

CHAIRMAN Resource

From: Tom Gurdziel <tgurdziel@twcny.rr.com>
Sent: Saturday, February 02, 2019 2:00 PM
To: Holden, Tammy L:(GenCo-Nuc); Lyon, Jill:(NMP)
Cc: Esberg, John R:(GenCo-Nuc); 'Ed Stronski'; Bridget Frymire; techols@psc.state.ga.us; Screnci, Diane; CHAIRMAN Resource; Miller, Eric
Subject: [External_Sender] Cold Weather Considerations

Hello Tammy and Jill,

Did you see the Prairie Island Event Number 53853 reporting diesel generator inoperability due to low air temperature (of minus 30 degrees Fahrenheit)? That brought to mind a couple other fuel related considerations.

Gasoline

For your car, it is possible that the gasoline you get from an underground tank at the filling station has a little water in it. Underground it would be in the liquid state (or, of course it wouldn't have been pumped to your car.) And your car will run with this added fuel in the tank of your car, probably (while the moisture is still liquid). However, shut off the car outside in freezing weather and the moisture starts to turn to ice. If it is just in the bottom of your tank, you may be alright. However, if it has entered the fuel system beyond the tank, it could completely block off the flow of fuel and you will not be able to get the vehicle started (until the ice melts.)

Probably you are wondering how I would know this. As it turns out, I believe this is exactly what happened to me. And, do you want to know what parking lot my father-in-law, my brother-in-law and I brought a generator and heater to in order to thaw out the car? That would be the Nine Mile Point parking lot! (There is more to this story than I am telling you now but I believe that is sufficient to make the point.)

The remedy to water in your gasoline is the use of what was called "dry gas." It is methyl alcohol or, preferably since it is less corrosive, isopropyl alcohol.

Diesel Fuel

This story is from even before that car story just above. (early 1980s) I working on "C" Shift and hear that one of the operators on another shift has been making a number of trips to the Syracuse Auto Show to pick out the perfect car for him. His selection was a Volkswagen with newly available diesel engine. But, there was trouble getting it to run in cold weather. As I recall, one solution, besides diesel fuel additives,(which were tried), was the removal of a foot sock-like fabric installed originally at the fuel system suction in the fuel tank. As I recall, this fabric was effective in removing or trapping moisture, (or maybe it was something in the diesel fuel), but, as a result, effectively blocked off fuel when the car had been left shut off in freezing cold weather and that moisture turned into ice (or fuel substance hardened.)

The car was kept in a heated garage, so there was no problem starting it with the weather cold outside. However, after a shift, (which was 8 hours long in those days), there had been sufficient time for moisture to freeze, which it did. So, you could get to work but getting the car started to go home was a challenge.

So, what is the point?

If you stage connected up FLEX equipment for use but do NOT use it in freezing weather, have you determined that it will start when needed?

Thank you,

Tom



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