

CAR Correlation Table - Transfer Racks
(40 CFR Part 63, Subpart G (HON) - 63.126 through 63.130)

Citations Part 63, Subpart G (Transfer Racks)	Citations, Part 65 ^{a,b}	Description	Type of Change ^c	Comments
63.126(a)	65.82(a)	Design requirements: equip transfer rack with a CVS/CD	C	<ul style="list-style-type: none"> - The CAR only contains provisions for Group 1 transfer racks; all Group 2 only requirements are left in the referencing subpart. As such, no "Group 1" language appears in relation to transfer rack requirements in the CAR. - The CAR consolidates on the term "closed vent system (CVS)," instead of "vapor collection system" used in the HON. - The CAR specifically allows for "process piping" which routes vapors to a fuel gas system or process. CVS is defined to be piping routing vapors to a control device. Therefore, this is a clarity change to clarify that process piping routing vapors to a fuel gas system or to a process is also allowed. This clarification is made in several places in the CAR transfer subpart but is only mentioned here.
63.126(a)(1)	65.82(b) and (c), 65.143(a)(1)	Design: collect and route to a CVS/CD	N	The "organic HAP" term in the HON is generalized in the CAR to "regulated material." This is a global change and is only noted here. 65.82(b) and (c) contain only the design requirements from 63.126(a)(1)
	65.84(a) and 65.143(a)(1)	Operating: collect and route to a CVS/CD	N	65.84(a) contains only the operating requirements from 63.126(a)(1).
63.126(a)(2)	65.143(a)(4)	Design and operating: vapors collected at one loading arm cannot pass through another arm of the rack to the atmosphere	N	
63.126(a)(3)	65.84(b)	Operating: CVS/CD shall be operating	N	The "shall be operating" provision is included here and in CVS for the benefit of both audiences: the loader and the operator of the control device, process, or fuel gas system.
	65.143(a)(2)	Operating: CVS shall be operating	C	The CAR specifies that the CVS shall be operating at all times when emissions are vented through it. This is an implied requirement in HON and is clarified in the CAR.
	65.144(a)(1)	Operating : process and fuel gas system shall be operating	N	

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63.126(a)(3)	65.147(a)(1), 65.148(a)(2), 65.149(a)(3), 65.150(a)(2), 65.151(a)(2), 65.152(a)(2), 65.154(a)(2), and 65.155(a)(2)	Operating: control device shall be operating	N	In the CAR this requirement is stated for each type of control device.
63.126(b)	65.83(a)	Performance: introduction	N	
63.126(b)(1)	65.83(a)(1)	Performance: 98 percent or 20 ppmv	N	The CAR includes a pointer to the applicable requirements in subpart G of the CAR.
	65.149(a)(2)	Operating: introduce stream into the flame zone of a boiler	N	
63.126(b)(2)	65.83(a)(2)	Performance: flare	N	
63.126(b)(2)(i)	65.83(a)(2)	Performance: requirements for flares	N	The CAR points to subpart G of the CAR where all of the specific flare requirements reside. The HON points to the general provisions [§63.11(b)] for the specific flare requirements. See the part 63 general provisions correlation for a comparison of the CAR flare requirements and the part 63 flare requirements.
63.126(b)(2)(ii)	65.83(b)(1)	Performance: halogenated streams can not be flared	N	
63.126(b)(3)	65.83(a)(3)	Performance: vapor balancing	C	The language of the CAR clarifies that transfer racks using vapor balancing are exempt from various requirements.
63.126(b)(4)	65.83(a)(4) and 65.144(b)(2)	Performance: process or fuel gas system	N	The CAR language points to the additional requirements in subpart G of the CAR.
63.126(c)	[Referencing Subpart]	Reference control technology for Group 2 transfer racks	R	

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63.126(d)	65.83(b)	Performance: halogenated streams (applicability)	N	The CAR language points to the additional requirements in subpart G of the CAR.
63.126(d)(1)	65.83(b)(1)	Performance: halogenated reduction device following combustion	N	
63.126(d)(2)	65.83(b)(2)	Performance: halogen reduction device prior to combustion	N	
63.126(d)(3)	65.85(b) and (c)	Procedure: halogenated vent stream determination	N	
63.126(e)	65.84(c)	Operating: HON/DOT vapor tightness provisions	C	This CAR paragraph is an example of where references are included for the records that must be kept. This clarification (as well as an analogous clarification for references to reports) has been done throughout the subpart. It is only mentioned here.
63.126(f)	65.84(e)	Operating: CVS must be compatible	N	
63.126(g)	65.84(f)	Operating: CVS must be connected	N	
63.126(h)	65.84(d), 65.143(a)(5), and 65.144(a)(2)	Operating: pressure relief device shall not begin to open during loading	N	
63.126(i)	65.143(a)(3)	Operating: bypass lines	N	
63.127(a)	65.156(c)(1)	Monitoring: install, calibrate, etc.	N	
63.127(a)(1)	65.148(c)(1)	Monitoring: incinerator	C	Only a clarifying edit was made to specify that the device be capable of producing a continuous record (rather than requiring it to be equipped with a continuous recorder). This makes the rule clear that other means of recording monitoring results are acceptable in addition to strip charts. This clarification was made several places, and it is only mentioned here.

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63.127(a)(2)	65.147(c)	Monitoring: flare	BR	The CAR clarifies that at least one pilot flame be present rather than “the” pilot flame. The HON language may be interpreted to mean that all the pilot flames must be present. The CAR also allows monitoring that the flare flame is present instead of the pilot flames.
63.127(a)(3)	65.149(c)(1)	Monitoring: boiler or process heater	N	
63.127(a)(4)	65.154(c)(1)	Monitoring: scrubber	N	
63.127(b)	65.150(c)(1), 65.151(c)(1), and 65.152(c)(1)	Monitoring: organic monitor as an alternative to absorber, condenser, or carbon adsorber	N	In keeping with the format of the CAR, this provision is located in three places, in the sections for absorbers, condensers, and carbon adsorbers.
63.127(b)	65.156(c)(1)	Monitoring: recovery devices shall be installed, calibrated, etc.	N	
63.127(b)(1)	65.150(c)(1)	Monitoring: absorber	N	
63.127(b)(2)	65.151(c)(1)	Monitoring: condenser	N	
63.127(b)(3)	65.152(c)(1)	Monitoring: carbon adsorber	N	
63.127(c)	65.155(c)(1) and 65.156(e)	Monitoring: request approval for alternate	N	
63.127(c)(1)	65.155(c)(1)	Monitoring: request approval for nonlisted control/recovery device	N	
63.127(c)(2)	65.156(e)	Monitoring: request approval for an alternative parameter	N	
63.127(d)	65.143(a)(3)	Monitoring: bypass lines	N	
63.127(d)(1)	65.143(a)(3)(i)	Monitoring: bypass lines: install, maintain, and operate a flow indicator	N	
63.127(d)(2)	65.143(a)(3)(ii)	Monitoring: bypass lines: car-seal or lock-and-key	N	

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63.127(d)(2)(i)	65.143(a)(3)(ii)	Monitoring: bypass lines: car-seal and lock-and-key visual inspections	N	
63.127(d)(2)(ii)	65.163(a)(1)(ii)	Monitoring: bypass lines: car-seal and lock-and-key records	N	
63.127(e)	65.148(c)(2), 65.149(c)(2), 65.150(c)(2), 65.151(c)(2), 65.152(c)(2), and 65.154(c)(3)	Monitoring: owner or operator establishes the range	N	
63.128(a)	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 tests: introduction/requirement to conduct performance tests	N	
63.128(a)(1)	[Not Consolidated]	Performance tests: for control devices common to high-throughput transfer racks and process vents, follow process vent procedures	NC	Because the performance test procedures for control devices on transfer racks and process vents are combined in the CAR, it is not necessary to specify that the process vent procedures are to be followed for high-throughput transfer racks.
	65.145(b)(1)(iii)	Performance test: for control devices common to low-throughput transfer racks and process vents, follow process vent procedures	N	The CAR specifies that performing a performance test on a shared control device satisfies the design evaluation/performance test requirement for low-throughput transfer racks. This does not constitute a change in requirements between the HON and the CAR but reflects a difference in formatting of the requirements.
63.128(a)(2)	65.158(a)(3)	Performance tests: three runs	BR	The CAR provides details on what to do when the data from one of the runs is lost or the run is discontinued for certain reasons. The CAR allows, in these cases, the performance test to only be one run.

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63.128(a)(3)	65.158(a)(2)	Performance tests: testing equipment shall be installed according to the appropriate method	N	The CAR parallel requirement is stated more generally: "Performance tests shall be conducted... in accordance with the test methods..."
63.128(a)(4)	65.158(a)(3) and 65.158(a)(3)(i)	Performance tests: for control devices shared by multiple arms, minimum sampling time shall be 1 hour, etc.	N	
63.128(a)(5)	65.158(a)(3)(i)	Performance tests: sampling site and performance test runs must cover one complete filling period	N	
63.128(a)(6)	65.158(a)(3)(ii)	Performance tests: for intermittent control devices, each run must cover at least one control device cycle	N	
63.128(a)(7)	65.158(b)(1)	Performance tests: selection of sampling site	N	
63.128(a)(8)	65.158(b)(2)	Performance tests: volumetric flow rate	N	
63.128(a)(9)	65.158(b)(3)	Performance tests: ppmv outlet concentration	N	
63.128(a)(9)(i)	65.158(b)(3)(iv)	Performance tests: concentration of organic compounds using Method 25A	N	
63.128(a)(9)(ii)	65.158(b)(3)(ii)(A)	Performance tests: concentration of total organic compounds using Method 18	C	The equation shown in the CAR takes into account the averaging of the three runs.

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63.128(a)(9)(iii)	65.158(b)(3)(ii)(B)	Performance tests: concentration of total regulated material using Method 18	N	
63.128(a)(9)(iv)	65.158(b)(3)(iii)(A)	Performance tests: oxygen concentration determination	N	
63.128(a)(9)(v)	65.158(b)(3)(iii)(B)	Performance tests: oxygen correction	N	
63.128(a)(10)	65.158(b)(4)	Performance tests: percent reduction	N	
63.128(a)(10)(i)	[Not Consolidated]	Performance tests: percent reduction organic compound concentration in lieu of regulated material concentration	NC	The CAR does not specifically say that TOC can be measured in lieu of regulated material, however this is made clear throughout the performance test procedures in the CAR.
63.128(a)(10)(ii)	65.158(b)(4)(v)	Performance tests: percent reduction using Method 25A	N	
63.128(a)(10)(iii)	65.158(b)(4)(ii)	Performance tests: percent reduction using Method 18	C	The CAR clarifies that only the concentrations of species being regulated need to be included in the percent reduction calculation.
63.128(a)(10)(iv)	65.158(b)(4)(iii)	Performance tests: percent reduction equation	N	
63.128(a)(11)	65.158(b)(3), and 65.158(b)(4)	Performance tests: Method 301 allowance	N	
63.128(b)	65.147(b)	Compliance determination: flares	S	For simplicity, the CAR incorporates the provisions of 63.11(b) instead of pointing to these provisions.
63.128(b)(1)	65.147(b)(3)(i)	Compliance determination: flares	N	
63.128(b)(2)	65.147(b)(1)	Compliance determination: flares	N	
63.128(c)(1)	65.145(b)(2)(i) and 65.149(b)(2)(i)	Performance tests: exemptions: large boilers	N	

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63.128(c)(2)	65.145(b)(2)(ii) and 65.149(b)(2)(iii)	Performance tests: exemptions: boilers, burning hazardous waste	N	
63.128(c)(3)	65.145(b)(2)(iv) and 65.149(b)(2)(ii)	Performance tests: exemptions: boilers, vent introduced with the primary fuel	N	
63.128(c)(3)	65.144(b)(1)	Performance tests: exemptions: emissions routed to a fuel gas system	N	
63.128(c)(4)	65.83(a)(3)	Performance tests: exemptions: vapor balancing	N	The CAR does not specifically say that a performance test is not required when vapor balancing is used. However, it specifies that the requirements of subpart G do not apply, which is where performance tests are required.
63.128(c)(5)	65.144(b)(2)	Performance tests: exemptions: recycle emissions back to CMPU	N	The CAR does not specifically say that a performance test or compliance determination is not required for transfer rack emissions routed to a process. However, it specifies that a compliance determination is required for an analogous storage vessel; no mention of one for transfer indicates that there is not one.
63.128(c)(6)	65.145(b)	Performance tests: exemptions: transfer less than 11.8 million liters per year	S	The CAR defines the term "low-throughput transfer racks" to mean transfer racks transferring less than 11.8 million liters per year. The CAR uses this term for simplicity. The CAR does not specifically say that a performance test need not be done for a control device used on a low-throughput transfer rack but outlines the possible options including a design evaluation or performance test.
63.128(c)(7)	65.145(b)(2)(iii) and 65.148(b)(2)	Performance tests: exemption: hazardous waste incinerator	N	
63.128(d)	65.154(b)(1)	Performance tests: halogenated scrubbers	N	
63.128(d)(1)- (d)(4)	65.158(c)(1) -(c)(4)	Performance tests: halogenated scrubbers	N	

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65.128(d)(5)	65.158(a)(2)	Performance tests: halogen scrubbers alternative methods	BR	The CAR provides flexibility for minor changes to methods to be approved by the Administrator. The HON specifically requires Method 301 to be followed when alternatives are approved.
63.128(e)	65.142(c)(1), (c)(2), and (c)(3)	CVS performance requirements	N	The CAR refers to 65.143 for the CVS requirements, while the HON points to 63.148. The provisions of 65.143 and 63.148 are about the same, see the 63.148 correlation table for more details.
	[Not Consolidated]	Vapor balancing system performance requirements	BR	The CAR does not require vapor balancing systems to meet parallel requirements to 63.148. There are no performance requirements for vapor balancing systems in the CAR. This is in keeping with the HON requirement in 63.100(f)(10) of subpart F that states that vapor balancing during loading operations is not subject to the HON.
63.128(e)(1)	65.143(c)(4)	CVS Inspection Requirements: performed only while loading	C	The CAR clarifies that loading is not required to be conducted during the inspection as long as the CVS is pressurized to normal operating conditions with regulated material or other detectable gas or vapor.
63.128(e)(2)	[Not Consolidated]	CVS inspection prior to performance test	BR	The CAR does not contain the requirement to inspect the CVS prior to each performance test because it was determined that the initial and ongoing inspections of the CVS are adequate to ensure the CVS is not leaking.
63.128(e)(3)	65.143(b)(1)	CVS inspections not required for systems under negative pressure	N	
63.128(f)	65.85(a)	Performance tests: vapor tightness	N	
63.128(g)	65.154(b)(2)	Performance tests: using a scrubber to reduce halogens before a combustion device	N	
63.128(h)	65.145(b)	Performance tests: alternative for facilities transferring less than 11.8 million liters per day	N	The CAR is organized differently in that it outlines options for low-throughput transfer racks, while the HON states the design evaluation as something that can be done instead of a performance test. However, the requirements are essentially the same between the CAR and the HON.
63.128(h)(1)	65.145(b)(1) and (b)(1)(i), 65.165(b)(3)	Performance design evaluation for low throughput	N	

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63.128(h)(2)	65.145(c)(1), 65.165(b)(1), (b)(2), and (b)(4), and 65.166(f)(3)	Submit Operating range	BR	- The CAR allows a monitoring plan to be submitted for low-throughput transfer racks as opposed to site-specific parameter ranges for the specified parameters under the HON. The CAR requirements are more flexible. - The monitoring plan may include requirements similar to those in the CAR (or HON) for continuous parameter monitoring for other kinds of emission points, but these provisions do not apply unless specifically mentioned in the monitoring plan.
63.128(h)(3)	65.145(a) and (c)(2), and 65.163(b)(1)	Monitor what was specified in the Notification of Compliance Status	N	
63.129(a)	[Not Consolidated]	Group 1 transfer racks shall do the following	NC	Introductory paragraph not needed in CAR structure.
63.129(a)(1)	65.160(b)	R&R: introduction, keep records in (a)(4) - (a)(8)	N	
63.129(a)(2)	65.160(b)	R&R: data to include in Notification of Compliance Status	N	The CAR language refers to "the Initial Compliance Status Report." The HON refers to the "Notification of Compliance Status."
63.129(a)(3)	65.160(b)	R&R: include any subsequent data in the next Periodic Report	N	The CAR refers to "the reports of all subsequently required performance tests." The HON refers to "Periodic Reports."
63.129(a)(4)	65.160(b)(1)	Record: record when using a non-flare combustion control device	N	
	65.160(b)(2)	Record: record when using a "recovery devices" as control devices for transfer	N	

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63.129(a)(4)(i)	65.160(b)(1)(i) - (b)(1)(iii), (b)(1)(v), (b)(1)(vi), and (b)(2)(i) - (b)(2)(iv)	Record: parameter monitoring results during performance tests	N	The HON refers to a table that lists the parameter monitoring results that must be recorded. The CAR lists these in the text.
	65.164(a)(3)(ii)	Report: parameter monitoring results during performance test	N	The CAR has all performance test records in 65.160 and all performance test reports in 65.164.
63.129(a)(4)(ii)	65.160(b)(1)(iii), (b)(1)(vi), and (b)(2)(v)	Record: percent reduction or concentration	N	
	65.164(a)(3)(ii)	Report: percent reduction or concentration	N	The CAR has all performance test records in 65.160 and all performance test reports in 65.164.
63.129(a)(4)(iii)	65.160(b)(2)(i) - (b)(2)(iii)	Record: record at least every 15 minutes	N	
	65.164(a)(3)(ii)	Report: 15 minute records	N	The CAR has all performance test records in 65.160 and all performance test reports in 65.164.
63.129(a)(4)(iv)	65.160(b)(1)(iv)	Record: location of the introduction of the vent stream	N	
63.129(a)(5)	65.159(b)	Record: flare compliance determination records	N	
	65.164(a)(3)(i)	Report: flare compliance determination reports	N	The CAR has all flare compliance determination on records in 65.169 and all flare compliance determination reports in 65.164.
63.129(a)(6)	65.160(b)(3)	Record: scrubber performance test records	N	
	65.164(a)(3)(ii)	Report: scrubber performance test reports	N	The CAR has all performance test records in 65.160 and all performance test reports in 65.164.
63.129(a)(7)	65.160(d)	Record: halogen concentration of the vent stream record	N	
	65.165(d)	Report: halogen concentration of the vent stream report	N	

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65.129(a)(8)	65.144(c) and 65.165(a)(3)	Report: report that emissions are routed to a fuel gas system or a process	N	
63.129(b)	65.155(c)(1)	R&R: alternative monitoring parameter	N	
63.129(c)	65.148(c)(2), 65.149(c)(2), 65.150(c)(2), 65.151(c)(2), 65.152(c)(2), and 65.154(c)(3)	R&R: owner and/or operator establishes the range	N	
63.129(d)	[Not Consolidated]	Record: description of the vent system	BR	The CAR does not require this record.
63.129(e)	65.165(b)	Report: the design evaluation of control devices used on low-throughput transfer racks	N	
63.129(f)	65.165(b)(2)	Report: the operating range for each monitored parameter for control devices with design evaluations	N	
63.130(a)	65.162(b)(1) and (c)(1)	Record: keep up-to-date and accessible records	N	
63.130(a)(1)	65.162(b)(1) and (c)(1)	Record: continuous records of parametric monitoring	N	
	65.159(c)	Record: outages for flares records	BR	The CAR allows records of flare flame or pilot flame outages. The CAR clarifies that having at least one pilot flame operating is not an outage.
63.130(a)(2)	65.162(b)(2) and (c)(2)	Record: daily average value records	N	

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63.130(a)(2)(i)	65.159(c)	Record: flare records instead of daily average values	N	
63.130(a)(2)(ii)	65.162(c)(2)	Record: carbon adsorber records instead of daily average values	N	
63.130(a)(2)(iii)	65.163(a)(1)	Record: all periods where flow is diverted	N	
63.130(a)(3)	[Not Consolidated]	Record: any changes in the location of introduction of vent stream to a boiler	NC	The CAR does not require changes in the location of the introduction of the vent stream to be recorded.
63.130(b)	65.163(a)(1)	Record: bypass line records	N	
63.130(c)	65.159(d)	R&R: flares	N	
63.130(d)(1)-(d)(2)	65.166(f)(1)	Periodic reporting: monitoring excursions or daily average values if the average is out of bounds	N	
63.130(d)(3)	65.166(b)(2)	Periodic reporting: vent stream diversion	N	
63.130(d)(4)	65.166(b)(3)	Periodic reporting: maintenance on car-seals, etc.	N	
63.130(d)(5)	65.166(c)	Periodic reporting: absence of pilot of flare flame	N	
63.130(d)(6)	65.166(f)(2)	Periodic reporting: carbon bed regeneration cycles where the parameters are out of bounds	N	
63.130(e)	65.87	Periodic reporting: vapor tightness reporting	N	

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63.130(f)	[Referencing Subpart]	Record: rack weighted average HAP partial pressure, etc. for Group 2 transfer racks	R	The CAR does not contain requirements for Group 2 transfer racks. Therefore, this requirement is not consolidated.
	[Not Consolidated]	Record: rack weighted average HAP partial pressure, etc. for Group 1 transfer racks	BR	The records on rack weighted average HAP partial pressure and throughput are not required in the CAR.
New	65.82(e)	Vapor balancing exemption	C	The CAR clarifies the requirements that a facility is exempt from when vapor balancing is being used.
New	65.82(f)	Route to a process or fuel gas exemption	C	The CAR clarifies the requirements that a facility is exempt from when vapor balancing is being used.
New	65.143(c)(2), and (c)(3)	Leak detection procedures for CVS	C	The CAR provides more details on how to perform the leak detection measurements. These details include specifying transversing the potential leak interface, and the equipment should be in regulated material service when test is performed.
New	65.147(b)(2), 65.148(b)(3), 65.149(b)(3), 65.150(b)(2), 65.151(b)(2), and 65.152(b)(2)	Procedures when control device is replaced	C	The CAR outlines the procedures to follow when one control device is replaced with another control device.
New	65.147(b)(3)(iv)	Operate flare flame or pilot monitors during a flare compliance determination	C	The CAR clarifies that the flare flame or pilot flame monitors must be operated during a flare compliance determination.
New	65.154(c)(2)	Halogen reduction device other than a scrubber	C	The CAR clarifies what procedures to follow if a halogen reduction device other than a scrubber is used.

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New	65.158(a)(3)	Performance test runs	BR	This paragraph [65.158(a)(3)] was modeled after 60.8(f) and 63.7(e)(3) which is a general provision requirement overridden by the HON. This paragraph specifies that the performance shall consist of 3 runs and that each run shall be for at least 1 hour, which is the same as the HON. However, this paragraph specifies what to do in a situation where one sample is accidentally lost. The CAR allows averages of two runs to be used.
New	65.158(b)(4)(iv)	Percent reduction calculation for certain boilers and process heaters	C	For boilers or process heaters with a design capacity less than 44 MW and with the vent stream introduced with combustion air or as secondary fuel, the CAR clarifies that the percent reduction shall be calculated considering all regulated material in all combusted streams including the primary and secondary fuels.
New	65.161(d)	Valid data	C	The CAR specifically defines valid data for clarity.
New	65.162(a)(1) and (a)(2)(ii)	CPMS calibration records	C	HON specifies the records that must be kept as "...records documenting the completion of calibration checks..." The CAR clarifies specifically which calibration records are required.
New	65.163(e) 65.166(e)	Occurrence and cause of parameters outside of range	BI	The CAR requires the occurrence and cause of monitored parameters outside the parameter ranges to be recorded and reported. The HON requires only the values to be reported.
New	65.164(b)(2)	Subsequent performance test due 60 days from completion of test	C	The CAR specifies that a report for a performance test conducted after the Initial Compliance Status Report is due 60 days after completing the test.
New	65.165(b)(6)	Identify the emission points that share the control device	BI	The CAR requires that the emission point(s) that the transfer rack shares a control device must be identified. The HON does not specifically require the emission point to be noted.
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.

CAR Correlation Table - Transfer Racks
(40 CFR Part 63, Subpart G (HON) - 63.126 through 63.130)

^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

BR - burden reduction

BI - burden increase

N - no significant change

NC - not consolidated

R - provisions retained in referencing subpart.