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APPROVED BY:
DATE: 3/03/89

6904-010, SOP
DUMPING VC OOPP KETTLE TO TAR BUGGY

OPERATOR'S NAME: _____ DATE: _____

CHECK	ACTION STEPS (Capital letters) and Comments (Small letters)
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- _____ 1. JOB SAFETY INSTRUCTIONS REVIEWED.
- _____ 2. INSURE THAT YOU ARE WEARING PROPER SAFETY EQUIPMENT.
GOOGLES SHOULD BE WORN, COMFO SHOULD BE WORN IF THERE IS ANY
DOUBT THAT EDC VAPORS WILL BE EMITTED.
- 3. CHECK TO SEE WHICH KETTLE NEEDS TO BE DUMPED.
a. Kettles are normally alternated as to be dumped every
other day. Check log book to find which one needs to be
dumped.
- 4. CHECK CONDITION OF O-RING ON HAMMER CONNECTION TO TAR BUGGY.
a. If worn or torn replace.
b. If dump line is already connected, disconnect line and
check O-ring condition and reconnect.
- 5. CONNECT AND HAMMER TIGHTEN THE CHIOSAN DUMP LINE TO THE
BUGGY.
- 6. LEAK CHECK THE DUMP LINE AT 200 PSIA WITH NITROGEN.
a. This step is necessary to ensure there is no
environmental release or risk of injury to personnel.
- 7. CONNECT THE GROUNDING CABLE TO THE TAR BUGGY.
- 8. CONNECT THE ORGANIC VENT HOSE AND MAKE SURE IT IS LINED UP
TO THE VENT HEADER.
a. The connection is located at the rear of buggy above
near top of tar buggy.
- 9. CHECK TO MAKE SURE THAT ALL BLEED VALVES ARE CLOSED.
- 10. CHECK TO SEE THAT THE STRAMAN VALVE UNDER THE OOPP KETTLE
IS CLOSED, THEN OPEN THE AIR OPERATED DUMP VALVE USING THE
SWITCH LOCATED ON THE NORTHWEST I-BEAM OF PAD. THERE IS
ALSO A SWITCH AT THE SOUTHWEST I BEAM.
NOTE: a. If a bad leak occurs while in the process of dumping the
kettle and you cannot get close enough to isolate it,
there is a remote emergency isolation switch on the I-
beam east of the vinyl stripper reflux pumps.
- 11. OPEN BLOCK VALVE ON INLET TO THE TAR BUGGY.
- 12. OPEN THE STRAMAN VALVE UNDER THE KETTLE.
a. At this point the kettle should start dumping to the
buggy.
- 13. WHEN DUMPING IS COMPLETE, CLOSE THE STRAMAN VALVE.
a. Check the hose while dumping. When liquid comes out the

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hose to the vent header it will shake and buggy is full.
b. Lower the tar buggy pressure to about 40 psig for WTU.

- 14. USING THE NITROGEN TIE-IN BETWEEN THE STRAMAN VALVE AND THE DUMP VALVE PUSH THE LIQUID IN THE DUMP LINE INTO THE TAR BUGGY.
- 15. WHEN THE PRESSURE CLEARS LIQUID IN LINE, CLOSE THE 2" INLET VALVE ON THE TAR BUGGY.
- 16. SHUT NITROGEN OFF THE DUMP LINE DEPRESSURIZE THE LINE TO THE VENT HEADER. PURGE THE LINE TO THE VENT HEADER FOR SEVERAL MINUTES. SHUT N2 OFF AGAIN.
- 17. OPEN BLEED NEAR HAMMER CONNECTION TO MAKE SURE DUMP LINE IS TOTALLY CLEAR AND DEPRESSURIZED.
- 18. CLOSE THE AIR OPERATED VALVE.
- 19. DISCONNECT DUMP LINE FROM TAR BUGGY AT HAMMER CONNECTION.
- 20. DEPRESSURIZE THE TAR BUGGY TO THE VENT HEADER AS MUCH AS POSSIBLE
 Check at other bleed points to make sure that the line is completely depressurized.
 b. Disconnect hose and roll it up.
- 21. DISCONNECT THE GROUNDING CABLE AND ROLL IT UP.
 - a. Tar buggy is ready to be hauled off.
 - b. Install cap on buggy nozzle.
 - c. Notify lead operator or shift supervisor.

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