

Indoor Air Quality . . . ?

Sometime ago I received a call from a woman asking for help, and saying that her car was killing her, and that she could't stop crying while driving. My alarm bells and whistles started ringing.

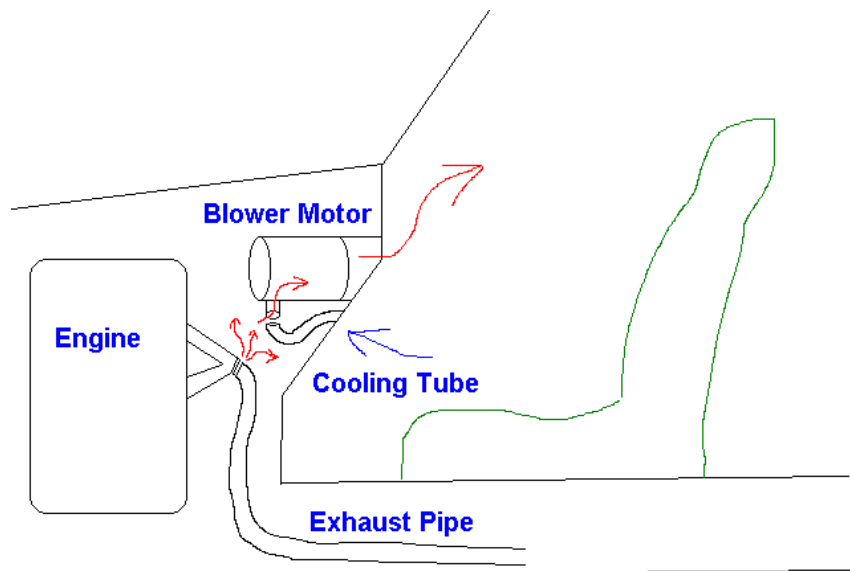
She went on to say that she'd brought her car to several mechanics and that none of them could help her. My alarm bells and whistles got louder.

I then told her my fees, hoping that she'd say no, and that'd be the end of the matter. Instead she said to come on up and visit. I hesitated, but set a time.

I visited and, just in case there was a germ of truth in her voice, I brought my TIF8800, a trusty combustion / combustible gas detector.

I proceeded to tear apart what I could of the dashboard, keeping the disassembly to a minimum, as I did not want to own the car. I was searching for possibly a dead rodent in the air ducts, but could find nothing. A search for damaged equipment under the hood revealed nothing either. I then had her start the engine. I turned on the TIF8800 and, battling with engine noise and rapidly moving equipment, proceeded as carefully as possible to investigate for anything unusual. Toward the rear of the engine there was an exhaust manifold, and at the end of it the connection to the exhaust pipe. When the TIF8800 began to approach this junction it began to whine and then squeal loudly, so that there was no mistaking it with engine noise. I asked her to turn off the engine. I began to investigate further, trying to figure out why an exhaust leak in the engine compartment could be bothering her. Near the connection point there was a blower motor for passenger ventilation. The blower motor was supplied with a rubber cooling tube that used conditioned air to cool the motor. On close inspection I noted that the cooling tube had become

disconnected under the motor, very near the exhaust manifold / exhaust pipe connection. The blower motor then, was taking cooling air from the immediate proximity of the exhaust leak, as shown, and bringing it into the passenger compartment.



I now understood that while driving she was getting a steady dose of exhaust fumes ported to the ventilation ducts, and in turn, her lungs.

She began to throw \$50 bills at me, and asked me to tell her when to stop . . .

A week later, she called and asked me to meet her at a service station with my TIF8800. I met with her and her mechanic, and he attempted to find the leak with exhaust inspection equipment. He could not because the exhaust inspection equipment had the sensor recessed more than 12 inches within the sensing pipe, and required a substantial amount of airflow for proper detection. I turned on the TIF8800 and located the leak again. The mechanic, now a believer, said he could fix it and would proceed to do so.

The client again began to throw \$50 bills at me, and asked me to tell her when to stop . . .

Another week later, she asked me to visit the auto shop and again bring my TIF8800. This time the mechanic had done the repairs and this was simply a confirmation of appropriate repairs. I hesitated because I suspected there might be other minuscule leaks, but on further testing I noted that the area in question was now completely sealed from exhaust fumes, and the cooling tube was reattached, this time with a hose clamp.

The client again began to throw \$50 bills at me, and asked me to tell her when to stop . . .

I suspect you could call that a happy client!

Sal La Duca

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