

STATE OF MISSOURI



DEPARTMENT OF NATURAL RESOURCES

MISSOURI AIR CONSERVATION COMMISSION

PERMIT TO CONSTRUCT

Under the authority of RSMo 643 and the Federal Clean Air Act the applicant is authorized to construct the air contaminant source(s) described below, in accordance with the laws, rules and conditions as set forth herein.

Permit Number: **06 2007 - 004** Project Number: 2006-10-085

Parent Company: Kawasaki Heavy Industries Ltd.

Parent Company Address: 1-1 Kawasaki-Cho, Akashi, Japan

Installation Name: Kawasaki Motors Manufacturing Corporation

Installation Address: 28147 Business Highway 71, Maryville, MO 64468

Location Information: Nodaway County, S31, T64, R35

Application for Authority to Construct was made for:

The use of Tier II EEE gasoline which is a low sulfur unleaded gasoline and the use of aviation gasoline (100LL) which contains lead (Pb) for the engine testing on Assembly Engine Testing (AET) lines #2, #6, #7 and #8 (AET2, AET6, AET7 and AET8) and the following ethanol fuel blends are requested for use E85, E20 and E10. This review was conducted in accordance with Section (5), Missouri State Rule 10 CSR 10-6.060, *Construction Permits Required*.

- Standard Conditions (on reverse) are applicable to this permit.
- Standard Conditions (on reverse) and Special Conditions are applicable to this permit.

JUN 11 2007

EFFECTIVE DATE

James L. Kawencuk

 DIRECTOR OR DESIGNEE
 DEPARTMENT OF NATURAL RESOURCES

X001 11/17/77

STANDARD CONDITIONS:

Permission to construct may be revoked if you fail to begin construction or modification within two years from the effective date of this permit. Permittee should notify the Air Pollution Control Program if construction or modification is not started within two years after the effective date of this permit, or if construction or modification is suspended for one year or more.

You will be in violation of 10 CSR 10-6.060 if you fail to adhere to the specifications and conditions listed in your application, this permit and the project review. In the event that there is a discrepancy between the permit application and this permit, the conditions of this permit shall take precedence. Specifically, all air contaminant control devices shall be operated and maintained as specified in the application, associated plans and specifications.

You must notify the department's Air Pollution Control Program of the anticipated date of start up of this (these) air contaminant source(s). The information must be made available not more than 60 days but at least 30 days in advance of this date. Also, you must notify the Department of Natural Resources Regional office responsible for the area within which you are located with 15 days after the actual start up of this (these) air contaminant source(s).

A copy of this permit and permit review shall be kept at the installation address and shall be made available to Department of Natural Resources' personnel upon request.

You may appeal this permit or any of the listed special conditions to the Administrative Hearing Commission (AHC), P.O. Box 1557, Jefferson City, MO 65102, as provided in RSMo 643.075.6 and 621.250.3. If you choose to appeal, you must file a petition with the AHC within 30 days after the date this decision was mailed or the date it was delivered, whichever date was earlier. If any such petition is sent by registered mail or certified mail, it will be deemed filed on the date it is mailed. If it is sent by any method other than registered mail or certified mail, it will be deemed filed on the date it is received by the AHC.

If you choose not to appeal, this certificate, the project review and your application and associated correspondence constitutes your permit to construct. The permit allows you to construct and operate your air contaminant source(s), but in no way relieves you of your obligation to comply with all applicable provisions of the Missouri Air Conservation Law, regulations of the Missouri Department of Natural Resources and other applicable federal, state and local laws and ordinances.

The Air Pollution Control Program invites your questions regarding this air pollution permit. Please contact the Construction Permit Unit at (573) 751-4817. If you prefer to write, please address your correspondence to the Missouri Department of Natural Resources, Air Pollution Control Program, P.O. Box 176, Jefferson City, MO 65102-0176, attention: Construction Permit Unit.

STATE OF MISSOURI



DEPARTMENT OF NATURAL RESOURCES

MISSOURI AIR CONSERVATION COMMISSION

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-
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 - Standard Conditions (on reverse) and Special Conditions are applicable to this permit.

EFFECTIVE DATE

DIRECTOR OR DESIGNEE
DEPARTMENT OF NATURAL RESOURCES

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If you choose not to appeal, this certificate, the project review and your application and associated correspondence constitutes your permit to construct. The permit allows you to construct and operate your air contaminant source(s), but in no way relieves you of your obligation to comply with all applicable provisions of the Missouri Air Conservation Law, regulations of the Missouri Department of Natural Resources and other applicable federal, state and local laws and ordinances.

The Air Pollution Control Program invites your questions regarding this air pollution permit. Please contact the Construction Permit Unit at (573) 751-4817. If you prefer to write, please address your correspondence to the Missouri Department of Natural Resources, Air Pollution Control Program, P.O. Box 176, Jefferson City, MO 65102-0176, attention: Construction Permit Unit.

Page No.	3
Permit No.	
Project No.	2006-10-085

SPECIAL CONDITIONS:

The permittee is authorized to construct and operate subject to the following special conditions:

The special conditions listed in this permit were included based on the authority granted the Missouri Air Pollution Control Program by the Missouri Air Conservation Law (specifically 643.075) and by the Missouri Rules listed in Title 10, Division 10 of the Code of State Regulations (specifically 10 CSR 10-6.060). For specific details regarding conditions, see 10 CSR 10-6.060 paragraph (12)(A)10. "Conditions required by permitting authority."

Kawasaki Motors Manufacturing Corporation
Nodaway County, S31, T64, R35

1. **Superseding Condition**
The conditions of this permit shall supersede special condition number 4 found in permit 092005-001A with project number 2006-04-058 a previously issued construction permit from the Air Pollution Control Program.
2. **Emission Limitations**
 - A. Kawasaki Motors Manufacturing Corporation shall emit less than 250 tons of Volatile Organic Compounds (VOCs) from the entire installation in any consecutive 12-month period.
 - B. Kawasaki Motors Manufacturing Corporation shall emit less than 250 tons of Carbon Monoxide (CO) from the entire installation in any consecutive 12-month period.
 - C. Kawasaki Motors Manufacturing Corporation shall emit less than ten (10) tons individually or twenty-five (25) tons combined of Hazardous Air Pollutants (HAPs) from the entire installation in any consecutive 12-month period.
 - D. Kawasaki Motors Manufacturing Corporation must determine the total amount of VOC, CO, and HAPs consumed in the installation. Attachment A, B, C, and D or equivalent forms approved by the Air Pollution Control Program shall be used to demonstrate compliance with Special Conditions 2.A, 2.B. and 2.C used in the entire installation.
 - E. Kawasaki Motors Manufacturing Corporation shall maintain all records required by this permit for not less than five (5) years and shall make them available immediately to any Missouri Department of Natural Resources' personnel upon request. These records shall include Material Safety Data Sheets (MSDS) for all materials used at the installation.

Page No.	4
Permit No.	
Project No.	2006-10-085

SPECIAL CONDITIONS:

The permittee is authorized to construct and operate subject to the following special conditions:

- F. Kawasaki Motors Manufacturing Corporation shall report to the Air Pollution Control Program's Enforcement Section, P.O. Box 176, Jefferson City, Missouri 65102, no later than ten (10) days after the end of the month during which the records from Special Condition Number 2.D indicate that the source exceeds the limitation of Special Conditions Number 2.A, 2.B. or 2C.
3. **Fuel Restriction**
Kawasaki Motors Manufacturing Corporation shall combust only unleaded gasoline, aviation gasoline (100LL) or Tier II EEE gasoline while conducting engine testing. Before fuels other than unleaded gasoline, aviation gasoline (100LL) or Tier II EEE unleaded gasoline are used for engine testing that could result in a significant emission increase, or the significant emission of an air pollutant not previously emitted, Kawasaki Motors Manufacturing Corporation will submit or file the appropriate notice or application with the permitting authority.
4. **Dynamometer Engine Testing**
Based on a review of applicable federal regulations entitled Test Procedures for Testing Highway and Nonroad engines and a July 13, 2005 Final Rule (federal) Unleaded gasoline {maximum organic lead 0.013 grams per liter} is required for dynamometer engine testing. See Table 1 of 40 CFR 1065.710 on page 40596 {also pages 28 to 44 pages of the July 13, 2005 Federal Register. Approval of any variance of these requirements must be obtained directly from the United States Environmental Protection Agency (USEPA).

REVIEW OF APPLICATION FOR AUTHORITY TO CONSTRUCT AND OPERATE
SECTION (5) REVIEW

Project Number: 2006-10-085
Installation ID Number: 147-0023
Permit Number:

Kawasaki Motors Manufacturing Corporation
28147 Business Highway 71
Maryville, MO 64468

Complete: December 22, 2007
Reviewed: January 31, 2007

Parent Company:
Kawasaki Heavy Industries Ltd.
1-1 Kawasaki-Cho
Akashi, Japan

Nodaway County, S31, T64, R35

REVIEW SUMMARY

Kawasaki Motors Manufacturing Corporation has applied for authority to use Tier II EEE gasoline which is a low sulfur unleaded gasoline and the use of aviation gasoline (100LL) which contains lead (Pb) for the engine testing on assembly engine testing lines #2, #6, #7 and #8 (AET2, AET6, AET7 and AET8). In addition, the following ethanol fuel blends are requested for use E85, E20 and E10.

- Hazardous Air Pollutant (HAP) emissions are expected from the proposed equipment. The HAP of concern from this process is lead (Pb).
- None of the New Source Performance Standards (NSPS) apply to the proposed equipment.
- None of the National Emission Standards for Hazardous Air Pollutants (NESHAPs) or currently promulgated Maximum Achievable Control Technology (MACT) regulations apply to the proposed equipment.
- No air pollution control equipment is being used in association with the new equipment.
- This review was conducted in accordance with Section (5) of Missouri State Rule 10 CSR 10-6.060, *Construction Permits Required*. Potential emissions of lead (Pb) are below de minimis levels.
- This installation is located in Nodaway County, an attainment area for all criteria air pollutants.
- This installation is not on the List of Named Installations [10 CSR 10-6.020(3)(B), Table 2].

- Ambient air quality modeling was performed to determine the ambient impact of lead.
- Emissions testing is not required for the source.
- An amendment to the Intermediate State Operating Permit application is required due to the fuel change.
- Approval of this permit is recommended with special conditions.

INSTALLATION DESCRIPTION

Kawasaki Motors Manufacturing Corporation operates a gasoline engine manufacturing installation in Maryville, Missouri, (Nodaway County). Kawasaki Motors builds engines ranging from 4.5 horsepower (hp) up to 23.0 hp. These engines are primarily used in walk-behind lawn mowers, riding lawn mowers and all-terrain vehicles.

Kawasaki Motors is considered a minor source for New Source Review purposes. The installation submitted a Part 70 State Operating Permit application (Project Number: 2006-03-047) on March 09, 2006.

The following projects for Kawasaki Motors Manufacturing Corp. have been processed by the Air Pollution Control Program.

Table 1: Previous Permit Projects

Permit Number	Description
	2006-09-062: Use of aviation fuel-applicability determination
092005-001A	2006-04-058: Amendment remove conditions
No Permit Required	2006-03-045: Die casting and crankcase machining
	2006-03-047: Part 70 Operating Permit Amendment
	2005-10-020: Update Part 70 Operating Permit
092005-001	2005-05-106: Install four new processes
	2004-11-068: Intermediate Operating Permit Amendment
012005-002	2004-10-003: Add two small engine assembly lines
032004-006	2003-10-049: Installation of a machining operation
No Permit Required	2003-06-036: Engine testing exhaust fans
	2003-05-092: Intermediate Operating Permit Amendment
082003-011	2003-05-091: Installation of a engine assembly line
	2003-02-097: Applicability, permit required for new lines.
	2002-06-097: Intermediate Operating Permit application
	2002-05-002: Correction or amendment change retaining compound.
No Permit Required	2001-05-090: 680cc LPG engines.
No Permit Required	2001-03-092: Installation of natural gas engines.
062001-001	2001-02-113: Installation of a wet vacuum impregnation system to seal porosities in aluminum parts
112000-010	2000-09-054: Installation of two (2) gasoline engine assembly lines
0699-024	1999-03-119: Installation of an assembly line for building internal combustion engines and installation of an electrode position paint system
	1998-05-636: major source review, closed out
0598-012	1998-02-0221: Addition of a wet paint booth and a process heater
	147-0023-020: Intermediate Operating Permit Application
0897-034	147-0023-017: Installation of a gasoline engine assembly line
0797-005	3340-0023-017: Installation of four (4) machining lines and six (6) heating/ventilation units
0494-009	3340-0023-016: Installation of an aluminum die casting machine and a machine process
0493-011	3340-0023-015: Installation of two (2) aluminum die casts and melting furnaces
0193-001	3340-0023-011: Installation of a powder paint booth
1291-004	3340-0023-009: Addition of chromate aluminum parts
	3340-0023-008: Amendment to 0791-001
0791-001	3340-0023-007: Installation of gasoline engine assembly line and aluminum scrap furnaces
1190-004	3340-0023-006: Addition of connecting rod machine line and injection molding
0890-001	3340-0023-005: Installation of aluminum die cast engines

PROJECT DESCRIPTION

In Permit 012005-002 with project 2004-10-003, Kawasaki Motors Manufacturing Corporation proposed to install an engine testing room for endurance and dynamometer testing of small internal combustion engines. In the application, unleaded gasoline was to be the main fuel used for testing. However, the option of using other fuels in the future, including: aviation fuel, natural gas, propane and various alcohol/unleaded gasoline mixtures may be considered. Engine testing emissions were estimated for unleaded gasoline. Since the emissions in Permit 012005-002 with project 2004-10-003 were based on a generic unleaded gasoline, a special condition was included that requires the evaluation of alternate fuels for engine testing to determine whether a significant increase in emissions would result from an alternate fuel. This project 2006-10-085 is an evaluation of aviation gasoline 100LL which is classified as a leaded fuel and Tier II EEE unleaded gasoline. Tier II EEE unleaded gasoline does not result in a significant emission increase, or the significant emission of an air pollutant not previously emitted. It appears to be a low sulfur fuel. However, not all Tier II and Tier III fuels that are classified as unleaded gasoline meet this standard and are not approved for use by Kawasaki Motors Manufacturing Corporation without individual consideration.

According to EPA document EPA-454/R-98-006 dated May 1998, Locating and Estimating Air Emissions From Sources Of Lead And Lead Compounds section 7.3 Combustion Engines, vehicles designed to operate on leaded gasoline exhaust 75 percent of the lead in the fuel. For catalytically equipped vehicles operating on leaded gasoline, 40 percent of the lead burned is emitted to the atmosphere. Lead is retained in the catalyst (45 percent), crankcase oil (25 percent), combustion chamber, and the rest of the exhaust system (30 percent).

This information can be used to approximate lead emissions from mobile combustion sources using the following equations:

$$E_{cf} = L_f * R_f / 100 * F_f$$

E_{cf} = Emissions of lead from vehicle combustion for leaded or unleaded fuel "f" (g/year)

L_f = Lead content of fuel "f" (g/gal)

R_f = Amount of lead released for fuel type "f"

F_f = Fuel throughput (gal/yr)

In the calculations for this project the amount of lead released for fuel type was set at 75 percent for vehicles designed for and using leaded gasoline. As this value is more conservative than the value assigned to vehicles that have catalytic converters and will result in higher estimated emissions for those vehicles that may have catalytic converters. Kawasaki Motors builds engines ranging from 4.5 horsepower (hp) up to 23.0 hp. These engines are primarily used in walk-behind lawn mowers, riding lawn mowers and all-terrain vehicles and primarily will not have catalytic converters.

The permit does not authorize the use of leaded fuel in the dynamometer engine testing stations. However, aviation gasoline 100LL which is a leaded fuel is authorized for that testing which is not done on the dynamometer engine testing stations. That testing is considered as running up engine testing. These engines are placed on a stand, hooked up with fuel, muffler, exhaust pipe and such and they are operated for about one minute. This testing is to ensure that they start up, are idling properly, running at the right rpm and checked for abnormal sounds which would indicate mechanical problems. Tier II EEE unleaded gasoline and the following ethanol fuel blends are authorized for use E85, E20 and E10 on the dynamometer engine testing (DET) stations and the running up engine testing. Aviation gasoline 100LL which is classified as a leaded fuel is not authorized for the dynamometer engine testing stations. However, aviation gasoline 100LL which is a leaded fuel is authorized for that testing which is not done on the dynamometer engine testing stations.

EMISSIONS/CONTROLS EVALUATION

The emission factors and control efficiencies used in this analysis were obtained from the Environmental Protection Agency (EPA) document EPA-454/R-98-006, Section 7.3 Combustion Emissions, May 1998. Potential emissions of the application represent the potential of the new equipment, assuming continuous operation (8760 hours per year.) The following table provides an emissions summary for this project.

Table 2: Emissions Summary (tons per year)

Pollutant	Regulatory <i>De Minimis</i> Levels	Existing Potential Emissions**	Existing Actual Emissions (2005EIQ)	Potential Emissions of the Application	Installation Conditioned Potential
PM ₁₀	15.0	27.5	9.17	N/D	N/A
SO _x	40.0	1.92	0.13	N/D	N/A
NO _x	40.0	34.01	12.58	N/D	N/A
VOC	40.0	<250	95.12	N/D	<250
CO	100.0	<250	57.45	N/D	<250
HAPs	10.0/25.0	57.78	0.83	0.17	<10.0/25.0
LEAD	0.6	N/D	N/D	0.17	N/A

N/A = Not Applicable; N/D = Not Determined

** Existing potential emissions totals are taken from Permit 092005-001 with Project Number: 2005-05-106 installation conditioned potential taken from Permit 092005-001A with Project Number: 2006-04-058.

PERMIT RULE APPLICABILITY

This review was conducted in accordance with Section (5) of Missouri State Rule 10 CSR 10-6.060, *Construction Permits Required*. Potential emissions of lead are below de minimis levels.

APPLICABLE REQUIREMENTS

Kawasaki Motors Manufacturing Corporation shall comply with the following applicable requirements. The Missouri Air Conservation Laws and Regulations should be consulted for specific record keeping, monitoring, and reporting requirements. Compliance with these emission standards, based on information submitted in the application, has been verified at the time this application was approved.

GENERAL REQUIREMENTS

- Submission of Emission Data, Emission Fees and Process Information, 10 CSR 10-6.110
The emission fee is the amount established by the Missouri Air Conservation Commission annually under Missouri Air Law 643.079(1). Submission of an Emissions Inventory Questionnaire (EIQ) is required April 1 for the previous year's emissions.
- *Operating Permits*, 10 CSR 10-6.065
- *Restriction of Particulate Matter to the Ambient Air Beyond the Premises of Origin*, 10 CSR 10-6.170
- *Restriction of Emission of Visible Air Contaminants*, 10 CSR 10-6.220
- *Restriction of Emission of Odors*, 10 CSR 10-3.090

SPECIFIC REQUIREMENTS

- *Restriction of Emission of Sulfur Compounds*, 10 CSR 10-6.260

AMBIENT AIR QUALITY IMPACT ANALYSIS

Ambient air quality modeling was performed to determine the ambient impact of lead. The Screen Modeling Action Level (SMAL), the level at which screen modeling is triggered for lead is 0.01 tons of lead (Pb) and lead compounds. The material Safety Data sheet lists the lead as in form Tetraethyl lead 78-00-2 it is listed as both lead and lead compounds. This project is required to be below the annual, 24 hour and 8 hour Risk Assessment Level (RAL) for lead and lead compounds. Table 3 compares the Risk Assessment Levels, the level at which the risk involved with the emission of a particular pollutant is great enough to warrant further investigation. Table 4 show sthat Kawasaki Motors is in compliance with the 8 hour, 24 hour, and annual RAL for lead and lead compounds.

Table 3: Kawasaki Motors Lead 1 Hour Concentration Levels

Lead (Pb) Emission Points	Stack Id	1 hour concentration Modeled Impact (ug/m ³)
AETA	ERPS11D	4.17 * 10 ⁻⁸
AET6 & AET8	ERPS11F	4.91 * 10 ⁻⁸
AET7	ERPS11G	1.76 * 10 ⁻⁸

Table 4: Kawasaki Motors Impact compared to RAL Values.

Concentration Time	Kawasaki Motors Manufacturing Corporation Impact (ug/m ³)	Risk Assessment Level (ug/m ³)
8 hour	2.09 * 10 ⁻⁶	2
24 Hour	1.19 * 10 ⁻⁶	0.357
Annual	2.39 * 10 ⁻⁷	0.07

Gasoline consumption was based on the Maximum Hourly Design Rate per 1000 gallons of fuel burned as submitted from Kawasaki Motors Manufacturing Corporation. Using a bulk density of 5.83 pounds/gallon from the Material Safety Data Sheet for Aviation Fuel 100LL. The weight distribution per emission point of leaded gasoline was determined. By distributing the pounds of lead emitted per hour by the weight percent-consumed per emission point and multiplying by the appropriate factors shows that Kawasaki Motors Manufacturing Corporation is in compliance with the 8 hour, 24 hour and annual RAL.

STAFF RECOMMENDATION

On the basis of this review conducted in accordance with Section (5), Missouri State Rule 10 CSR 10-6.060, *Construction Permits Required*, I recommend this permit be granted with special conditions.

Timothy Paul Hines
Environmental Engineer

Date

PERMIT DOCUMENTS

The following documents are incorporated by reference into this permit:

- The Application for Authority to Construct form, dated October 16, 2006, received October 19, 2006, and revised December 22, 2006 designating Kawasaki Heavy Industries Ltd. as the owner and operator of the installation.
- U.S. EPA document AP-42, *Compilation of Air Pollutant Emission Factors*, Fifth Edition.
- U.S. EPA Document 454/R-98-006, *Locating and Estimating Air Emissions from Sources of Lead and Lead Compounds*.
- Kansas City Regional Office Site Survey, dated October 26, 2006.

Attachment A-VOC and CO Monthly Compliance Worksheet
 Kawasaki Motors Manufacturing Corporation Nodaway County, S31, T64, R35
 Project Number: 2006-04-058 Installation ID Number: 147-0023

Emission Point	Usage Units	Usage Amt.	VOC Emission Factor	CO Emission Factor	VOC (lb)	CO (lb)
Example Gasoline Emission Point	gallons	76.5000	0.3939 lb/gal	8.151 lb/gal	30.1334	623.5515
AET1	gallons					
AET2	gallons					
AET3	gallons					
AET4	gallons					
AET5	gallons					
AET6	gallons					
AET7	gallons					
AET8	gallons					
AET9	gallons					
AET10	gallons					
AET11	gallons					
DCF01	MMCF					
DCF01	tons					
DCF03	MMCF					
DCF05	MMCF					
DCF07	MMCF					
DCF09	MMCF					
DCF11	MMCF					
DCF13	MMCF					
DCHTE14	MMCF					
DE1	gallons					
DET1	gallons					
DET2	gallons					
DET3	gallons					
DET4	gallons					
DET5	gallons					
IM1	tons					
PE4	MMCF					
PE5	MMCF					
PE6	MMCF					
PE10	MMCF					
PE10B	MMCF					
ETF1	gallons					
SH1	MMCF					
ETC	gallons					
ASTC	gallons					
Some Emission Points need to be segmented for calculation	(lb/2000) Attachment A Total Tons					
	Attachment A + Attachment B Combined Total Tons					

A 12-Month rolling VOC emission total of all VOC emissions at the installation of less than or equal to 250.0 tons indicates compliance. Note: The VOC content of reclaimed VOC material transferred to a contract reclamation service can be subtracted from the VOC total. A 12-Month rolling CO emission total of CO of less than or equal to 250.0 tons indicates compliance.

Attachment D: HAP Screen Modeling Action Level (SMAL) Compliance Record*

Kawasaki Motors Manufacturing Corporation
 Nodaway County, S31, T64, R64/35
 Project Number: 2006-04-058
 Installation ID: 147-0023
 Permit Number:

This sheet covers the Sealant:

Copy this sheet as needed.

Hazardous Air Pollutant Compliance Tracking*:

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
HAP Identification	Screen Modeling Action Level (ton/yr) (Note 1)	Density of Sealant (lb/gal)	Individual HAP Content (Weight %)	Maximum Hourly Design Rate (gal/hr) (Note 2)	Annual HAP Emissions (tons/yr) (Note 3)
				0.786	
				0.786	
				0.786	
				0.786	
				0.786	
				0.786	

* This tracking sheet only refers to HAPs with a SMAL less than 10 tons per year.

Note 1: Screen Modeling Action Levels for individual HAPs can be found in the "Supplemental Information Package" of the construction permit application (page 21).

Note 2: The Maximum Hourly Design Rate is assumed to not change with the use of a different sealant.

Note 3: Column 6 = Column 3 x Column 4 x Column 5 x 8760.

HAP emissions of no more than the SMAL 2000 given in Column 2 indicate compliance.

Ms. LeAnne Ebrecht
Environmental Technician
Kawasaki Motors Manufacturing Corporation
28147 Business Highway 71
Maryville, MO 64468

RE: New Source Review Permit - Project Number: 2006-10-085

Dear Ms. Ebrecht:

Enclosed with this letter is your permit to construct. Please study it carefully. Also, note the special conditions, if any, on the accompanying pages. The document entitled, "Review of Application for Authority to Construct," is part of the permit and should be kept with this permit in your files.

Operation in accordance with these conditions, your new source review permit application and with your amended operating permit is necessary for continued compliance.

The reverse side of your permit certificate has important information concerning standard permit conditions and your rights and obligations under the laws and regulations of the State of Missouri.

If you have any questions regarding this permit, please do not hesitate to contact Tim Hines at the Department of Natural Resources' Air Pollution Control Program, P.O. Box 176, Jefferson City, MO 65102 or by telephone at (573) 751-4817. Thank you for your attention to this matter.

Sincerely,

AIR POLLUTION CONTROL PROGRAM

Kendall B. Hale
New Source Review Unit Chief

KBH:thl

Enclosures

c: Kansas City Regional Office
PAMS File 2006-10-085
Permit Number: