

**MINUTES**  
**Technical Advisory Committee on Diesel-Powered Equipment**  
**Fayette County Health Center**  
**April 9, 2008**

The Technical Advisory Committee on Diesel-Powered Equipment (TAC) held a regular meeting on April 9 in the Front Conference Room at the Fayette County Health Center in Uniontown. The meeting began at 10:05 a.m.

Attendance:

Members Present:

Ron Bowersox  
Paul Borchick

Others Present:

Gene Davis, Davis Training and Consulting  
Mike Gais, Bucyrus/DBT  
Joseph Sbaffoni, DEP, BMS  
Mike McCaffrey, DEP, BMS  
William Bookshar, DEP, BMS  
Allison Gaida, DEP, BMS

Minutes of the January 9 meeting were distributed and reviewed. TAC members Ron Bowersox and Paul Borchick approved the minutes with no changes.

Old Business:

Brookville 25-Ton Locomotive with Deutz1013FC Engine and DST Exhaust Emission and Control System: The unit is not yet available. The TAC and DMS are tentatively scheduled to test the unit at Brookville on May 9.

Diesel-Powered Equipment in Shaft and Slope Construction Operations: The TAC is still waiting for the outcome of the new PA regulations which will include the diesel regulations. Ron Bowersox stated that the legislation was passed in the House by the Environmental Resources and Energy Committee on April 8 with amendments added.

Exhaust Gas Temperature Probe: Mike McCaffrey informed the committee that the Bureau recently purchased a Fluke 52-II thermometer and 2 probes which Steve Gaida will use during the upcoming test at Brookville.

New Business:

Bucyrus (DBT) 482D Un-A-Trac w/78 HP Deutz BF3M2011 Engine: This request, dated April 4, was just received by the Bureau yesterday and has not yet been assigned to the TAC.

The unit will be available for testing late May and can possibly be done at Rosebud rather than in Pulaski, VA.

Alternate Baseline Emissions: Bill Bookshar requested that the TAC address the problem of the baseline emissions standard being too high on new engines. Gene Davis suggesting doing the first 300-hour test (3 testing increments), then establish a baseline at the end of that break-in period. MSHA does not establish baselines – they establish a lug curve. The TAC will look at the previous TAC decision on this issue.

Losing Turbos: Gene Davis is seeing a pattern of customers losing 2-3 turbos per year. He requested that the TAC look at an alternate method (boots, wrap) instead of black polyimide. The TAC will look for recommendations from manufacturers on how to best meet the requirement for surface temperatures below 302 degrees but still not subject the turbo to high temperatures that may cause internal damage to the turbo.

With no further business to discuss, the meeting was adjourned at 10:40 a.m. The next meeting will be held on July 9, 2008.