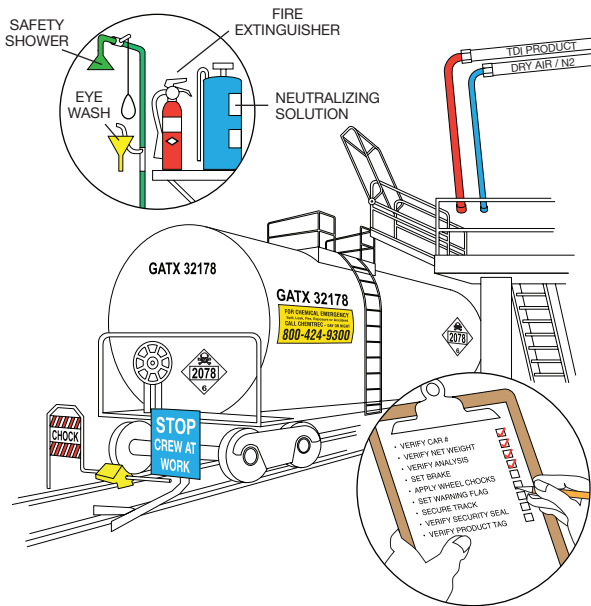


Unloading Toluene Diisocyanate (TDI) Rail Cars

1. Preparation for Unloading

During delivery, consider the following:

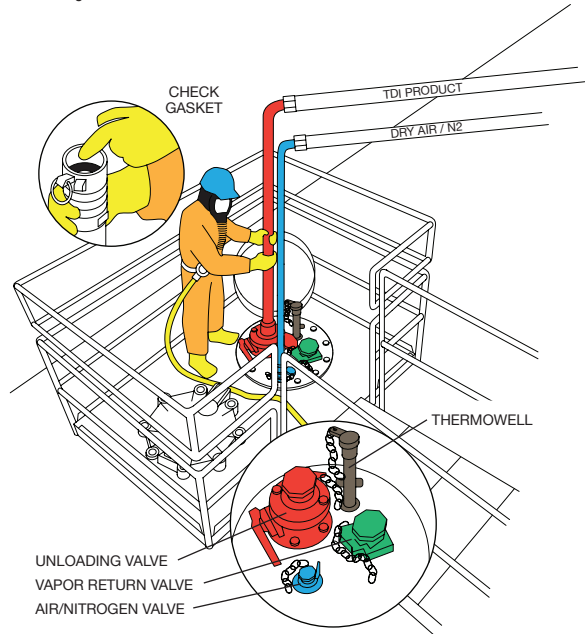
- ✓ Unloaders must be trained (49 CFR§172.700)
- ✓ Review unloading procedure
- ✓ Locate and check safety shower and eyewash
- ✓ Secure rail car and rail track (49 CFR§173.31(g))
- ✓ Restrict access to unloading area
- ✓ Verify that the correct receiving tank is being used and is in good condition
- ✓ Verify that receiving tank can hold contents of rail car
- ✓ Record start level in receiving tank



2. Hookup

During hookup, consider the following:

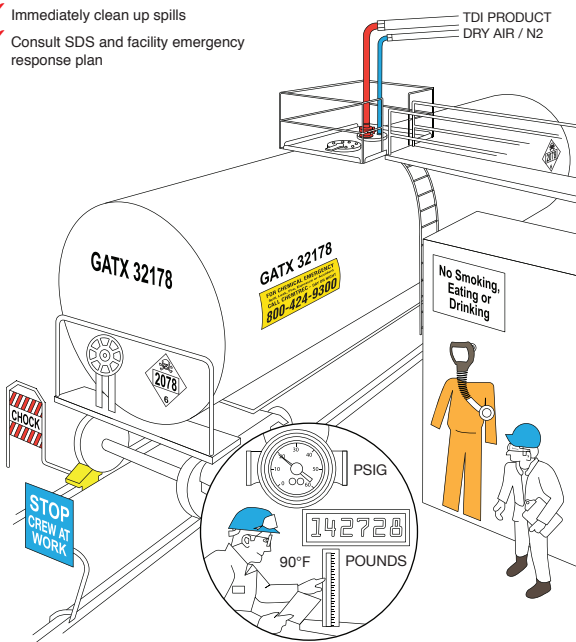
- ✓ Use personal protective equipment (PPE) specified in product safety data sheet (SDS)
- ✓ Verify that hoses, gaskets and fittings are in good condition
- ✓ Verify connection to proper receiving tank
- ✓ Secure unloading connections



3. Unloading

During unloading, consider the following:

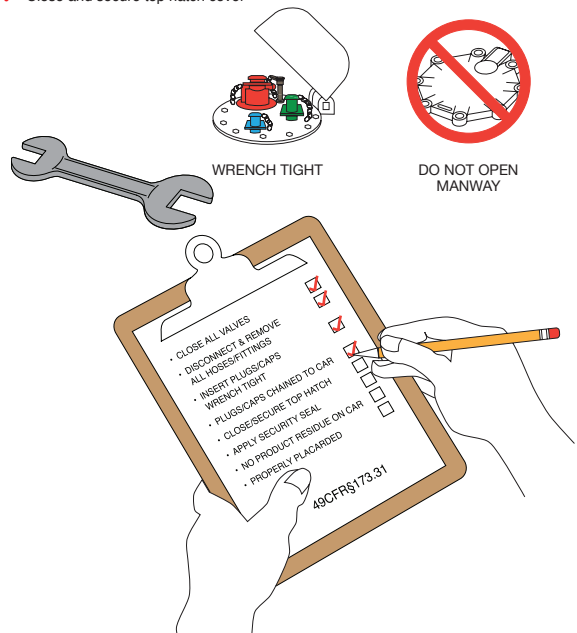
- ✓ Monitor hoses, fittings, and piping for leaks
- ✓ Monitor temperature, pressure, and level in receiving tank
- ✓ Maintain positive pressure on rail car
- ✓ Immediately clean up spills
- ✓ Consult SDS and facility emergency response plan
- ✓ Call CHEMTREC for 24 hour emergency assistance 1-800-424-9300



4. Returning Empty Car

When returning empty car, consider the following:

- ✓ Record stop level in receiving tank
- ✓ Maintain positive pad on rail car
- ✓ Do not open manway
- ✓ Ensure all plugs/caps are secured and wrench tight
- ✓ Close and secure top hatch cover
- ✓ Apply security seal
- ✓ No product residue on outside of rail car (49 CFR§173.24(b)(4))
- ✓ Complete unloading checklist



For additional information see the suppliers SDS and the Center for the Polyurethanes Industry's (CPI) guidance document, "Guidelines for Receiving and Unloading TDI" available at www.polyurethane.org.

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