

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY DIVISION
ACTIVITY REPORT: Self Initiated Inspection

N750835630

FACILITY: A & L IRON AND METAL INC.		SRN / ID: N7508
LOCATION: 2000 MILBOCKER RD., GAYLORD		DISTRICT: Gaylord
CITY: GAYLORD		COUNTY: OTSEGO
CONTACT: Jason Harding , Operations Manager		ACTIVITY DATE: 07/20/2016
STAFF: Becky Radulski	COMPLIANCE STATUS: Unknown	SOURCE CLASS: MINOR
SUBJECT: VE reading on engine powering crusher		
RESOLVED COMPLAINTS:		

Stopped by to do VE reading on EUENGINE which powers the crusher on July 20th.

Arrived at 1:11 pm; began readings at 1:12 pm. The engine/crusher operated at what appeared to be normal operating conditions until 1:15 pm, when the conveyor to the crusher stopped and the engine began shutting down. The engine was off by 1:17 pm.

Because of the unit shutting down, a complete 15 minute VE reading was not possible. Opacity readings from 1:12-1:15 averaged 48.7%. If the whole six minutes were averaged, including the lower shutdown time of the engine, the readings were 36%. However since the engine was slowing and shutting down the last 2 minutes, the 48.7% is more reflective of actual operating conditions. Results from the readings, even though the reading was not complete, are attached.

The smoke color was black; the pattern was puffing as the engine labored.

Jason Harding and another A&L person drove up to my car at 1:20 pm. Jason explained there was a part that was damaged and the crusher would not be operating for at least 1 hr.

There are several large piles of scrap - this is due to issues A&L has had with damaged parts, and they are behind schedule. Typically the crusher is operated from 7 am - 1 pm; however until the large pile of scrap is gone, the crusher will operate 7 am until 4 pm (M-F).

Jason mentioned A&L continues to pursue the catalytic convertor idea and plans to have a meeting with the catalytic convertor representative, which they would like DEQ to attend. Concerns on the catalytic convertor - can handle puffing? can negate VE? maintenance requirements/costs?

Alternatives: Jason mentioned A&L spoke with electric companies - A&L financially can not support connecting to the grid - estimate to be \$250,000-\$400,000 for connection. A&L also looked into using natural gas - they are concerned that the engine they have will not operate well with natural gas, that due to no lubrication the engine parts would bust.

NAME Becky Radulski

DATE 7/21/16

SUPERVISOR 