## 1. MEASURED OR ESTIMATED IN MINE DP EXPOSURE (ug/m3)

## 2. VEHICLE EMISSION DATA

EMISSIONS OUTPUT (gm/hp-hr)

VEHICLE 1INDIRECT INJECTION 0.3-0.5 gm/hp-hrFELVEHICLE 2OLD DIRECT INJECTION 0.5-0.9 gm/hp-hrTruck 1VEHICLE 3NEW DIRECT INJECTION 0.1-0.4 gm/hp-hrTruck2

**VEHICLE 4** 

VEHICLE OPERATING TIME (hours)

VEHICLE 1 FEL
VEHICLE 2 Truck 1
VEHICLE 3 Truck 2

**VEHICLE 4** 

VEHICLE HORSEPOWER (hp)

VEHICLE 1 FEL
VEHICLE 2 Truck 1
VEHICLE 3 Truck2

**VEHICLE 4** 

SHIFT DURATION (hours)

AVERAGE TOTAL SHIFT PARTICULATE OUTPUT (gm)

#### 3. MINE VENTILATION DATA

FULL SHIFT INTAKE DIESEL PARTICULATE CONCENTRATION SECTION AIR QUANTITY AIRFLOW PER HORSEPOWER

#### 4. CALCULATED SWA DP CONCENTRATION WITHOUT CONTROLS

## 5. ADJUSTMENTS FOR EMISSION CONTROL TECHNOLOGY

ADJUSTED SECTION AIR QUANTITY

VENTILATION FACTOR (INITIAL CFM/FINAL CFM)

AIRFLOW PER HORSEPOWER

OXIDATION CATALYTIC CONVERTER REDUCTION (%)

VEHICLE 1

VEHICLE 2 IF USED ENTER 0-20%.

**VEHICLE 3** 

VEHICLE 4

NEW ENGINE EMISSION RATE (gm/hp-hr)

VEHICLE 1

VEHICLE 2 ENTER NEW ENGINE EMISSION (gm/hp-hr).

VEHICLE 3

**VEHICLE 4** 

AFTERFILTER OR CAB EFFICIENCY (%)

VEHICLE 1
VEHICLE 2
USE 65-95% FOR AFTERFILTERS.
VEHICLE 3
USE 50-80% FOR CABS.
VEHICLE 4

6. ESTIMATED FULL SHIFT DP CONCENTRATION

# Metal and Nonmetal

Column A		Column B	
330	ug/m3		
	gm/hp-hr		gm/hp-hr
	gm/hp-hr		gm/hp-hr
	gm/hp-hr		gm/hp-hr
0.0	gm/hp-hr	0.0	gm/hp-hr
9	hours		hours
	hours	9	
	hours	9	hours
0	hours	0	hours
315	hp	315	hp
250	•	250	•
	hp	330	hp
0	hp	0	hp
10	hours	10	hours
0.09	gm/hp-hr	0.12	gm/hp-hr
50	ug/m3		ug/m3
155000	cfm	155000	
173	cfm/hp	173	cfm/hp
		551	ug/m3
155000	cfm	155000	cfm
1.00		1.00	
173	cfm/hp	173	cfm/hp
0	%	20	%
0	%	20	%
	%	0	%
0	%	0	%
0.1	gm/hp-hr	0.1	gm/hp-hr
	gm/hp-hr	0.2	gm/hp-hr
	gm/hp-hr	0.1	0 1
0.0	gm/hp-hr	0.0	gm/hp-hr

60 60 60	%	60 60 60	%
	wg/m3	•	wg/m3