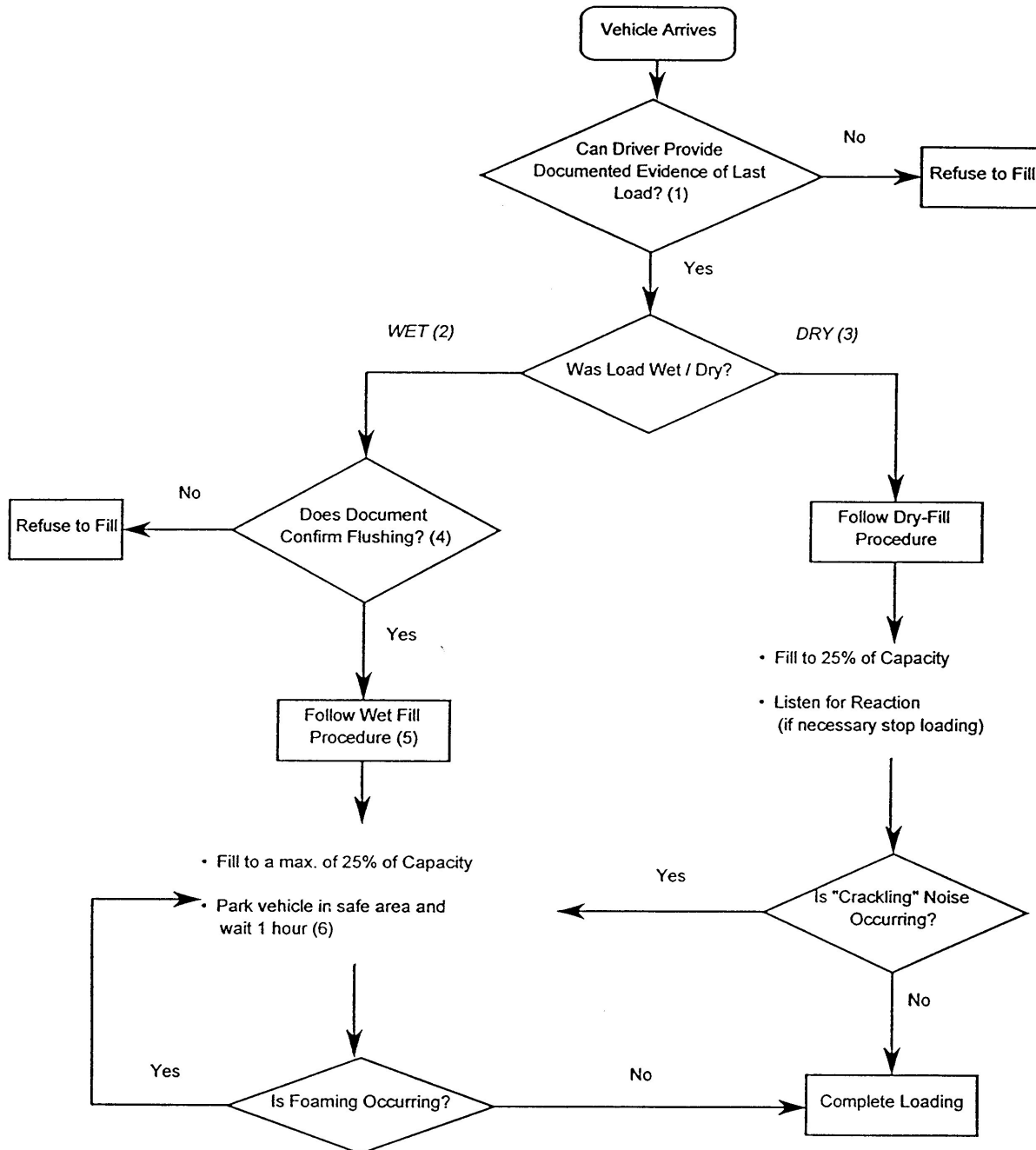


## LOADING HOT BITUMEN PRODUCTS



(1) The documentation should include one or more of the following:

- a tank "tag" indicating nature of previous load
- a driver/vehicle log book indicating load history PLUS
- a "safe to load" declaration sheet to be signed by the driver.

(2) Previous load was bitumen emulsion, or water contamination suspected.

(3) If an "approved" flushing/switch-loading procedure has been used since last carrying a wet (emulsion) load, the vehicle may be classified as "dry". The procedure must be audited by the supplier prior to approval being given and then "spot-checked" as necessary.

(4) Flush tank with 40 litres of kero or diesel to remove residual water.

(Note: Water may also be trapped under a skin of cold bitumen.) Ensure diesel/kero is circulated through pump and all delivery lines are flushed.

(5) Anti-foam agents are beneficial in controlling frothing and can be added prior to commencement of loading if desired. However, they will not prevent frothing from occurring, and should not be used as a substitute for flushing and partial loading when changing grades.

(6) During this period agitation by "rocking" the vehicle may help to disturb any trapped water present.