

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY DIVISION
ACTIVITY REPORT: On-site Inspection

N215561157

FACILITY: FCA US LLC - JEFFERSON NORTH ASSEMBLY PLANT		SRN / ID: N2155
LOCATION: 2101 CONNER AVE, DETROIT		DISTRICT: Detroit
CITY: DETROIT		COUNTY: WAYNE
CONTACT: Paul Diven , Environmental Health and Safety		ACTIVITY DATE: 12/08/2021
STAFF: Robert Byrnes	COMPLIANCE STATUS: Compliance	SOURCE CLASS: MAJOR
SUBJECT: Site Inspection to observe process and abatement equipment operation, measure stack heights and conduct an odor survey.		
RESOLVED COMPLAINTS:		

On December 8, 2021 I visited the FCA US LLC Detroit Assembly Complex Mack (DACM) to observe if the paint shop was operating during ambient air sampling being conducted outside of DACM by DHSS and their contractor Mannik Smith. When I arrived at 9:05 am Corey and Brock from Mannik Smith were setting up for some of the sampling for the day at Beniteau and Canfield E. After briefly talking with the sampling contractor, I proceeded to DACM.

Upon arriving at DACM April and I met with Adam M. and Paul D. We then went to observe the prime and topcoat lines in operation as well as rapid repair and the Palen system room. After observing the paint system operating, we proceeded to the abatement equipment panel where the following operating parameters were observed:

	RTO	Concentrator 1	Concentrator 2
Operating Temperature Fahrenheit	1448 S.P. 1450		
Desorb Temperature Fahrenheit		372 S.P. 370	378 S.P. 370
Fan Hz	53 Hz	44 Hz	44 Hz
RTO Diff.	20.4" wc		
Tower 1 temperature Fahrenheit	506.7 media 308.6 outlet		
Tower 2 temperature Fahrenheit	456.0 media 256.8 outlet		
Tower 3 temperature	444.5 media		

Fahrenheit	245.8 outlet		
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After review of the abatement equipment operating parameters Paul and I proceeded to the 75 ft' level of the roof (Paint shop roof) to make measurements with the Nikon range finder that I had brought. The purpose of this portion was to verify the stack heights as built with those in PTI 14-19a. Measurements were made of the paint shop roof level stacks and stacks on the penthouse level as follows:

Measured Point	Measurements	PTI 14-19a requirement	Notes/Compliance?
1. Clearcoat observation over paint shop roof		120	
2. Clearcoat observation over paint shop roof		120	
3. spot repair/rapid repair over paint shop roof		120	
4.			
5. primer cooling tunnel	$45.1 + 75 = 120.1$ feet	120	Yes, assuming Paul's description of cooling tunnel means observation stack.
6. color 1 & 2 cooling tunnel	$45.9 + 75 = 120.9$ feet	120	Yes, assuming Paul's description of cooling tunnel means observation stacks.
7. RTO	132.5	130	Yes
8. RTO	131.6	130	Yes
9. 75' level building ht	$79.7 - 3 = 76.7$ feet	75	Yes, 3 foot ledge was measured on top of roof.

10. 75' level building ht	$72.7 - 3 = 69.7$ feet	75	No, likely still correct because of difficulty measuring through the fence. 3 foot ledge was measured on top of roof.
11. 75' level building ht	$73.8 - 3 = 70.8$ feet	75	No, likely still correct because of difficulty measuring through the fence. 3 foot ledge was measured on top of roof.
12. 75' level building ht	$73.1 - 3 = 70.1$ feet	75	No, likely still correct because of difficulty measuring through the fence. 3 foot ledge was measured on top of roof.
13. 75' level building ht	$76.8 - 3 = 73.8$ feet	75	No, likely still correct because of difficulty measuring through the fence. 3 foot ledge was measured on top of roof.

* Multiple measurements were taken in some spots due to unsteadiness in holding the range finder.

When the stack height measurements were done, we returned to the office area in the body shop where we concluded our site visit. Exiting the office area and in the parking lot, verification of the 75' level building height was also verified as previously discussed with Paul. Most of the stacks were of the same height and appeared to align correctly with what is in PTI 14-19a.

After leaving the parking lot the following observations were made as part of an odor survey around the DACM and JNAP assembly plants. Skies were mostly sunny and wind was calm and from the South when the observation began. The wind and directions noted in the wind column below were taken from the weather history found on www.weatherunderground.com. The following observations were made:

Time	Location	Characteristic	Odor Level	Wind
1:02 PM	Conner & Canfield E.	Water wash	1	N 7 mph
1:05 PM	Mack Service Dr cul-de-sac	Water wash	1	
1:07 PM	Conner & Mack		0	
1:10 PM	Charlevoix off Conner		0	
1:13 PM	JNAP entrance cul-de-sac		0	
1:15 PM	Conner & Jefferson		0	
1:17 PM	JNAP abatement stacks		0	
1:19 PM	Beniteau & Vernor E.		0	
1:20 PM	Beniteau & Charlevoix		0	
1:21 PM	Beniteau & Goethe	Combustion and dryer sheets @ SE school	2	
1:22 PM	Beniteau & Mack	Diesel exhaust	2	
1:24 PM	Beniteau & Canfield E.		0	
1:26 PM	Beniteau & Warren E.		0	
1:28 PM	4000 St. Jean	Noticed not downwind	0	
1:30 PM	Foreman Mills parking lot		0	
1:30 PM	SOM Dept. Human Services	Sweet solvent	2	
1:35 PM		Sweet exhaust	1	

	SOM Dept. Human Services			
1:44 PM	SOM Dept. Human Services	Skunk	2	
1:48 PM	SOM Dept. Human Services	Combustion odor	1	
1:52 PM	SOM Dept. Human Services		0	
1:53 PM	SOM Dept. Human Services	Sweet solvent	1	
1:54 PM	SOM Dept. Human Services		0	WSW 12 mph

Based upon the review of the process operating and the abatement equipment parameters; the verification of a portion of the paint shop stack heights as well as some odor observations there was no area of concern during these site visit activities.

NAME Robert Byrnes

DATE 12/15/2021

SUPERVISOR APRIL WENDLING 12/15/2021