



The EPA and CARB exhaust standards that regulate the power generation industry fall under the classification "Non Road." These standards are distinctly different to those specified for highway vehicles. This info sheet outlines how emissions regulation have been applied, which of exhaust elements are measured and regulated, what technology to reduce exhaust emissions, and current and future standards proposed.

### 1.0 INTRODUCTION:

The Environmental Protection Agency (EPA) opened in December 1970 following the enactment of the Clean Air Act (CAA) during the Nixon administration. It has been the official body for the regulation of exhaust emissions for all 50 states. The act allowed California to pass standards that exceeded those of EPA. California's regulatory body is the California Air Resources Board (CARB). The CAA was strengthened with amendments in 1977 and 1990. The 1990 federal amendment preempts California's authority to control emissions from new farm and construction equipment under 175 hp and requires California to receive authorization from Federal EPA for controls over other off-road sources.

### 2.0 - APPLICATION OF EMISSION STANDARDS:

To enable manufacturers sufficient time to redesign existing products and develop new technologies, emission standards were applied in tiers. Each successive tier specifies cleaner exhaust emissions. Also, tiers are broken down into horsepower and fuel type categories. The EPA worked with manufacturers, manufacturing associations and other interested bodies to determine a practical program of ramping up the exhaust emission standards through the various tiers over several decades. It was initially proposed that EPA regulate both stationary and mobile generator set applications in the 49 states but it only set exhaust standards for mobile sets. California regulates both mobile and stationary applications.

Diagram #1 details current and proposed tiers through the hp bands for diesel and gas powered sets.

HP Range	Tier	Year	CO		NM HC + NO <sub>x</sub>		PM		HC		NO <sub>x</sub>	
< 11 hp	1	2000	<div></div>	6.0	<div></div>	7.8	<div></div>	0.75		<div>Diagram # 1 EPA Tiers 1, 2 &amp; 3 Data g/bhp - hr † = As tier 2</div>		
	2	2006	<div></div>	6.0	<div></div>	5.6	<div></div>	0.6				
11 < 25 hp	1	2000	<div></div>	6.0	<div></div>	7.1	<div></div>	0.75				
	2	2005	<div></div>	6.0	<div></div>	5.6	<div></div>	0.6				
25 < 50 hp	1	1999	<div></div>	4.9	<div></div>	7.1	<div></div>	0.6				
	2	2004	<div></div>	4.9	<div></div>	5.6	<div></div>	0.45				
50 < 100 hp	1	1998									<div></div>	6.9
	2	2004	<div></div>	3.7	<div></div>	5.6	<div></div>	0.3				
	3	2008	<div></div>	3.7	<div></div>	3.5		†				
100 < 175 hp	1	1997									<div></div>	6.9
	2	2003	<div></div>	3.7	<div></div>	4.9	<div></div>	0.22				
	3	2007	<div></div>	3.7	<div></div>	3.0		†				
175 < 300 hp	1	1996	<div></div>	8.5			<div></div>	0.4	<div></div>	1.0	<div></div>	6.9
	2	2003	<div></div>	2.6	<div></div>	4.9	<div></div>	0.15				
	3	2006	<div></div>	2.6	<div></div>	3.0		†		<div></div>		
300 < 600 hp	1	1996	<div></div>	8.5			<div></div>	0.4	<div></div>	1.0	<div></div>	6.9
	2	2001	<div></div>	2.6	<div></div>	4.8	<div></div>	0.15				
	3	2006	<div></div>	2.6	<div></div>	3.0		†				
600 < 750 hp	1	1996	<div></div>	8.5			<div></div>	0.4	<div></div>	1.0	<div></div>	6.9
	2	2002	<div></div>	2.6	<div></div>	4.8	<div></div>	0.15				
	3	2006	<div></div>	2.6	<div></div>	3.0		†				
> 750 hp	1	2000	<div></div>	8.5			<div></div>	0.4	<div></div>	1.0	<div></div>	6.9
	2	2006	<div></div>	2.6	<div></div>	4.8	<div></div>	0.15				

Diagram # 1  
EPA Tiers 1, 2 & 3  
Data g/bhp - hr  
† = As tier 2

The installation information provided in this information sheet is informational in nature only, and should not be considered the advice of a properly licensed and qualified electrician or used in place of a detailed review of the applicable National Electric Codes and local codes. Specific questions about how this information may affect any particular situation should be addressed to a licensed and qualified electrician.

### 3.0 ELEMENTS OF EXHAUST MEASURED:

Listed below are the contents of exhaust gas that are measured and regulated and the reason for their regulation:

1. Nitrogen Oxide (NO<sub>x</sub>)
2. Carbon Monoxide (CO)
3. Hydrocarbons (HC)
4. Particulate Matter (PM)
5. Carbon Dioxide (CO<sub>2</sub>)
6. Sulfur Dioxide (SO<sub>2</sub>)
7. Sulfur Oxide (SO<sub>x</sub>)

There are three principal reasons for controlling exhaust emissions:

1. Reduction in smog, particularly in urban environments.
2. Stabilization of the upper atmosphere to decrease harmful sun rays and/or effect global warming
3. Minimization of substances that research shows are hazardous to health.

Research indicates PM and NO<sub>x</sub> emissions could be carcinogenic and contribute to smog. When all current engine inventory is finally replaced by Tier 4 engines, annual emissions of NO<sub>x</sub> and PM will be reduced by 738,000 and 129,000 tons respectively. It is estimated by 12,000 premature deaths can be prevented annually by 2030.

Many exhaust emissions tend to be compounds of combustion that are unstable and thus react with oxygen in the atmosphere in its ozone form. Breaking down the ozone layer exposes living matter to increased, more harmful levels of ultra-violet light. Another major area of concern are compounds of exhaust emissions that hang in the atmosphere like a blanket and trap heat that would normally radiate into space. These are called Greenhouse Gases (GHC). GHC elements are CO<sub>2</sub>, CO, HC, SO<sub>x</sub> & SO<sub>2</sub>.

### 4.0 TECHNOLOGY TO REDUCE EXHAUST EMISSIONS:

To clean up exhaust emissions, technologies have been applied through the complete combustion cycle, from the fuel used, the method of injection and the combustion process through the filtration/conversion.

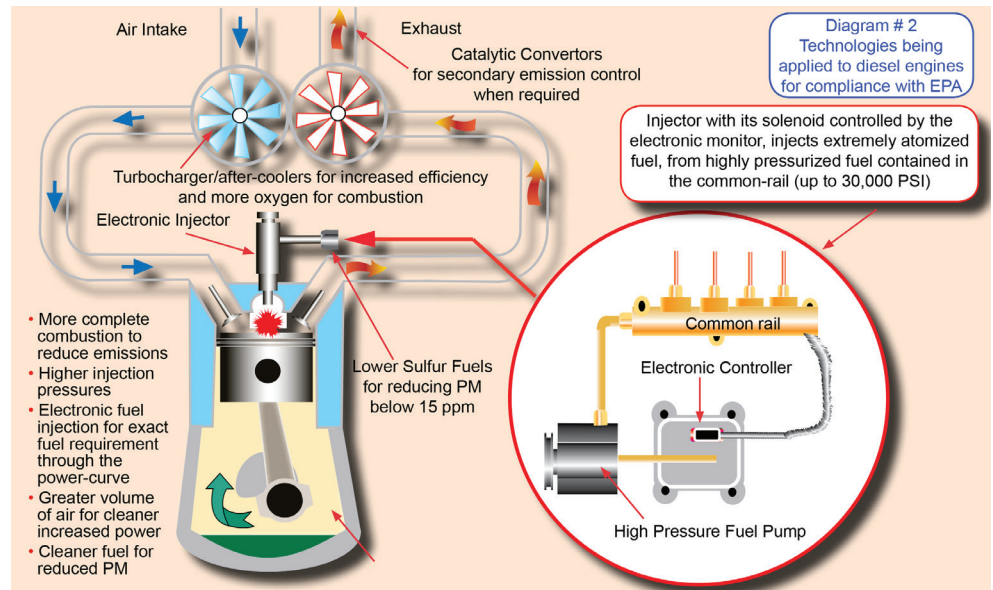
1. Control of Fuel: Reducing the sulfur content of diesel fuel reduces SO<sub>x</sub> & SO<sub>2</sub>. (Federal standards require a reduction to 500ppm fuel in October 2007 and 15ppm in October 2010. Biomass fuels can be effective in ppm reduction with a mix of up to 20% by volume).
2. Increasing Combustion temperatures: Ensures more complete burn and less elements such as CO & NO<sub>x</sub>.
3. Greater Atomization of Fuel: Finer fuel particles have a increased level of burn and result in more stable elements. Technologies such as common rail achieve higher fuel injection pressures on diesel engines.
4. Capturing of unstable elements before they exhaust is achieved by the use of catalytic convertors.
5. Electronic Fuel Injection: Better fuel management has improved combustion and fuel efficiency.

Diagram 2 shows the various technologies being applied through the combustion cycle)

- State and City Inspectors
- Consulting/Specifying Engineers
- Federal Agencies

### 5.0 CURRENT AND FUTURE EXHAUST:

Currently non-road stationary diesels are not regulated except in California. There are proposals, to be finalized by June 26, 2006, and to come into effect in July 2007 in three stages which will eventually bring diesel stationary and mobile emissions into line with EPA's non-road diesel engine exhaust standards. Spark-ignition engines are not covered by this rule.



*To fulfill our commitment to be the leading supplier in the power generation industry, the Buckeye Power Sales team ensures they are always up-to-date with the current power industry standards as well as industry trends. As a service, our Information Sheets are circulated on a regular basis to existing and potential power customers to maintain their awareness of changes and developments in standards, codes and technology within the power industry.*



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