

San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.1.1*

Last Update: 4/29/2022

Emergency Diesel-Fired IC Engine > 50 bhp Powering an Electrical Generator

Pollutant	Achieved in Practice or contained in the SIP	Technologically Feasible	Alternate Basic Equipment
VOC	EPA Tier 4 Final certification level or equivalent for applicable horsepower range**		
SOx	Very low sulfur diesel fuel (15 ppmw sulfur or less)		
PM10	EPA Tier 4 Final certification level or equivalent for applicable horsepower range**		
NOx	EPA Tier 4 Final certification level or equivalent for applicable horsepower range**		
CO	EPA Tier 4 Final certification level or equivalent for applicable horsepower range**		

**The following emission levels are equivalent to the EPA Tier 4 Final certification levels:
 50 - < 75 bhp: 3.5 g-(NOx + VOC)/bhp-hr, 0.02 g-PM/bhp-hr, 3.7 g-CO/bhp-hr
 75 - < 175 bhp: 0.30 g-NOx/bhp-hr, 0.015 g-PM/bhp-hr, 3.7 g-CO/bhp-hr, 0.14 g-VOC/bhp-hr
 175 - ≤ 750 bhp: 0.30 g-NOx/bhp-hr, 0.015 g-PM/bhp-hr, 2.6 g-CO/bhp-hr, 0.14 g-VOC/bhp-hr
 > 750 bhp: 0.50 g-NOx/bhp-hr, 0.02 g-PM/bhp-hr, 2.6 g-CO/bhp-hr, 0.14 g-VOC/bhp-hr

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

***This is a Summary Page for this Class of Source**

San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.1.2*

Last Update: 7/10/2009

**Emergency Diesel I.C. Engine (= or > 175 hp and < 400 hp) **RESCINDED - see
Guideline 3.1.1****

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.1.3*

Last Update: 7/10/2009

Emergency Diesel I.C. Engine = or > 400 hp ~~RESCINDED~~ - see Guideline 3.1.1****

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.1.4*

Last Update: 3/2/2020

Emergency Diesel-Fired IC Engine Powering a Fire Pump

Pollutant	Achieved in Practice or contained in the SIP	Technologically Feasible	Alternate Basic Equipment
VOC	Latest EPA Tier Certification level for applicable horsepower range		
SOx	Diesel fuel with sulfur content no greater than 0.0015% by weight		
PM10	- 0.1 grams/bhp-hr** (if T-BACT*** is triggered) - 0.15 grams/bhp-hr (if T-BACT*** is not triggered)		
NOx	Latest EPA Tier Certification level for applicable horsepower range		
CO	Latest EPA Tier Certification level for applicable horsepower range		

**Any engine model included in the ARB or EPA diesel engine certification lists and identified as having a PM10 emission rate of 0.149 g/bhph-hr or less, based on ISO 8178 test procedure, shall be deemed to meet the 0.1 g/bhp-hr requirement.

***A site-specific Health Risk Analysis is used to determine if T-BACT is triggered.

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.1.5*

Last Update: 7/16/2018

Emergency Gas-Fired IC Engine

Pollutant	Achieved in Practice or contained in the SIP	Technologically Feasible	Alternate Basic Equipment
VOC	1) LEAN BURN: 206 ppmv @ 15% O2 (1.0 g/bhp-hr) 2) RICH BURN: 60 ppmv @ 15% O2 (0.29 g/bhp-hr)		
SOx	Natural Gas, LPG, or Propane as fuel		
PM10	Natural Gas, LPG, or Propane as fuel		
NOx	1) LEAN BURN: < 500 BHP: 1.0 g/bhp-hr ≥ 500 BHP: 0.5 g/bhp-hr 2) RICH BURN: 25 ppmv @ 15% O2 (0.44 g/bhp-hr)		
CO	2.0 g/bhp-hr		

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.1.6*

Last Update: 7/16/2018

Emergency Gas Fired I.C. Engine > or = 132 hp, Rich Burn ~~RESCINDED~~ - see
Guideline 3.1.5****

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.1.7*

Last Update: 4/20/2020

Emergency Gasoline-Fired I.C. Engine *RESCINDED*

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.1.8*

Last Update: 7/16/2018

Emergency Gas-Fired IC Engine - > or = 250 hp, Lean Burn ~~RESCINDED~~ - see
Guideline 3.1.5****

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.2.1*

Last Update: 4/20/2020

**Diesel I.C. Engine - > 449 hp, used for Testing of Crankcase Emission Controls
*RESCINDED***

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.2.2*

Last Update: 7/7/2020

Limited Use (1,000 hr/yr max) Diesel-Fired IC Engine - Located at a Stationary Source, non-emergency, non-Transportable, and not used to drive an electrical generator *RESCINDED*

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.2.3*

Last Update: 4/20/2020

**Diesel Fired IC Engine - < 700 hp, Serving a Deep Water Channel Dredging
Operation, and Not Used to Drive an Electrical Generator *RESCINDED***

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.2.4*

Last Update: 6/13/2007

Transportable and Multi-location Diesel I.C. Engine ~~RESCINDED 6/13/07**~~**

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.2.5*

Last Update: 8/16/2023

Diesel I.C. Engine - Used for starting a Gas Turbine *RESCINDED*

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.2.7*

Last Update: 11/8/2002

**Diesel-Fired IC Engine - Low Use (= or < 1,000 hr/yr max) *RESCINDED 10/30/08 -
See 3.2.11**
< 600 bhp, Transportable, and not used to drive an Electrical Generator**

Pollutant	Achieved in Practice or contained in the SIP	Technologically Feasible	Alternate Basic Equipment
VOC	Positive crankcase ventilation (PCV).	Non-selective catalytic reduction (NSCR) and PCV.	
SOx	Low-sulfur fuel (< 500 ppm sulfur, by weight). or Very low-sulfur fuel (< 15 ppm sulfur by weight), where available.		
PM10	0.1 grams/bhp-hr (if TBACT is triggered). 0.4 grams/bhp-hr (if TBACT is not triggered).		
NOx	Certified NOx emissions of 6.9 g/bhp-hr or less.	Selective catalytic reduction (SCR).	
CO		Oxidation catalyst	

1. Any engine model included in the ARB or EPA diesel engine certification lists and identified as having a PM10 emission rate of 0.149 grams/bhp-hr or less, based on ISO 8178 test procedure, shall be deemed to meet the 0.1 grams/bhp-hr requirement.
2. A site-specific Health Risk Analysis is used to determine if TBACT is triggered.
3. Revised 11/8/02 pursuant to CARB guidelines for Distributed Generation Equipment.

BACT is the most stringent control technique for the emissions unit and class of source. Control techniques that are not achieved in practice or contained in a State Implementation Plan must be cost effective as well as feasible. Economic analysis to demonstrate cost effectiveness is required for all determinations that are not achieved in practice or contained in an EPA approved State Implementation Plan.

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.2.8*

Last Update: 7/7/2020

**Limited Life (1,000 hr total max life) Diesel-Fired IC Engine - < 600 bhp, and Not
Used to Drive an Electrical Generator *RESCINDED***

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.2.11*

Last Update: 8/16/2023

Transportable Compression - Ignited IC Engines (Non-Agricultural)
RESCINDED

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.3.1*

Last Update: 4/20/2020

**Diesel Fired IC Engine - < 600 hp, Transportable Metal Contaminated
Soil Processing Operation *RESCINDED***

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.3.12*

Last Update: 3/7/2019

Non-Agricultural Fossil Fuel-Fired IC Engines > 50 bhp ***RESCINDED 3/7/19 -
pending BACT guideline revision in progress*****

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.3.13*

Last Update: 8/22/2008

Waste Gas Fired IC Engine** - > 50 hp **Rescinded 8/22/08****

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.3.14*

Last Update: 8/16/2023

Full-time Rich-burn IC Engine, Syngas-fueled *RESCINDED*

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San Joaquin Valley
Unified Air Pollution Control District

Best Available Control Technology (BACT) Guideline 3.3.15*

Last Update: 8/16/2023

Waste Gas-Fired IC Engine *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.3.16*

Last Update: 8/16/2023

Ag Stationary Compression-Ignited IC Engine *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.3.17*

Last Update: 8/16/2023

Ag Transportable Compression-Ignited IC Engine *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.3.18*

Last Update: 8/16/2023

Landfill Gas-Fired Lean Burn IC Engine < 500 bhp, Stationary *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.3.19*

Last Update: 9/12/2022

Fossil Fuel Fired IC Engines Used for Power (Electricity) Generation**

Pollutant	Achieved in Practice or contained in the SIP	Technologically Feasible	Alternate Basic Equipment
VOC	0.10 lb-VOC/MW-hr***		
SOx	Compliance with District Rule 4702 SOx Emission Control Requirements		
PM10	1.For Compression Ignited Engines: 0.01 g-PM10/bhp-hr 2.For Spark Ignited Engines: 0.06 g/bhp-hr (Total PM10)****		
NOx	0.070 lb-NOx/MW-hr***		
CO	0.20 lb-CO/MW-hr***		

** For the purposes of this determination, fossil fuels includes diesel, gasoline, natural gas, propane, kerosene, and similar hydrocarbon compounds derived from petroleum oil or natural gas. Fossil fuels also include similar synthetic fuels such as biodiesel and/or any fuel containing one or more fossil fuels.

*** When determining compliance with the lb/MW-hr requirement, IC engines with heat recovery may include one megawatt-hour (MW-hr) for each 3.4 million Btu's of useful heat recovered (MWth-hr) in addition to each MW-hr of net electricity produced (MWe-hr)

****The total PM10 emission limit is based on EPA Method 5 (front half and back half) testing, which typically yields results as much as four times higher than when using the ISO 8178 Test Method. The ISO 8178 Test Method only reports filterable (i.e. front half) emissions.

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.1*

Last Update: 2/16/2023

**Gas Turbine - = or > 47 MMBtu/hr, Variable Load, Without Heat Recovery
*RESCINDED***

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.2*

Last Update: 8/16/2023

Gas Turbine - = or > 50 MW, Uniform Load, with Heat Recovery *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.3*

Last Update: 8/16/2023

Gas Turbine with Heat Recovery (≥ 3 MW and ≤ 10 MW) *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.4*

Last Update: 8/16/2023

Limited Use (< 877 hours per year) Gas Fired Turbine = or < 26 MW, without Heat Recovery *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.6*

Last Update: 8/16/2023

**Gas Turbine - > 10 MW and < 50 MW, Uniform Load, with Heat Recovery
*RESCINDED***

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.7*

Last Update: 8/16/2023

Gas Turbine - = or > 50 MW , Uniform Load, without Heat Recovery *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.8*

Last Update: 8/16/2023

Gas Turbine - < 50 MW, Uniform Load, Without Heat Recovery *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.9*

Last Update: 8/16/2023

**Gas Turbine - < 3 MW, Uniform Load, With or Without Heat Recovery
*RESCINDED***

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.10*

Last Update: 4/20/2020

Oxy-Fuel Combustor Powering a Steam Turbine, Power Output < 3 MW, without Heat Recovery, Uniform and Variable Load, Research Facility *RESCINDED*

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San Joaquin Valley
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Best Available Control Technology (BACT) Guideline 3.4.11*

Last Update: 8/16/2023

Diesel-Fired Emergency Standby Turbine *RESCINDED*

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