



PPG INDUSTRIES, INC.

CHEMICALS

P.O. BOX 1000

LAKE CHARLES, LA 70603

To: Distribution

Date: May 11, 1990

From: E.W. Caillouet

Subject: Trichlor Flush Header

All the work, correspondence, and concern regarding the Trichlor Flush Header is commendable. One gets the impression that the new header will truly work wonders by minimizing flush and/or solve problems for WTU.

At this point in time I question the header's benefit to us since the Per/Tri flush we generate at the loading rack is minimal. The vast majority of flush results when we change product in our meters and hoses while loading cars and trucks. Each time this is done the Per or Tri is contaminated with the product previously loaded through the equipment, such as MeCl2 and various grades of 1,1,1-Tri. This is waste which must now go to our flush tank system and ultimately to WTU. The only time I foresee using this new header would be when we have to load Tri 127 grade HP through the Tri 113 line in preparation of replenishing our Tri 127 storage car PP6X 14003. However, when this job is done an initial blow-back to Per/Tri of the Tri 113 minimizes the flush in this case. If the Vapor Chlor line (now called the Tri Flush Header) could have been used for loading Tri 127, then the flush from our current loading procedure for this product could have been eliminated entirely. Additional benefits from this use would have been to free up PP6X 14003 to be used for shipping products to our customers, reduce railroad costs when having to move the car around, and given the Shipping Department more flexibility at the loading rack by not having to mess with the car and take up a loading spot.

In 1989 the Shipping Department spent \$12M to install a line from the loading rack to the TE-II Specialty Tank area in order to send as much of the many hundreds of gallons of flush of the 1,1,1-Tri products back to a storage tank for rework. For some time this line was used routinely. All the Shipping Department personnel were trained in its use and were pleased to see that management had finally done something to lower vapors in the work area.

Shipping is not the only source of going to WTU. There are others that need addressing.
** Privat, vs. Current metal goods*
It is
** Cost \$3,200*

45-2510
line hooked to go away.

TE II through to go home address 46.2

SL 091656

I am disappointed to report that we are rarely using the 1,1,1-Tri flush line any more. The reason for this is that we are loading a lot of TE 366 and TE 368 which contains DOX, and TE-II does not want this anywhere in their tank farm. This DOX thing has caused so many headaches for us I wish it would go away, but unfortunately it is going to be with us for about 85 more truck loads of TE 366 to Mexico and an unknown number of TE 368 shipments in the future. Some of the problems are listed below for your information:

1. The presence of DOX and the rest of the stabilizers, in a heretofore low stabilized product transfer line, has made it more difficult to load TE 314 and TE 343.
2. More product is wasted by having to flush more product through the line to reduce stabilizer contamination in TE 314 and TE 343. One day recently 500 gallons of TE 343 were flushed before a Lab approved line sample was obtained.
3. A partial tank of TE 343 was contaminated with DOX stabilizer. This tied up the tank while the product was used for only TE 366 and TE 368.
4. A TE 343 tank car being loaded for shipment had to be unloaded when a trace of DOX wound up in the product. This product had to be used for only TE 366 and TE 368 until the car was empty.
5. TE 366 and TE 368 cannot be loaded during inclement weather. On Tuesday, May 8, a truck was in the plant about twelve hours waiting for TE 366 but could not be loaded because it was raining. The truck finally was loaded May 9.

Having not been consulted regarding the Trichlor Flush Header project, I would like to present my views on reducing flush and waste before any similar efforts are made.

To start, we need to order and install the meters and loading system that Brian Comeaux scoped out in October, 1989. My work order to purchase the same is almost eight months old. With the computerized meter system as proposed there would be virtually no flush or waste of products from hoses or meters.

Next, we need to make every effort to use the flush line to TE-II as it was intended. Whatever stabilizers are in the 1,1,1-Tri products should be accommodated in the unit, not flushed or wasted at the loading rack.

*a vacation
week of 4/16-20
when job was
requested*

RES-2510

Thirdly, a new loading system for TE 366 and TE 368 must be devised to remove from our TE 314 and TE 343 loading line the myriad of stabilizers that are so undesirable to these products.

Please provide me with your comments or if you need to discuss this further please let me know. We need to address the DOX problem immediately. No amount of flushing or segregating flush will do anything for efficiency and economics, as long as the current TE 366 truck loading scheme is part of the plan to utilize stabilizers on hand. Some other scheme needs to be devised to accomplish this.

Winston

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