

WRITTEN BY: J.M.S.
APPROVED BY:
DATE: 8/90
REVIEWED: JPS
DATE: 10-91

6903-015.SOP
BACKLOAD NRE TRUCK

OPERATOR'S NAME: _____ DATE _____

- | CHECK | ACTION STEPS (Capital letters) and Comments (Small letters) |
|-------|---|
| _____ | 1. REVIEW JOB SAFETY INSTRUCTIONS. THE OPERATOR AND TRUCK DRIVER SHOULD NOT LEAVE THE TRUCK WHILE IT IS BEING LOADED NO VEHICLE OR TRAFFIC SHOULD BE IN THE AREA WHEN LOADING THE TRUCK. THE TRUCK IS NOT TO BE LEFT RUNNING WHILE BEING LOADED. THE TRUCK DRIVER SHOULD BE AWARE OF EVACUATION PROCEDURES. |
| _____ | 2. INSURE THAT YOU ARE WEARING PROPER SAFETY EQUIPMENT. BE SURE THAT YOU ARE WEARING GLOVES AND GOGGLES WHEN HANDLING THE PRODUCT. A COMFO II MASK IS REQUIRED WHEN AIR SPACING A TANK OR CATCHING A SAMPLE FROM AN OPEN DOME ON A DELIVERY TRUCK. |
| _____ | 3. IF BACKLOADING INTO AN <u>ANGUS</u> TRUCK, A CERTIFICATE OF ANALYSIS IS REQUIRED TO ACCOMPANY THE SHIPMENT BACK TO THE ANGUS COMPANY FOR NRE MIXING. A CERTIFICATE OF ANALYSIS CAN BE ACQUIRED BY CALLING THE MAIN LAB. GIVE THEM THE BATCH NUMBER OF THE TANK NUMBER THAT THE TRUCK IS BEING BACKLOADED FROM. |
| _____ | 4. SPOT THE TRUCK AT SPEC 11 OR SPEC 12, WHICH EVER TANK IS CLEARED. Check with your lead operator to find out which tank to backload from and the amount of material to be backloaded. |
| _____ | 5. CHECK THE AIR SPACE OR VAREC OF THE TANK BEING USED AND RECORD THE BEGINNING LEVEL. (2,000 GAL = 1 FT. 1 IN.
4,000 GAL = 2 FT. 2 IN) |
| _____ | 6. PUT THE TANK ON RECIRCULATION. |
| _____ | 7. CONNECT THE GROUND CABLE TO THE TRUCK. |
| _____ | 8. MAKE SURE THAT THE TRUCK DRIVER VENTS THE TRUCK BEFORE STARTING THE BACKLOADING PROCESS. |
| _____ | 9. CONNECT THE UNLOADING HOSE TO THE LINE THAT TIES IN WITH THE RECIRCULATION LINE OF THE TANK. The truck driver will connect the other end of the hose to the truck. The truck should arrive with receptive fittings for our connections. |
| _____ | 10. OPEN THE BLOCK VALVES IN THE RECIRCULATION LINE LEADING TO THE UNLOADING SITE. MAKE SURE THAT THERE ARE NO LEAKS. |

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- 11. LOAD THE PROPER AMOUNT INTO THE TRUCK BY CHECKING THE VAREC OR THE AIR SPACE OF THE TANK. Do not over fill!!
- 12. AFTER THE PROPER AMOUNT HAS BEEN LOADED INTO THE TRUCK, CLOSE THE VALVE ON THE LINE NEAREST THE LOADING HOSE. THE DRIVER SHOULD THEN CLOSE THE VENT ON THE TRUCK.
- 13. TAKE THE TANK OFF RECIRCULATION. CLOSE THE SUCTION AND THE RECIRCULATION VALVES AT THE TANK. CLOSE THE SUCTION VALVE AT THE PUMP AND LEAVE THE DISCHARGE VALVE OPEN. REOPEN THE VALVE ON THE LINE NEAREST THE LOADING HOSE AND CLEAR THE LINE INTO THE TRUCK WITH N2.
- 14. AFTER THE LINE HAS BEEN CLEARED AND THE TRUCK PRESSURIZED WITH 10-15 PSIG OF N2, THE DRIVER WILL CLOSE THE VALVE ON THE TRUCK. THE VALVE ON THE LINE NEAREST TO THE UNLOADING HOSE IS THEN CLOSED.
- 15. BLEED THE LOADING HOSE WITH THE BLEED VALVE BEFORE DISCONNECTING.
- 16. DISCONNECT THE GROUND CABLE FROM THE TRUCK.
- 17. CLEAR THE SUCTION AND RECIRCULATION LINES INTO THE TANK AND DEPRESSURIZE.
- 18. IF THE TRUCK HAS TO LEAVE THROUGH THE VDCM UNIT CALL THE EDC/VDCM CONTROL ROOM FOR CLEARANCE BEFORE LEAVING.

SPILL/RELEASE POTENTIAL

- 1. CLOSE AND PLUG ALL BLEEDS.
- 2. BE SURE TO CLEAR THE UNLOADING HOSE WITH N2 INTO THE TRUCK.
- 3. WATCH TANK LEVELS ON THE TRUCK AND TANK TO PREVENT OVERFILLING.

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