AIR EMISSION TEST REPORT

FOR THE

VERIFICATION OF AIR POLLUTANT EMISSIONS

FROM A

LANDFILL GAS FIRED ENGINE – GENERATOR SET

Test Date: October 16, 2024

Prepared for:

Waste Management of Michigan, Inc.

Northern Oaks Recycling and Disposal Facility

SRN N6010

November 21, 2024

IMPACT
COMPLIANCE & TESTING

Report Certification

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Waste Management of Michigan, Inc.
Northern Oaks Recycling and Disposal Facility

Harrison, Michigan

This document was prepared by Impact Compliance & Testing, Inc. and reviewed by Waste Management of Michigan, Inc. representatives and approved for submittal to the State of Michigan Department of Environment, Great Lakes, and Energy – Air Quality Division as part of the air emission test report.

IMPACT COMPLIANCE & TESTING, INC.

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1 Introduction

Waste Management of Michigan, Inc. (WMI) owns and operates one (1) landfill gas (LFG) fired reciprocating internal combustion engine (RICE) and electricity generator set at the Northern Oaks Recycling and Disposal Facility (RDF) located in Harrison, Clare County, Michigan. The RICE is fueled by LFG that is recovered from the Northern Oaks RDF Landfill. The gas is treated prior to use.

The State of Michigan Department of Environment, Great Lakes, and Energy-Air Quality Division (EGLE-AQD) has issued WMI Renewable Operating Permit (ROP) No. MI-ROP-N6010-2023 for the operation of the renewable electricity generation facility, which consists of:

- One (1) Caterpillar (CAT®) Model No. G3520C RICE-generator set identified as emission unit EUICENGINE1.

Air emission compliance testing was performed pursuant to MI-ROP-N6010-2023. Conditions of N6010-2023 state:

…the permittee shall conduct an initial performance test for EUICENGINE1 within one year after startup of the engine and every 8760 hours of operation…or three years, whichever occurs first, to demonstrate compliance with the emission limits in 40 CFR 60.4233(e)…If a performance test is required, the performance test shall be conducted according to 40 CFR 60.4244.

EUIENGINE1 was tested during this test event. The compliance testing presented in this report was performed by Impact Compliance & Testing, Inc. (ICT), a Michigan-based environmental consulting and testing company. ICT representatives Clay Gaffey and Renee Fromwiller performed the field sampling and measurements on October 16, 2024.

The engine emission performance tests consisted of triplicate, one-hour sampling periods for nitrogen oxides (NO_X), carbon monoxide (CO), and volatile organic compounds (VOC, as non-methane hydrocarbons (NMHC or NMOC)). Exhaust gas velocity, moisture, oxygen (O_2) content, and carbon dioxide (CO_2) content were determined for each test period to calculate volumetric exhaust gas flowrate and pollutant mass emission rates.

The exhaust gas sampling and analysis was performed using procedures specified in the Stack Test Protocol dated August 29, 2024, that was reviewed and approved by EGLE-AQD.

Questions regarding this air emission test report should be directed to:

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2 Summary of Test Results and Operating Conditions

2.1 Purpose and Objective of the Tests

Emission testing was performed in accordance with Federal Standards of Performance for Stationary Spark Ignition Internal Combustion Engines (the SI-RICE NSPS; 40 CFR Part 60 Subpart JJJJ) as referenced in Renewable Operating Permit (ROP) No. MI-ROP-N6010-2023. Subpart JJJJ requires subsequent testing to demonstrate compliance with CO, NOx and VOC emission limits every 8,760 operating hours or three years, whichever occurs first.

2.2 Operating Conditions During the Compliance Tests

The testing was performed while the WMI engine/generator set was operated at maximum operating conditions (within 10% of rated capacity). The rated capacity for the CAT® Model No. G3520C engine generator set (EUICENGINE1) is 1,600 kW electricity output. WMI representatives provided kW output in 15-minute increments for each test period. The EUICENGINE1 generator kW output ranged between 1,613 and 1,635 kW during the test periods.

Fuel flowrate (scfm), fuel methane content (%), LFG to flare (scfm), and LFG to leachate evaporator (scfm) were also recorded by WMI representatives in 15-minute increments for each test period. The EUICENGINE1 fuel consumption rate ranged between 541 and 552 scfm, the fuel methane content ranged between 50.0 and 50.2%, the LFG to flare ranged between 210 and 215 scfm, and the LFG to leachate evaporator was 0 scfm during the test periods.

Attachment 2 provides operating records provided by WMI representatives for the test periods.

Table 2.1 presents a summary of the average engine operating conditions during the test periods.

2.3 Summary of Air Pollutant Sampling Results

The gases exhausted from the sampled LFG fueled RICE (EUICENGINE1) were sampled for three (3) one-hour test periods during the compliance testing performed October 16, 2024.

Table 2.2 presents the average measured CO, NO_X, and VOC emission rates for EUICENGINE1 (average of the three test periods).

Test results for each one-hour sampling period and comparison to the permitted emission rates are presented in Section 6.0 of this report.

Table 2.1 Average engine operating conditions during the test periods

Engine Parameter	EUICENGINE1 CAT® G3520C
Generator output (kW)	1,625
Engine output (bhp)	2,267
Engine LFG fuel use (scfm)	546
LFG methane content (%)	50.2
LFG to flare (scfm)	212
LFG to leachate evaporator (scfm)	0

Table 2.2 Average measured emission rates for the engine (three-test average)

Emission Unit	CO (g/bhp-hr)	NOx (g/bhp-hr)	VOC* (g/bhp-hr)
EUICENGINE1	2.17	0.67	0.07
NSPS Limit	***5.0***	***2.0***	***1.0***
ROP Limit	***4.15***	***1.5***	***1.0***

* VOC as Propane

The engine emission tests were completed within 8,760 hours of the previous tests as indicated below.

Table 2.3 Engine Test Date and Operating Hours

Engine SN:	Previous Test		Current Test		Hours Since Previous Test
	Test Date	Engine Hours	Test Date	Engine Hours	
GZJ00666	10/11/2023	43,294	10/16/2024	48,180	4,886

3 Source and Sampling Location Description

3.1 General Process Description

LFG is produced in the Northern Oaks RDF from the anaerobic decomposition of waste materials. The LFG is collected from active landfill cells using a system of wells that are connected to a central header (gas collection system). The collected LFG is treated and used as fuel for the CAT® Model No. G3520C RICE-generator set that produces electricity for transfer to the local utility.

Table 3.1 Engine Identification

Emission Unit	ROP Identification	Serial Number
Engine No. 1	EUICENGINE1	GZJ00666

3.2 Rated Capacities and Air Emission Controls

The CAT® G3520C engine generator set has a rated design capacity of:

- Engine Power: 2,233 brake horsepower (bhp)
- Electricity Generation: 1,600 kW

The engine is equipped with an electronic air-to-fuel ratio (AFR) controller that blends the appropriate ratio of combustion air and treated LFG fuel.

The RICE is not equipped with add-on emission control devices. The AFR controller maintains efficient fuel combustion, which minimizes air pollutant emissions. Exhaust gas is exhausted directly to atmosphere through a noise muffler and vertical exhaust stack.

3.3 Sampling Locations

The RICE exhaust gas is directed through a muffler and is released to the atmosphere through a dedicated vertical exhaust stack with a vertical release point.

The exhaust stack sampling ports are located after the muffler in the vertical exhaust stack, with an inner diameter of 15.5 inches. The stack is equipped with two (2) sample ports, opposed 90°, that provide a sampling location at least 0.5 duct diameters upstream and at least 2.0 duct diameters downstream from any flow disturbance.

All sample port locations satisfy the USEPA Method 1 criteria for a representative sample location. Individual traverse points were determined in accordance with USEPA Method 1.

Attachment 1 provides a diagram of the emission test sampling locations with actual stack dimension measurements.

4 Sampling and Analytical Procedures

A Stack Test Protocol for the air emission testing was reviewed and approved by EGLE-AQD. This section provides a summary of the sampling and analytical procedures that were used during the testing periods.

4.1 Summary of Sampling Methods

USEPA Method 1	Exhaust gas velocity measurement locations were determined based on the physical stack arrangement and requirements in USEPA Method 1
USEPA Method 2	Exhaust gas velocity pressure was determined using a Type-S Pitot tube connected to a red oil incline manometer; temperature was measured using a K-type thermocouple connected to the Pitot tube.
USEPA Method 3A	Exhaust gas O_2 and CO_2 content was determined using paramagnetic and infrared instrumental analyzers, respectively.
USEPA Method 4	Exhaust gas moisture content was determined by gravimetric analysis of moisture gain in chilled impingers
USEPA Method 7E	Exhaust gas NOx concentration was determined using chemiluminescence instrumental analyzers.
USEPA Method 10	Exhaust gas CO concentration was measured using an infrared instrumental analyzer
USEPA Method 25A / ALT-096	Exhaust gas VOC (as NMHC) concentration was determined using a flame ionization analyzer equipped with methane separation column

4.2 Exhaust Gas Velocity Determination (USEPA Methods 1 & 2)

Prior to commencing the RICE emission measurements, stack gas sampling locations (i.e., pollutant concentration and velocity pressure measurement locations) were determined in accordance with USEPA Method 1.

The RICE exhaust stack gas velocities and volumetric flow rates were determined using USEPA Method 2 during each test period. An S-type Pitot tube connected to a red-oil manometer was used to determine velocity pressure at each traverse point across the stack cross section. Gas temperature was measured using a K-type thermocouple mounted to the Pitot tube. The Pitot tube and connective tubing were leak-checked periodically throughout the test periods to verify the integrity of the measurement system.

The absence of significant cyclonic flow for each sampling location was verified using an S-type Pitot tube and oil manometer. The Pitot tube was positioned at each velocity traverse point with the planes of the face openings of the Pitot tube perpendicular to the stack cross-sectional plane. The Pitot tube was then rotated to determine the null angle (rotational angle as measured from the perpendicular, or reference, position at which the differential pressure is equal to zero).

Attachment 3 provides exhaust gas flowrate calculations and field data sheets.

4.3 Exhaust Gas Molecular Weight Determination (USEPA Method 3A)

CO_2 and O_2 content in the RICE exhaust gas stream was measured continuously throughout each test period in accordance with USEPA Method 3A. The CO_2 content of the exhaust was monitored using a Servomex 4900 infrared gas analyzer. The O_2 content of the exhaust was monitored using a Servomex 4900 gas analyzer that uses a paramagnetic sensor.

During each sampling period, a continuous sample of the RICE exhaust gas stream was extracted from the stack using a stainless-steel probe connected to a Teflon® heated sample line. The sampled gas was conditioned by removing moisture prior to being introduced to the analyzers; therefore, measurement of O_2 and CO_2 concentrations correspond to standard dry gas conditions. Instrument response data were recorded using an ESC Model 8864 data acquisition system that monitored the analog output of the instrumental analyzers continuously and logged data as one-minute averages.

Prior to, and at the conclusion of each test, the instruments were calibrated using upscale calibration and zero gas to determine analyzer calibration error and system bias (described in Section 5.0 of this document). Sampling times were recorded on field data sheets.

Attachment 4 provides O_2 and CO_2 calculation sheets. Raw instrument response data are provided in Attachment 5.

4.4 Exhaust Gas Moisture Content (USEPA Method 4)

The RICE exhaust gas moisture content was determined in accordance with the USEPA Method 4 chilled impinger method. A sample of the engine exhaust was extracted using a non-heated probe at a constant rate (non-isokinetic) from the source (centroid of exhaust stack) and moisture in the sample was collected in a chilled impinger sampling train. The moisture content of the collected sample was determined gravimetrically based on the water gain measured in the impinger train. As specified in USEPA Method 4, a minimum of 21 scf of exhaust gas was sampled.

4.5 NO_X and CO Concentration Measurements (USEPA Methods 7E and 10)

NO_X and CO pollutant concentrations in the RICE exhaust gas streams were determined using a Thermo Environmental Instruments, Inc. (TEI) Model 42i High Level chemiluminescence NO_X analyzer and a TEI Model 48i infrared CO analyzer.

Throughout each test period, a continuous sample of the engine exhaust gas was extracted from the stack using the Teflon® heated sample line and gas conditioning system and delivered to the instrumental analyzers. Instrument response for each analyzer was recorded on an ESC Model 8864 data acquisition system that logged data as one-minute averages. Prior to, and at the conclusion of each test, the instruments were calibrated using upscale calibration and zero gas to determine analyzer calibration error and system bias.

Attachment 4 provides CO and NO_X calculation sheets. Raw instrument response data are provided in Attachment 5.

4.6 Measurement of Volatile Organic Compounds (USEPA Method 25A/ALT-096)

The VOC emission rate was determined by measuring the nonmethane hydrocarbon (NMHC) concentration in the engine exhaust gas. NMHC pollutant concentration was determined using a TEI Model 55i Methane / Nonmethane hydrocarbon analyzer. The TEI 55i analyzer contains an internal gas chromatograph column that separates methane from non-methane components. The concentration of NMHC in the sampled gas stream, after separation from methane, is determined relative to a propane standard using a flame ionization detector in accordance with USEPA Method 25A.

The USEPA Office of Air Quality Planning and Standards (OAQPS) has issued an alternate test method approving the use of the TEI 55i-series analyzer as an effective instrument for measuring NMOC from gas-fueled RICE (ALT-096).

Samples of the exhaust gas were delivered directly to the instrumental analyzer using the Teflon® heated sample line to prevent condensation. The sample to the NHMC analyzer was not conditioned to remove moisture. Therefore, VOC measurements correspond to standard conditions with no moisture correction (wet basis).

Prior to, and at the conclusion of each test, the instrument was calibrated using mid-range calibration (propane) and zero gas to determine analyzer calibration error and system bias (described in Section 5.0 of this document).

Attachment 4 provides VOC calculation sheets. Raw instrument response data for the NMHC analyzer is provided in Attachment 5.

5 QA/QC Activities

5.1 Flow Measurement Equipment

Prior to arriving onsite, the instruments used during the source test to measure exhaust gas properties and velocity (Pitot tube, pyrometer, and scale) were calibrated to specifications in the sampling methods.

5.2 NO_X Converter Efficiency Test

The NO_2 – NO conversion efficiency of the Model 42i analyzer was verified prior to the testing program. A USEPA Protocol 1 certified concentration of NO_2 was injected directly into the analyzer, following the initial three-point calibration, to verify the analyzer's conversion efficiency. The analyzer's NO_2 – NO converter uses a catalyst at high temperatures to convert the NO_2 to NO for measurement. The conversion efficiency of the analyzer is deemed acceptable if the measured NO_x concentration is within 10% of the expected value.

The NO_2 – NO conversion efficiency test satisfied the USEPA Method 7E criteria (measured NO_X concentration was 92.2% of the expected value).

5.3 Gas Divider Certification (USEPA Method 205)

A STEC Model SGD-710C 10-step gas divider was used to obtain appropriate calibration span gases. The ten-step STEC gas divider was NIST certified (within the last 12 months) with a primary flow standard in accordance with Method 205. When cut with an appropriate zero gas, the ten-step STEC gas divider delivered calibration gas values ranging from 0% to 100% (in 10% step increments) of the USEPA Protocol 1 calibration gas that was introduced into the system. The field evaluation procedures presented in Section 3.2 of Method 205 were followed prior to use of gas divider. The field evaluation yielded no errors greater than 2% of the triplicate measured average and no errors greater than 2% from the expected values.

5.4 Instrumental Analyzer Interference Check

The instrumental analyzers used to measure NO_X, CO, O_2, and CO_2 have had an interference response test performed prior to their use in the field, pursuant to the interference response test procedures specified in USEPA Method 7E. The appropriate interference test gases (i.e., gases that would be encountered in the exhaust gas stream) were introduced into each analyzer, separately and as a mixture with the analyte that each analyzer is designed to measure. All of analyzers exhibited a composite deviation of less than 2.5% of the span for all measured interferent gases. No major analytical components of the analyzers have been replaced since performing the original interference tests.

5.5 Instrument Calibration and System Bias Checks

At the beginning of each day of the testing program, initial three-point instrument calibrations were performed for the NO_X, CO, CO_2, and O_2 analyzers by injecting calibration

gas directly into the inlet sample port for each instrument. System bias checks were performed prior to and at the conclusion of each sampling period by introducing the upscale calibration gas and zero gas into the sampling system (at the base of the stainless-steel sampling probe prior to the particulate filter and Teflon® heated sample line) and determining the instrument response against the initial instrument calibration readings.

At the beginning of each test day, appropriate high-range, mid-range, and low-range span gases followed by a zero gas were introduced to the NMHC analyzer, in series at a tee connection, which is installed between the sample probe and the particulate filter, through a poppet check valve. After each one-hour test period, mid-range and zero gases were re-introduced in series at the tee connection in the sampling system to check against the method's performance specifications for calibration drift and zero drift error.

The instruments were calibrated with USEPA Protocol 1 certified concentrations of CO_2, O_2, NO_X, and CO in nitrogen and zeroed using hydrocarbon free nitrogen. The NMHC (VOC) instrument was calibrated with USEPA Protocol 1 certified concentrations of propane in air and zeroed using hydrocarbon-free air. A STEC Model SGD-710C ten-step gas divider was used to obtain intermediate calibration gas concentrations as needed.

5.6 Determination of Exhaust Gas Stratification

A stratification test was performed for the RICE exhaust stack. The stainless-steel sample probe was positioned at sample points correlating to 16.7, 50.0 (centroid), and 83.3% of the stack diameter. Pollutant concentration data were recorded at each sample point for a minimum of twice the maximum system response time.

The recorded concentration data for the RICE exhaust stacks indicated that the measured CO, NO_X, O_2, and CO_2 concentrations did not vary by more than 5% of the mean across the stack diameter. Therefore, the RICE exhaust gas was considered to be unstratified and the compliance test sampling was performed at a single sampling location within the RICE exhaust stack.

5.7 Meter Box Calibrations

The dry gas metering console, which was used for exhaust gas moisture content sampling, was calibrated prior to and after the testing program. This calibration uses the critical orifice calibration technique presented in USEPA Method 5. The metering console calibration exhibited no data outside the acceptable ranges presented in USEPA Method 5.

The digital pyrometer in the Clean Air metering console was calibrated using a NIST traceable Omega® Model CL 23A temperature calibrator.

Attachment 6 presents test equipment quality assurance data (NO_2 – NO conversion efficiency test data, instrument calibration and system bias check records, calibration gas and gas divider certifications, interference test results, meter box calibration records, stratification checks, cyclonic flow determinations, and field equipment calibrations).

6 Results

6.1 Test Results and Allowable Emission Limits

Engine operating data and air pollutant emission measurement results for each one-hour test period are presented in Table 6.1.

The SI-RICE NSPS has the following allowable emission limits specified for EUICENGINE1 in MI-ROP-N6010-2023:

- 5.0 g/bhp-hr for CO;
- 2.0 g/bhp-hr for NOx; and
- 1.0 g/bhp-hr for VOC.

The measured air pollutant concentrations and emission rates for EUICENGINE1 are less than the allowable limits specified in the SI-RICE NSPS.

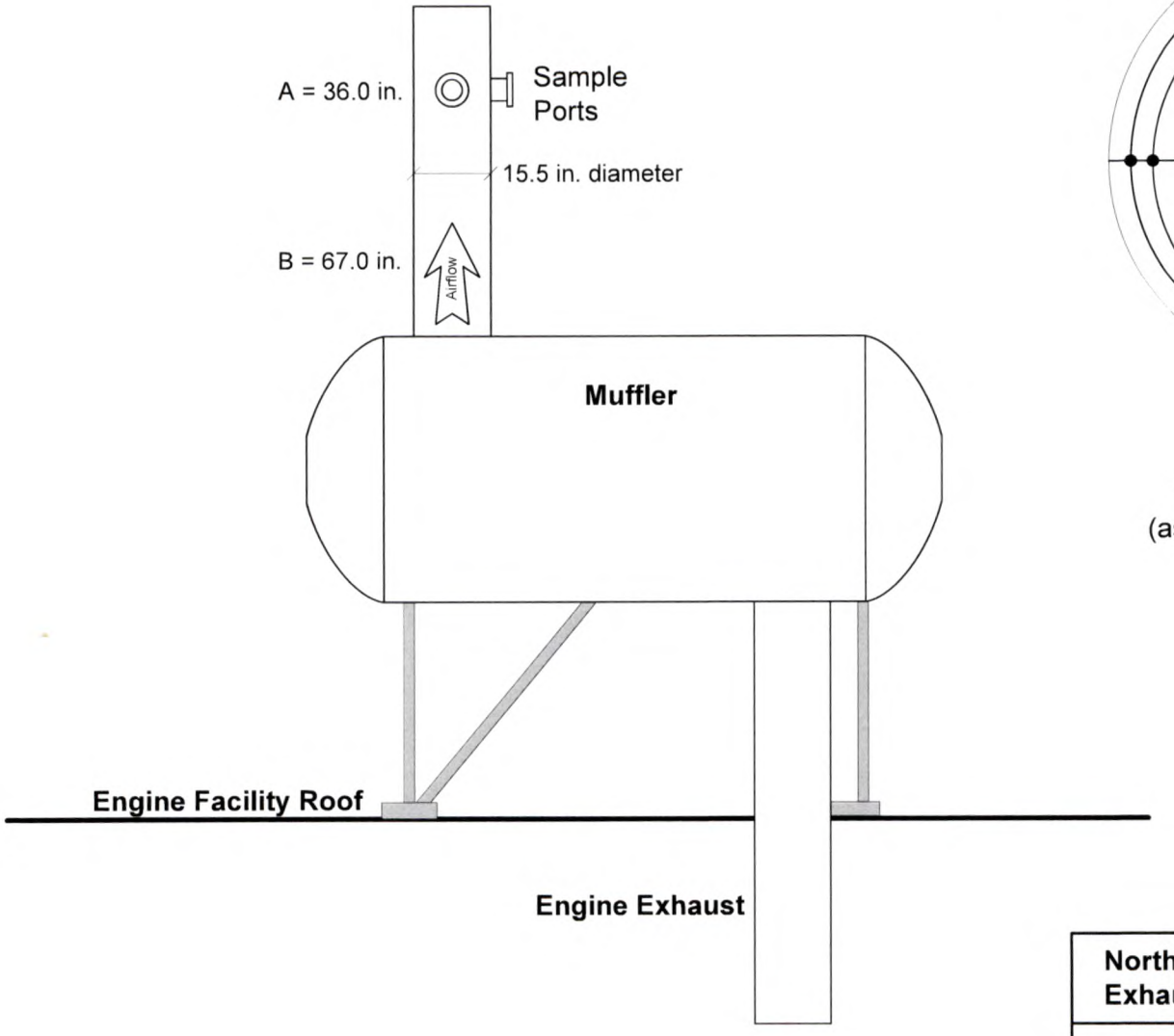
6.2 Variations from Normal Sampling Procedures or Operating Conditions

The testing for all pollutants was performed in accordance with USEPA methods and the approved Stack Test Protocol. The engine-generator set was operated within 10% of maximum output (1,600 kW generator output for CAT® Model No. G3520C RICE) and no variations from normal operating conditions occurred during the engine test periods.

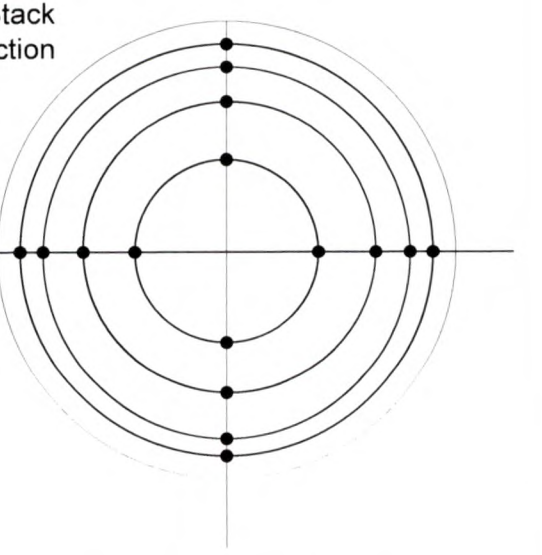
Table 6.1 Measured exhaust gas conditions and air pollutant emission rates for EUICENGINE1

Test No. Test date Test period (24-hr clock)	1 10/16/2024 0855-0955	2 10/16/2024 1015-1115	3 10/16/2024 1131-1231	Three Test Average
Fuel flowrate (scfm)	546	546	546	546
Generator output (kW)	1,625	1,622	1,627	1,625
Engine output (bhp)	2,268	2,264	2,270	2,267
LFG methane content (%)	50.1	50.1	50.2	50.2
LFG to flare (scfm)	211	212	212	212
LFG to leachate evaporator (scfm)	0	0	0	0
Exhaust Gas Composition				
CO_2 content (% vol)	11.8	11.8	11.8	11.8
O_2 content (% vol)	7.96	7.96	7.98	7.97
Moisture (% vol)	13.1	12.6	11.6	12.4
Exhaust gas temperature (°F)	880	877	882	880
Exhaust gas flowrate (dscfm)	3,520	3,693	3,529	3,581
Exhaust gas flowrate (scfm)	4,051	4,225	3,990	4,088
Nitrogen Oxides				
NO_X conc. (ppmvd)	138	129	127	131
NO_X emissions (lb/hr)	3.47	3.41	3.22	3.37
NO_X emissions (g/bhp-hr)	0.69	0.68	0.64	0.67
NSPS Limit (g/bhp-hr)	-	-	-	*2.0*
Carbon Monoxide				
CO conc. (ppmvd)	715	686	684	695
CO emissions (lb/hr)	11.0	11.1	10.5	10.9
CO emissions (g/bhp-hr)	2.20	2.22	2.11	2.17
NSPS Limit (g/bhp-hr)	-	-	-	*5.0*
Volatile Organic Compounds				
NMHC conc. (ppmvd as C_3)	10.6	12.1	12.4	11.7
VOC emissions (lb/hr)	0.29	0.35	0.34	0.33
VOC emissions (g/bhp-hr)	0.06	0.07	0.07	0.07
NSPS Limit (g/bhp-hr)	-	-	-	*1.0*

Attachment 1
Sampling Location Diagram



Exhaust Stack Cross-Section



Velocity sample locations
(as measured from stack wall)

1	0.5"
2	1.6"
3	3.0"
4	5.0"
5	10.5"
6	12.5"
7	13.9"
8	15.0"

Northern Oaks RDF
Exhaust Sample Location, CAT G3520

Scale	Sheet
None	1 of 1

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