

**CAR Correlation Table - Process Vents
(40 CFR Part 60, Subpart DDD - 60.560 through 60.566)**

Citations Part 60, Subpart DDD (Polymer Manufacturing)	Citations Part 65 ^{a,b}	Description	Type of Change ^c	Comments
60.560	[Referencing Subpart]	Applicability and designation of affected facility	R	
60.561	65.2 and [Referencing Subpart]	Definitions	R,S	All CAR definitions are in the CAR General Provisions. Terms not used in the CAR and terms used only for applicability provisions are not defined in the CAR. See the definitions correlation table.
60.562-1(a)-(c)	[Referencing Subpart]	Process vent performance requirements	R	All provisions in 60.562-1(a) through (c) remain in the referencing subpart. These provisions layout the applicability requirements and the control options for the vents covered by subpart DDD. The CAR does not cover applicability or lay out the control options for sources complying with subpart DDD. Once a facility decides which control options (outlined in subpart DDD) to apply to a continuous process vent from polypropylene, low density polyethylene, or high density polyethylene production the CAR can be used to comply.
60.562-1(d)	65.143(a)(2), 65.147(a)(1), 65.148(a)(2), 65.149(a)(3), 65.150(a)(2), 65.151(a)(2), 65.152(a)(2), and 65.155(a)(2)	CVS and control devices shall be operated	N	

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Citations Part 60, Subpart DDD (Polymer Manufacturing)	Citations Part 65 ^{a,b}	Description	Type of Change ^c	Comments
60.562-1(e)	60.143(a)(3)	Bypass line performance requirements	BR	<ul style="list-style-type: none"> - Subpart DDD requires car sealed open all lines that route a process vent to a control device and car sealed closed all lines that divert a process vent away from a control device. The CAR would allow these bypass lines to be secured open/closed with a lock-and-key configuration as an alternative. - The CAR is clearer on which bypass lines are required to be secured open/closed. The CAR specifies that bypass lines that could divert the process vent to the atmosphere must be secured closed. The CAR does not explicitly state that lines leading to the control device must be secured open. - The CAR also allows the alternative of a flow indicator at the entrance to any bypass line. However, subpart DDD also seems to allow flow indicators in 60.563(d)(1), but it is not indicated in 60.562-1(e).
60.562-2	[Referencing Subpart]	Equipment leaks of VOC	R	The CAR does not consolidate the equipment leak requirements of subpart DDD; it only consolidates the continuous process vent requirements.
60.563(a)	65.156(c)(1)	For control devices, monitoring equipment shall be installed, calibrated, maintained, and operated	C	The CAR clarifies that "other written procedures that provide adequate assurance that the equipment would reasonably be expected to monitor accurately" can be used instead of manufacturer's specifications.
60.563(a)(1)	65.2	Temperature monitoring device specifications	BR	The specifications for a temperature monitoring device are given in the definition. The CAR requires a minimum accuracy of $\pm 1\%$ or $\pm 1.2\text{ }^{\circ}\text{C}$, while subpart DDD requires $\pm 1\%$ or $\pm 0.5\text{ }^{\circ}\text{C}$.
	65.148(c)(1), 65.149(c)(1), 65.150(c)(1), and 65.151(c)(1)	Temperature monitoring devices: continuous record	N	
60.563(a)(2)	65.147(c)	Flame monitoring device specifications	N	
60.563(a)(3)	65.143(a)(3)(i)	Flow monitoring indicator specifications	N	

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60.563(a)(4)	65.2	Organic monitoring device specifications	N	The specifications for an organic monitoring device are given in the definition.
	65.150(c)(1), 65.151(c)(1), and 65.152(c)(1)	Organic monitoring device: continuous record	N	
60.563(a)(5)	65.2	Specific gravity monitoring device specifications	N	The specifications for a specific gravity monitoring device are given in the definition.
	65.150(c)(1)	Specific gravity monitoring device: continuous record	N	
60.563(b)	[Not Consolidated]	Monitoring introductory paragraph	NC	This introductory paragraph is not needed in the CAR structure.
60.563(b)(1)	65.148(c)(1)	Incinerator monitoring requirements	C	The CAR clarifies that for catalytic incinerators, the temperature monitoring device can be installed in either the firebox or in the ductwork immediately downstream of the firebox in a position before any substantial heat exchange occurs.
60.563(b)(2)	65.147(c)	Flare monitoring introductory paragraph	N	
60.563(b)(2)(i)	65.147(c)	Flare monitoring requirements (continuous process vent)	N	
60.563(b)(2)(ii)	[Not Consolidated]	Intermittent process vent	NC	The CAR does not contain provisions regarding intermittent process vents.
60.563(b)(3)	65.149(c)	Boiler monitoring introductory paragraph	N	

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60.563(b)(3)(i)	65.149(c)(1)	Boiler monitoring requirements, small boilers	BR	<ul style="list-style-type: none"> - Subpart DDD uses English units (150 million Btu/hr) where the CAR uses metric (44 MW). - The CAR exempts from monitoring boilers that have all vent streams introduced with the primary fuel. - The CAR clarifies that the temperature monitoring device must be in the firebox. The description of where the device must be located under subpart DDD is somewhat vague.
60.563(b)(3)(ii)	[Not Consolidated]	Boilers monitoring requirements, large boilers	BR	The CAR does not require the periods of operation of the boiler to be recorded because venting a process vent to an idle combustion device is a safety hazard. The rationale is explained in more detail in the preamble.
60.563(b)(4)	65.150(c)(1)	Absorber parametric monitoring requirements	N	
60.563(b)(5)	65.151(c)(1)	Condenser parametric monitoring requirements	N	
60.563(b)(6)	65.152(c)(1)	Carbon adsorber parametric monitoring requirements	BR	The CAR allows an alternative to the organic monitoring device. An integrating regeneration stream flow and carbon-bed temperature monitoring device can be used instead of an organic monitoring device.
60.563(c)	[Not Consolidated]	Monitor control devices to ensure proper operation and maintenance	NC	The CAR does not contain this NSPS general duty requirement to monitor for conformance to the design. The CAR has specific monitoring requirements.

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60.563(d)	65.143(a)(3)	Bypass line monitoring requirements	C	<ul style="list-style-type: none"> - The CAR language clarifies that bypass lines are lines that could divert the process vent to the atmosphere vs. the subpart DDD "divert away from the control device" language. - The CAR clarifies that the monthly monitoring of secured valves consists of "visual inspection." The subpart DDD language contains a reference to monthly "monitoring" of secured valves.
	65.163(a)(1)(ii)	Identify all times when car seal is broken or the valve position changed	N	
60.563(e)	65.155(c)(1)	Alternative monitoring parameters for non-listed control devices	BR	The CAR requires the facility to submit proposed monitoring, recordkeeping, and reporting, while, under subpart DDD, the facility provides information to the Administrator who specifies monitoring, recordkeeping, and reporting.
60.564(a)	65.147(b)(1), 65.148(b)(1), 65.149(b)(1), 65.150(b)(1), 65.151(b)(1), 65.152(b)(1), and 65.155(b)	Performance test: requirement to conduct	C	The CAR clearly states when a flare compliance determination and performance test is required.
	65.158(a)(2)	Performance tests: default procedures	N	The CAR references the appendices of parts 51, 60, 61, and 63 for test methods, while subpart DDD references only the appendix of part 60.

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Citations Part 60, Subpart DDD (Polymer Manufacturing)	Citations Part 65 ^{a,b}	Description	Type of Change ^c	Comments
60.564(a)(1)	65.157(c)(2)	Performance test after process change	BR	The CAR does not require that a new performance test be conducted anytime a process change is made. The Administrator may request that a performance test be conducted at any time, however.
	65.147(b)(2), 65.148(b)(3), 65.149(b)(3), 65.150(b)(2), 65.151(b)(2), 65.152(b)(2), and 65.167(a)	Performance test after replacement of a control device	N	
60.564(a)(1)	[Not Consolidated]	Performance test after removal of a control device	NC	There is no situation where the subpart DDD process vents that have the option of complying with the CAR (continuous process vents from polypropylene, low density polyethylene, and high density polyethylene production) would be allowed to remove a control device.
	[Not Consolidated]	Performance test after an addition of a control device	NC	There is no situation where the subpart DDD process vents that have the option of complying with the CAR would need to add a control device. The process vent must be in compliance initially.
60.564(a)(2)	65.149(b)(2)	Performance test exemptions for boilers	BR	The CAR has two additional performance test exemptions for boilers: hazardous waste boilers, and boilers where the process vent is introduced with the primary fuel.
	65.157(c)(2)	Administrator can require a performance test at any time	N	

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60.564(a)(3)	65.160(b)(2)(iii) and (b)(2)(iv)	Performance tests: organic concentration (3 runs, use the average, etc.)	BR	- Subpart DDD requires an organic monitor for carbon adsorbers. The CAR allows an option of either an organic monitor or an integrating regeneration stream flow and carbon-bed temperature monitoring device. - Subpart DDD requires that the average performance test results be the base values for the monitoring program. The CAR allows the performance test results to be used to determine the base value for the monitoring program. This applies to all average parameter values determined during the performance test, but is only mentioned here. See discussion of monitoring recordkeeping and reporting in the new paragraph section below.
60.564(a)(4)	65.160(b)(2)(i)	Performance tests: average specific gravity for absorbers (procedure)	N	
60.564(a)(5)	65.160(b)(2)(ii)	Performance tests: average outlet temperature for condensers (procedure)	N	
60.564(b)	65.158(b)(3)	Compliance determination: concentration	BR	The CAR allows any other method or data that has been validated using Method 301.
60.564(b)(1)	65.158(b)(3)(ii)(A)	Compliance determination: concentration: TOC concentration equation	N	

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60.564(b)(1)(i)	65.158(b)(3)	Compliance determination: concentration: use Method 18 for TOC concentration	N	
	65.158(b)(1)	Compliance determination: concentration: use Method 1 or 1a for sampling site	N	
	[Not Consolidated]	Compliance determination: concentration: use Method 4 for moisture content	NC	The CAR does not require moisture to be measured when determining concentration. Subpart DDD requires moisture to be measured "if necessary."
60.564(b)(1)(ii)	65.158(b)(3)(i)	Compliance determination: concentration: sampling time	N	
60.564(b)(2)	65.158(b)(3)	Compliance determination: concentration: correct TOC to 3% oxygen	N	The CAR requires a 3% oxygen correction in all cases when a combustion device is used. Subpart DDD requires the correction "if supplemental combustion air is used"
	65.158(b)(3)(iii)(B)	Compliance determination: concentration: 3% oxygen correction equation	N	
	65.158(b)(3)(iii)(A)	Compliance determination: concentration: Method 3 for oxygen concentration	N	The CAR requires Method 3B for oxygen concentration determinations, while subpart DDD requires Method 3. Because the CAR allows other appropriate methods the use of Method 3 could be approved by the Administrator.
60.564(c)	65.158(b)(4)	Compliance determination: percent reduction	N	
60.564(c)(1)	65.158(b)(4)(iii)	Compliance determination: percent reduction: emission reduction equation	N	
60.564(c)(2)	65.158(b)(4)(ii)	Compliance determination: percent reduction: TOC mass rates	N	Subpart DDD presents this equation in different units than the CAR, but it is the same otherwise.

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60.564(c)(2)(i)	65.158(b)(1) and (b)(1)(i)	Compliance determination: percent reduction: sampling site	C	The CAR provides additional specifications on the location of the sampling site for boilers.
	65.158(b)(4)	Compliance determination: percent reduction: Method 18 for individual organic component concentration	BR	The CAR allows any other method or data that has been validated using Method 301.
60.564(c)(2)(ii)	65.158(b)(2)	Compliance determination: percent reduction: Method 2 (etc.) for flow rate	N	
	[Not Consolidated]	Compliance determination: percent reduction: Method 4 for moisture content	NC	The CAR does not require moisture to be measured when determining the percent reduction.
60.564(c)(2)(iii)	65.158(b)(4)(i)	Compliance determination: percent reduction: sampling sites and times	N	The CAR does not require that the inlet and outlet samples be taken simultaneously as subpart DDD requires. The CAR does require that they be taken at approximately equal intervals in time.
60.564(d)	[Not Consolidated]	Exemptions of individual streams: uncontrolled annual emissions and weight percent VOC	NC	The CAR does not include applicability provisions of subpart DDD. If a stream is not required to be controlled if would not be complying with the CAR.
60.564(e)	65.147(b)(3)	Compliance determination: flares	N	
60.564(e)(1)	65.147(b)(3)(i)	Compliance: flares: visible emissions (Method 22)	N	
60.564(e)(2)	65.147(b)(3)(iv)	Compliance: flares: flame monitoring device	C	The CAR allows the monitoring of the flare flame or pilot flames, while subpart DDD requires monitoring of the flame.
60.564(f)	65.147(b)(3)(ii)	Compliance: net heating value: equation	BR	The CAR does not require that Method 1 or 1A be used to determine the sampling site; that the sampling time should be 1 hour; or that an integrated sample or four grab samples should be taken.

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60.564(g), (g)(1)-(g)(3)	65.147(a)(6) and (a)(7)	Compliance: exit velocity	N	The CAR sets out the velocity criteria but does not specifically state that these are to be used to assess compliance.
60.564(g)(4)	65.147(b)(3)(iii)	Compliance: procedures for exit velocity	N	
60.564(h)	[Not Consolidated]	Compliance: mass emission per mass product	NC	The CAR only contains the provisions for continuous process vents from polypropylene, low density polyethylene and high density polyethylene.
60.564(i)	[Not Consolidated]	Compliance: temperature	NC	The CAR only contains the provisions for continuous process vents from polypropylene, low density polyethylene and high density polyethylene.
60.564(j)	[Not Consolidated]	Compliance: ethylene glycol concentration	NC	The CAR only contains the provisions for continuous process vents from polypropylene, low density polyethylene and high density polyethylene.
60.565(a)	65.160(b)	Introductory paragraph requiring records to be kept up-to -date and readily accessible	N	
	65.149(b)(2)	Reporting exemptions for boilers	BR	The CAR includes performance test exemptions for boilers burning hazardous waste and boilers in which the vent stream is introduced with the primary fuel.
	[Not Consolidated]	When complying with 60.562-(a)(1)(i)(D)	NC	The CAR does not include the provisions of, or associated with, 60.562-1(a)(1)(i)(D).
60.565(a)(1)	[Not Consolidated]	Incinerator records: Introductory paragraph	NC	This introductory paragraph is not needed in the CAR structure.
60.565(a)(1)(i)	65.160(b)(1)(i) and (b)(1)(ii)	Incinerator records: temperature	N	
60.565(a)(1)(ii)	65.160(b)(1)(iii)	Incinerator records: percent reduction or concentration	BR	Subpart DDD requires the concentration to be on a dry basis. The CAR does not require the concentration on a dry basis. The CAR requires the 3% oxygen correction when combustion units are used; subpart DDD requires the correction when supplemental combustion air is used.
	[Not Consolidated]	Incinerator records: emission rate	NC	The CAR does not contain provisions for process vents that have an emission rate compliance option.

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60.565(a)(2)	65.160(b)(1)(iv), (b)(1)(v), and (b)(1)(vi)	Boiler as combustion device recordkeeping and reporting	BI	- The CAR also requires a record for the percent reduction. - The CAR requires that the temperature be recorded so that parameter ranges can be determined, while subpart DDD specifies the parameter ranges and requires a record when the temperature is outside the range.
60.565(a)(3)	65.159(b)	Flare data to record and report	BR	- The CAR clarifies the requirement to keep a record of flare design. - The CAR does not require continuous records of pilot flame monitoring be kept, while subpart DDD does. - The CAR requires that records of times when <u>all</u> pilot flames are out be kept rather than times when <u>a</u> pilot flame is out (as subpart DDD requires).
60.565(a)(4)	[Not Consolidated]	Intermittent streams: description of the location at which the process vent is introduced into the incinerator, boiler, or process heater	NC	The CAR does not contain provisions for intermittent process vents.
60.565(a)(5)	[Not Consolidated]	Intermittent streams: flare records	NC	The CAR does not contain provisions for intermittent process vents.
60.565(a)(6)	65.160(b)(2)(i)	Recordkeeping: absorber	N	
	65.156(e)	Recordkeeping: absorber: alternative monitoring	N	The CAR states the allowance for alternative monitoring in a more general way than subpart DDD, but the intent is the same.
60.565(a)(7)	65.160(b)(2)(ii)	Recordkeeping: condenser	N	
60.565(a)(8)	[Not Consolidated]	Recordkeeping: ethylene glycol	NC	The CAR does not contain provisions for process vents where the ethylene glycol concentration compliance option applies.
60.565(a)(9)	65.160(b)(2)(ii) and (b)(2)(iv)	Recordkeeping: carbon adsorber	BR	The CAR allows an alternative to organic concentration monitoring.
60.565(a)(10)	[Not Consolidated]	Recordkeeping: process variables for individual stream exemptions	NC	The CAR does not contain any subpart DDD applicability provisions.
60.565(a)(11)	[Not Consolidated]	Recordkeeping: all periods when the control device is not operational	NC	The CAR does not include the provision of, or associated with, 60.562-1(a)(1)(i)(D).

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60.565(b)(1)	[Not Consolidated]	Vent stream report	BR	The CAR does not require this report.
60.565(b)(2)	65.163(a)(1)	Bypass records	C	The CAR does not specify to keep the records for 2 years. It requires [65.4(a)] the records to be kept for 5 years for Title V sources and 2 years for non-Title V sources. This is consistent with the Title V rules and therefore a clarification of the overlap of these rules. This change is made elsewhere but only mentioned here.
60.565(c)	65.162(b)	Parametric monitoring records: incinerators	BR	<ul style="list-style-type: none"> - The CAR requires the facility to determine site specific parameter monitoring ranges, while subpart DDD specifies the parameter boundaries. - The CAR refers to the monitoring parameters specified elsewhere, while subpart DDD reiterates the parameters to be monitored. - The CAR also allows averages to be kept in certain situations instead of all of the monitored data.
60.565(d)	65.162(b)(1)	Parametric monitoring records: boilers	N	
60.565(d)(1)	[Not Consolidated]	Periods of operation for large boilers and process heaters	BR	Because it is unsafe to vent emissions to an inoperable combustion device, the record of boiler and process heater operation was not consolidated in the CAR.
60.565(d)(2)	65.162(b)(3)	Exceeded parameter boundaries	BR	<ul style="list-style-type: none"> - The CAR requires the facility to determine site specific parameter monitoring ranges, while subpart DDD specifies the parameter boundaries. - The CAR refers to the monitoring parameters specified elsewhere, while subpart DDD reiterates the parameters to be monitored. - The CAR also allows averages to be kept in certain situations instead of all of the monitored data.
60.565(e)	65.159(c) and (d)	Parametric monitoring records: flares	BR	The CAR does not require all monitoring data. Only the times and durations when the flare flame or all the pilot flames are out are required to be recorded.

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60.565(f)	65.162(c)	Parametric monitoring records: other control devices, including adsorbers, condensers, and absorbers	BR	<ul style="list-style-type: none"> - The CAR requires the facility to determine site specific parameter monitoring ranges, while subpart DDD specifies the parameter boundaries. - The CAR refers to the monitoring parameters specified elsewhere, while subpart DDD reiterates the parameters to be monitored. - The CAR also allows averages to be kept in certain situations instead of all of the monitored data.
60.565(g)	[Referencing Subpart]	Recordkeeping: process changes	R	This provision is not contained in the CAR, but still applies to sources complying with the CAR.
60.565(h)	[Not Consolidated]	Recordkeeping: process changes in relation to individual stream exemptions	NC	The CAR does not contain requirements for provisions associated with complying with these compliance options.
60.565(i)	[Not Consolidated]	Exemptions from the NSPS general provisions: excess emissions and monitoring system performance reports	NC	The CAR does not contain any excess emissions and monitoring system performance reports, therefore it is not necessary to provide a specific exemption from the NSPS general provisions.
60.565(j)	65.156(e)	Alternative recordkeeping and reporting for listed control devices	BR	The CAR requires the facility to propose the monitoring, recordkeeping, and reporting to the Administrator for consideration, while subpart DDD specifies that the Administrator will specify the monitoring, recordkeeping, and reporting.
60.565(k)	[Not Consolidated]	Submit semiannual reports	NC	This introductory paragraph is not needed in the CAR structure.
60.565(k)(1)	65.166(f)(1) and (f)(2)	Periodic report: excursions	BR	<ul style="list-style-type: none"> - The CAR requires periods when the daily averages are outside the ranges to be reported while subpart DDD requires a report when the 3-hour averages are outside the range. - The CAR requires that records are kept other than the daily average for carbon adsorbers when regenerative stream flow and carbon bed regeneration temperature are monitored. Subpart DDD does not allow these parameters to be monitored for carbon adsorbers; an organic monitoring device is required.
60.565(k)(2)	65.166(b)(2) and (b)(3)	Periodic report: vent stream diversions	N	

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60.565(k)(3)	[Not Consolidated]	Periodic report: boiler or process heater not operating	BR	The CAR does not require the operation of the boiler or process heater to be monitored, therefore, this report is not included in the CAR.
60.565(k)(4)	65.166(c)	Periodic report: absence of pilot or flare flame	N	
60.565(k)(5) and (k)(6)	[Not Consolidated]	Periodic report: increases in uncontrolled emissions	NC	The CAR does not contain provisions for process vents complying with these compliance options.
60.565(l)	[Referencing Subpart]	Notification of the provisions being use to comply	R	This provision is not contained in the CAR, but still applies to sources complying with the CAR.
60.565(m)	[Not Consolidated]	Delegation of authority: recordkeeping and reporting	NC	The CAR does not contain this provision.
60.566	65.12	Delegation of authority	N	
New	65.143(a)(1)	CVS must collect emissions and route to a control device	C	The CAR clarifies that the CVS must be designed and operated to collect the regulated material emissions and route it to a control device.
New	65.148(b)(2)	Incinerator performance test exemption	BR	The CAR exempts hazardous waste incinerators from performance tests.
New	65.156(b)(2)	Procedures for a backup CPMS	C	The CAR clarifies how to handle the results from a backup CPMS
New	65.156(c)(2)(i) and (c)(5)	Common sense CPMS requirements	C	The CAR specifically states some common sense CPMS requirements, including ensuring immediate repair of CPMS and the CPMS must be continuously operating when emissions are routed to the monitoring device.
New	65.156(c)(2)(ii), 65.162(a)(2)(iii) - (a)(2)(v), 65.163(c), and 65.167(b)	Startup, shutdown, and malfunction plan and associated requirements	BR	<ul style="list-style-type: none"> - The CAR incorporates the startup, shutdown, and malfunction (SSM) plan from the part 63 general provisions. These paragraphs are a necessary part of the SSM plan scheme. - The SSM plan acts to reduce burden because less reporting is required when there is a startup, shutdown, or malfunction. See the part 60 general provisions correlation table for more discussion on the SSM requirements and the differences with the corresponding provisions of part 60.

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New	65.148(c)(2), 65.149(c)(2), 65.150(c)(2), 65.151(c)(2), 65.152(c)(2), 65.155(c)(2), 65.156(d), 65.161(a), 65.161(c), 65.161(d), 65.161(e), 65.162(b)(2), 65.162(c)(2), 65.163(e) 65.165(c), 65.165(e), and 65.166(f)(4)	Monitoring, recordkeeping, and reporting	BR	The CAR incorporates the HON scheme of allowing facilities to set site-specific parameter monitoring ranges. These site-specific parameter monitoring ranges are a measure of compliance with the rule. Also, part of the HON scheme is reduced recordkeeping -- sources do not have to keep every monitored value if all data is within the parameter ranges. This scheme was incorporated into the CAR as a whole program. The paragraph 65.156(d) is the portion of the scheme that states that the CPMS data is used to determine compliance with the rule. The paragraphs in 65.161 are the requirements that set up the various recordkeeping options. The paragraphs of 65.162 require the daily average value to be recorded. The paragraphs of 65.165 and 65.166 are the associated recordkeeping and reporting. These paragraphs are marked as a burden reduction because the whole program is a burden reduction.
New	65.156(e), 65.162(e)	Alternative monitoring parameter	C	Subpart DDD allows monitoring parameters for control devices not listed to be proposed to the Administrator, but does not specifically allow alternative monitoring parameters for the control devices listed; the CAR does.
New	65.157(b)(1)	Prior performance tests acceptable	BR	The CAR allows prior performance tests and compliance determinations under certain situations.
New	65.157(b)(2) and (b)(3), 65.164(b)(3)	Performance test waiver	BR	The CAR allows a performance test waiver in certain situations.
New	65.158(b)(1)(i) and (b)(4)(iv)	Sampling site and measurement of compliance for certain boilers and process heaters	C	<ul style="list-style-type: none"> - The CAR specifies that the sample site shall be at the outlet of the control device. - The CAR clarifies for boilers and process heaters with a capacity less than 44 MW and when the vent stream is introduced with the combustion air or as a secondary fuel, the calculation of percent reduction must take into account the reduction of regulated material from all fuel sources. This requires the sampling site to be located so that all vent streams are measured.

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(40 CFR Part 60, Subpart DDD - 60.560 through 60.566)**

Citations Part 60, Subpart DDD (Polymer Manufacturing)	Citations Part 65 ^{a,b}	Description	Type of Change ^c	Comments
New	65.159(a), 65.160(a)	Have available records to determine the conditions of flare compliance and performance tests	C	The CAR requires that records be available to determine the conditions of the flare compliance determinations and performance tests. This clarifies the requirement that these data must be available although records are required to be kept for 2 or 5 years depending on Title V source status regardless. Also, records of performance tests and compliance determinations are probably kept indefinitely anyway because of their importance to the facility.
New	65.160(b)(2)(v)	Record percent reduction determined during performance test	C	The CAR clarifies that the percent reduction or outlet concentration must be recorded.
New	65.162(d)	Alternatives to the CPMS and recordkeeping provisions	BR	The CAR allows facilities to request alternative systems for monitoring and recordkeeping. Alternatives such as nonautomated systems and data compression systems are specifically mentioned as systems that could be approved.
New	65.164(a)	Performance test reports	C	These provisions in the CAR clarify the contents of performance tests and compliance determinations. They also clarify what to submit when multiple emission points of the same kind are tested using the same methods.
New	65.164(b)(2)	Submission of subsequent performance tests	C	The CAR clarifies when performance test results must be submitted when they are not submitted as part of the Initial Compliance Status Report.
New	65.166(a)	General information in a periodic report	C	The CAR adds clarity by specifying some general information that must be in a periodic report, including reporting dates and total source operating period.

^a **[Not Consolidated]** - Provisions that are not consolidated in the CAR because they are not relevant to SOCOMI sources or needed in the CAR.

^b **[Referencing Subpart]** - Provisions that are not consolidated in the CAR but remain in the Referencing Subpart and remain applicable to sources complying with the CAR.

^c Letters in this column indicate the following:

C - clarification
S - simplification

CAR Correlation Table - Process Vents
(40 CFR Part 60, Subpart DDD - 60.560 through 60.566)

BR - burden reduction
BI - burden increase
N - no significant change
NC - not consolidated
R - provisions retained in referencing subpart.