SOUTH PRODUCTION NOTES

December 25, 2013
Day Shift

BASF EMPLOYEES
33 Last Recordable
178 Last Lost Time

#1 MED Al-5637: No longer making batches of AL-5637. The plan is to use the dryer and calciner for D-0756. We need to do a very good clean up of the dryer/spiral and calciner. We will go back to the AL-5637 when we are done running the D-0756.

#1 RC / clean for D-0756: We brought the temperatures down and reversed the calciner. The calciner needs cleaned for the D-0756 material. We will use cone totes and feed through the floor.

Exhaust to Trimer

Day shift: Ran out final batches on the MED and stopped feeding the calciner.
Afternoon Shift: Started clean-up.
Midnight Shift: Calciner was reversed/started cleaning/continued cleaning dryer. Both are ready to wash.

#2 MED line/ D-0768: Continue/ Continue hand-picking contaminated bagged material…feed this material to the calciner hopper when possible.

Day Shift:
Afternoon Shift: Continued.
Midnight Shift: Continued

#2 RC/ D-0768: When we reach the end of lot EL00231 SS 10 we will need to switch to drums. There are blue drums in the rail shed that need to be used for this. Also, be sure to shovel the material from the floor onto the dryer bed on the feed end of the dryer at least once a shift. Continue to feed the calciner and check the screen on the granulator once a day to make sure there is not a hole in it.

Day shift:
Afternoon Shift: We are feeding direct.
Midnight Shift: Continued. Ran out of feed. We are on bag 7.

Exhaust to CTO

#3 MED line /Next D-1795 NAQ: Continue following the clean up sheet and signing off on what you have completed. The dryer/spiral/calciner/and calciner spiral should be done before the mixer/pulva/extruder. We will need to wash out the calciner and clean the spiral elevators before running.

Day shift: No change.
Afternoon Shift: No change.
Midnight Shift: No change.

#3 RC /Next D-1795 NAQ: **We will need to wash out the calciner and clean the spiral elevators before running.**

Exhaust to CTO

Midnight shift: Continued cleaning/washed out calciner-needs to put back together.
Day shift:
Afternoon Shift:

Abbe Blender / D-5206: **Continue on until we are out of HF. We should have 24 batches left as of 3PM Friday the 20th. All of the 5202 should be in the railshed.**
Midnight shift: Out of HF.
Day shift: No change.
Afternoon Shift: Officially out of HF.

National Dryer / 5206 : **Many bags of wet material will need to be refed before we feed them to the calciner.**
Midnight shift: Continued refeeding wet bags/2 left to feed.
Day shift:
Afternoon Shift:

#4 RC / D-5206: **Concrete work has been completed. Start calciner as manpower permits(need floor CRT to walk the line prior to restart.)**

Exhaust to 4 DC

Midnight shift: Has been lit and coming up to temperature.Should be ready by 7am.
Day shift:
Afternoon Shift:

HC-11 Tanks / Cu 5020: **Continue on. There is a pallet of Britesorb samples that were returned to the department (HC-11). At least one box contains 1 gallon (4 lb) pails. Per Noemi Trent, please add one of these to each strike batch in 4 tank.**
Midnight shift: Sent one over at 4am after they called.
Day shift:
Afternoon Shift:

PK Blender / 4011: 19 batches of 4011 completed. On hold for now.
Midnight shift: No change
Day shift: No change.
Afternoon Shift: No change.

#5 RC / 4011 next:Continue on.. DC has new HEPA filter installed.
Exhaust to Trimer
Midnight shift: Temperatures dropping.Need to reverse.
Day shift:
Afternoon Shift: Ran out/shutting down-needs reversed when temp drops enough.

New Pfaudler / BE-0101: Continue on when batches needed. Stay in contact with the tunnel kilns to see when material is needed. Batch 32 will be the last batch.
Midnight shift: Continued/ we made batch-30.
Day shift:
Afternoon Shift: Made batch.

Old Pfaudler D-0756: On hold until the sly scrubber can be fixed.Need to use RO unit for batches. PLEASE NOTE that each bag of base must be weighed (check-weigh) before loading into the pfaudler. Need to confirm that the bag weights are correct.
Midnght shift: On Hold.
Day shift: No change.
Afternoon Shift: On hold.

#6 - RC / D-0756: Down due to the sly scrubber blower motor being down.The bags that come off of this calciner need to be check weighed in building 31 and recorded on the log sheet. MAKE SURE THAT WE TAPE SHUT THE SAMPLE JARS. Maintain 250 lbs/hr.

Exhaust to Sly Scrubber
Midnight shift: Down.
Day Shift: Down until sly scrubber is fixed.
Afternoon Shift: On hold. See Day shift note.

Tower 3 / Cu-0860: **Loaded and Running.**
Tower 6 / Cu-0860: **Loaded and running. Should come down Wednesday night.**
Midnight Shift: Continued.
Day shift:
Afternoon shift: Continued

Harrop Kiln - Al-3921 T 3/16": **Down…saggers will need to be changed to half saggers in the near future for next product. Also, parts from the harrop screener were used on the 2nd screener in the tunnel kilns.**

North Screener / Cu-0860: **Continue/Maintenance repaired Nitrogen leaks on Tuesday.**
Midnight shift: Continued-13 totes.
Day shift: Nitrogen leak was fixed and the screening resumed a little past noon.
Afternoon Shift: Continued on.
South Screener / Cu-0860: Continue.
Midnight shift: Continued-13 totes.
Day shift: Nitrogen leak was fixed and the screening resumed a little past noon.
AfternoonShift: Continued.

#2662 Pill Machine / Al-3917 3/16: **Finished. Holding for decision to switch to 3915.**

#2664 Pill Machine / Al-3917 3/16: **Finished. Holding for decision to switch to 3915.**
Midnight shift: No change
Day shift: No change.
Afternoon Shift: No Change.

Tunnel Kiln #2 / BE-0101: **Continue loading/unloading. ..1 scoop per sagger-12 pounds.**
Use the cooling water during the venting/cooling phase.
Midnight shift: Continued/2 full bags @4am.
Day shift:
Afternoon Shift: Continued.

Tunnel Kiln #4 / BE-0101: **Continue loading/unloading. ..1 scoop per sagger-12 pounds.**
Midnight shift: Continued/2 full bags @ 4am.
Day shift:
Afternoon Shift: Continued.

Bill Grodecki's Instructions:

I. I have left cleanup instructions for MED3/RC3. The next product on mix/extrusion (starting mid-January) will be similar to D-1794 so only a rough cleanup of mix/extrude is necessary. D-1795 will run on dry/calcine starting ~12/30. Only a rough cleanup is needed to avoid white extrusions in the colored product. Since we have 2 weeks, this is a good fill in job.

II. SSD is going well but please check the granulator screen daily and change if necessary. Lengths will be off if a hole goes undetected.

Tim and I discussed it and made an executive decision to begin taking department retain samples of finished tower products. Operators will begin taking 6-16 oz. samples of finished product (instead of 3). Set 3 on the post for pickup and keep 3 in the screening room for retain. If a sample turns up missing, we will have the retains to give to the lab. Keep the retains for a month and return to production. I will post the new procedure in the screening room.

ADDITIONAL NOTES:

For the weekend finish the Britesorb that is in shipping then use B-13-07 that is on the truck in dock 3. There is soda ash in shipping. Copper carb and Micosorb clay are in the rail shed. There is still more Cu 0860 for the towers in the far rail shed east end and the pole barn. Keep loading D 0768 on the truck in dock 2 and load D 0756 on the truck in dock 1. When the AL 5637 starts coming off #1 calciner please put the bags in the drop area in shipping. There is more D 0702 in the rail shed along with the last 24 bags of D 5202. There are still a few bags of AL 3921 down in building 24 on the floor then use the bags in the pole barn use lot 23 first you will need to check and see if lot 24 has been moved into pass before you can use it.

Copper Carb and Microsorb are in the far rail shed and Versal 300 in near rail shed. The next lot of Britesob is in the truck dock 1 soda ash is in shipping. D 0702 is on the 3rd floor and in the rail shed. D 5202 is in the rail shed. Versal B is in shipping. Truck 2 is for D 0756 and truck 3 is for the D 0768 there are blue drums in the rail shed if you start the D 0768 in drums. The AL 3921 is in the pole barn. Hope you all have a Merry Christmas.