DOT-FTA-MA-26-7021-96-3
DOT-VNTSC-FTA-96-8

U.S. Department
of Transportation
**Federal Transit
Administration**

Clean Air Program

Design Guidelines for Bus Transit Systems Using Alcohol Fuel (Methanol and Ethanol) as an Alternative Fuel

August 1996
Final Report

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Federal Transit Administration

OFFICE OF RESEARCH, DEMONSTRATION, AND INNOVATION

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REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, D.C. 20503.

1. AGENCY USE ONLY (Leave Blank)	
2. REPORT DATE	August 1996
3. REPORT TYPE AND DATES COVERED	Final Report July 1995 - April 1996
4. TITLE AND SUBTITLE	Clean Air Program: Design Guidelines for Bus Transit Systems Using Alcohol Fuel (Methanol and Ethanol) as an Alternative Fuel
5. FUNDING NUMBERS	U6130/TT664
6. AUTHOR(S)	Phani K. Raj[1], Vincent R. DeMarco[2], William T. Hathaway[3], and Ronald Kangas[4]
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8. PERFORMING ORGANIZATION REPORT NUMBER	DOT-VNTSC-FTA-96-8
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS)ES)	[4]U.S. Department of Transportation, Federal Transit Administration, Office of Technology, 400 Seventh Street, SW, Washington, D.C. 20590
10. SPONSORING/MONITORING AGENCY REPORT NUMBER	DOT-FTA-MA-26-7021-96-3
11. SUPPLEMENTARY NOTES	*under contract to: [3]U.S. Department of Transportation Volpe National Transportation Systems Center, Cambridge, MA 02142
12a. DISTRIBUTION/AVAILABILITY STATEMENT	This document is available to the public through the National Technical Information Service, Springfield, VA 22161
12b. DISTRIBUTION CODE	

13. ABSTRACT (Maximum 200 words)

The use of alternative fuels to power transit buses is steadily increasing. Several fuels, including Compressed Natural Gas (CNG), Liquefied Natural Gas (LNG), Liquefied Petroleum Gas (LPG), and Methanol/Ethanol, are already being used. At present, there are no available comprehensive facilities guidelines to assist transit agencies contemplating converting from diesel to alternate fuels. This document addresses that need.

This guidelines document presents the various facility and, to some extent, bus design issues that need to be considered to ensure safe operations when using alcohol fuels (methanol and ethanol) as the alternative fuel. Fueling facility, garaging facility, and maintenance facility requirements and safety practices are presented. Among the issues discussed are fuel properties, potential hazards, fuel requirements for specified level of service, applicable codes and standards, ventilation, and electrical classification.

A system safety assessment and hazard resolution process is also presented. This approach may be used to select design strategies which are economical, yet ensure a specified level of safety.

This report forms part of a series of monographs being published by the U.S. DOT/FTA on the safe use of alternative fuels. Documents similar in content to this report are being published for CNG, LNG, and LPG.

14. SUBJECT TERMS	Alcohol Fuels, Methanol, Ethanol, Bus Transit Facility Design, System Safety, Alternative Fuel
15. NUMBER OF PAGES	60
16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT	Unclassified
18. SECURITY CLASSIFICATION OF THIS PAGE	Unclassified
19. SECURITY CLASSIFICATION OF ABSTRACT	Unclassified
20. LIMITATION OF ABSTRACT	

NSN 7540-01-280-5500

Standard Form 298 (Rev. 2-89)
Prescribed by ANSI Std. 239-18
298-102

MTA LIBRARY

Acknowledgment

This report presents the results of a research effort undertaken by Technology & Management Systems, Inc. under Contract No. DTRS57-93-C-00040 to the Volpe National Transportation Systems Center (Volpe Center). This work was funded by the U.S. Department of Transportation, Federal Transit Administration's Office of Technology. The interest, insight, and advice of Mr. William T. Hathaway of the Volpe Center, the Project Technical Officer, and Ronald Kangas and Jeffrey Mora of the Federal Transit Administration are gratefully acknowledged.

The valuable comments provided by the representatives of the alcohol fuel industry, transit agencies, A&E firms, research institutes and other independent organizations are gratefully acknowledged. Special thanks are due to Norman Malcosky of Battelle, George Karbowski of the Los Angeles County Metropolitan Transportation Authority, Glyn D. Short of the American Methanol Institute, and Delma Bratvold of SAIC for their valuable comments on the draft versions of this document.

Metric/English Conversion Factors

English to Metric

LENGTH (Approximate)

1 inch (in)	=	2.5 centimeters (cm)
1 foot (ft)	=	30 centimeters (cm)
1 yard (yd)	=	0.9 meter (m)
1 mile (mi)	=	1.6 kilometers (km)

AREA (Approximate)

1 square inch (sq in, in^2)	=	6.5 square centimeters (cm^2)
1 square foot (sq ft, ft^2)	=	0.09 square meter (m^2)
1 square yard (sq yd, yd^2)	=	0.8 square meter (m^2)
1 square mile (sq mi, mi^2)	=	2.6 square kilometers (km^2)
1 acre = 0.4 hectare (he)	=	4,000 square meters (m^2)

MASS-WEIGHT (Approximate)

1 ounce (oz)	=	28 grams (gm)
1 pound (lb)	=	0.45 kilograms (kg)
1 short ton = 2,000 pounds (lb)	=	0.9 tonne (t)

VOLUME (Approximate)

1 teaspoon (tsp)	=	5 milliliters (ml)
1 tablespoon (tbsp)	=	15 milliliters (ml)
1 fluid ounce (fl oz)	=	30 milliliters (ml)
1 cup (c)	=	0.24 liter (l)
1 pint (pt)	=	0.47 liter (l)
1 quart (qt)	=	0.96 liter (l)
1 gallon (gal)	=	3.8 liters (l)
1 cubic foot (cu ft, ft^3)	=	0.03 cubic meter (m^3)
1 cubic yard (cu yd, yd^3)	=	0.76 cubic meter (m^3)

TEMPERATURE (Exact)

[(x - 32) (5 / 9)] °F	=	y °C
(x + 460) / 1.8	=	y °K

PRESSURE (Exact)

1 psi	=	6.8948 k Pa

ENERGY & ENERGY DENSITY (Exact)

1 Btu	=	1.05506 kJ
1 Btu/lb	=	2.326 kJ/kg

Metric to English

LENGTH (Approximate)

1 millimeter (mm)	=	0.04 inch (in)
1 centimeter (cm)	=	0.4 inch (in)
1 meter (m)	=	3.3 feet (ft)
1 meter (m)	=	1.1 yards (yd)
1 kilometer (km)	=	0.6 mile (mi)

AREA (Approximate)

1 square centimeter (cm^2)	=	0.16 square inch (sq in, in^2)
1 square meter (m^2)	=	1.2 square yards (sq yd, yd^2)
1 square kilometer (km^2)	=	0.4 square mile (sq mi, mi^2)
10,000 square meters (m^2)	=	1 hectare (he) = 2.5 acres

MASS-WEIGHT(Approximate)

1 gram (gm)	=	0.036 ounce (oz)
1 kilogram (kg)	=	2.2 pounds (lb)
1 tonne (t) = 1,000 kilograms (kg)	=	1.1 short tons

VOLUME (Approximate)

1 milliliter (ml)	=	0.03 fluid ounce (fl oz)
1 liter (l)	=	2.1 pints (pt)
1 liter (l)	=	1.06 quarts (qt)
1 liter (l)	=	0.26 gallon (gal)
1 cubic meter (m^3)	=	36 cubic feet (cu ft, ft^3)
1 cubic meter (m^3)	=	13 cubic yards (cu yd, yd^3)

TEMPERATURE (Exact)

[(9 / 5) y + 32] °C	=	x °F
(y x 1.8 – 460)	=	x °F

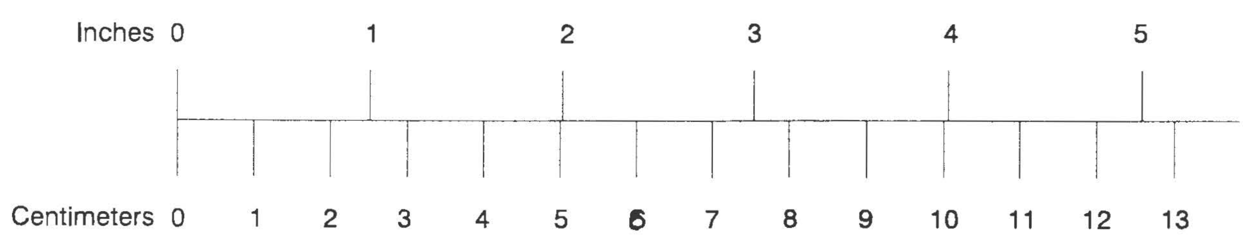
PRESSURE (Exact)

1 M Pa	=	145.04 psi

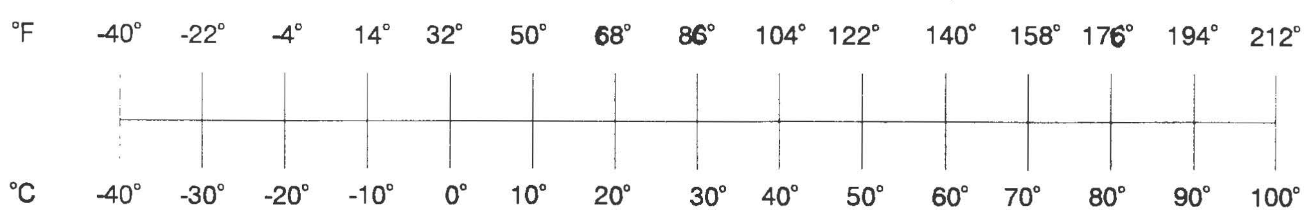
ENERGY & ENERGY DENSITY (Exact)

1 MJ	=	947.81 Btu
1 MJ/kg	=	430 Btu/lb

QUICK INCH-CENTIMETER LENGTH CONVERSION



QUICK FAHRENHEIT-CELSIUS TEMPERATURE CONVERSION



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Chapter 1
Introduction

At present over one thousand transit buses in revenue service in the United States use alternative fuels (fuels other than diesel or gasoline); their number continues to increase as additional transit systems begin to use alternative fuel buses. Safety is one of the key issues in the use of alternative fuels both in the operation and servicing of the buses. However, at present, comprehensive guidelines for the safe design and operation of alternative fuel facilities and vehicles do not exist for the transit systems to follow in either retrofit or new facility designs. The Federal Transit Administration (FTA) has therefore initiated the development of "Design Guidelines for Bus Transit Facilities Using Alternative Fuels."

This report provides design guidelines for the safe use of alcohol fuel (Methanol or Ethanol). It is part of a series of individual monographs being published by the FTA providing guidelines for the safe use of Compressed Natural Gas (CNG), Liquefied Natural Gas (LNG), Liquefied Petroleum Gas (LPG) and alcohol fuels (Methanol and Ethanol). Each report in this series describes, for the subject fuel, the important fuel properties, guidelines for the design and operation of bus fueling, storage and maintenance facilities, issues on personnel training and emergency preparedness.

1.1 BACKGROUND

The Clean Air Act Amendments of 1990 mandate the reduction in tailpipe emissions of air pollutants from mobile sources including heavy duty vehicles or engines. In addition, the National Energy Policy Act of 1992 sets a national goal to replace the use of up to 30% of the petroleum fuel with alterative fuels by the year 2010 and mandates the use of alternative fuels in the nation's Federal, State, and fuel provider fleets at a rate not less than the promulgated phase in rate. In addition, several states have promulgated statutes encouraging or requiring the use of alternative fueled vehicles by fleet operators.

The increasing use of alternative fuels in the nation's transit bus fleet is a consequence of the above statutes. The use has also been encouraged by the FTA's Alternative Fuels Initiative (AFI) initiated in 1988 as well as several demonstration programs funded by the FTA. The AFI involved the field testing, demonstration and assistance in revenue service placement of buses powered by CNG, LNG, LPG, alcohol fuels, and hydrogen fuel cells.

Each of these alternative fuels has unique physical and chemical properties which differ from those of traditional diesel fuels in common use in transit bus fleets operating in the U.S. Transit agencies have decades of knowledge and experience on the use, handling and storage of diesel fuels. However, the use of these alternative fuels in buses is relatively new. The unique properties of the fuels affect usage, storage, handling and response to emergencies.

A number of transit agencies are already operating fleets of alternative fueled buses. However, the transition has been made somewhat difficult because of the absence of adequate guidelines to address the issues involved in the design of facilities and vehicles to ensure a safe and smooth transition and operation. The industry as a whole is learning from the experience of some of the pioneers in the transit industry who have successfully converted to operating alternative fuel buses. There is, however, an urgent need to provide guidance to other transit systems that are either contemplating transitions or initiating the process in the near future. This document is intended to provide some guidance to these transit agencies in their efforts to make the transition to alternative fuel safe and efficient.

1.2 PURPOSE AND SCOPE

The purpose of this document is to provide guidance, information on safe industry practices, applicable national codes and standards, and reference data where available which the transit agencies should review when considering modifications to their existing facilities or when planning new bus facilities to safely use an alcohol fuel (Methanol or Ethanol) as an alternate fuel.[1]

The scope of this document is limited, generally, to discussing issues related to bus facilities, e.g., bus fueling, storage and maintenance facilities. The overall safety of an alternative fuel bus facility depends not only on the safety systems designed into the fixed facilities, but also on (safety) systems provided on the buses and on the knowledge and training of the personnel. Therefore, the document also includes design issues related to vehicle safety and personnel training issues.

In Chapter 2, issues and practices related to the use of the specific alternative fuel considered in this document are indicated. The topics covered include:

- Fuel properties relevant to safe operations
- Design issues related to the
  - Fueling facility

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[1]A series of documents similar to this in scope and content are to be published by the U.S. DOT/FTA on other alternative fuels, namely, CNG, LNG, LPG.

- Bus storage/parking facility
- Bus repair facility
- Bus fuel system and safety features

◆ Personnel training and operational procedures

◆ Emergency preparedness and other special issues.

Chapter 3 discusses the framework for performing a system safety analysis using the Military (MIL) Standard 882C, "System Safety Program Requirements" as the basis. The system safety process is applicable when guidance on a specific design approach is not available or when a unique design issue warrants the use of detailed hazard analysis. The hazard resolution process requires giving full consideration to all elements of the alternative fuels system, including the vehicle. In addition, this assessment procedure may be beneficial when a transit authority initially begins operation with a small number of alternative fueled vehicles.

For specific guidance, readers are encouraged to use this document and several related publications identified in the Reference Section of this document.

This document is intended to be a reference guideline document on facility design issues and **SHOULD NOT** be considered as a specification manual or a substitute for existing local, state or national codes and regulations. In addition, the reader should consider the following issues when reading this document.

- ◆ Every facility that is either being modified or constructed anew should be in compliance with all local, state and national codes and regulations.
- ◆ The information provided in this guidebook is by no means exhaustive on the subject of facility design or personnel training or any other associated issues. The transit system should consult with knowledgeable engineers, consultants, fuel supplier, design Architectural & Engineering (A&E) firm(s) and the staff of the local authority having jurisdiction to design the facility consistent with local codes, regulations, and local conditions.
- ◆ This document references sections of national codes or regulations. Such references to particular sections of the standards or the regulations are NOT intended to convey the impression that only those sections apply. It is, however, intended to get the reader started or even directed to the appropriate sections in the standards or the codes. It is recommended that the entire provisions of a currently adopted code or standard be reviewed thoroughly.

1.3 EXPLANATORY INFORMATION

Several types of information are presented in special ways, in this document, to make that information "friendlier" to the reader. These methods include several lists at the end of the document. The types of information presented are:

Technical Terms	Terms that have a special meaning relative to the subject matter in this report are ***highlighted (i.e., bolded and italicized)*** where they appear in text. All terms highlighted in text appear in the Glossary, at the end of the report.
Acronyms	When first used in this document, each acronym is expanded with the acronym in parentheses. A list of all acronyms used appears at the end of the document.
Regulations and Standards	Source references to regulations and standards consist of the acronym for the source organization and the section number of the original code or standard (e.g., NFPA 130). All references are to the latest published editions, though they may not be the version adopted by the local or state regulatory authorities. Of course, the requirements in the latest versions take precedence. Transit agencies should identify the version currently used by the communities they serve, compare it with the corresponding passages quoted here, and determine whether they differ sufficiently to warrant obtaining the latest version. Quoted passages from regulations or standards are blocked, italicized, and identified by the logo of the source organization. Quotations are included from two organizations: the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) and the National Fire Protection Association (NFPA). Their logos appear in the list of graphic symbols, at the end of this document, as does the logo for the National Electrical Code, which appears in NFPA 70.
Graphic Symbols	In addition to the organizational logos used to identify quoted codes and standards, a symbol is used to highlight **additional information**. This symbol appears in the list of graphic symbols at the end of this document and is identified by a circled large lowercase ***i***; the information is bolded and enclosed in a box.

Units of Measure These are expressed in Standard International (SI) units (e.g., meters, kilograms, seconds, and Kelvin). The equivalent in British units, where different from SI, is provided in parentheses. Units of measure appearing in a quotation are reprinted exactly as they appear in the quoted passage.

1.4 LIST OF STATUTES, REGULATIONS AND STANDARDS

Listed below are several statutes, regulations, codes, and standards that are relevant to the use of alternative fuel in buses. Not all of these have been cited or referenced in the text to follow. They are included as sources of additional information.

1.4.1 Statutes

- Clean Air Act Amendments, 1990, Title II, "Provisions Relating to Mobile Sources," Public Law 101-549.

- Energy Policy Act of 1992 (EPACT), Public Law 102-486.

- Alternative Motor Fuels Act of 1988 (AMFA) Public Law 100-494.

1.4.2 Regulations

Copies of the following regulations can be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or by calling (202) 783-3238.

- Code of Federal Regulations (CFR), Title 49, "Transportation." Part 171–Hazardous Materials Regulations. (U.S. DOT)

- Code of Federal Regulations (CFR), Title 40, "Protection of Environment." Part 86 – Control of Air Pollution from New and In-Use Motor Vehicles and New and In-Use Motor Vehicle Engines: Certification and Test Procedure. (U.S. EPA)

- Superfund Amendments and Reauthorization Act (1986), SARA Title III. (U.S. EPA)

- Code of Federal Regulations (CFR), Title 29. Part 1910 – Occupational Safety and Health Standards. (OSHA)

1.4.3 Standards

The following NFPA standards can be obtained from the National Fire Protection Association, 1 Batterymarch Park, P.O. Box 9101, Quincy MA 02269-9101 or by calling (800) 344-3555.

- NFPA 30A — Automotive and Marine Service Station Code. This standard applies to automotive and marine service stations and to service stations located inside buildings.
- NFPA 52 — Standard for Compressed Natural Gas (CNG) Vehicular Fuel Systems. This standard applies to the design and installation of CNG engine fuel systems on vehicles of all types including aftermarket and Original Equipment Manufacturers (OEMs) and to their associated fueling (dispensing) systems.
- NFPA 54 — National Fuel Gas Code. This code is a safety code that shall apply to the installation of fuel gas piping systems, fuel gas utilization equipment, and related accessories.
- NFPA 70 — National Electric Code. The purpose of this code is the practical safeguarding of persons and property from the hazards arising from the use of electricity.
- NFPA 88A — Standard for Parking Structures. This standard covers the construction and protection of, as well as the control of hazards in open, enclosed, basement, and underground parking structures. This standard does not apply to one- and two-family dwellings.
- NFPA 88B — Standard for Repair Garages. This standard covers the construction and protection of, as well as the control of hazards in, garages used for major repair and maintenance of motorized vehicles and any sales and servicing facilities associated therewith.
- NFPA 497A — Recommended Practice for Classification of Class I Hazardous (Classified) Locations for Electrical Installations in Chemical Process Areas. This recommended practice applies to locations where flammable gases or vapors, flammable liquids or combustible liquids are processed or handled and where their release to the atmosphere may result in their ignition by electrical systems or equipment.

The following standard can be obtained through the American National Standards Institute, Inc. or American Gas Association Laboratories, 8501 East Pleasant Valley Road, Cleveland, Ohio 44131.

- ANSI/AGA NGV2-1992 — Basic requirements for compressed natural gas vehicle (NGV) fuel containers.

Chapter 2
Issues and Practices Related to Alcohol Fuels (Methanol and Ethanol)

2.1 GENERAL PROPERTIES

2.1.1 Physical Properties

Methanol. Methanol (CH_3OH) is a liquid fuel. Methanol is called "M-100" or "***neat***" methanol if it contains few impurities and is not mixed with another fuel. M-100 is the form of methanol fuel used in transit buses, while M-85 (***neat*** methanol mixed with 15% ***gasoline*** by volume) is used most often in automobiles.

Methanol is a colorless liquid made generally from natural gas but can be made from coal or wood products. It has a faint alcohol-like odor that is highly toxic (poisonous). At room temperature, its vapors are slightly heavier than air (1.11 times the density of air) and they tend to settle in low areas (such as maintenance pits) in the absence of a strong air ventilation system. Methanol is more chemically ***reactive*** than ***diesel fuel*** or ***gasoline***. It is more corrosive on some metals such as terneplated (tin and lead plated) fuel tanks, magnesium, copper, lead, zinc, and aluminum parts, and some synthetic gaskets (Methanol Technology and Application in Motor Fuels, 1978).

Ethanol. Ethanol (C_2H_5OH) is a liquid fuel. Ethanol is called "E-100" or "***neat***" ethanol if it contains few impurities and is not mixed with another fuel. Diluted ethanol is the principal constituent of alcoholic beverages. However, when ethanol is used for commercial or industrial purposes it is always ***denatured*** (a small amount of a toxic substance is added) to avoid the federal alcoholic beverage tax. E-95 (***neat*** ethanol mixed with 5% percent ***gasoline***) or E-93 (***neat*** ethanol mixed with 5% methanol and 2% kerosene) are the forms of ethanol fuel used in transit buses, while E-85 (***neat*** ethanol mixed with 15% ***gasoline***) or E-10 (***gasoline*** mixed with 10% ***neat*** ethanol, commonly referred to as gasohol) are used most often in automobiles. None of the ethanol fuel grades are fit for human consumption because of their toxicity and irritability to skin and respiratory systems.

Ethanol is a colorless liquid made generally through the fermentation process from corn, sugar crops, grains, potatoes and other starchy plants. At room temperatures, its vapors are heavier than air

(1.6 times the density of air) and they will settle in low areas. Ethanol is less corrosive than methanol.

General. Unlike diesel or ***gasoline***, methanol and ethanol will readily mix with water in all proportions. Fuel tanks that contain methanol or ethanol will absorb water from the air and the resulting mixture is corrosive to many steel or plated steel fuel tanks and lines. Fuel tanks and their plumbing systems must be compatible with these new fuels.

Both methanol and ethanol alcohol fuels have similar characteristics and will generally be discussed together in the remainder of this chapter. The impacts of these fuels on facility designs are very similar.

2.1.2 Flammability and Associated Hazards

Alcohol fuels are used in the liquid state and can be handled in a manner similar to ***gasoline***. When accidental spillage of the fuel is considered (from a safety perspective), the following issues should be noted. First, the fuel vapors are both toxic and heavier than air. They will migrate into low areas such as service pits and below grade areas within garages. The ventilation necessary to prevent a buildup of fuel vapors is addressed by several NFPA codes currently written for heavier than air fuels such as ***gasoline*** (NFPA 88A, 88B, 30 and 30A).

The important properties of methanol, ethanol, and diesel are indicated in Table 2-1. The ***flash points*** of the alcohol fuels are substantially higher than that of ***gasoline*** but lower than that of ***diesel fuel***. ***Diesel fuel*** has a 348 K (167 °F) ***flash point*** and is considered a Class IIIA ***combustible*** fuel by NFPA. ***Gasoline*** has a ***flash point*** of 230 K (-45 °F) and releases sufficient vapors above this temperature that can mix with air and form an ignitable mixture. (Unless a liquid is heated above its ***flash point***, it will not burn.) Ethanol has a ***flash point*** of 286 K (55 °F) while methanol has a ***flash point*** of 284 K (52 °F). ***Gasoline*** is classified as a Class IA ***flammable*** fluid. Because of their higher boiling points, 337 K (148 °F) for methanol and 351 K (173 °F) for ethanol, the alcohol fuels are classified as Class IB ***flammable liquids***—less hazardous than ***gasoline***. From the perspective of fire safety, a ***flash point*** makes alcohol fuels less hazardous than ***gasoline*** but more hazardous than ***diesel fuel***.

It is worth noting that because of its relative safety, methanol has been used in the Indianapolis 500 auto race cars for the last two decades. In comparison to ***gasoline***, should a fire occur, methanol is less likely to cause injury, death, and property damage because of its low heat of combustion and high ***heat of vaporization***, as well as its low volatility and modest boiling point (Machiele's paper:

"A Health and Safety Assessment of Methanol as an Alternative Fuel," contained in: Methanol as an Alternative Fuel Choice, 1990).

*The following indicates the classification of **flammable/combustible** liquids.*

Flammable Liquids

***Flammable liquid**s have **flash point**s below 100 °F and **vapor pressure**s not exceeding 40 psia at 100 °F.*

***Class I** liquids include those with **flash points** below 100 °F and may be subdivided as follows:*
***Class IA** includes those with **flash points** below 73 °F and with boiling points below 100 °F.*
***Class IB** includes those with **flash points** below 73 °F and with boiling points at or above 100 °F.*
***Class IC** includes those **flash points** at or above 73 °F and below 100 °F.*

***Combustible** Liquids*

*Liquids with **flash points** at or above 100 °F are referred to as **combustible** liquids and may be subdivided as follows:*

***Class II** liquids have **flash points** at or above 100 °F and below 140 °F.*
***Class IIIA** liquids have **flash points** at or above 140 °F and below 200 °F.*
***Class IIIB** liquids have **flash points** at or above 200 °F.*

Source: *Fire Protection Handbook, 15th Edition, (1981), National Fire Protection Association, Quincy, MA.*

Vapors of methanol with a concentration in air higher than the Upper Flammability Limit (UFL) of 13% or lower than the Lower Flammability Limit (LFL) of 6.7% will not ignite. Inside a fuel tank, methanol vapors are potentially explosive because the fuel-air mixture concentration can be within the ignition limits. For this reason, flame arresters are used on methanol tank vents and on the fuel filler neck. In comparison, the vapors inside a fuel tank of ***gasoline*** are too rich to burn and inside a fuel tank of diesel are too lean to burn.

Methanol vapors are ***flammable*** in air. They can be ignited by an open flame, an electrical spark (of energy above the minimum ignition energy), or a very hot surface, if the concentration of methanol vapors in air is between flammability concentrations (see Table 2-1). Even a weak spark due to static electricity discharge from a human body—which may easily produce sparks of 10 mJ of energy— could be sufficient to ignite a ***flammable*** concentration of methanol vapors. However, ignition by a hot surface will require a sufficiently high temperature, greater than 385 °C.

Burning methanol has a nearly invisible flame and is difficult to see when burning by itself in daylight. This means that it may be possible to inadvertently walk into a methanol fire without realizing a fire exists. Heat waves may be the first indication of such a fire. However, when methanol fires consume other surrounding materials, such as tires, plastics, and asphalt, the fire would likely be quite visible, even in daylight. Burning ethanol has a more luminous flame and is therefore more visible.

Among the alternative fuels, methanol vapor is considered the most toxic for inhalation exposure. The measure of fuel toxicity is the Threshold Limit Value (TLV) for vapor exposure and it can be expressed in terms of either a Time-Weighted Average (TWA) for an eight-hour day or a 40-hour week, or as a Short Term Exposure Limit (STEL) expressing the maximum concentration allowable for a 15-minute exposure. For methanol vapor the TLV-TWA value is 200 ppm, while the TLV-STEL value is 250 ppm (Murphy et al. 1995). For ***gasoline*** vapor these values are 300 ppm and 500 ppm, while for ethanol vapor these values are 1,000 ppm and none estimated, respectively. The ability for a person to detect a vapor by smell is its odor threshold value, which is 2,000 ppm for methanol, 10 ppm for ethanol and 0.2 ppm for ***gasoline*** (Properties of Alternative Fuels, Battelle 1994). This means that if you can smell methanol vapors you are probably being exposed to vapors at an unhealthy level, while you will likely smell ***gasoline*** or ethanol vapors before they reach an unhealthy level.

Methanol is highly toxic and small quantities consumed internally can prove fatal. As little as 50 to 100 mL (2 to 4 ounces) usually can cause death; smaller amounts can cause blindness (Methanol Technology & Applications, 1978). Methanol can be absorbed through the skin. As a precautionary measure, methanol fuel spilled on the skin should be immediately washed off with soap and water. If clothes are wet with methanol, they should be changed. Regularly wearing protective gloves and splash goggles whenever refueling or changing fuel filters on methanol buses should be considered.

Glove materials that are acceptable for use with methanol, ethanol, diesel, and ***gasoline*** include: Viton™, nitrile rubber, and Teflon™ (Forsberg and Mansdorf, 1989). Also, an eye wash station should be installed in the methanol service garage and near the fueling island (NIOSH, 1990).

It should be noted that methanol is used routinely as a dry gas additive for automobiles in the winter and as a cleansing agent in the medical/health industry. The safety concern here is about preventing prolonged contact with methanol or exposure to its vapors.

Table 2-1
Important Properties of Alcohol and Diesel Fuels

	Units	#2 Diesel Fuel	M100 Methanol	E100 Ethanol
Energy Content	kJ/l (LHV)	36,386	15,884	21,272
	Btu/gal	91,100	39,770	53,260
Ratio of Volumes for Equal Energy (Theoretical)		1.00	2.29	1.71
Ratio of Volumes for Equal Service (Based on Actual performance)		1.00	2.5-2.8	1.9-2.1
Flash Point	K	331-389	284	286
	°F	136-240	51	55
Autoignition Temperature	K	503	658	638
	°F	445	724	688
Minimum Energy for Ignition in Air	mJ	0.24	0.14	0.2
Relative Vapor Density (air = 1.00)		4-6	1.11	1.6
Upper Flammability Limit (UFL)	Volume %	5.5	13	5.4
Lower Flammability Limit (LFL)	Volume %	0.6	6.7	3.5
Volatility (Reid Vapor Pressure)	k Pa	<5	35	20
Volatility Relative to Diesel	k Pa	1	7	4
Flame Visibility (Relative)		1.0	0.0003	0.03
Vapor Exposure Limit (Time Weighted Average)	ppm	300-500*	200	1,000
Odor Threshold Concentration of Vapor in Air	ppm	0.2*	2,000	10

*Values are for gasoline vapors.

For additional information on Methanol and Ethanol properties, safety precautions, and procedures, the following technical reference(s) should be reviewed/consulted:

"Methanol Use Training Manual." Report No. UMTA-OH-06-0056-90-1, Federal Transit Administration, Washington, D.C., January 1990.

"Industrial Hygiene Survey Reports on Bus Garages in Seattle, New York City and Los Angeles." Report Numbers 163.2 (.01to .03). Published by National Institute for Occupational Safety and Health (NIOSH), Cincinnati, Ohio, 1990.

"Properties of Alternative Fuels," Michael J. Murphy, Battelle, March 1994.

"Summary of the Safety, Health, Environmental and System Risks of Alternative Fuels," DOT-VNTSC-FTA-95-5, August 1995.

"Methanol as an Alternative Fuel Choice: An Assessment," Wilfied L. Kohl, Editor, John Hopkins University, 1990.

"Methanol Technology and Application in Motor Fuels," edited by J.K. Paul, Noyes Data Corp., 1978.

"Methanol Fuel Modification For Highway Use," U.S. Department of Energy, 1978.

"Ethanol Fuels, Reference Guide, a decision-makers guide to ethanol fuels," Solar Energy Research Institute (SERI), October 1982.

"Quick Selection Guide to Chemical Protection Clothing," Forsberg and Mansdorf, 1989.

2.1.3 Fuel Economy and Diesel Equivalence

Alcohol fuels, both methanol and ethanol, have been used in heavy duty diesel cycle engines for both trucking and transit applications. Detroit Diesel, with the support of numerous U.S. transit agencies, has developed its 6V92 engine series to operate monofuel with both of these alcohols. These fuels and engines have been thoroughly field tested during the last ten years and are available for use by transit properties. The alcohol engines operate on the diesel cycle and have high efficiency during light loads and idle conditions. This is important if the alcohol buses are utilized in a central business district route.

The alcohol fuels offer important air quality and energy security benefits that cannot be obtained with typical ***diesel fuel***. Lower particulate matter, carbon monoxide, and carbon dioxide emissions make these fuels more acceptable from a "greenhouse" and global warming perspective. Ethanol fuel is ***listed*** as a renewable energy source as it can be made from a variety of agricultural products such as corn, grains or sugarcane. Methanol is produced primarily from natural gas but other feed stocks such as coal and ***biomass*** are possible.

From the perspective of facilities design, the alcohol fuels are quite similar to ***gasoline***. Regulation and codes that mandate facility features for ***gasoline*** would also be acceptable for alcohol fuels. In California, alcohol fuels are utilized in facilities that have been previously ***approved*** for ***gasoline*** powered vehicles.

Relatively larger amounts of alcohol fuels must be used to obtain equal service (range and load capacity) from the vehicles (when compared to ***diesel fuel***). This characteristic affects both the volume of fuel that must be stored at the transit site for inventory purposes and the number of tanker deliveries needed each week to supply fuel for the bus fleet. To assure similar vehicle range, the total volume (gallons) of fuel the vehicle must carry must also be increased. A typical transit facility that stores 40,000 litres (approximately 10,000 gallons) of diesel would have to store 100,000 litres (approximately 25,000 gallons) of methanol or 76,000 litres (approximately 19,000 gallons) of ethanol, to have the same fleet fuel reserve. These storage requirements may be larger if the transit agency also has "emergency response" responsibilities for the community it serves.

2.1.4 Methanol/Ethanol Supply Quality

Neat methanol and ethanol are normally supplied as a chemical grade liquid. Methanol has been historically produced by the distillation of wood and has therefore been termed "wood alcohol." Methanol can be produced synthetically from natural gas, heavy oil, coal, or wood products. Today most methanol is produced from natural gas. About 96% of the methanol consumed in the U.S. is produced in North America. Consumption of methanol for manufacturing other chemicals (e.g., formaldehyde, methyl tert-butyl ether, and methylene chloride) accounted for about 90% of U.S. methanol production in 1988-89. Methanol itself is widely used: as a solvent (in paints, varnishes, cements, inks, paint strippers, and degreasers); in antifreeze mixtures; as a denaturant for ethanol; and as a fuel for motor vehicles, outdoor stoves, and soldering torches *(NIOSH, 1990)*. At least 92% of the ethanol used in the U.S. is produced domestically. Ethanol is primarily made from the fermentation of corn and is used as a transportation fuel additive (gasohol).

2.2 FUELING FACILITIES

The safety requirements for a methanol and ethanol dispensing facility are the same as those for the dispensing of ***flammable/combustible*** liquids. These requirements are covered in detail in

NFPA 30A "Automobile and Marine Service Station Code." This code covers the requirements for: storage of ***flammable*** and ***combustible*** liquids inside buildings; details of piping, valves, and fittings; fuel dispensing details (including location of dispensing devices and emergency power cut off, dispensing devices, vapor recovery, and processing systems); heating and ventilation requirements; and electrical systems, including classification of various areas. A large part of the material in this section of the guideline document is based on the various requirements in NFPA 30A.

The basic approach in designing a fueling facility is to provide systems that can either eliminate (or at least minimize the quantity of) accidental fuel releases. Also, the design should build in sufficient safeguards to reduce or eliminate the risk of liquid or vapor ignition if a release occurs. These objectives may be achieved by including in the design the use of fuel compatible materials, proper valving and piping, and providing adequate electrical and other sources. In general, the design requirements for a methanol or ethanol dispensing facility will be similar to those for a ***gasoline*** service station because the relative volatility of ***gasoline*** is similar to (but higher than) that of methanol/ethanol (see Table 2-1).

2.2.1 Structural Considerations

A number of agencies that are demonstrating alcohol fuels have changed their facilities to follow design guidelines already in place for ***gasoline*** garages, service facilities and parking structures. Since both fuels (***gasoline*** and alcohols) are considered ***volatile flammable liquids*** and are similar in many other respects, the local regulators and "***authority having jurisdiction***" have had little difficulty in determining facility features that are appropriate. Often they reference design guidance given in the National Electric Code, NFPA 70 (articles 511 and 514), and NFPA 88A and 88B for parking structures and repair garages and 29 CFR OSHA § 1910.106: ***flammable*** and ***combustible*** Liquids.

The structural and building requirements for operating a dispensing facility inside a building are indicated in §6-1, NFPA 30A. Specifically, this code requires that the indoor fueling facility be separated from other portions of the building by a wall, partition, floor, or floor ceiling assemblies having a fire resistance rating of not less than two hours. In addition, the requirements for doors and partition walls are also included.

2.2.2 Dispensing Area: Equipment and Other Requirements

Since the alcohol fuels are considered to present the same hazards as ***gasoline***, outdoor fueling is the normal method. Indoor fueling is possible if changes are made to follow guidelines already in place for indoor ***gasoline*** dispensing systems. These are described in greater detail below. Equipment utilized for ***gasoline*** dispensing systems is familiar to most transit agencies and would be acceptable with minimum modification (only material compatibility issues) for alcohol fuels. However, because it is necessary to dispense a considerably higher (two to three times) volume of alcohol fuel to obtain the same driving range as diesel, it is common practice to use dry break type fueling nozzles at pumping rates up to 160 litres/minute (40 gallons/minute). Such nozzles also reduce, substantially, the spillage during the disconnect process.

Permanent fuel storage systems and dispenser piping must be compatible with the specific alcohol selected. This means that older fuel storage tanks will most likely have to be removed and replaced with new double-wall tankage that is compatible with alcohols. Also, associated plumbing and transfer pumps should be replaced if they are not compatible with alcohol fuels.

The transfer of methanol from the bulk transport tanker truck to fleet storage tank(s) must take into account the fact that any vapor/air mixture that leaks during the transfer operation will create a ***flammable*** volume. In addition, any methanol spill will quickly vaporize and form ***flammable*** vapor/air mixtures. For this reason, it is essential that all hose connectors have mechanical locking features, vapor recovery devices be in place between the tanker truck and the fuel storage tank, and that grounding devices be provided to prevent static electrical discharges from taking place. Also, any vent lines should have spark arresters and the fill line should extend to the bottom of the storage tank. (Murphy et al. 1995).

Water drainage from the fueling areas should continue to be collected and passed through a water/oil separator. This is necessary since other fluids such as engine oil, transmission fluids and coolants may also be dispensed at this service location. If these oils are spilled, they must be separated from any runoff water that drains from the area.

However, since alcohol fuels and coolants will mix in all proportions with water and will not be separable from the water without special distillation equipment, these fluids should be captured and not allowed to enter any sewer or drainage system, and their disposal should follow EPA procedures set forth in 40 CFR EPA, § 260 through 299: Hazardous Waste. The release of ***flammable liquids*** into a sewer system is prohibited by NFPA-30: ***flammable*** and ***combustible*** Liquids Code.

Indoor fuel dispensing should be at street level and less than 15 m (50 feet) from a vehicle exit.

2.2.3 Ventilation

Ventilation requirements for ***flammable*** and ***combustible*** fuels dispensing facilities are indicated in NFPA 30A and should be followed for alcohol fuels. The requirements to prevent a buildup of fuel vapors are contained in NFPA 30, Section 2-5.3: Ventilation, which states:

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> *2-5.3 Storage tank buildings storing Class I liquids or Class II or Class IIIA liquids at temperatures above their **flash points** shall be ventilated at a rate sufficient to maintain the concentration of vapors within the building at or below 25 percent of the lower **flammable** limit. Compliance with Sections 2-5.3.2 through 2-5.3.5 shall be deemed as meeting the requirements of 2-5.3.1.*

Note: Methanol and Ethanol are Class **1B** liquids

This code also prohibits the interconnection of the building heating and air conditioning system with the ventilation system for an indoor fueling facility (§6-3.1). Also, the air flow requirements are as follows:

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> *6-3.3 The exhaust system shall be designed to provide air movement across all portions of the dispensing area floor and to prevent the flow of **flammable** vapors beyond the dispensing area. Exhaust inlet ducts shall not be less than 3 in. (7.6 cm) nor more than 12 in. (0.30 m) above the floor. Exhaust ducts shall not be located in floors, or penetrate the floor of the dispensing area, and shall discharge to a safe location outside the building.*

> *6-3.4 The exhaust systems shall provide ventilation at a rate of not less than 1 cfm per sq ft (0.3 m^3 per min per m^2) of the dispensing area.*

2.2.4 Electrical: Equipment and Other Requirements

The electrical equipment requirements for dispensing units and facilities are presented in Chapter 7, NFPA 30A. In general, the requirements of NFPA 70 "National Electrical Code" for Class I liquids' storage, handling, and dispensing are applicable. NFPA 70 classifies methanol and ethanol as Group D Atmosphere Chemicals. Such a classification requires that within 6 m (20 ft.) of a dispenser Class 1, Division 2 electrical classification be employed. In Table 2-2, the definitions of various electrical classifications are reproduced from NFPA 70. Figure 2-1 shows the classified areas adjacent to dispensers. Table 2-3, taken from NFPA 30A, details the electrical classification required for various equipment and locations in service station areas.

Table 2-3
Electrical Equipment Classified Areas-Service Stations

ELECTRICAL EQUIPMENT **30A-13**

Table 7 Electrical Equipment Classified Areas — Service Stations

Location	NEC Class I, Group D Division	Extent of Classified Area[1]
Underground Tank		
Fill Opening	1	Any pit, box, or space below grade level, any part of which is within the Division 1 or 2 classified.
	2	Up to 18 in. above grade level within a horizontal radius of 10 ft from a loose fill connection and within a horizontal radius of 5 ft from a tight fill connection.
Vent — Discharging Upward	1	Within 3 ft of open end of vent, extending in all directions.
	2	Area between 3 ft and 5 ft of open end of vent, extending in all directions.
Dispensing Device[2,3] (except overhead type)[4]		
Pits	1	Any pit, box, or space below grade level, any part of which is within the Division 1 or 2 classified area.
Dispenser	2	Within 18 in. horizontally in all directions extending to grade from (1) the dispenser enclosure or (2) that portion of the dispenser enclosure containing liquid handling componants. Area classification inside the dispenser enclosure is covered in ANSI/UL 87, *Power Operated Dispensing Devices for Petroleum Products.*
Outdoor	2	Up to 18 in. above grade level within 20 ft horizontally of any edge of enclosure.
Indoor		
with Mechanical Ventilation	2	Up to 18 in. above grade or floor level within 20 ft horizontally of any edge of enclosure.
with Gravity Ventilation	2	Up to 18 in. above grade or floor level within 25 ft horizontally of any edge of enclosure.
Dispensing Device — Overhead Type[3,4]	1	The area within the dispenser enclosure, and all electrical equipment integral with the dispensing hose or nozzle.
	2	An area extending 18 in. horizontally in all directions beyond the enclosure and extending to grade.
	2	Up to 18 in. above grade level within 20 ft horizontally measured from a point vertically below the edge of any dispenser enclosure.
Remote Pump — Outdoor	1	Any pit, box, or space below grade level if any part is within a horizontal distance of 10 ft from any edge of pump.
	2	Within 3 ft of any edge of pump, extending in all directions. Also up to 18 in. above grade level within 10 ft horizontally from any edge of pump.
Remote Pump — Indoor	1	Entire area within any pit.
	2	Within 5 ft of any edge of pump, extending in all directions. Also up to 3 ft above floor or grade level within 25 ft horizontally from any edge of pump.
Lubrication or Service Room — with Dispensing	1	Any pit within any unventilated area.
	2	Any pit with ventilation.
	2	Area up to 18 in. above floor or grade level and 3 ft horizontally from a lubrication pit.
Dispenser for Class I Liquids[3]	2	Within 3 ft of any fill or dispensing point, extending in all directions.
Lubrication or Service Room — without Dispensing	2	Entire area within any pit used for lubrication or similar services where class I liquids may be released.
	2	Area up to 18 in. above any such pit and extending a distance of 3 ft horizontally from any edge of the pit.
	2	Entire unventilated area within any pit, belowgrade area, or sub-floor area.
	2	Area up to 18 in. above any such unventilated pit, belowgrade work area, or sub-floor work area and extending a distance of 3 ft horizontally from the edge of any such pit, belowgrade work area, or sub-floor work area.
	Nonclassified	Any pit, belowgrade work area, or sub-floor work area that is ventilated in accordance with 5-1.3.
Special Enclosure Inside Building Per 2-2	1	Entire enclosure.
Sales, Storage, and Rest Rooms	Nonclassified	If there is any opening to these rooms within the extent of a Division 1 area, the entire room shall be classified as Division 1.
Vapor Processing Systems Pits	1	Any pit, box, or space below grade level, any part of which is within Division 1 or 2 classified area or that houses any equipment used to transport or process vapors.
Vapor Processing Equipment Located within Protective Enclosures (*see 4-5.7*)	2	Within any protective enclosure housing vapor processing equipment.
Vapor Processing Equipment Not within Protective Enclosures (excluding piping and combustion devices)	2	The space within 18 in. in all directions of equipment containing flammable vapors or liquid extending to grade level. Up to 18 in. above grade level within 10 ft horizontally of the vapor processing equipment.
Equipment Enclosures	1	Any area within the enclosure where vapor or liquid is present under normal operating conditions.
	2	The entire area within the enclosure other than Division 1.
Vacuum-Assist Blowers	2	The space within 18 in. in all directions extending to grade level. Up to 18 in. above grade level within 10 ft horizontally.

For SI Units: 1 in. = 2.5 cm; 1 ft = 0.30 m.

[1]For marine application the term "grade level" shall mean the surface of a pier, extending down to water level.

[2]Refer to Figure 7-1 for an illustration of classified areas around dispensing devices.

[3]Area classification inside the dispenser enclosure is covered in ANSI/UL 87, *Power Operated Dispensing Devices for Petroleum Products.*

[4]Ceiling mounted hose reel.

- Locked valve shutoffs.

In addition to the above, energy systems for ventilation and electrical should be checked monthly. As a final check, it is recommended that whenever any person works on classified electrical enclosures or devices, a trained supervisor verifies the integrity of the device after the maintenance is complete.

2.3 BUS STORAGE FACILITY

The bus storage (also called dead vehicle storage) facility is a building where buses are parked for long periods of time, i.e., 12 or more hours. Issues relating to the design of such buildings for the storage of alcohol fuel buses are discussed in this section.

2.3.1 Design Overview

Standards for storage facility design for transit vehicles that use ***flammable*** and ***combustible*** fuels are provided in NFPA 88A, which focuses on parking structures. There are no specific requirements for vehicle storage facilities in NFPA 30A. The design requirements for facilities storing ***gasoline*** powered vehicles should be considered applicable to methanol/ethanol vehicles as well. These design considerations should include the electrical equipment and their electrical classifications, ventilation and heating, materials of construction, fire protection systems, emergency systems, safety interlocks, and bus movement/operations in the storage facility.

Alcohols must be handled and used with the same respect as other ***volatile***, ***flammable*** and toxic liquid fuels such as ***gasoline***. These Class 1 ***flammable liquids*** (which include ***gasoline*** and alcohols) present a significant increase in fire risk and toxic exposure of workers when compared to ***diesel fuel***. Transit workers that are familiar with procedures for diesel must have additional training to be made aware of potential risks that alcohol fuels could bring to the job.

2.4 BUS MAINTENANCE FACILITY

A bus maintenance facility is generally a partial or fully enclosed building within which repairs and routine servicing of buses are performed. In many transit systems, this facility consists of one or more bays consisting of either a lift or a pit over which the bus to be serviced is parked. Also, a majority of transit systems use the same maintenance facility for servicing buses using diesel and

The design deviations, if any, should be discussed with the transit system's A&E firm, insurance carrier, and local fire department. It is necessary to comply with all regulations and local code requirements.

2.4.2 Ventilation

Ventilation requirements for repair garages are contained in NFPA 88B for ***gasoline*** and ***flammable liquids*** and should be followed. This NFPA document suggests proper heating equipment, installation practices and ventilation requirements for such facilities. In general, the NFPA 88B standard does not prohibit the use of overhead (> 2.5 m (8 ft.) above the floor) suspended unit heaters for these facilities. Also, the ventilation requirements of §6-3 of NFPA 30A should be included in the design.

The restrictions on the use of heating equipment are indicated in NFPA 30A §8-4. This section specifies the following:

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> ***8-4*** *Heat producing appliances using gas or oil fuel may be installed in the lubrication or service room where there is no dispensing or transferring of Class I liquids, including the open draining of automotive* ***gasoline*** *tanks, provided the bottom of the combustion chamber is at least 18 in. (46 cm) above the floor and the heat producing appliances are protected from physical damage.*
>
> ***8-4.1*** *Solid fuel stoves shall not be permitted in any lubrication room or service room.*

The heating system combustion air inlet should be at least 46 cm (18 inches) above the floor and be interlocked with a building ventilation system that provides air flow of 0.23 m^3/min/sq. m (0.75 cfm/sq. ft.) of the floor area. The number of air changes per hour suggested by this standard is only modestly greater than exhaust rates provided in many current diesel facilities. The requirement for removal of vapors accumulations from floor level and low level exhaust from maintenance pits at 12 air changes per hour should also be noted.

2.4.3 Structural/Mechanical

Water drainage from the maintenance areas should be collected and passed through a water/oil separator. This is necessary since other fluids such as engine oil, transmission fluids and coolants could be handled in this service location. If these oils are spilled, they must be separated from any runoff water that drains from the area.

2.5 BUS FUEL SYSTEM

Because of the corrosiveness of alcohol fuels, the materials chosen for use in the bus fuel tanks, fueling lines, fuel pump, and fuel filters should be selected with care to assure compatibility with methanol and ethanol fuels. Recommended materials can be obtained from the engine manufacturer (such as in the Detroit Diesel Methanol Engine Installation Manual, January 1991). These include the use of stainless steel or Teflon for the fuel lines, and nickel plated, stainless steel, or brass fittings.

Lubricating oil must provide adequate engine lubrication while minimizing formation of deposits where the two liquids come into contact, such as on cylinder walls and inside the fuel injector. Special lubricating oils having lower ash percent than diesel engine lubricating oils are required. In addition, a special additive is needed to ***neat*** methanol fuel to improve the lubrication property and ensure maximum engine performance and durability.

A cooler is needed in the fueling return line to the fueling tank to keep the alcohol fuel below its boiling point [337 K (148 °F) for methanol and 351 K (173 °F) for ethanol]. Also, a special dry break fuel filler neck should be installed, as well as a means for grounding (earth) of the bus during the fueling process.

2.6 PERSONNEL TRAINING

The safe operation of any transit facility using alcohol powered buses will depend very strongly on the level of training given to various personnel throughout the facility as well as on the commitment to safety from management. Safety consciousness can only be achieved by providing continuous training for all personnel (including management). Training programs should be developed to include all personnel who will be directly or indirectly involved in the maintenance, operation, fueling or storage of the buses. The following individuals (at a minimum) should be provided with formalized training:

- Fuelers;
- Bus Operators;
- Mechanics;

Table 2-4
Training Topics for Various Personnel

Training Topics	Fuelers/ Mechanics	Building Occupants	Bus Operators	Emergency Response Personnel	Local Groups	Manage-ment	Utilities
Physical/Chemical Properties of the Fuel	✓	✓	✓	✓		✓	✓
Safe Handling/Fueling Procedures	✓		✓				
Emergency Notification Procedures	✓	✓	✓			✓	
Emergency Evacuation Procedures	✓	✓	✓	✓	✓	✓	
Fire Detection/Suppression Features	✓	✓	✓	✓		✓	✓
Vehicle/Facility Safety Features	✓		✓	✓		✓	
Safe Repair/Maintenance Procedures	✓					✓	
Licenses/Permits Required/Certification	†		†			‡	‡
Fire Prevention	✓	✓	✓			✓	
Emergency Preparedness Drills	✓		✓	✓	✓	✓	✓

† If Applicable ‡ As Required

as ***alcohol fuels***. The Emergency Response Action Plan must be a **written document** which addresses the following issues.

1. Identification of emergencies (detection and classification).

2. Action times required, their implementation sequence and the time duration within which to initiate different actions.

3. Notification procedures and a notification list which should include both internal (i.e., transit agency) and external (fire service, ambulance, police) contacts.

4. Evacuation procedures and required training to implement emergency procedures.

5. Location and type of safety systems (both in the facility and on the bus).

6. Event suppression or management actions which should include personnel rescue, fire suppression strategies, evacuation of personnel, and protection of property as yet unaffected.

OSHA's personnel protection regulations require the employer to have an "Employee Emergency and Fire Prevention Plan" (29 CFR §1910.38). Specifically, 29 CFR §1910.38 requires the inclusion of the following items, as a minimum, in the plan:

OSHA

29 CFR §1910.38 Employee Emergency and Fire Prevention Plan

(i) *Emergency escape procedures and emergency escape route assignments;*

(ii) *Procedures to be followed by employees who remain to operate critical plant operations before they evacuate;*

(iii) *Procedures to account for all employees after emergency evacuation has been completed;*

(iv) *Rescue and medical duties for those employees who are to perform them;*

(v) *The preferred means of reporting fires and other emergencies; and*

(vi) *Names or regular job titles of persons or departments who can be contacted for further information or explanation of duties under the plan.*

The transit system should comply with the provisions of OSHA regulations and incorporate these requirements in its ***system safety*** plan.

Chapter 3
Alternative Fuel Facility
System Safety Process

3.1 SAFETY REQUIREMENTS

The purpose of this section is to assist transit agencies in implementing a program to identify and resolve potential safety issues that may occur over the lifetime of the system. Such a program will assist in the development of a proactive safety assessment that allows for the identification and resolution of potential safety issues during the planning, design, construction, and operation of the transit system. This section identifies the important elements of a safety/***hazard*** assessment technique, by which a transit authority can conduct a ***risk*** assessment to address design issues when standards/codes do not provide the necessary definitive guidance or when a transit authority wishes to consider alternative designs.

A ***system safety*** program, discussed in Section 3.2, should be instituted during the system planning/design phase and continue throughout the system construction, renovation, operation and disposition of a facility used for the maintenance, fueling and/or storage of transit vehicles fueled with alternative fuels. The ***system safety*** program should emphasize the prevention of accidents by identifying and resolving ***hazards*** in a systematic manner in accordance with the Hazard Resolution Process elaborated in Section 3.3.4.

3.2 SYSTEM SAFETY PROGRAM

A ***system safety*** program should be implemented to identify and resolve ***hazards***. The transit authority should provide for the development of a System Safety Program Plan (SSPP) to assist in implementing and documenting that program. The SSPP should identify the responsibilities of all parties for implementing a ***system safety*** program.

The SSPP should:

- Have as its objective, to provide for the safety of passengers, employees, the public, and equipment.

- Encompass all system elements and organizations within the transit system.

3.3.2 Hazard Identification

The second step in the ***hazard*** resolution process involves the identification of ***hazards*** and the determination of their causes.

There are four basic methods of ***hazard*** identification that may be employed to identify ***hazards***. These methods are:

- data from previous accidents (case studies) or operating experience;
- scenario development and judgement of knowledgeable individuals;
- generic ***hazard*** checklists; and
- formal ***hazard*** analysis techniques.

When identifying the safety ***hazards*** present in a system, a major concern is that only a portion of the total number of system ***hazards*** has been identified. Therefore, every effort should be made to identify and catalog the whole universe of potential ***hazards***.

There are several ***hazard*** analyses techniques that should be considered to assist in evaluating potential ***hazards*** and documenting their resolution. These techniques include a Preliminary Hazard Analysis (PHA), Subsystem Hazard Analysis (SSHA), System Hazard Analysis (SHA) and Operational and Support Hazard Analysis (O&SHA). These analyses should be conducted in general accordance with MIL-STD-882C, Tasks 202 (PHA), 204 (SSHA), 205 (SHA) and 206 (O&SHA), or equivalent, respectively.

3.3.3 Hazard Assessment

The third step in the ***hazard*** resolution process is to assess the identified ***hazards*** in terms of the severity or consequence of the ***hazard*** and the probability of occurrence of each type of ***hazard***. This should be accomplished in general conformity with the criteria outline in MIL-STD-882C, Paragraphs 4.5 and 4.6 or equivalent.

3.3.4 Hazard Resolution

After the ***hazard*** assessment is completed, ***hazards*** can be resolved by deciding to either assume the ***risk*** associated with the ***hazard*** or to eliminate or control the ***hazard***. The ***hazard*** reduction precedence is as follows:

- Design to eliminate or control the ***hazard***.
- Add safety devices.

eliminated, mitigated, or accepted. ***Hazards*** should be resolved through a design process that emphasizes the elimination of the ***hazard.***

3.3.5 Follow-up

The last step in the ***hazard*** resolution process is follow-up. It is necessary to monitor the effectiveness of recommended countermeasures and ensure that new ***hazards*** are not introduced as a result. In addition, whenever changes are made to any of the system elements (equipment, procedures, people, and/or environment), a ***hazard*** analysis should be conducted to identify and resolve any new ***hazards***.

This process should include full documentation of the ***hazard*** resolution activities. The effectiveness of the countermeasures should be monitored to determine that no new ***hazard***s are introduced. In addition, whenever substantive changes are made to the system, analyses should be conducted to identify and resolve any new ***hazards***.

3.4 SAFETY PRINCIPLES

The following safety principles should be observed in the transit system operating alternative fuel vehicles (See Tables 3-1, 3-2, and 3-3 for the definition of undesirable and unacceptable ***hazards***):

1. When the system is operating normally there should be no unacceptable or undesirable ***hazard*** conditions.

2. The system design should require positive actions to be taken in a prescribed manner to either begin system operation or continue system operation.

3. The safety of the system in the normal operating mode should not depend on the correctness of actions or procedures used by operating personnel.

4. There should be no single point failures in the system that can result in an unacceptable or undesirable ***hazard*** condition.

5. If one failure combined with a second failure can cause an unacceptable or undesirable ***hazard*** condition, the first failure should be detected and the system shall achieve a known ***safe state*** before the second failure can occur.

6. Software faults should not cause an unacceptable or undesirable ***hazard*** condition.

7. Unacceptable ***hazards*** should be eliminated by design.

Table 3-2
Frequency Categories

Frequency	Definition of Term
A–Frequent	***MTBE*** is less than 1,000 operating hours
B–Probable	***MTBE*** is equal or greater than 1,000 operating hours and less than 100,000 operating hours
C–Occasional	***MTBE*** is equal or greater than 100,000 operating hours and less than 1,000,000 operating hours
D–Remote	***MTBE*** is equal or greater than 1,000,000 operating hours and less than 100,000,000 operating hours
E–Improbable	***MTBE*** is greater than 100,000,000 operating hours

Table 3-3
Hazard Categories

Hazard	Definition of Term
I–Catastrophic	Death, system loss, or severe environmental damage
II–Critical	Severe injury, severe occupational illness, major system or environmental damage
III–Marginal	Minor injury, minor occupational illness, or minor system or environmental damage
IV–Negligible	Less than minor injury, occupational illness, or less than minor system or environmental damage

Glossary

Approved Acceptable to the "authority having jurisdiction."

Authority Having Jurisdiction The "authority having jurisdiction" is the organization, office or individual responsible for "approving" equipment, an installation or a procedure.

Autoignition Temperature The temperature at which a flammable concentration of vapor will ignite in the absence of an external ignition source. (Ignition effected by a hot surface rather than by an open flame or spark.)

Biomass Plant material, vegetation or agricultural waste used as a fuel.

Cetane Number A measure of the tendency of a fuel to cause engine knock in a diesel engine. The scale is based on a comparison of the knock tendency of the fuel in question to that of two reference fuels, cetane and alpha-methylnaphthalene. Cetane, which has good compression ignition properties, is assigned a value of 100. Alpha-methylnaphthalene, which has very poor compression ignition qualities, is assigned a value of zero. Fuels with high cetane numbers tend to have low octane numbers and vice versa.

Chemical Formula The chemical composition. Methanol and ethanol are pure substances with a definite formula. Natural gas, commercial propane, gasoline, and diesel fuel have variable compositions.

Combustible Capable of igniting and burning.

Denatured To render unfit to eat or drink.

Diesel Fuel Diesel fuel is the most common fuel for heavy duty engines and therefore a standard of comparison for other, alternative fuels.

Fail-Safe A characteristic of a system or its elements whereby any failure or malfunction affecting safety will cause the system to revert to a state that is known to be safe.

Flammability Limits The range of fuel vapor concentrations in a fuel-air mixture over which burning can occur. Below the lower flammability limit there is not enough fuel to burn. Above the higher flammability limit there is not enough air to support combustion.

Reactive Tending to participate readily in chemical or physical reactions.

Reid Vapor Pressure The pressure exerted by vapor in equilibrium with its liquid at 100 °F. This parameter is generally used to compare the relative volatility of liquids.

Relative Fuel Vapor Density The density of the fuel vapor compared to air. Thus, on this scale, air equals 1.00.

Risk A measure of the severity and likelihood of an accident.

Safety Critical A designation placed on a system, subsystem, element, component, device, or function denoting that satisfactory operation of such is mandatory to mitigation of unacceptable and undesirable hazards as defined in Table 3-1.

Sources of Ignition Devices or equipment that, because of their modes of use or operation, are capable of providing sufficient thermal energy to ignite flammable vapor-air mixtures when introduced into such a mixture or when such a mixture comes into contact with them and that will permit propagation of flame away from them.

Spark Ignition Energy The minimum spark size required to ignite the most flammable vapor-air mixture under the most favorable conditions. The details of the test apparatus used can easily account for a factor of two variation in the experimental results. Note also that a typical two-cell flashlight produces about 2000 mJ of energy per second, so the ignition energies listed represent very small amounts of energy.

System Safety The application of engineering and management principles, criteria, and techniques to optimize all aspects of safety within the constraints of operational effectiveness, time, and cost throughout all phases of the system life cycle.

Vapor Pressure The pressure, measured in psia, exerted by a volatile liquid as determined by ASTM D 323, *Standard Method of Test for Vapor Pressure of Petroleum Products (Reid Method).*

Ventilation Ventilation is for the prevention of fire and explosion. It is considered adequate if it is sufficient to prevent accumulation of significant quantities of vapor-air mixtures in concentrations over one-fourth of the lower flammable limit.

Volatile Evaporating readily at normal temperatures and pressures.

List of Acronyms

A&E	Architectural and Engineering
ACH	Air Changes per Hour
ADA	Americans with Disabilities Act, 1990
AFI	Alternative Fuel Initiative
AMFA	Alternative Motor Fuels Act of 1988
ANSI	American National Standards Institute
ARF	Alcohol Resistant Foam
ASHRAE	American Society of Heating, Refrigerating, and Air Conditioning Engineers
ASME	American Society of Mechanical Engineers
BOCA	Building Officials and Code Administrators (Chicago, IL)
CFR	Code of Federal Regulations
CNG	Compressed Natural Gas
CSA	Canadian Standards Association
DVE	Diesel Volume Equivalent
EPA	Environmental Protection Agency
EPACT	Energy Policy Act of 1992
ESD	Emergency Shutdown
FM	Factory Mutual
FTA	Federal Transit Administration of the United States Department of Transportation
LFL	Lower Flammability Limit
LHV	Lower Heating Value
LNG	Liquefied Natural Gas
LPG	Liquefied Petroleum Gas

Glossary of Graphic Symbols

Information

OSHA — Occupational Safety & Health Administration Logo

National Electrical Code Logo

National Fire Protection Association Logo

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