SOUTH PRODUCTION NOTES

June 20, 2015
11-7 Shift Notes

BASF EMPLOYEES
144 Last Recordable
719 Last Lost Time

41 Days To RC Audit

Be sure to check weigh all bags off of the calciners and fill out the log sheet downstairs by the scale and attach "Packaged By" label with your initials.

#1 MED / Al 3945:

Continue.

#1 RC / Al 3945:

Continue to feed.

Exhaust to Trimer

#2 MED line / Cu 0860:

Holding…waiting for Justin to restart.
Be sure to use Justin's new batch sheets for the extruder and powder room.

#2 RC/ Cu 0860:

On hold until Monday.

Exhaust to F1

#3 MED line / Al 5645:

Continue making batches until we run out of Lithium Nitrate.
We are doing a good job with this material. Work order needed for virons PH controller to be tied into the HMI

#3 RC / Al-5645

Continue. CTO is on line and being monitored, no issues. If the CTO kicks out immediately stop the feed on 3 and 1 RC's and switch #3 to the trimer.
Need to look at cleaning the Trimer Dimister pad due to DP on 3rd stage.

Exhaust to CTO

#4 RC / D-1145:

Last bag of D-1135 should be removed and SAP sheet filled out for it. Then begin feeding the D-1145.
Oversize screen was removed per John Bodmann's instructions.

Exhaust to 4 DC

#5 RC / Catoxid:

Continue.
Please roll up empty feed SS over the hopper so that material does not spill all over the ground. Any chrome powder must be cleaned up immediately.
Keep it slow (10 Htz) and make sure no powder discharges. Clean Al Gel deck around the feed hopper, and keep the 1st floor area clean. When we change over from Catoxid we will scrap the 5a DC filters.

Exhaust to 5 DC

#6 RC & Dryer / D 0759

Continue on with feed. The contaminated bag was zone tested and found to be peppered with contaminated extrusions. We also vacuumed several drums of material out of that bag, and there may be a few pockets of material that can be picked. Bodmann was to look at the bag and advise whether to continue picking or not.
Screen is a 14 mesh- good quality.
Need 6 hour age on material…make sure feed times are marked on buggy labels.

Exhaust to Sly Scrubber

West Pfaudler / D-1145 next

Down (Nat dryer drive chain snapped due to upper belt drive shaft breaking). Discharge end of the National has been cleaned and should be ready for maintenance to look at lower belt drive shaft.
3 full buggies to be fed to national

We will be using a different color label and painting bags with the #45 so that they will not be confused with the 1135. The tops of the bags need to be shut before removing from the building.

East Pfaudler/ D-0759

Continue. Make sure to have buggies ready for Schirmer to raise/lower in the morning, and coordinate lifts if needed in afternoon.

Make sure drainage from day shift is sampled every day

6 Tank / Ni 2458 solution

Tank is empty.

7 Tank Ni-2458 Solution:

Cleaning.

National Dryer / D-1145

Down (drive chain break snapped due to upper belt drive shaft breaking).
Maintenance will look at using lower belt drive shaft as replacement…
Cleaning is finished…GEM working on upper belt drive shaft removal.
Maintenance will need to evaluate whether they can use lower belt shaft.

National dryer high temp limit probe was removed and dryer temps need to be managed manually on zone 2. Dryer has been on since middle day shift and buggies being fed. CHECK BACK OF DRYER WHEN FEEDING AND AFTER CHANGING BAGS. DO NOT LET DRYER BACK UP….IT WILL KICK OUT AND YOU WILL BE DIGGING IT OUT!
We will be using a different color label and painting bags with the #45 so that they will not be confused with the 1135. The tops of the bags need to be shut before removing from the building.
The bags will need to be cleaned off and put in the rail shed. No extrusion outside of the bag or on the Pallet.

Once this run is complete, we will need Schirmer to bead blast the dryer belt.

PK Blender:

Will need to clean and wait for instructions on possible repack.

Continue to watch DC. If it goes out of range set blow down gauge to 0 wait for blowdowns to start then turn off the disconnect for the blower, this will allow the fine powder in the dust collector to settle out and the blowdowns to be more effective.
Blowdowns need to be set at 4 & 4.5 dp.
Report any issues with the dust collector.
Take Material to bldg 27 when finished.

Abbe Blender / 5206 Done

Hold. Transfer Pump will need to be replaced. Needed it for the west pfaudler.

Tower 3 / Pd 0930 next:

Should come down on day shift Saturday.

Tower 6 / DPT 0101:

Running, continue

North Screener /:

Down

South Screener / DPT 0101:

Screener is working again. Kiln operator to continue to operate, Kiln on 90 min cars.

#2662 (west) Pill Machine / Al-3915:

Maintenance fixed on Friday. Should be good to go.

#2664 (east) Pill Machine / Al-3915:

Running good now.

TK #2 / BE 0101 done

Finished with batches, Kiln is done

TK #4 / Cu 2508:

Continue loading/unloading. Work order written for scale (jumps around in auto and occasionally shuts off).

New sampling technique in place to get a better sample. See operators in Kiln area.
Saggers must be filled to the top of the sagger.

Harrop Kiln / Al 3920:

Continue
NOTE: work order written for improved lighting fixture over car rail unloading zone (just out of cooling zone).

Building 27 Belt Filter / 6081:

Hoping to finish up tonight. Keep your fingers crossed.
Elevator is not running yet. Repairs made Friday May 8 but elevator got stuck when testing to see if it works.
We will be looking into pumping up the solution from the 1st floor, or into one of the holding tanks if they are working.

Trying to determine if we can remove some of the totes of solution that are sitting on the 1st floor. If we have any bags of material, need to transfer to North end.

Call outs required on 1 through 10.

1) West Pfaudler/National Dryer/#4 RC
2) East Pfaudler/HC-11 Dryer/Calciner
3) #5 Calciner
4) #3 MED/#3RC
5) Harrop Kiln
6) #2 MED/#2 RC
7) #1 MED/#1RC
8) #4 Tunnel Kiln
9) Horne Tabletting
10) Reduction Towers
11) Reduction Screening
12) PK Blender if needed to feed #5 RC

Additional items and RC audit stuff.

The D 0759 bag that was being hand-picked had the top layers vacuumed off into several drums and better looking material was found on the bottom of the bag. To be determined whether this is worth time to pick. Bodmann to advise

We need to remove the tags from the eyewash stations so that only the most recent tag is hanging. Operators please do this in your areas.