

Colleagues,

Just some words after the presentation that was made with the “Redaktionsschluss” (end of redaction) fixed on October the 12th due to the fact that it had to be ready before Mr. Erli Figueiredo’s trip to Korea would start.

Between that day and today some movement happened and for the sake of completion I would like to mention the contacts made by Mr. Poliakov from Russia, who will start his work now, Mr. Zielonka from Poland, who is trying to get support for this update, Mr. Martines from Spain, who sent one contribution, Mr. Müller from Germany, sending another contribution, and Mr. Van Cotthem from Belgium, also sending a contribution. Hopefully I did not forget someone...

In any case all of you can get the newest status situation by visiting the Internet Working Page and downloading the “*Actualized update follow-up table*” that is being kept actualized (35) and the present leader in number of answered Questionnaires is Lars-Erik Kämper from Sweden with 7.

For the sake of transparency all the received answers are also being uploaded to the Internet Working Page. This will serve also as a security back-up.

I got a message telling about work overload as reason for not having any Questionnaire answered from that country. Respectfully, I would like to say that according to my understanding and to my actions, as it is easy for all of you to see, for me to be at CIGRÉ is not equal to a normal work time bureaucratic task; but it is a real example of volunteer work. Being so I encourage you to think about the meaning of collaborating in an important organization like this in spite of our globalized world.

One item that is important to stress is the question related to the alleged non flammability, or capability of being flame retardant of modern material used in the construction of generators. One of the items of this update aims to find out from where the manufacturers can be so sure that the materials they use are really flame retardant, or self extinguishing, etc, this after having being processed in their factories – can this introduce changes in the material behavior? What happens after some years of use - when the machines become inevitably dirty many times with an oil coating (that comes from oil vapor that comes from bearings sealing leakages), carbon dust creates superficial discharge paths, sometimes brake lining dust is flammable – does it still allow the machine as a whole to be considered “flame retardant”? In new and pristine condition it may be that the alleged non flammability conditions may apply, but for how long? Are tests made? A generator is not an automobile where the factories solve their problems by making recalls...

As you can see it will be difficult to break this riddle. It is to expect that there is always a risk, smaller or bigger, and that many persons may be lead to mistaken decisions by lack of complete information or due to certain type of propaganda. Therefore the hope is that this Update may throw some light on this “hot” subject.

This is the reason for the inclusion of Research Institutes and Universities that may have made test on generator material on flammability behavior.

For normal material, the testing of non flammability, according to NFPA and FM, is a very severe procedure, as many of you may know. It is not a “piece of cake” to get certified non flammability approval.

Last but not least I would like to thank Claude for his help on the Skype side and his patience on the tests we made prior to this meeting.

Thank you

Alexander Gromow – 22.10.2007