

**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
Department of Energy and Environment

**CHAPTER 2 TECHNICAL MEMORANDUM**

TO: File

THROUGH: Stephen S. Ours, P.E. *SSO*  
Chief, Permitting Branch

FROM: Abraham T. Hagos *SSO For ATH*  
Environmental Engineer

**SUBJECT: Al-Thahir Corp T/A Dial Cab Company  
Permit No. 6615-R1  
Permit to Operate an Automotive Paint Spray Booth at 2838 Bladensburg  
Road NE**

DATE: September 1, 2017

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**BACKGROUND INFORMATION**

A permit application to operate an existing automotive paint spray booth at Al-Thahir Corp T/A Dial Cab Company, located at 2838 Bladensburg Road NE, Washington DC 20018 was received by the Air Quality Division (AQD) on July 21, 2015. A revised application was submitted on June 1, 2016. After notification that that the existing exhaust stack did not meet the requirements of 20 DCMR 718.19, additional modified butterfly cap stack pictures were received, and the installation and operation of the stack modification was verified and confirmed by AQD inspectors on August 24, 2017. The applicant is Al-Thahir Corp T/A Dial Cab Company.

AQD has determined that the facility is an existing source under the Department of Energy and Environment new District of Columbia's newly promulgated (final December 1, 2016) "Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations Regulations" (20 DCMR 718). Any automobile refinishing facility that starts operation after February 9, 2016 is a new source under this regulation (and its predecessor emergency rulemaking); all others are considered to be existing. This facility started operation as an auto body paint shop in January 2005.

The permit action will be published in the DC Register on September 015, 2017. Public comments for the permit action will be solicited through October 16, 2017.

The Company has not requested that any of the materials submitted with this application be held confidential

**TECHNICAL INFORMATION**

The equipment at this site includes one semi down-draft paint spray booth for full body painting.

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There will be no use of methylene chloride (MeCl) at this facility. The company uses high volume low pressure (HVLV) spray guns. The applicant uses a fully enclosed spray gun cleaning system that is kept closed when not in use to clean spray guns. The applicant indicated that the booth is fully enclosed with a full roof and four complete walls or complete side curtains in compliance with 20 DCMR 718.7(b). The applicant indicated and AQD inspectors confirmed that the emissions exit at 16.8 feet above ground and 10.8 feet above the roof, with a flow of exhaust air that is in a vertical orientation. The applicant modified the exhaust stack to install a butterfly cap to ensure a vertical exhaust orientation while keeping rain out of the stack. The applicant indicated that they use no emission control device (carbon filters, carbon beds, thermal oxidizers, etc.) beyond the required particulate matter filter.

This facility is an existing source under 40 CFR 63 Subpart HHHHHH, which is applicable. The compliance date for existing sources under this subpart is January 10, 2011. The applicant indicated that the facility startup date as an auto body paint shop was January 2005, which is prior to the September 17, 2007 date differentiating between new and existing sources in the regulation (see 40 CFR 63.11171).

It is difficult to accurately estimate emissions from an automotive paint spray booth due to the variations of coatings, job sizes, etc. that occur in a typical automotive paint shop. However, in order to determine a reasonable estimate for purposes of this evaluation, AQD referenced EPA's "Technical Support Document for Potential to Emit Guidance memo. Documentation of Emission Calculations" [Tim Smith, USEPA/OAQPS, April 1998]. Using an average VOC content of 3.5 pounds per gallon, this document estimates 4.8 pounds of VOCs could be emitted per average job. This document also estimates that a single paint booth could be used for no more than 25 jobs per week. Based on these estimates, AQD calculated potential emissions from the single paint booth of 3.12 tons per year of VOCs.

### **REGULATORY REVIEW**

#### **20 DCMR Chapter 2, Section 200: General Permit Requirements:**

An auto body spray paint booth is a potential air pollution source since most auto body paint, and solvents contains volatile organic compounds that are emitted upon use. Thus a Chapter 2 permit is required.

#### **20 DCMR Chapter 6, Section 606: Visible Emissions**

The visible emissions limitations of 20 DCMR 606 is applicable to this facility. However, proper operation of the equipment would preclude any visible emissions from being emitted into the outdoor atmosphere from the operation of the facility. This more stringent requirement (required by 20 DCMR 201) is contained in Condition II(i).

#### **20 DCMR Chapter 7: Volatile Organic Compounds (VOC) Emissions Reduction**

The requirements of 20 DCMR 700 were not included in the permit as they are not applicable when 20 DCMR 718 is applicable.

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The facility is regulated under the newly revised 20 DCMR 718 which is the District's primary regulation for controlling air emissions from automotive painting operations. The requirements of this regulation have been included in the permit.

This memorandum will not cover all the detailed requirements of this regulation as they are extensive and make up the majority of the permit. However, highlights of the regulatory requirements include the following:

- Limits on allowable VOC content in coatings and solvents [Conditions II(b) and (c)];
- Limits on the coating methods and spray guns allowed [Conditions III(a) and (d) and related conditions];
- Emission point (stack) discharge height and exhaust velocity requirements [Condition III(c)] (primarily intended to reduce odor at ground level);
- Paint booth and filter specifications [Condition III(e)]; and
- Housekeeping and training requirements [Condition III(f)].

For all of these, appropriate monitoring, testing, and record keeping requirements have been included in the permit to ensure that compliance status can be determined.

### **20 DCMR Chapter 9, Section 903: Odorous or Other Nuisance Air Pollutants**

"An emission into the atmosphere of odorous or other air pollutants from any source in any quantity and of any characteristic, and duration which is, or is likely to be injurious to the public health or welfare, or which interferes with the reasonable enjoyment of life or property is prohibited [20 DCMR 903.1]" is applicable to all sources. This requirement is contained in Condition II(e) of the permit. Many of the other conditions of the permit, especially many of those brought into the permit pursuant to 20 DCMR 718 are intended, at least in part, to reduce detectable odors. Should odors be problematic despite these requirements, Condition I(g), included in the permit pursuant to 20 DCMR 718.18, allows the Department to require the installation of additional control devices as necessary to ensure compliance.

### **20 DCMR Chapter 14, Section 1409: Emission Standards for Hazardous Air Pollutants for Paint Stripping and Miscellaneous Surface Coating Operations at Area Sources**

This regulation adopts 40 CFR 63, Subpart HHHHHH by reference. Please see the discussion of 40 CFR 63, Subpart HHHHHH below in "Other Regulations".

### **Other Regulations**

40 CFR 63, Subpart HHHHHH, "National Emission Standards for Hazardous Air Pollutants: Paint Stripping and Miscellaneous Surface Coating Operations at Area Sources" (also known as the "Auto Body NESHAP") is applicable to the facility. The rule applies to all motor vehicle and mobile equipment surface coating operations that paint with hazardous air pollutants (HAPs), including the collision repair industry. The compliance date for "existing" facilities such as this one was January 10, 2011. Many of the operational requirements of this regulation are similar to

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those of 20 DCMR 718. In some cases, 20 DCMR 718 references 40 CFR 63, Subpart HHHHHH.

To address the applicability of this regulation, it is indicated in the application that chemical paint strippers containing methylene chloride are not used at the site. Thus, the requirements for paint stripping are generally not applicable in this case. Condition II(a) of the permit was developed to ensure that no methylene chloride containing strippers are used at the facility.

The paint spray booth must meet the design requirements of 40 CFR 63.11173(e)(2)(ii). These requirements were included in the permit as Condition III(e)(3).

Condition III(e)(1) was written to allow the facility to use only exhaust filters with 98% or higher capture efficiency per 40 CFR 63.11173(e)(2)(i).

Condition III(a) of the permit was written to ensure compliance with the paint application technique specifications in both 20 DCMR 718.11 and 40 CFR 63.11173(e)(3). Similarly, the spray gun requirements of Condition III(d) were written to ensure compliance with 40 CFR 63.11173(e)(4) and 20 DCMR 718.15.

The training requirements of 40 CFR 63.11173(e)(1), (f), and (g) were included in the permit as Condition III(g).

All applicable record keeping requirements were included in Condition V of the permit. It should be noted that all records will be required to be kept for five years, rather than three per 20 DCMR 500.8, due to the more stringent five year requirement in 40 CFR 63.11178, the similar requirement in 20 DCMR 718.23, and the difficulty of having two different document retention policies for different sets of records.

The notification and reporting requirements of 40 CFR 63, Subpart HHHHHH are contained in Conditions VI(a) through (c).

### **RECOMMENDATIONS**

The application to operate the paint spray booth facility and the attached operating permit comply with all applicable federal and District air pollution control laws and regulations.

Public comments for the permit action will be solicited from September 15, 2017 through October 16, 2017. AQD will resolve any comments received before issuing the permit, and if no comments are received, I recommend that permit No. 6615-R1 be issued in accordance with 20 DCMR 200.2 promptly upon the completion of the public review period.

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