

**MINUTES**  
**Technical Advisory Committee on Diesel-Powered Equipment**  
**Fayette County Health Center**  
**April 20, 2004**

The Technical Advisory Committee on Diesel-Powered Equipment (TAC) held a regular meeting on April 20 in the Deep Mine Safety Training Room at the Fayette County Health Center in Uniontown. The meeting began at 10:07 a.m.

Attendance:

Members Present:

Eugene Davis  
Robert DuBreucq

Others Present:

Bob Bohach, RAG Cumberland  
Joe Mazur, RAG Cumberland  
William B. Bookshar, BDMS  
Alan L. Martin, BDMS  
Daniel J. Smicik, BDMS  
Bill Gardner, BDMS  
Andrew J. Paciga, BDMS  
Thomas Shumaker, BDMS  
Floyd Campbell, Emerald Mine Local 2258  
Robert Santella, Emerald Mine Local 2258  
John Gallick, RAG Emerald  
Randy Bedilion, Cumberland Mine Local 2300  
Tim Hroblak, Cumberland Mine Local 2300  
Allison D. Gaida, BDMS

Minutes of the January 20, 2004, meeting were distributed and reviewed. There were no changes to the minutes, and Gene Davis and Bob DuBreucq approved them as submitted.

Old Business:

Update on January 31 TAC Review regarding Implementation of the Pennsylvania Diesel Law:

The TAC presented an update on their review, which was conducted jointly with BDMS officials, as well as mine management, to determine if there were any major deficiencies with the implementation of the Diesel Law and to insure that all approved recommendations have been successfully implemented in the field. To date, the review at the Emerald Mine has been completed and two areas of concern are under further investigation by the TAC, BDMS, and mine management. Specifically, (a) the duty cycle of the diesel mantrips is very light and the engines do not operate hot enough to insure the lowest levels of emissions from the equipment and (b) the Microtrax duty cycle is also very light and the ceramic filter will not regenerate. It

should be noted that all diesel equipment at the Emerald Mine is in compliance with the diesel law and the maintenance of the diesel fleet by both hourly and salaried employees is excellent.

A review has also been initiated at the Cumberland Mine. During this review, the Cumberland Mine experienced a ‘filter heating incident’. Bob Bohach explained what had occurred to the group and the reason for the incident is under investigation by the TAC, BDMS, and mine management. A particular concern is that an employee reported flame coming out of the flame arrestor during this incident. Accordingly, the flame arrestor was sent to the manufacturer for testing but a report has not been received to date. The TAC recommends a meeting with DST and Bureau representatives to discuss this and other issues.

Update on Legislative Action on the Proposed Diesel Law Amendments: John Gallick provided an update on this issue. The diesel bill is being recirculated both to PCA members and union leadership for final review.

Report on Additional Testing of the Cummins QSB 240 Diesel Engine: TAC will be conducting additional emissions testing on this engine in order to insure that baseline emission values determined during initial testing ( which were very low) are repeatable.

*New Business:*

Rohmac request for Filter Modification: In a letter dated April 17 to the Bureau, Rohmac requested the use of CleanAIR Systems 5.66” x 8.0” Silicon Carbide diesel particulate filter with fuel borne catalyst (FBC) in lieu of the currently approved DCL 5.66” x 6” diesel particulate filter and catalytic converter for use on the Lister Petter LPU2 16.2 hp engines. The purpose of this request is to address the concern enumerated previously during the Emerald review. The TAC will conduct tests of the new system at the Emerald Shop where the engine is located.

Filter Modification:

Fleetguard has manufactured and provided the diesel particulate dry paper filters to DST for use in their DST systems. Unknown to mine management, BDMS, and the TAC, DST decided to manufacture their own diesel particulate dry paper filters and provided these to the Cumberland Mine. The DST filter did not fit the original filter housings of the equipment nor did they provide a seal of the filter in its housing as effective as the Fleetguard manufactured filter.

The TAC conducted emissions tests at the Cumberland Mine and found the equipment with the DST filter performed as well as when the equipment was originally approved. However, all parties agreed that the metal-to-metal seal on the new DST filter in its housing can be improved upon and this improvement is currently being perfected by the parties. DST was informed that any changes to the originally approved Diesel Powered Equipment package must be submitted to the Department for approval.

With no further business to discuss, the meeting adjourned at 11:45 a.m. The next meeting will be held on July 20 at 10 a.m.