

RULE 102. DEFINITIONS. (Adopted 10/18/1971, revised 1/12/1976, readopted 10/23/1978, revised 7/11/1989, 7/10/1990, 7/30/1991, 7/18/1996, 4/17/1997, 1/21/1999, ~~and 5/20/1999~~, and [date of adoption])

[...]

“Compression-Ignited Piston-Type Engine” means a liquid or dual (liquid and gaseous) fueled internal combustion engine designed to produce temperatures high enough through compression of air in the engine cylinder(s) to ignite its fuel/air mixture spontaneously, once a fuel is injected into the combustion chamber. A diesel cycle engine is an example of a compression-ignited internal combustion engine.

[...]

“Derated Engine” means an engine that has been modified to permanently and enforceably reduce the rated brake horsepower of an engine from that specified by the engine manufacturer on the date of initial manufacture of the engine.

[...]

“Internal Combustion Engine” means a heat engine in which the pressure necessary to produce motion of the mechanism results from the ignition or burning of fuel within the engine proper (e.g., one or more engine cylinders or, in the case of a gas turbine engine, in the combustor component) rather than an external furnace, as in a steam engine.

[...]

“Maximum Continuous Brake Horsepower” means the maximum brake horsepower that can be produced by a nonderated engine operating 24 hours per day without reduction or an increase in normal maintenance.

[...]

“Piston-Type Internal Combustion Engine” means any spark- or compression-ignited engine in which the engine piston(s) is(are) contained within a cylinder and moves back and forth in a straight line.

[...]

“Nonportable” means not portable.

[...]

“Portable” means “Portable” as defined in Title 13, Section 2452 of the California Code of Regulations.

[...]

“Rated Brake Horsepower” means one of the following:

1. For an unmodified engine, the maximum continuous brake horsepower rating specified by the manufacturer on the date of engine manufacture, for the engine configuration in which it is used. This rating is generally listed on the engine nameplate or via the manufacturer’s technical literature. If an engine does not have a manufacturer’s-specified maximum continuous brake horsepower rating, the District shall determine the rating by a nonresettable fuel flow meter and a nonresettable elapsed operating time meter or other means approved by the Control Officer.

2. For an engine modified to increase the continuous brake horsepower rating, the maximum continuous rating for the modified engine that has been certified by the engine manufacturer. If the engine does not have a manufacturer's certified continuous brake horsepower rating for the modified engine as configured, the District shall determine the rating by a nonresettable fuel flow meter and a nonresettable elapsed operating time meter or other means approved by the Control Officer.
3. For a derated engine, the maximum continuous rating that has been certified by the engine manufacturer, through dynamometer brake horsepower testing to industry standard procedures, provided the owner or operator uses a nonresettable fuel flow meter and a nonresettable elapsed operating time meter or other means approved by the Control Officer to demonstrate continuous compliance with the engine's maximum continuous brake horsepower rating.

[...]

“Reasonably Available Control Technology” means “Reasonably Available Control Technology” as defined in 40 CFR 51.100.

[...]

“Spark-Ignited Piston-Type Engine” means an Otto-cycle, or two-stroke cycle liquid, gaseous or dual (liquid and gaseous) fueled internal combustion engine, designed to ignite its air/fuel mixture inside the engine cylinder(s) by a triggered electrical discharge (or spark) across a spark plug or other spark producing device.

[...]