

Correction to the Second Tier Review technical support document:

The following statement on Page 10, Table 3 regarding best available control technology to control nitrogen oxides (NOx) is incorrect.

“a two-stage oxidation catalyst system (i.e., 3-way catalysts) that is guaranteed by the catalyst manufacturer to remove 35% of nitrogen oxides, and capable of reducing at least 50% each of carbon monoxide, volatile organic compounds, and particulate matter from the exhaust stream”

Dell **will not** use a two-stage catalyst system to control NOx. The following table shows the correction.

Table 1. Summary of BACT Determination

Pollutant(s)	BACT Determination
Particulate matter (PM), carbon monoxide, and volatile organic compounds	<ul style="list-style-type: none"> a. Use of good combustion practices; b. Use of EPA Tier 2 certified engines if the engines are installed and operated as emergency engines, as defined at 40 CFR§60.4219; or applicable emission standards found in 40 CFR Part 89.112 Table 1 and 40 CFR Part 1039.102 Tables 6 and 7 if Model Year 2011 or later engines are installed and operated as nonemergency engines; and c. Compliance with the operation and maintenance restrictions of 40 CFR Part 60, Subpart III.
Nitrogen oxides (NO _x)	<ul style="list-style-type: none"> a. Use of good combustion practices; b. Use of an engine design that incorporates fuel injection timing retard, turbocharger and a low-temperature aftercooler; c. Use of EPA Tier 2 certified engines if the engines are installed and operated as emergency engines, as defined at 40 CFR§60.4219; or applicable emission standards found in 40 CFR Part 89.112 Table 1 and 40 CFR Part 1039.102 Tables 6 and 7 if Model Year 2011 or later engines are installed and operated as nonemergency engines; and d. Compliance with the operation and maintenance restrictions of 40 CFR Part 60, Subpart III.; and e. Installation of a two-stage oxidation catalyst system (i.e., 3-way catalysts) that is guaranteed by the catalyst manufacturer to remove 35% of nitrogen oxides, and capable of reducing at least 50% each of carbon monoxide, volatile organic compounds, and particulate matter from the exhaust stream.
Sulfur dioxide	Use of ultra-low sulfur diesel fuel containing no more than 15 parts per million by weight of sulfur.