

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

B280731523

FACILITY: DTE Electric Company - Putnam Peaking Station		SRN / ID: B2807
LOCATION: 5660 MERTZ RD, MAYVILLE		DISTRICT: Saginaw Bay
CITY: MAYVILLE		COUNTY: TUSCOLA
CONTACT:		ACTIVITY DATE: 09/15/2015
STAFF: Benjamin Witkopp	COMPLIANCE STATUS: Compliance	SOURCE CLASS: MAJOR
SUBJECT: Inspection of DTE Putnam peaking station		
RESOLVED COMPLAINTS:		

Ben Witkopp of the Michigan Department of Environmental Quality - Air Quality Division (MDEQ-AQD) visited the Putnam Peaking Station to observe engine testing and perform an inspection on September 15, 2015. The facility is located at 5660 Mertz Rd just north of Mayville. Mr Chris Katus is the station operator. The facility has five diesel powered engines and they are covered by ROP MI-ROP-B2807-2013. The site is subject to Title v due to potential emissions of greenhouse gases. The engines are also subject to The MACT standard for Reciprocating Internal Combustion Engines (RICE) subpart ZZZZ. The units operate very infrequently. However, given the current state of flux in the power industry and the potential for shutdown of the Harbor Beach coal fired plant the station may be used more in the future.

Testing required by the RICE MACT was scheduled to be conducted on all 5 units. The goal is to confirm catalyst reduction of CO by at least 70%. Tom Snyder and Mark Grigereit of DTE Environmental Management & Resources group were doing the testing However, engine 1 was out of service as was 5. Testing was being performed on engine 2 followed by engine 3.

Initial results indicated there would not be a problem meeting the 70% reduction requirement. The lowest value was 75%. Again, these are rough values determined from spot checking numbers by the testing team. Concentrations of CO @ 15% O2 were around 20 ppm.

Additionally, to meet the RICE MACT requirements, DTE has installed a continuous monitoring system (CPMS) on each unit. The temperature at the catalyst inlet and the pressure drop across the catalyst are monitored at each engine. The goals for temperature are a minimum of 450 F and a maximum of 1,350 F. A maximum pressure drop of 2 inches is allowed. During testing spot checks were done. Engine 2 was about 680 F and a pressure drop of 0.3 inches. Engine 3 had the same pressure drop but a slightly higher temperature of 700 F.

It should be noted the previous monitors had problems relating to various changes in averaging methods made by EPA. New monitors were installed on March 6, 2015. This information was provided by Joe Neruda of DTE. Joe is the contact for environmental related issues. Data from the new monitors was requested and various dates were provided for its arrival, the latest being Oct 1, 2015. Without the data in hand to review, the ultimate compliance status is yet to be determined.

However, given the observations during testing and the very limited nature of the stations operation the site is considered to be in compliance at the time of this visit.

NAME B. Witkopp DATE 9-30-15 SUPERVISOR C. Nare