site location and surrounding terrain *See Attachment E*
- Estimated construction and completion date **26 MAY 2015 TO 26 NOVEMBER 2015**
- ** • Operating schedule **. SEE BELOW**
- Operating mode *Continuous*
- Materials Used **AGGREGATED, HOT LIQUID ASPHALT**
- Normal operations production *300 ton/hr 3,000 ton/day 50,000 tin/project*
- Maximum design production *300 ton/hr 3,000 ton/day 50,000 ton/project*
- Equipment model number *See Attachment A*
- All exhaust gas outlet temperatures *See Attached Specification Caterpillar Model #32*
- All exhaust gas flow rates *See Attached Specification Caterpillar Model #32*
- Fuel and material storage sites **SEE ATTACHEMENTS**

** **PRIMARY HOURS OF OPERATION; 4:00 AM - 6:00 PM, MONDAY - FRIDAY**
APPROX. 3 WEEK CALTRANS NIGHT SUPPLY: 6:00 PM - 4:00 AM SUNDAY - THURSDAY

*** THIS SCHEDULE IS APPROXIMATE AND MAY REQUIRE SLIGHT DEVIATIONS TO ACCOMODATE CALTRANS OPERATIONS.**

Figure -1 shows the batch mix HMA production process. Raw aggregate normally is stockpiled near the production unit. The bulk aggregate moisture content typically stabilizes between 3 to 5 percent by weight.

Processing begins as the aggregate is hauled from the storage piles and is placed in the appropriate hoppers of the cold feed unit. The material is metered from the hoppers onto a conveyor belt and is transported into a rotary dryer (typically gas- or oil-fired). Dryers are equipped with flights designed to shower the aggregate inside the drum to promote drying efficiency.

As the hot aggregate leaves the dryer, it drops into a bucket elevator and is transferred to a set of vibrating screens, where it is classified into as many as four different grades (sizes) and is dropped into individual "hot" bins according to size. At newer facilities, RAP also may be transferred to a separate heated storage bin. To control aggregate size distribution in the final batch mix, the operator opens various hot bins over a weigh hopper until the desired mix and weight are obtained. Concurrent with the aggregate being weighed, liquid asphalt cement is pumped from a heated storage tank to an asphalt bucket, where it is weighed to achieve the desired aggregate-to-asphalt cement ratio in the final mix.

The aggregate from the weigh hopper is dropped into the mixer (pug mill) and dry-mixed for 6 to 10 seconds. The liquid asphalt is then dropped into the pug mill where it is mixed for an additional period of time. RAP typically is conveyed directly to the pug mill from storage hoppers and combined with the hot aggregate. Total mixing time usually is less than 60 seconds. Then the hot mix is conveyed to a hot storage silo or is dropped directly into a truck.

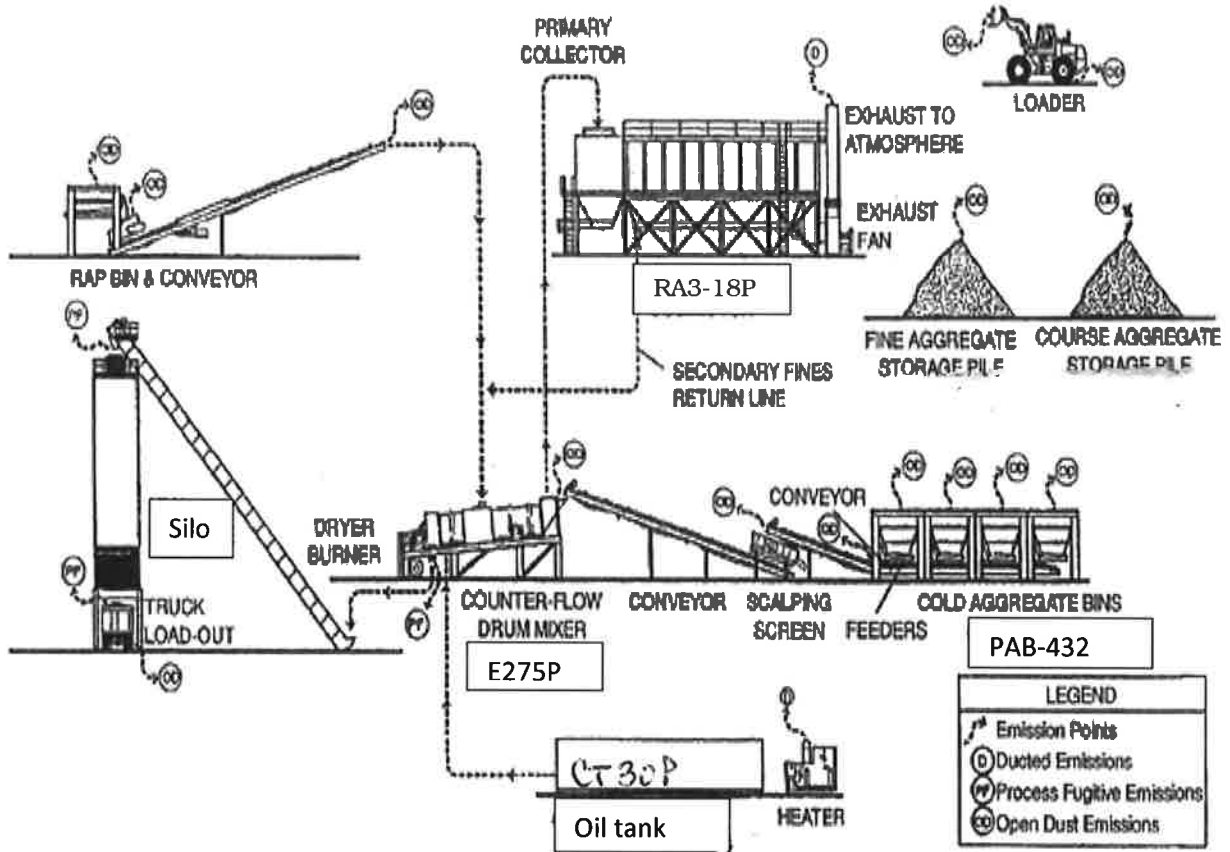
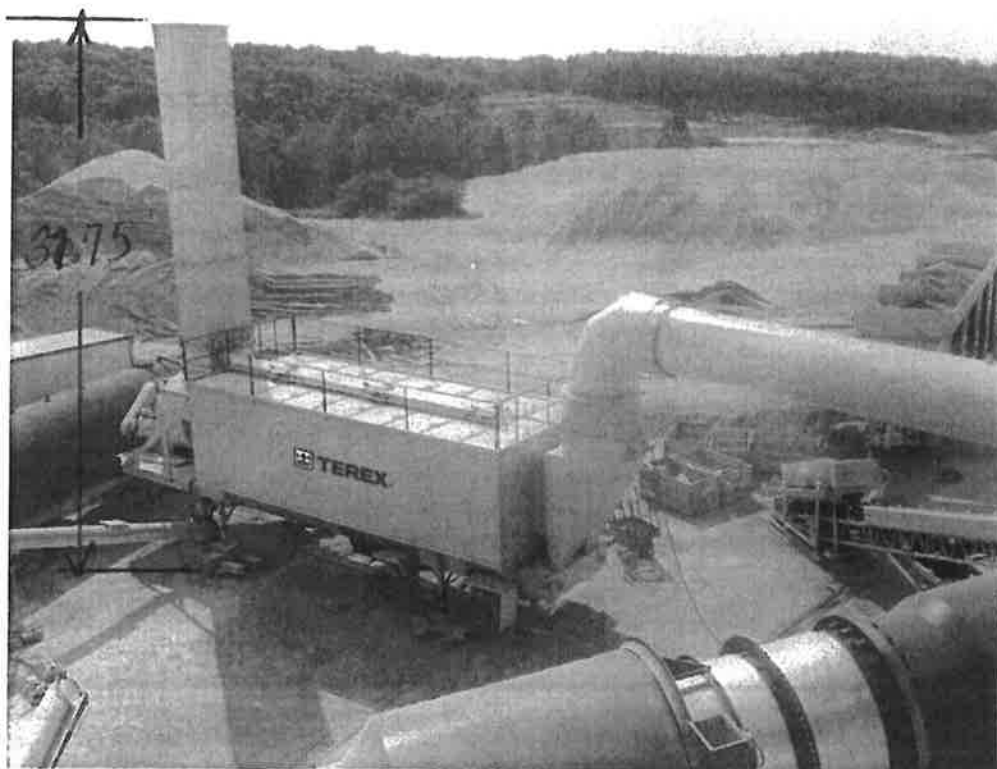


Figure 1

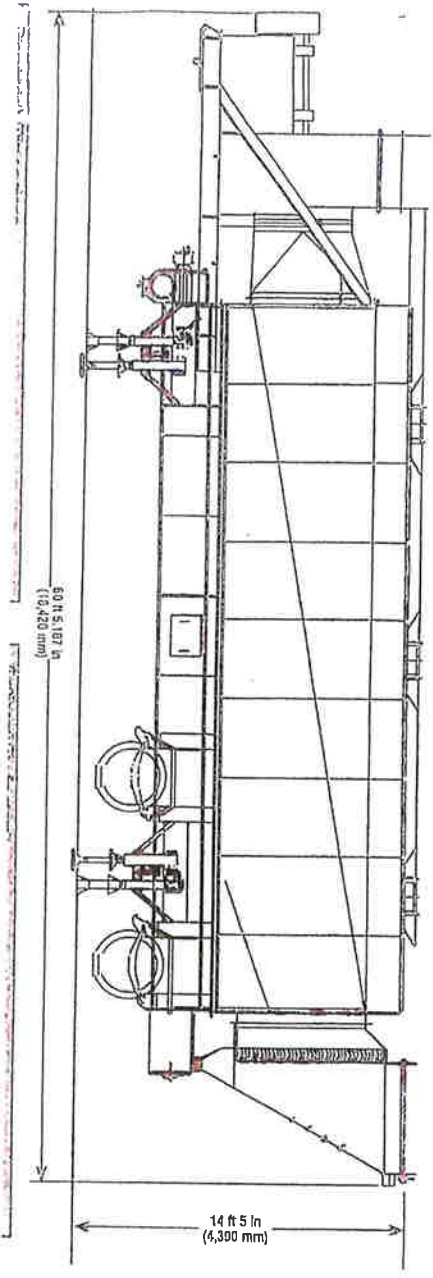
EMISSION POINTS

Release Height - 37.75 feet above grade

Stack Diameter - 14.04 inches at point of release



SECTION OF AIR CONDITIONING UNIT



Equipment List Description

Asphalt Plant

- Cold Feed PAB-432 (Terex)
- Silo
- E275P Port Drum Mixer (Terex)
- RA3-18P Rotoaire Bag House (Terex)
- PEC-3UT Energy Center (Terex)
- CT-30P Asphalt Tank (Terex)
- 910 KW CAT Gen-set C-32 (CAT)
- 60 KW Olympian Stand-by generator XQ60 (Olympian)
- 972G Loader (CAT)



CT20P/CT25P/CT30P/CT35P ASPHALT HEATER/STORAGE SYSTEMS



**CT20P/CT25P/CT30P/CT35P
ASPHALT HEATER/STORAGE SYSTEMS**



Heating System

Hot-oil coil: 45 linear ft (13.72 m) of 2 in (50.8 mm) Schedule 40 pipe with 180 degree LR return elbows per 1,000 gal (3,785.34 L) of storage. Split in two loops to provide optimum heat transfer rate. Located on the bottom, extends the length of tank for even heat distribution.

Automatic temperature control: mounted, piped and wired. Adjustable, indicator-type temperature controller with weatherproof housing. Hot-oil solenoid valve on return side. Wired together with seal-tight connectors.

Thermometer: 2 ½ in (63.5 mm) dial, 50-450°F (10-232.2°C) with 12 in (305 mm) stem mounted in drywell.

Portability

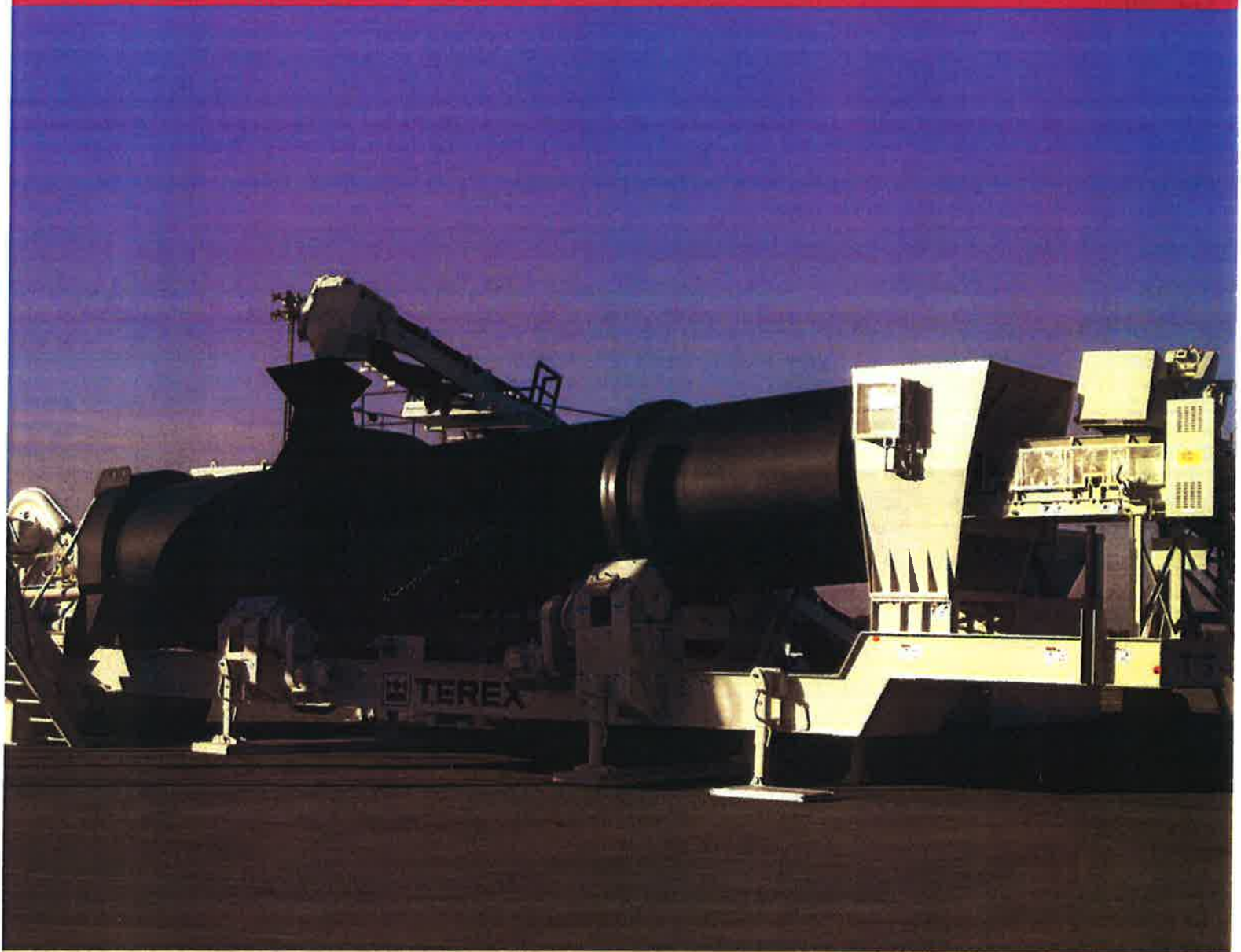
Portable models include a 420 gal (1,589.8 L) internal fuel tank that is integrally designed into the gooseneck. The entire area on top of the gooseneck is available to mount hot-oil heater pumps or other accessories. Dual tandem axle and suspension system with 11:00 x 22.5 in (508 mm) tires, 5th-wheel kingpin, air brake system, mud flaps and DOT lighting system. Special configurations of axle placement are available. Portable models have one pair of landing jacks installed in front frame with one heavy-duty support pad. Ideal for disconnecting trailer from tractor. CT35P has a triple axle and suspension system.

Standard Equipment

Self-store blocking assemblies eliminate the need for screw jacks and timber blocking. Blocking assemblies consist of crank-type landing jacks and steel-beam cribbing. The steel cribbing assembly provides ample stability for storage, parking and set-up. Adjustments to the tank leveling are easily accomplished, even after the plant has been put into operation.



PORTABLE COUNTER-FLOW DRUM MIXER



E225P/E275P
PORTABLE COUNTER-FLOW
DRUM MIXER

- Main frame is constructed of wide-flange structural beams with cross connections for trunnion support and rigidity.
- Trunnion drive powered by four 25 hp (18.64 kW) motors, each through a shaft-mounted reducer with torque arm, positive start sheaves and belts with belt guard.
- Drum rotates on pillow block bearing mounted 18 in (457.2 mm) diameter x 9 in (228.6 mm) wide trunnions. Trunnion shaft extended to one side for mounting of drive. Pivot-type trunnion assembly adjustment allows proper positioning of drum without the use of trunnion flanges.
- Two thrust rollers 12 in (304.8 mm) diameter x 2.5 in (63.5 mm) thick are bolted to reinforced main frame cross members to check longitudinal travel of drum.
- 1/4 in (6.35 mm) exhaust air housing assembly and 3/16 in (4.76 mm) outlet duct are constructed of 3/16 in (4.76 mm) steel plate.
- Complete portability includes triaxle assembly, tires, wheels, air brakes, lights, mud flaps and 5th wheel towing kingpin.
- Duct work is self-contained for quick set-up and ease of transportation.

STANDARD EQUIPMENT

REVERSIBLE SLINGER FEEDER

Aggregate is introduced "live" into the drum by a 24 in (609.6 mm) wide slinger conveyor driven by a 5 hp (3.73 kW) motor. Slinger is manually indexed. Conveyor assembly includes heat-resistant belting with recessed splice.

- Screw-type-belt take-ups on tail pulley shaft; 20° toughing idlers; loading hopper and head pulley with recessed flange bearings for heat resistance. The slinger is manually indexed for calibration of the virgin aggregate scale.

FINES RETURN AUGER

Collected baghouse particles are returned to the mixing chamber 10 in (254 mm) diameter screw conveyor powered by a 10 hp (7.46 kW) motor. Liquid asphalt pipe enters through the discharge housing.

SIDE ENTRY RECYCLE INLET

Inlet chute assembly and outer collar assembly are mounted to the main frame. Widow entry ports installed in the shell, complete with proportioning flights to direct reclaimed material into the drum at a point downstream of the burner.

STARJET "HAUCK" BURNER SJ-360 (E225P) SJ-520 (E275P)

Provides high-efficiency combustion for maximum BTU availability for heat transfer. The high-pressure turbo produces more induced primary air, thus creating maximum heat release with minimum secondary air requirement. A skid-mounted pump is furnished for fuel oil supply.

AUTOMATIC BURNER CONTROL

Performs all operational functions and sequential checks before firing through automatic production cycles and subsequent shutdown with a minimum of operator intervention. A unique two-stage control system allows automatic burner proportioning for the utmost accuracy. Both mix temperature and exhaust temperature are monitored and provide necessary input for proper positioning of the burner control motor.

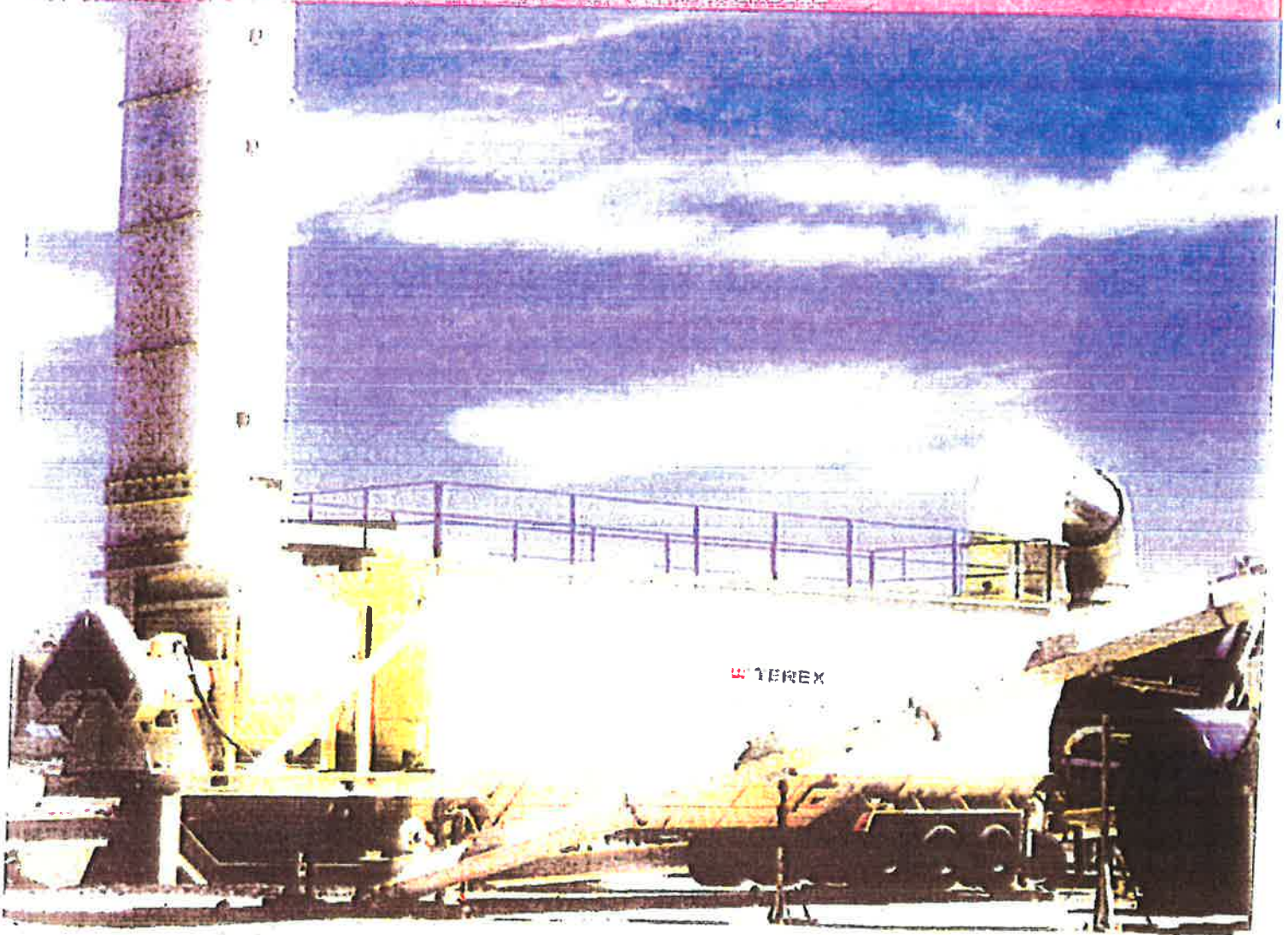
AUTOMATIC ASPHALT PROPORTIONING

Provided by a 2 in (.05 m) Viking pump A/C variable frequency drive, strainer and secondary pump with pick up to meter asphalt cement supply to the drum mixer. Calibration valve, sample valve and positive flow switch are included.



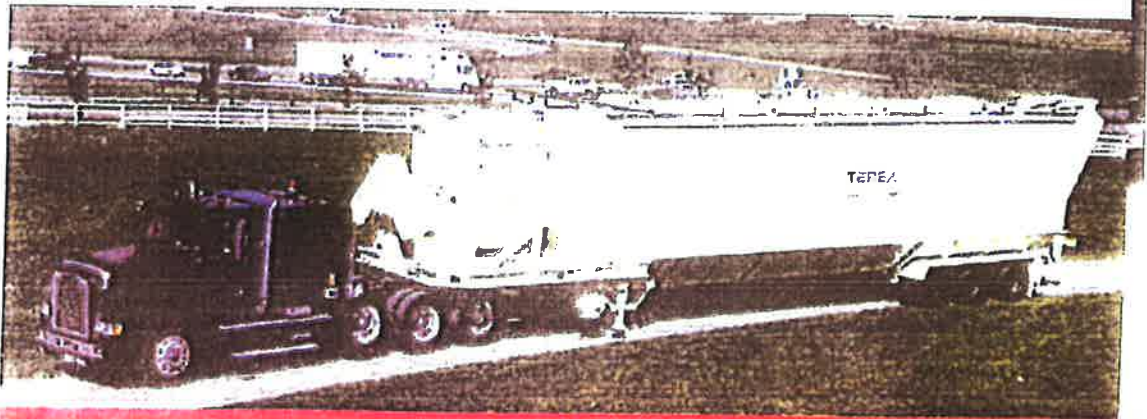
 **TEREX®**

HAZARDOUS WASTE HANDLING ROYALTY® PORTABLE BATHHOUSE



RA218P/RA318P/ RA418P ROTO-AIRE™ PORTABLE BAGHOUSE

(Right) The abrupt directional change within the inertial separator captures the heavier particles in the exhaust stream. Fast set-up with onboard hydraulic system.



(Right) Integral to the structure is a kingpin for fifth-wheel towing and best transport underclearance in the industry.

Features

- The unique ROTO-AIRE™ cleansing system eliminates the problems and operating expense inherent with jet-pulse cleaning without the disadvantage of the complex damper systems and blowers associated with old-style differential pressure systems
- Roto-Step differential pressure cleaning significantly extends bag life
- 2-pocket steel-wire galvanized cage
- Operating costs lowered by elimination of air compressor and diaphragm valves
- Easy-access top bag removal
- Cloth area range up to 15,451 @ 1008 bags or 19,987 @ 1008 (+2 ft) bags
- Over-temperature shutdown system
- Automatic roto-step operating control to maintain high filtration efficiency
- Production levels from 93 to 435 lph (120 to 562 (+2 ft) mtpH)

- The ROTO-AIRE™ baghouse provides fabric filter emission control of the highest quality and is easily capable of conforming to particulate emission requirements of the United States Environmental Protection Agency standards for hot-mix asphalt plants

Baghouse Structure

Welded construction. Integral to the structure is a kingpin for fifth-wheel towing and pneumatic-tired running gear with air control brakes. Upper "house" section contains roto-step cleaning module, tube sheets, air channels, bag access doors, handrails, kickplates, ladder, clean gas outlet plenum and dirty gas inlet with diffuser.

Lower "hopper" section includes hopper with two 16 in (406.4 mm) dust-collection screw conveyors, each driven by an electric motor (kW/hp varies by unit), gathering cross screw (center outlet) with 5 hp (4 kW) electric motor drive.

Portable	Retractable
RA2 16 in (406.4 mm)	RA2 12 in (304.8 mm)
RA3 16 in (406.4 mm)	RA3 12 in (304.8 mm)
RA4 18 in (457.2 mm)	RA4 16 in (406.4 mm)

Collector

Cloth area range

3,311 ft² to 15,451 ft² (4,293 m² to 19,987 m²)

Air volume range

14,899 ft³/min to 69,528 ft³/min. (19,273 m³/min to 89,940 m³/min).

Bags and Cages

100% Aramid fiber. These unique bags enable the installation of more cloth in a given house size so portable units are significantly smaller and lighter than pulse-cleaned designs with the same cloth area. Top bag is easily removed through quick access doors.

Roto-Step Cleaning Unit

Two, three or four 19-station step rotation units with .50 hp (.37 kW) drive gear motor, proximity switch to stop rotor at park position and adjustable gate for smooth return of cleaned bags to online service.



Isolation Damper

Over-temperature shut-down system includes isolation damper and two thermocouples located for inlet/outlet temperature sensing. Sensors activate damper closing and automatically shut off exhaust fan.

Inertial Separator

Inertial separators function well by using a very simple principle, i.e., "abrupt directional change." The exhaust gas and the lightweight fine dust particles do not carry the same "inertia" as do heavy larger dust particles. Therefore, the air and fine dust can change direction very abruptly and manage to get through the deflector grid. The heavier particles, however, cannot make the abrupt turn and their weight and velocity forces them to continue on a straight line path, allowing them to be captured.

The inertial collector also acts as an air classifier, separating the larger coarse material from the fine material, allowing either or both materials to be metered and returned to the mixer by removing approximately 62 to 75 percent of the heavier particles from the air stream prior to baghouse entry, the fabric filter (bag) wear and dust loading cake on the bags is greatly reduced. It is the coarse and heavier particles that are the most abrasive.

Heat Exchanger

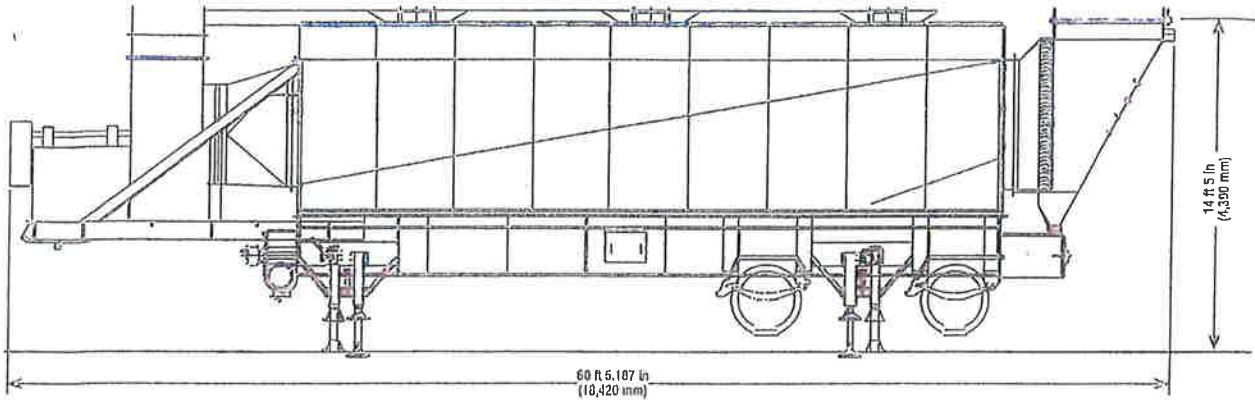
Terex Roadbuilding ROTO-AIRE™ baghouses utilize pre-heated exhaust gas to depressurize the bag plenums for cleaning instead of using cold outside ambient air injection typical of compressed-air pulse systems and reverse air purge systems. Injection of cold outside air can result in condensation on the internal walls and tube sheet, leading to premature rust and deterioration as well as forming a moist dust cake on the bags, thereby sealing the bags and reducing air flow.

A further advantage of using preheated air occurs during stack gas testing for SO_x , NO_x , CO, CO_2 , and VOCs. When testing pulse-jet or reverse air bag-cleaning systems for chemical emissions, it is very difficult to achieve accurate readings unless the cleaning systems are turned off during the testing. The injection of cold 20.9 percent oxygen dilution air into the reduced oxygen air stream (9 to 12 percent oxygen content) can dramatically alter stack gas readings. ROTO-AIRE™ baghouses can use the air bag cleaning system during testing, since the gas stream is at baghouse temperature and contains gases which are identical in content to the stack gases being monitored.

Fan Drive

- Variable-frequency drive for exhaust fan eliminates damper
- Lower electrical power consumption
- More efficient exhaust air flow

RAVENS/RA318P/RA418P ROYAL AIR™ PORTABLE BAGHOUSE



Tractor Dimensions

Model	Length	Height	Width	Weight
RA218P	41 ft (12,500 mm)	14 ft 5 in (4,390 mm)	11 ft 10.75 in (3,630 mm)	43,340 lb (19,658 kg)
RA318P	50 ft 4 in (15,340 mm)	14 ft 5 in (4,390 mm)	11 ft 10.75 in (3,630 mm)	56,260 lb (25,519 kg)
RA418P	60 ft 5.187 in (18,420 mm)	14 ft 5 in (4,390 mm)	11 ft 10.75 in (3,630 mm)	63,860 lb (29,966 kg)

Optional Equipment

- 1 in (25.4 mm) high-density insulation with thick coverskin
- Pneumatic dust return system
- Screw conveyor dust return system
- Pre-collector for coarse particle removal
- Self-contained hydraulic erection system
- Variable frequency fan drives

Air Flow @ 4.5m AYG

RA218P	up to 40,824 ACFM
RA318P	up to 61,236 ACFM
RA418P	up to 81,648 ACFM

Part Numbers

RA218P	E225P
RA318P	E3 300P, E300P
RA418P	E3 400P, E3 500P, E400P, E500P

*Each bag has a 18.0 ft² (1.67 m²) filter area bag. Materials and specifications subject to change without notice.

Important Note: All electrical specifications used herein refer to U.S. standards of voltage and frequency. Any electrical equipment that is factory-installed will be compatible with power availability requirements of any customer's country.

Maximum Bags

RA218P	504*
RA318P	756*
RA418P	1,008*

Maximum Available Clean Area

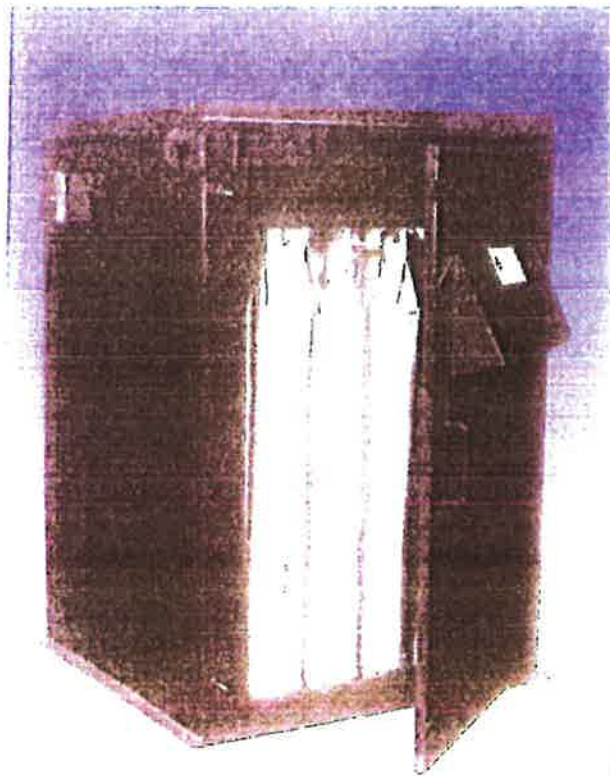
RA218P	9,072 ft ² (842.79 m ²)
RA318P	13,608 ft ² (1,264.19 m ²)
RA418P	18,144 ft ² (1,685.63 m ²)

Effective Date: October 2009. Product specifications and prices are subject to change without notice or obligation. The photographs and/or drawings in this document are for illustrative purposes only. Refer to the appropriate Operator's Manual for instructions on the proper use of this equipment. Failure to follow the appropriate Operator's Manual when using our equipment or to otherwise act irresponsibly may result in serious injury or death. The only warranty applicable to our equipment is the standard written warranty applicable to the particular product and sale and Terex makes no other warranty, express or implied. Products and services listed may be trademarks, service marks or trade names of Terex Corporation and/or its subsidiaries in the USA and other countries. All rights are reserved. Terex is a registered trademark of Terex Corporation in the USA and many other countries. Copyright 2009 Terex Corporation.

Terex Roadbuilding
 P.O. Box 1985, Oklahoma City, OK 73101
 (405) 787.6020 1-888-TEREXRB
 www.terexrb.com



Silo Filter Vents



Silo Filter Vents are used to vent silos into which material is conveyed. As the material fills the silo, it displaces air which must be vented without loss of product. Product collected on the filter bags is returned to the silo by shaking the bags after filling has completed. Silo Filter Vents are available in two series: Natural Vented, where a low positive silo pressure is acceptable, and Blower Assisted, where a negative silo pressure is desirable. A Continuous Duty Vent (72 CS) is also available to provide continuous filtration through two individual compartments, one in the collecting mode while the other is being cleaned. All electric, no air supply is required.

OPERATION

NATURAL VENTS (IS & KS Models)

Displaced air from the silo filling operation is filtered through the bags. After each truck is unloaded the bags must be cleaned. To clean the bags, shake them for approximately 60 seconds. (Mini-C10 control is optional)

BLOWER ASSISTED VENTS (IS & IS Models)

Displaced air from the silo filling operation is filtered through the bags, while being assisted by a blower. After each truck is unloaded the bags must be cleaned. To clean the bags, turn the blower off and shake them for approximately 60 seconds. (Mini-C8 control is optional)

CONTINUOUS DUTY VENT (72 CS)

The baghouse is split into two 36 bag compartments so that one is in use at all times. A timer switches the diverter valve to the opposite side once every hour. The timer can be adjusted to switch sides more frequently if necessary. Each time the damper position is switched, the compartment taken off line is shaken for 60 seconds. (C6G2E control is included)

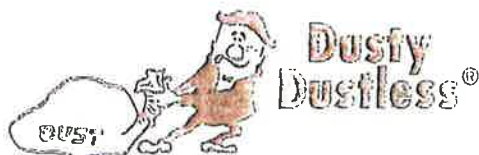
Controls (Optional)

Mini C-8

Includes solid state one minute timer with automatic stop, terminal blocks, indicator light, and fuse for manual control of blower and activation of cycle (cleaning cycle actuates after blower shuts down), in a NEMA 4 enclosure [115VAC /1/60]. Motor starters not included. Shipped loose for field installation.

Mini C-10

Includes solid state one minute timer with automatic stop, terminal blocks indicator light, fuse and push button control to activate cleaning cycle, in a NEMA 4 enclosure [115VAC/1/60]. Motor starters not included. Shipped loose for field installation.



GRIFFIN FILTERS

106 METROPOLITAN PARK DRIVE ♦ LIVERPOOL, NY 13088, USA
Tel: (315) 451-5300 ♦ Fax: (315) 451-2338

SILO FILTER VENT UNITS

Model No	No of Bags	Bag Length (in.)	Cloth Area (sq. ft.)	Shaker Motor		Blower		Optional Control Panel NEMA 4	Wt. (lbs)
				HP	Rating	Motor HP*	CFM @ 6" WC		
54-IS	54	38 1/2	188	1/4 HP	1200, 230-460/3/60			C10	550
54-KS	54	79	375	1/4 HP	1200, 230-460/3/60			C10	980
36-JS	36	38 1/2	125	1/6 HP	1800, 115/1/60	2	920	C8	585
36-LS	36	79	250	1/6 HP	1200, 115/1/60	5	1280	C8	845
72-JS	72	38 1/2	250	1/4 HP	1200, 230-460/3/60	5	1280	C8	1000
72-LS	72	79	500	1/4 HP	1200, 230-460/3/60	5	1810	C8	1600
72 CS	72	79	500	1/6 HP (2)	1200, 115/1/60	5	1280	included	1410

	Width	Depth	Overall Height
36-IS	37	37	51
36-KS	37	37	91
36-JS	37	37	65
36-LS	37	37	110
54-IS	57	37	51
54-KS	57	37	91
54-JS	57	37	70
54-LS	57	37	110
72-IS	74	37	51
72-KS	74	37	91
72-JS	74	37	70
72-LS	74	37	110
72 CS	70	34	110

Automatic Overfill Control System

The Griffin Overfill Control System, consisting of a closing valve, limit switch and control panel, completely automates silo filling and venting while preventing overfill and resulting damage. It is designed to operate on any pneumatic silo filling system with any number of fill pipes. If the high bin signal is clear when the trucker connects his hose to the fill pipe, the butterfly valve will open and the silo will accept material. When the high bin indicator is activated, an alarm will sound telling the trucker to stop his unloading operation. In 90 seconds the butterfly valve will close, sealing off the fill pipe and making it impossible for the trucker to continue pumping in material. The bags in the dust collection system will then automatically shake clean.

Companion Flange

Companion Flange	1 1/2" tall
Slanted Roof Adapter	6" short side
(18 degree slope)	16" tall side
Box Roof Adapter	6" tall

OCS Model	Fill Size (in.)	Pipe Qty. (sq. ft.)	Silo Compartments	Closings Valve
OCS421	4	2	1	2
OCS521	5	2	1	2

Note: A bin level indicator is required to activate this control system. Pressure safety valve and alarm bell are optional

Slanted Roof Adapter

Box Roof Adapter

DESCRIPTION	PART NO
BIN LEVEL INDICATOR	950-KA301-KB1
PRESSURE SAFETY VALVE	800-PSV
ALARM BELL	900-340-4N5



GRIFIN FILTERS

106 METROPOLITAN PARK DRIVE ♦ LIVERPOOL, NY 13088, USA
Tel: (315) 451-5300 ♦ Fax: (315) 451-2338

CATERPILLAR MODEL #C32

EQUIPMENT DESCRIPTION:

Manufacturing Specification sheets (attach if any)

- Manufacture: Caterpillar
- Model #: C32
- Serial #: SYC00933
- Family name: 6CPXL32.0ESK
- Horsepower (hp): 1372 bhp
- Btu/hour: .335
- Fuel consumption gals/hr: 65.7
- Year engine was manufactured: 2006
- Fuel Type: Diesel

PRODUCTION INFORMATION:

¹

Data needed for back up generators only

- Maximum production output (kw-hrs): _____
- Average production output (kw-hrs): _____
- Estimated hours of operation per day: _____
- Estimated days of operation per year: _____
- Maximum hours needed for testing (Yearly): _____
- Best hours needed for maintenance : _____

PORTABLE REGISTRATION INFORMATION:

Attach all state registration information if applicable.

- Registration Number: 143161

CRITERIA EMISSION DATA:

- CO (lbs/hr @ 50% and 100% power): 1.2
- NOx (lbs/hr @ 50% and 100% power): 4.03
- SOx (lbs/hr @ 50% and 100% power):
- PM₁₀ (lbs/hr @ 50% and 100% power): .097
- Lead (lbs/hr @ 50% and 100% power):

GEN SET PACKAGE PERFORMANCE DATA
[SYC00933]

MARCH 21, 2008

(SYC00933)-ENGINE (G5C00634)-GENERATOR (SXC01055)-
 GENSET

For Help Desk Phone Numbers [Click here](#)

Performance Number: DM7714

Change Level:

Sales Model: C32 DITA	Combustion: DI	Aspr: TA
Engine Power: 1000 W/F EKW 1042 W/O F EKW 1,502 HP	Speed: 1,800 RPM	After Cooler: ATAAC
Manifold Type: DRY	Governor Type: ELEC	After Cooler Temp(F): 120
Turbo Quantity: 2	Engine App: GP	Turbo Arrangement:
Hertz: 60	Engine Rating: PGS	Strategy:
Rating Type: STANDBY	Certification: EPA TIER-2 2006 - ----	

General Performance Data 1

GEN W/F EKW	PERCENT LOAD	ENGINE POWER BHP	ENGINE BMEP PSI	FUEL RATE LB/BHP-HR	FUEL RATE GPH	INTAKE MFLD TEMP DEG F	INTAKE MFLD P IN-HG	INTAKE AIR FLOW CFM	EXH MFLD TEMP DEG F	EXH STACK TEMP DEG F	EXH GAS FLOW CFM
1,000.0	100	1502	337	0.346	74.3	123.4	69.2	2,998.2	1,288.8	964.9	8,387.2
900.0	90	1358	305	0.342	66.4	110.7	61.2	2,789.9	1,218.7	923.4	7,560.9
800.0	80	1215	273	0.350	60.8	106.0	57.6	2,705.1	1,177.2	891.3	7,158.3
750.0	75	1145	257	0.355	58.0	103.6	55.8	2,662.7	1,156.6	875.8	6,957.0
700.0	70	1074	241	0.356	54.7	100.0	52.2	2,560.3	1,133.6	860.4	6,618.0
600.0	60	933	210	0.355	47.4	91.2	42.9	2,284.9	1,077.6	829.8	5,784.5
500.0	50	793	178	0.354	40.1	82.6	33.5	2,012.9	1,011.2	799.3	4,954.7
400.0	40	658	148	0.354	33.3	75.6	24.9	1,751.6	935.8	759.2	4,163.6
300.0	30	519	117	0.359	26.6	70.3	17.0	1,504.4	843.6	698.5	3,397.3
250.0	25	449	101	0.363	23.3	68.4	13.3	1,384.3	790.9	661.5	3,019.4
200.0	20	378	85	0.371	20.0	66.7	9.8	1,264.3	733.5	619.7	2,648.6
100.0	10	233	52	0.414	13.8	64.2	5.2	1,126.5	597.2	502.5	2,076.5

General Performance Data 2

GEN W/F EKW	PERCENT LOAD	ENGINE POWER BHP	COMPRESS OUT PRESS KPA	COMPRESS OUT TEMP DEG F
1,000.0	100	1502	251	416.8
900.0	90	1358	223	379.2
800.0	80	1215	210	363.4
750.0	75	1145	204	355.5
700.0	70	1074	191	340.5
600.0	60	933	158	301.6
500.0	50	793	125	262.9
400.0	40	658	94	225.7
300.0	30	519	66	188.4
250.0	25	449	52	169.7

EMISSIONS DATA

EPA TIER-2 2006 - ---- ***** B5
 Gaseous emissions data measurements are consistent with those described in
 EPA 40 CFR PART 89 SUBPART D and ISO 8178 for measuring HC, CO, PM, and NOx

Gaseous emissions values are WEIGHTED CYCLE AVERAGES and are in compliance
 with the following non-road regulations:

LOCALITY	AGENCY/LEVEL	MAX LIMITS - g/kW-hr		
U.S. (incl Calif)	EPA/TIER-2	CO:3.5	NOx + HC:6.4	PM:0.2

EXHAUST STACK DIAMETER	--
WET EXHAUST MASS	13,789.9 LB/HR
WET EXHAUST FLOW (964.40 F STACK TEMP)	8,390.77 CFM
WET EXHAUST FLOW RATE (32 DEG F AND 29.98 IN HG)	2,840.00 STD CFM
DRY EXHAUST FLOW RATE (32 DEG F AND 29.98 IN HG)	2,601.63 STD CFM
FUEL FLOW RATE	74 GAL/HR

RATED SPEED "Not to exceed data"

GEN PWR EKW	PERCENT LOAD	ENGINE POWER BHP	TOTAL NOX (AS NO2) LB/HR	TOTAL CO LB/HR	TOTAL HC LB/HR	PART MATTER LB/HR	OXYGEN IN EXHAUST PERCENT
1,000.0	100	1502	19.3300	1.1800	.0800	.1500	9.2000
750.0	75	1145	11.6600	.6400	.1900	.1100	10.8000
500.0	50	793	7.2700	1.2300	.2200	.1800	11.7000
250.0	25	449	4.9500	1.8500	.1900	.2400	13.2000
100.0	10	233	3.1600	2.8000	.3400	.2000	15.3000

RATED SPEED "Nominal Data"

GEN PWR EKW	PERCENT LOAD	ENGINE POWER BHP	TOTAL NOX (AS NO2) LB/HR	TOTAL CO LB/HR	TOTAL HC LB/HR	TOTAL CO2 LB/HR	PART MATTER LB/HR	OXYGEN IN EXHAUST PERCENT
1,000.0	100	1502	15.9700	.6300	.0400	1,675.8	.0700	9.2000
750.0	75	1145	9.6400	.3400	.1000	1,299.5	.0600	10.8000
500.0	50	793	6.0100	.6600	.1200	890.2	.0900	11.7000
250.0	25	449	4.0900	.9900	.1000	511.4	.1200	13.2000
100.0	10	233	2.6100	1.5000	.1800	301.2	.1000	15.3000

Altitude Capability Data(Corrected Power Altitude Capability)

Ambient Operating Temp. Altitude	50 F	68 F	86 F	104 F	122 F	NORMAL
0 F	1,502 hp	1,502 hp	1,502 hp	1,502 hp	1,502 hp	1,502 hp
984 F	1,502 hp	1,502 hp	1,502 hp	1,502 hp	1,502 hp	1,502 hp
1,640 F	1,502 hp	1,502 hp	1,502 hp	1,502 hp	1,502 hp	1,502 hp
3,281 F	1,502 hp	1,502 hp	1,502 hp	1,498 hp	1,451 hp	1,502 hp
4,921 F	1,502 hp	1,502 hp	1,455 hp	1,409 hp	1,365 hp	1,502 hp
6,562 F	1,466 hp	1,415 hp	1,368 hp	1,325 hp	1,283 hp	1,428 hp
8,202 F	1,376 hp	1,329 hp	1,286 hp	1,244 hp	1,206 hp	1,357 hp
9,843 F	1,293 hp	1,248 hp	1,207 hp	1,168 hp	1,132 hp	1,287 hp
11,483 F	1,212 hp	1,171 hp	1,132 hp	1,096 hp	1,062 hp	1,222 hp
13,123 F	1,136 hp	1,097 hp	1,061 hp	1,027 hp	995 hp	1,159 hp
14,764 F	1,065 hp	1,027 hp	994 hp	962 hp	932 hp	1,098 hp

The powers listed above and all the Powers displayed are Corrected Powers

Identification Reference and Notes

Engine Arrangement:	2537557	Lube Oil Press @ Rated Spd(PSI):	58.6
Effective Serial No:	SYC00001	Piston Speed @ Rated Eng SPD (FT/Min):	1,785.4
Primary Engine Test Spec:	0K6255	Max Operating Altitude(FT):	4,921.3
Performance Parm Ref:	TM5739	PEEC Elect Control Module Ref	
Performance Data Ref:	DM7714	PEEC Personality Cont Mod Ref	
Aux Coolant Pump Perf Ref:			
Cooling System Perf Ref:		Turbocharger Model	GTA5518BS
Certification Ref:	EPA TIER 2	Fuel Injector	
Certification Year:	2006	Timing-Static (DEG):	--
Compression Ratio:	15.0	Timing-Static Advance (DEG):	--
Combustion System:	DI	Timing-Static (MM):	--
Aftercooler Temperature (F):	120	Unit Injector Timing (MM):	--
Crankcase Blowby Rate(CFH):	--	Torque Rise (percent)	--
Fuel Rate (Rated RPM) No Load (Gal/HR):	--	Peak Torque Speed RPM	--
Lube Oil Press @ Low Idle Spd(PSI):	37.4	Peak Torque (LB/FT):	--

Engine Model

U-R-001-0293

Manufacturer: CATERPILLAR INC.
 Engine category: Nonroad Over 50 Hp
 EPA Engine Family: 6CPXL32.0ESK
 Mfr Family Name: NA
 Process Code: New Submission

1.Engine Code	2.Engine Model	3.BHP@RPM (SAE Gross)	4.Fuel Rate: mm/stroke @ peak HP (for diesel only)	5.Fuel Rate: (lbs/hr) @ peak HP (for diesels only)	6.Torque @ RPM (SEA Gross)	7.Fuel Rate: mm/stroke@peak torque	8.Fuel Rate: (lbs/hr)@peak torque	9.Emission Control Device Per SAE J1930
1	C32	1505@2100	376	530.8	4422@1400	418	393.4	EM,DI,TC,ECM,CAC
2	C32	1505@2100	376	530.8	4422@1400	418	393.4	EM,DI,TC,ECM,CAC
3	C32	1330@1500	469	473.0	NA	NA	NA	EM, DI, TC, ECM
5	C32	1502@1800	418	506.3	NA	NA	NA	EM, DI, TC, ECM
6	C32	1357@1800	374	453.1	NA	NA	NA	EM, DI, TC, ECM
8	C32	1357@1800	374	453.1	NA	NA	NA	EM, DI, TC, ECM
9	C32	1508@1800	418	506.3	NA	NA	NA	EM, DI, TC, ECM, ↓

Engine Model Summary Form

Manufacturer: **CATERPILLAR INC.**

Engine category: **Nonroad Over 50 Hp**

EPA Engine Family: **6CPXL32.0ESK**

Mfr Family Name:

Process Code: **Running Change - 1**

1.Engine Code	2.Engine Model	3.BHP@RPM (SAE Gross)	4.Fuel Rate: mm/stroke @ peak HP (for diesel only)	5.Fuel Rate: (lbs/hr) @ peak HP (for diesels only)	6.Torque @ RPM (SEA Gross)	7.Fuel Rate: mm/stroke@peak torque	8.Fuel Rate: (lbs/hr)@peak torque	9.Emission Control Device Per SAE J1930
2		1500@2100						
9		1502@1800						
10		1016@1750	294	345.9	3635@1300	349	305.4	EM, DI, TC, ECM,
11	C32	1257@1800	356	431.2	NA	NA	NA	EM, DI, TC, ECM,
12	C32	1126@1800	324	392.1	NA	NA	NA	EM, DI, TC, ECM,
13	C32	970@1750	277	325.8	3461@1300	335	292.9	EM, DI, TC, ECM,
14	C32	951@1800	266	322.7	3205@1400	298	280.3	EM, DI, TC, ECM,
15	C32	951@2100	238	336.9	3205@1400	298	280.3	EM, DI, TC, ECM,
16	C32	1125@1800	319	386.1	3792@1400	365	344.1	EM, DI, TC, ECM,
17	C32	1125@2100	279	393.6	3792@1400	365	344.1	EM, DI, TC, ECM,
18	C32	1200@1800	336	407.3	4045@1400	390	367.2	EM, DI, TC, ECM,
19	C32	1200@2100	301	425.9	4045@1400	390	367.2	EM, DI, TC, ECM,
20	C32	1350@1800	384	464.7	4552@1400	438	412.4	EM, DI, TC, ECM,
21	C32	1350@2100	340	480.6	4552@1400	438	412.4	EM, DI, TC, ECM,

Engine Model Summary Form

Manufacturer: **CATERPILLAR INC.**
 Engine category: **Nonroad Over 50 Hp**
 EPA Engine Family: **6CPXL32.0ESK - 3**
 Mfr Family Name:
 Process Code: **Running Change**

1.Engine Code	2.Engine Model	3.BHP@RPM (SAE Gross)	4.Fuel Rate: mm/stroke @ peak HP (for diesel only)	5.Fuel Rate: (lbs/hr) @ peak HP (for diesels only)	6.Torque @ RPM (SEA Gross)	7.Fuel Rate: mm/stroke@peak torque	8.Fuel Rate: (lbs/hr)@peak torque	9.Emission Control Device Per SAE J1930
24	C32	1502@1800	418	506.3	NA	NA	NA	EM, DI, TC, ECM,
25	C32	1330@1500	469	473.0	NA	NA	NA	EM, DI, TC, ECM,
26	C32	1502@1800	418	506.3	NA	NA	NA	EM, DI, TC, ECM,
27	C32	1330@1500	469	473.0	NA	NA	NA	EM, DI, TC, ECM,
28	C32	1257@1800	356	431.2	NA	NA	NA	EM, DI, TC, ECM,
29	C32	1110@1500	408	412.2	NA	NA	NA	EM, DI, TC, ECM,

Engine Model Summary Form

Manufacturer: **CATERPILLAR INC.**

Engine category: **Nonroad Over 50 Hp**

EPA Engine Family: **6CPXL32.0ESK**

Mfr Family Name:

Process Code: **Running Change - 4**

1.Engine Code	2.Engine Model	3.BHP@RPM (SAE Gross)	4.Fuel Rate: mm/stroke @ peak HP (for diesel only)	5.Fuel Rate: (lb/hr) @ peak HP (for diesels only)	6.Torque @ RPM (SEA Gross)	7.Fuel Rate: mm/stroke@peak torque	8.Fuel Rate: (lbs/hr)@peak torque	9.Emission Control Device Per SAE J1930
30	C32	923@1800	257	311.4	3554@1300	345	302.0	EM, DI, TC, ECM,
31	C32	800@2100	207	292.9	2447@1350	239	217.1	EM, DI, TC, ECM,



MANUFACTURER'S PERFORMANCE DATA

MODEL: C32
 DATA REF NO.: DM9046-00
 GENSET RATING (W/F FAN): 910.0 EKW PRIME 60 HERTZ @ 1800 RPM
 CERTIFICATION YEAR: 2007 CERT AGENCY: CARB/EPA

GENERAL PERFORMANCE DATA

GEN W/F EKW	ENG PWR BHP	FUEL RATE LB/BHP-HR	FUEL RATE GPH	EXHAUST STACK TEMP DEG F	EXHAUST GAS FLOW CFM	O2 (DRY) IN EXH (VOL) %	H2O IN EXH (VOL) %
910.0	1372	0.335	65.7	793.2	7599.7	11.10	8.38

EMISSIONS DATA

Gaseous emissions data measurements are consistent with those described in EPA 40 CFR PART 89 SUBPART D and ISO 8178 for measuring HC, CO, PM, and NOx.

Gaseous emissions values are WEIGHTED CYCLE AVERAGES and are in compliance with the following non-road regulations:

EPA and CARB Tier 2

	MAX Limit - GM/HP-HR	
CO	NOX + HC	PM
2.6	4.8	0.15

EPA ENGINE FAMILY NAME: 7CPXL32.0ESK
 CARB EXECUTIVE ORDER NO.: U-R-001-0314

"D2 CYCLE CERT LIMITS" for the engine family are:

	GM/HP-HR	
CO	NOX + HC	PM
1.2	4.03	0.097

CORRECTION FACTORS

FOR CALIFORNIA LOW SULFUR FUEL

NOX = (0.87)

PARTICULATE MATTER = (0.90)

CALCULATION OF SOX

SOX = (0.05 % FUEL SULFUR BY WEIGHT/100) (FUEL RATE/HR) (1.9981)

EMISSIONS DATA [SYC00933]

MARCH 21, 2008

(SYC00933)-ENGINE (G5C00634)-GENERATOR (SXC01055)-
GENSET

For Help Desk Phone Numbers [Click here](#)

Engine Emissions Data							
Emissions Definitions							
Serial Number	SYC00933						
Engine Arrangement Number	2537557						
As - Shipped Certification	EPA / CARB @ Constant Speed						
Labeled Model Year	2006						
Family Code	6CPXL32.0ESK						
Family Certification	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="padding: 2px;">EPA</td> <td style="width: 40px;"></td> <td style="width: 40px;"></td> </tr> <tr> <td style="padding: 2px;">Tier 2</td> <td></td> <td></td> </tr> </table>	EPA			Tier 2		
EPA							
Tier 2							
Spec Number	OK6255						
Has Engine Been Rerated?	No						
Interlock Code Actual Progression	No Interlock Code Progression						
As - Shipped Interlock Code	No Interlock Code						
As - Shipped Flash File	3031612						
As - Shipped Flash File CRB	3170632						
As - Shipped CORR FL Power at RPM	No Power Available at 1800 rpms						
Build Date	12Dec2006						
<p>Caterpillar Confidential: Green Content Owner: Alan Scott Web Master(s): PSG Web Based Systems Support Current Date: Friday, March 21, 2008 9:59:16 AM © Caterpillar Inc. 2008 All Rights Reserved. Data Privacy Statement.</p>							
<p>This is not an official emission certificate. This is for emission data information only.</p>							
<p>This emission data is Caterpillar's best estimate for this rating. If actual emissions are required then an emission test needs to be run on your engine.</p>							



Air Resources Board



Matthew Rodriguez
Secretary for
Environmental Protection

Mary D. Nichols, Chairman
1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov

Edmund G. Brown Jr.
Governor

Statewide Portable Equipment Registration

Registration No: 143161

Legal Owner or Operator: Eagle Peak Rock & Paving Inc.

Mailing Address: P.O. Box 879
Alturas, CA 96101

Engine Description:

Certified portable internal combustion engine, compression ignition,
Caterpillar, model C32, Serial No: SYC00933, (Unit Number: 2805). rated at:
1372 bhp, diesel fueled, equipped with turbocharger and aftercooler.

U.S. EPA Engine Family Name: 6CPXL32.0ESK

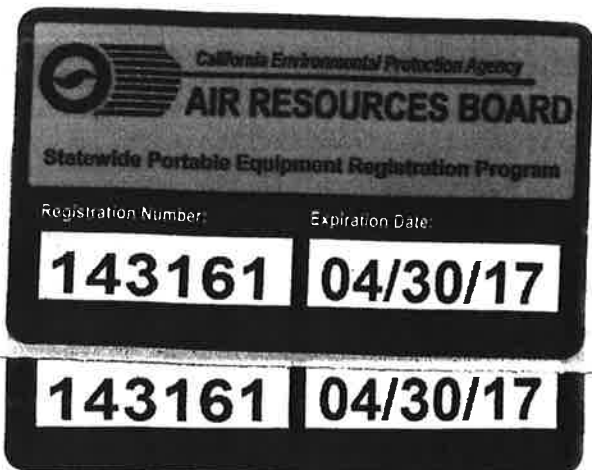
Conditions: see attached

Home District: Modoc County Air Pollution Control
District

Engine Inspection Discount: No inspection discount claimed

Expiration Date: April 30, 2017

Michael J. Tollstrup
Chief, Project Assessment Branch
Stationary Source Division



The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption.
For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Statewide Portable Equipment Registration

The following operating conditions apply for registration #143161

Engine Serial # : SYC00933

General Requirements

1. The engine shall be properly maintained and kept in good operating condition at all times.
2. The registration identification sticker shall be affixed in a visible location on the registered portable engine at all times. The metal placard shall be securely affixed on a vertical surface of the portable engine in a location that is readily visible from a distance. A legible copy of the registration certificate and operating conditions shall be kept on site with the portable engine and shall be made accessible to the Air Resources Board or district representative upon request.
3. Engine fuel shall meet standards for California motor vehicle fuels as set forth in Chapter 5, Division 3, Title 13, of the California Code of Regulations, or shall have been verified through the In-Use Strategies to Control Emissions From Diesel Engines verification procedure per Title 13 of the California Code of Regulations commencing with section 2700.
4. The engine and any replacement engine shall not reside at the same location for more than 12 consecutive months.
5. The operation of this engine shall not cause a public nuisance.
6. The engine shall be equipped with operational and properly maintained non-resettable hour time meter.
7. For each rental engine or an engine used in a third party rental transaction, the owner shall provide each person who rents the portable engine with a copy of the registration certificate, including operating conditions, as part of the rental agreement.
8. The operator of a portable engine or equipment unit shall obtain district authorization prior to operation at any specific location where the Statewide registration is not valid.
9. This registration is not valid for operation of generators used to provide power into the grid, except during an emergency event or other unforeseen event that affects grid stability.
10. This registration is not valid for operation of generators used to provide primary or supplemental power to a building, facility, stationary source, or stationary equipment except during the following scenarios: unforeseen interruptions of power from the serving utility; maintenance and repair operations; and electrical upgrade operations that do not exceed 60 calendar days.
11. This registration is not valid for operation within the boundaries of the California Outer Continental Shelf and State Territorial Waters.
12. The portable engine shall not be operated under both statewide registration and a district permit at any specific location.
13. This registration is not valid for operation of an engine that powers an equipment unit that has been determined by the Air Resources Board to qualify as part of a stationary source permitted by a district.

The following operating conditions apply for registration # 143161

Engine Serial # : SYC00933

14. Except for engines owned by a rental business, the owner/operator of this engine shall contact the local air district prior to operation at an agricultural source.
15. For each rental engine or an engine used in a third party rental transaction, a written copy of the rental agreement or a completed Form 10 must be kept onsite at all times.

Emission Limitation:

16. No air contaminant shall be discharged into the atmosphere for a period or periods aggregating more than 3 minutes in any one hour which is as dark or darker than Ringelmann 1 or equivalent to 20% opacity.

Recordkeeping:

17. For a rental engine or an engine that is part of a third party rental transaction, the rental business shall provide a written log for recordkeeping purposes which is to be kept with the rental engine at all times. The rental business shall keep records of the registration number of the engine; date of the start and end of the rental transaction; and written (signed) acknowledgment by each renter of having received the registration certificate and operating conditions. The written log shall be maintained on an annual basis and previous annual logs shall be maintained at a central location for a minimum of five years, and made accessible to the Air Resources Board or districts upon request.
18. While the engine is out on rent, the rental customer shall record no less than once a month the specific location of the engine (i.e. street address and city; or county and UTM coordinates; or other location indicator) in the written log provided by the owner.
19. For non-rental engines, the operator shall record the registration number and specific location of the engine (i.e. street address and city; or county and UTM coordinates; or other location indicator) no less than once a month.
20. All records shall be maintained at a central place of business for a minimum of five years, and made accessible to the Air Resources Board or district representative upon request.

Reporting & Notification:

21. Within 5 days of a rental transaction exceeding 9 months in duration, a rental business or the owner of a registered engine involved in a third party rental shall submit written notification of the rental transaction to the district in which the rental business is located. The notification shall include the engine registration number, the rental customer telephone number and mailing address, and estimated location of the registered engine.

The following operating conditions apply for registration # 143161
Engine Serial # : SYC00933

22. When this engine is sold, the new owner shall submit a change of ownership application within 30 days of the change in ownership. If an application is not received within 30 days of the ownership change, the existing registration is not valid for the new owner until the application has been filed and all applicable fees have been paid.
23. The owner of a registered portable engine shall notify the Executive Officer in writing within five days of replacing the registered portable engine with an identical replacement. The notification shall include company name, the responsible official, phone number, registration number, make, model, rated brake horsepower, and serial number of the identical replacement, description of the mechanical breakdown, and applicable fees.

Fleet Average Requirements

24. Except for low-use engines and engines used exclusively in emergency applications, for engines greater than 750 bhp, a weighted fleet average PM emission factor of 0.25 g/bhp-hr shall be met by **January 1, 2013**, 0.08 g/bhp-hr shall be met by **January 1, 2017**, and 0.02 g/bhp-hr shall be met by **January 1, 2020**. Changes in the fleet, including engine additions and deletions, shall not result in noncompliance with this standard.
25. The weighted fleet average PM emission factor shall be calculated by taking the summation of the emission factor for each engine in the fleet multiplied by the bhp rating for each engine and then dividing that summation by the summation of the bhp ratings for all the engines in the fleet.
26. The weighted fleet average PM emission factor calculation shall use the test results from nonroad emission standard certification, test results from a verified emission control strategy as defined in Title 13 of the California Code of Regulations Section 93116.2, or the test results from a SCR system. All test results shall be made available to the Air Resources Board upon request.
27. Where equipment uses grid power for more than 200 hours in lieu of operating a portable diesel engine for a given project, the time period grid power is used may be used to reduce each affected engine's emission factor. The emission factor for each affected portable engine shall be reduced proportionally by the percentage of time the equipment uses grid power.
28. The weighted fleet average PM emission factor shall include all portable engines, including those permitted or registered with a local air district, that are owned and managed by an individual operational entity, such as a business, business unit within a corporation, or individual city or state department under the control of a Responsible Official. Engines that are owned by different business entities that are under the common control of only one Responsible Official shall be treated as a single fleet.

The following operating conditions apply for registration # 143161

Engine Serial # : SYC00933

29. If certified non-diesel fueled engines are part of your fleet and have been operating 100 or more hours, they may be included toward determining compliance with the applicable fleet emission standards. A diesel PM emission rate of zero shall be used in the fleet calculations for these engines. If the engine was added to the fleet prior to January 1, 2009, it may be counted twice in the company's fleet average determination toward compliance with the 2013 and 2017 fleet emission standards.
30. Portable diesel-fueled engines certified to Tier 4 nonroad engine standards that are added to a fleet prior to January 1, 2015, may be counted twice in the company's fleet average determination toward compliance with the 2013 and 2017 fleet emission standards.

Fleet Recordkeeping

31. Starting January 1, 2012, the responsible official of a fleet shall keep records of annual operating hours for non-diesel fueled portable engines used as part of a company's fleet average, engines affected by the use of electrification, low-use engines, and engines used exclusively in emergency applications.
32. All records pertaining to the fleet average shall be maintained at a central place of business for a minimum of five years, and made accessible to the Air Resources Board or district representative upon request.

Fleet Reporting and Notification

33. The Responsible Official of a fleet shall submit to the Air Resources Board by March 1, 2013, March 1, 2017, and March 1, 2020 a signed statement of compliance that the fleet standards are being achieved. The Statement of compliance shall include for each engine in the fleet: make, model, serial number, fuel type, PM emission factor (g/bhp-hr), and district permit or State registration number. If compliance with the fleet average includes the use of electrification, the Responsible Official shall provide documentation supporting the credit claimed for electrification.
34. As part of each statement of compliance, the Responsible Official shall, if applicable, certify that all alternative-fueled engines included in the fleet average operated at least 100 hours during the previous 12 months prior to the fleet emission standard becoming effective, for all engines exclusively used in emergency applications, the engines were used only for emergency applications, for all engines using the low-use designation, the engines operated no more than 80 hours for the reporting period, and for all portable diesel-fueled engines equipped with SCR, the engine complies with applicable district or Statewide Portable Equipment Registration Program requirements.

The following operating conditions apply for registration # 143161

Engine Serial # : SYC00933

35. The Responsible Official of a fleet electing to use electrification in determining the fleet average shall notify prior to the start of the project the Executive Officer of the dates, location of the project, and make, model, serial number, district permit or State registration number of the affected engines. In addition, the notification shall clearly identify the electrification activity, including indicating the amount of electricity used and the time period for the project.

Inspection Requirements

36. Within 45 days after initial issuance or renewal of a registration, the owner or operator shall contact the home district to arrange for inspection to be completed within one year of the initial registration or renewal date. If the engine is operating in a district other than the home district, the owner or operator may request the home district to arrange an inspection by that other district.
37. For the purposes of scheduling inspections of multiple engines in order to qualify for an inspection fee discount, the owner or operator shall submit, within 45 days of initial registration issuance date or by January 30 of each year for renewals, a letter of intent to the home district that shall include an engine list with registration numbers of those to be inspected.
38. The time for the arranged inspection shall be agreed upon in advance between the district and the company. To the extent that an arranged inspection does not fall within the district's normal workday, the district may charge for the out-of-hour time.
39. If an arranged inspection does not occur due to unforeseen circumstances, the inspection shall be rescheduled for no later than 90 days from the initially scheduled inspection.
40. If the engine is out of California for one year or more following initial registration or renewal, the engine shall be excused from having the arranged inspection provided that within 45 days after the date of initial registration or renewal, the owner sends a letter to the district containing the registration number and a statement that the registered engine or equipment unit is out of California for the one-year period. Upon the return of the engine to California, the owner shall arrange to have the engine inspected within 30 days.



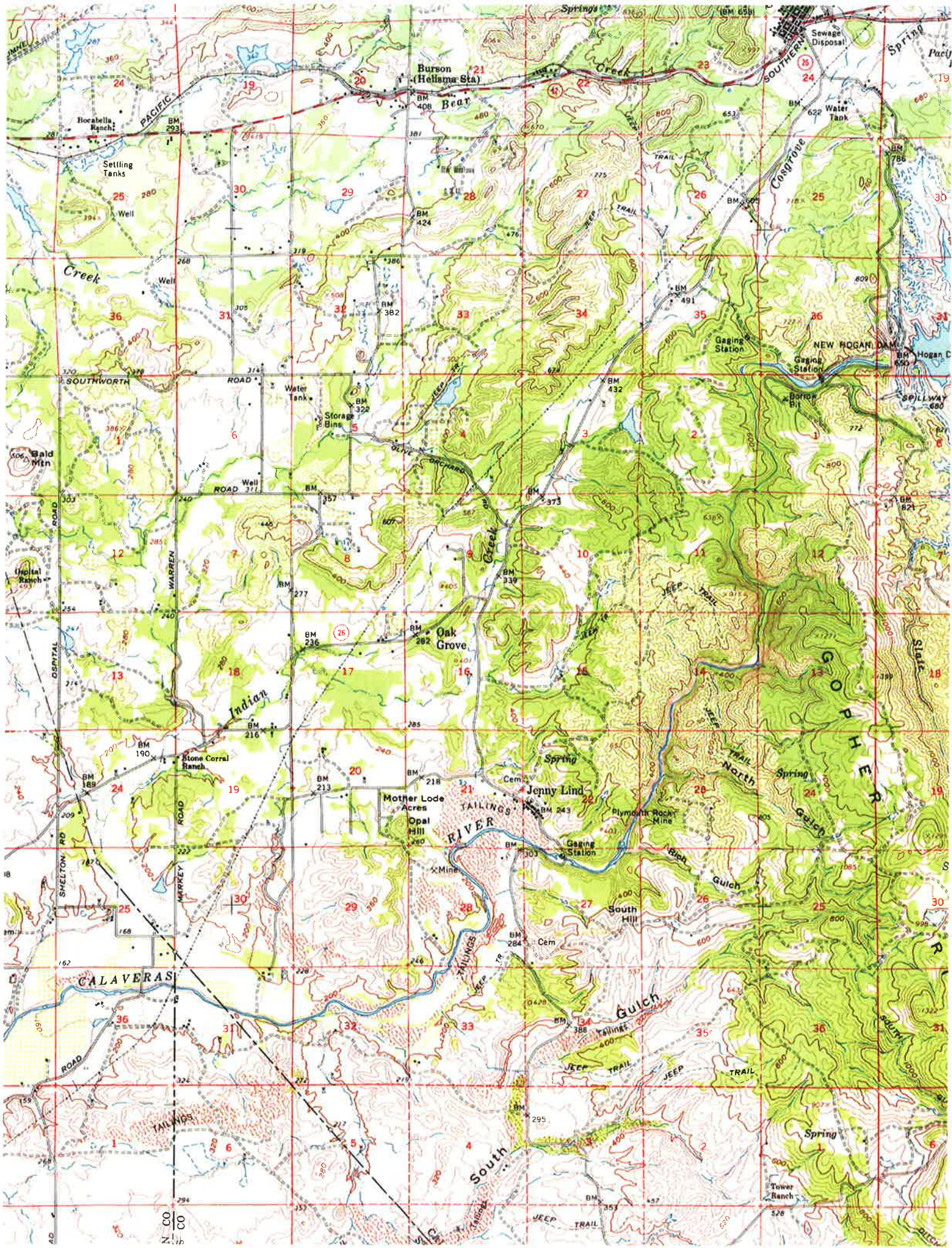
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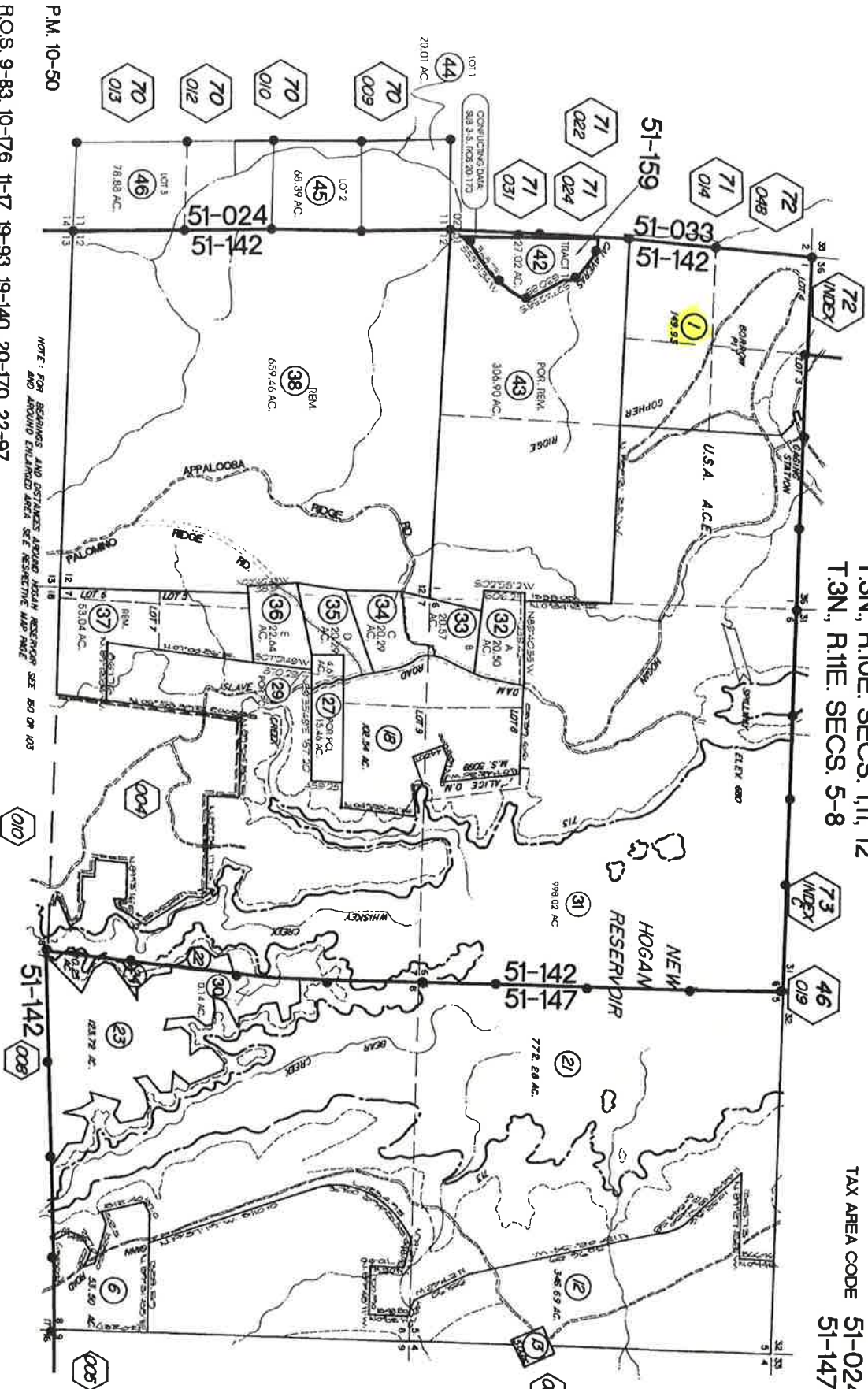
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T.3N., R.10E. SECS. 11, 12
T.3N., R.11E. SECS. 5-8

TAX AREA CODE 51-024, 51-142,
51-147, 51-159



NOTE: FOR BEARINGS AND DISTANCES AROUND LOCAL RESERVOIR SEE 80 OR 103
AND AROUND ENLARGED LEAK SEE RESPECTIVE MAP PAGE

ASSESSMENT PURPOSES ONLY
NO LIABILITY IS ASSUMED FOR THE
ACCURACY OF THE DATA DELINEATED HEREON

CALAVERAS COUNTY
ASSESSOR'S MAPS
BOOK 50 PAGE 003

P.M. 10-50
R.O.S. 9-83, 10-76, 11-17, 19-93, 19-140, 20-170, 22-97,
REV. 21 09/06/2012

1" = 1400'

