

# **An Oven Explosion – Lessons Learned on PSM Concepts (or “PSM: It’s not just for breakfast anymore”)**

*Michael D. Cazabon, P.E.  
FM Global*

*404 High Meadow Lane, Heath, TX 75032  
Michael.Cazabon@fmglobal.com*

*Kirby Erickson, P.E.  
GAF-Elk*

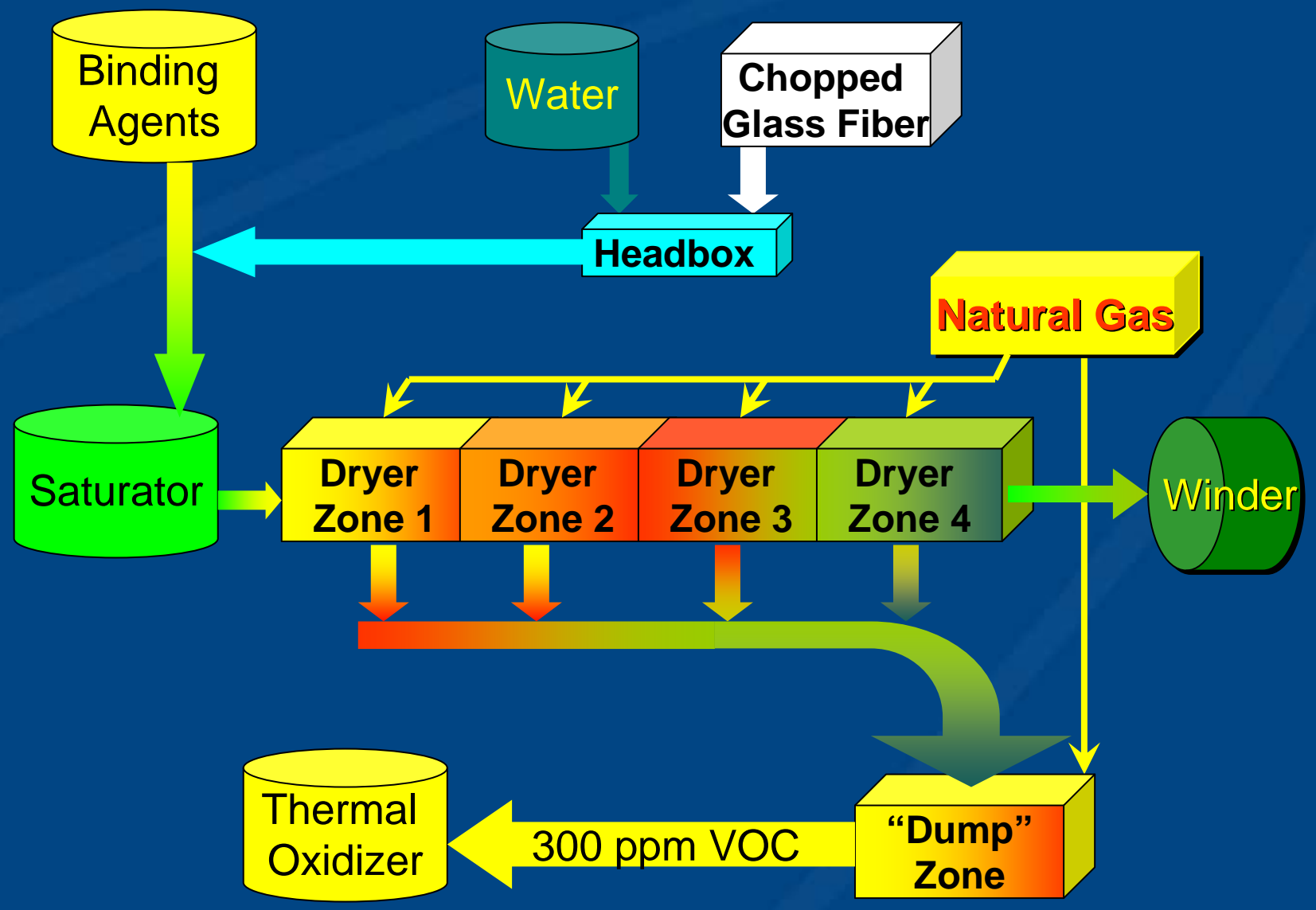
*202 Cedar Road, Ennis, TX 75119  
KirbyE@gaf.com*

# PSM Concepts & Applicability

- Should some concepts of PSM be applied in all industries?
- Are codes enough?
- Should we accept the notion that suppliers always know their process and equipment better than us?
- Should we view combustion as something more than a mundane, ubiquitous process?

## The Event

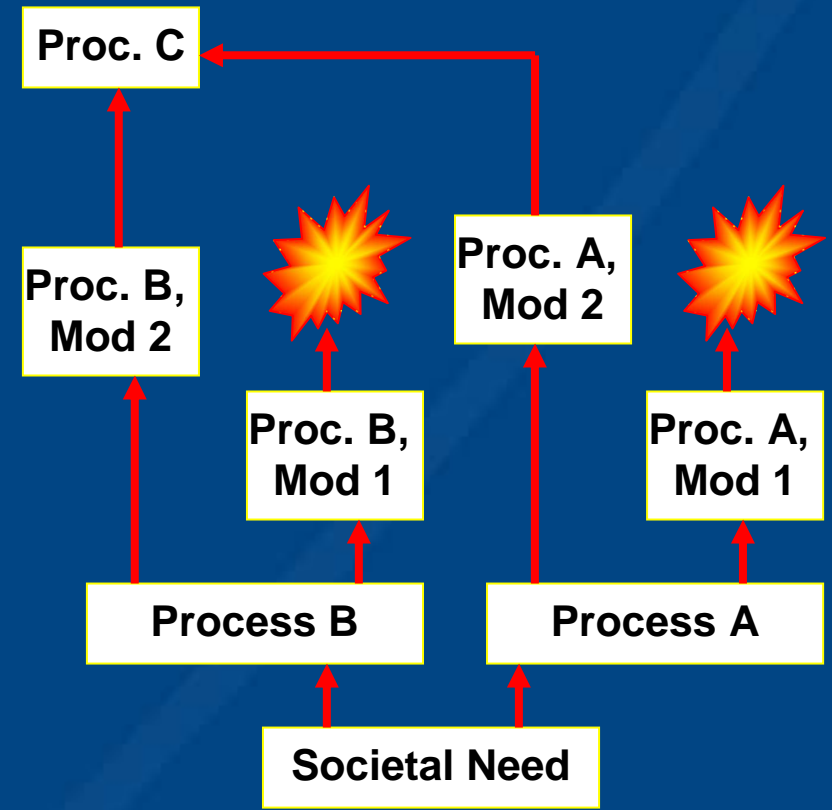
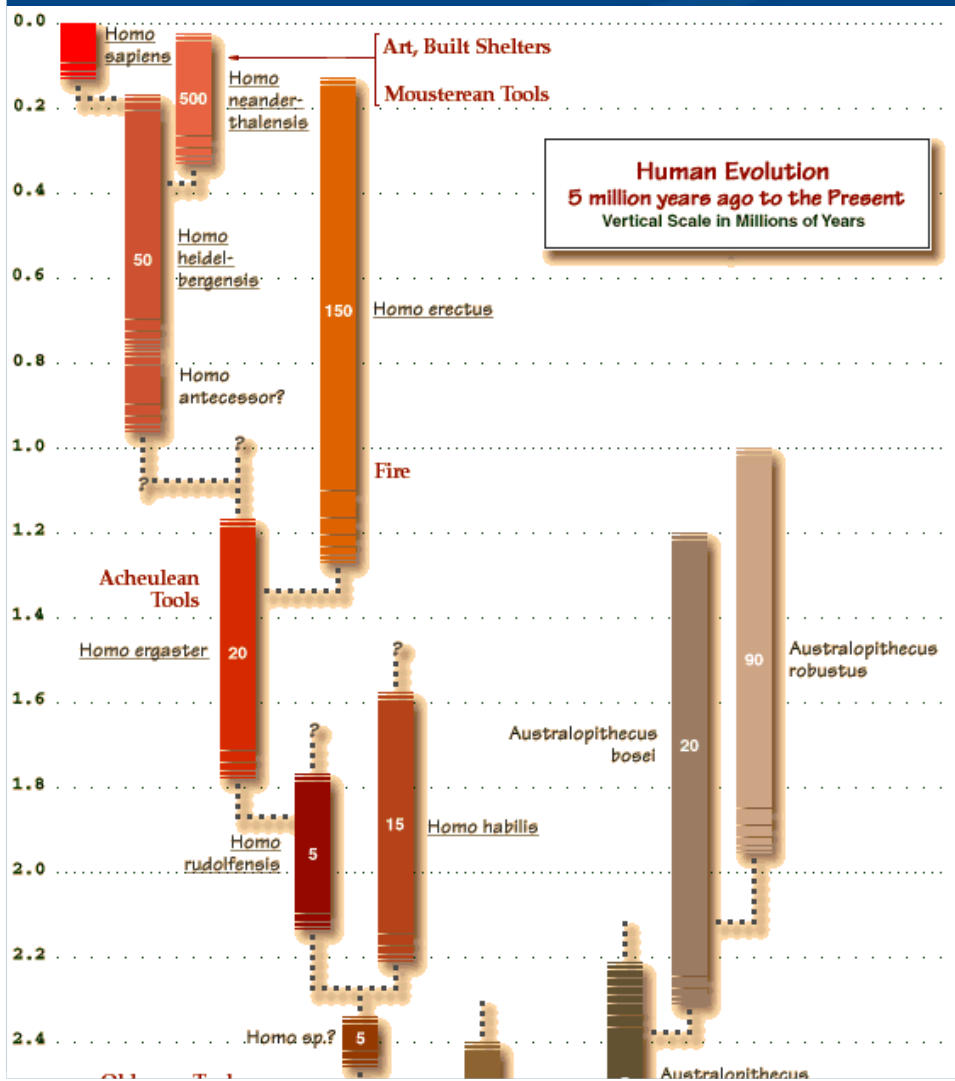
- *September 15, 1998: Difficulties starting up new line.*
- *Once started, operations ramps up to full speed. Ovens ramp up to high fire settings.*
- *Within 12 minutes of ramp initiation, an explosion, heard for 6 miles, takes place.*



# Evolution or Managed Change?



# Evolution or Managed Change?



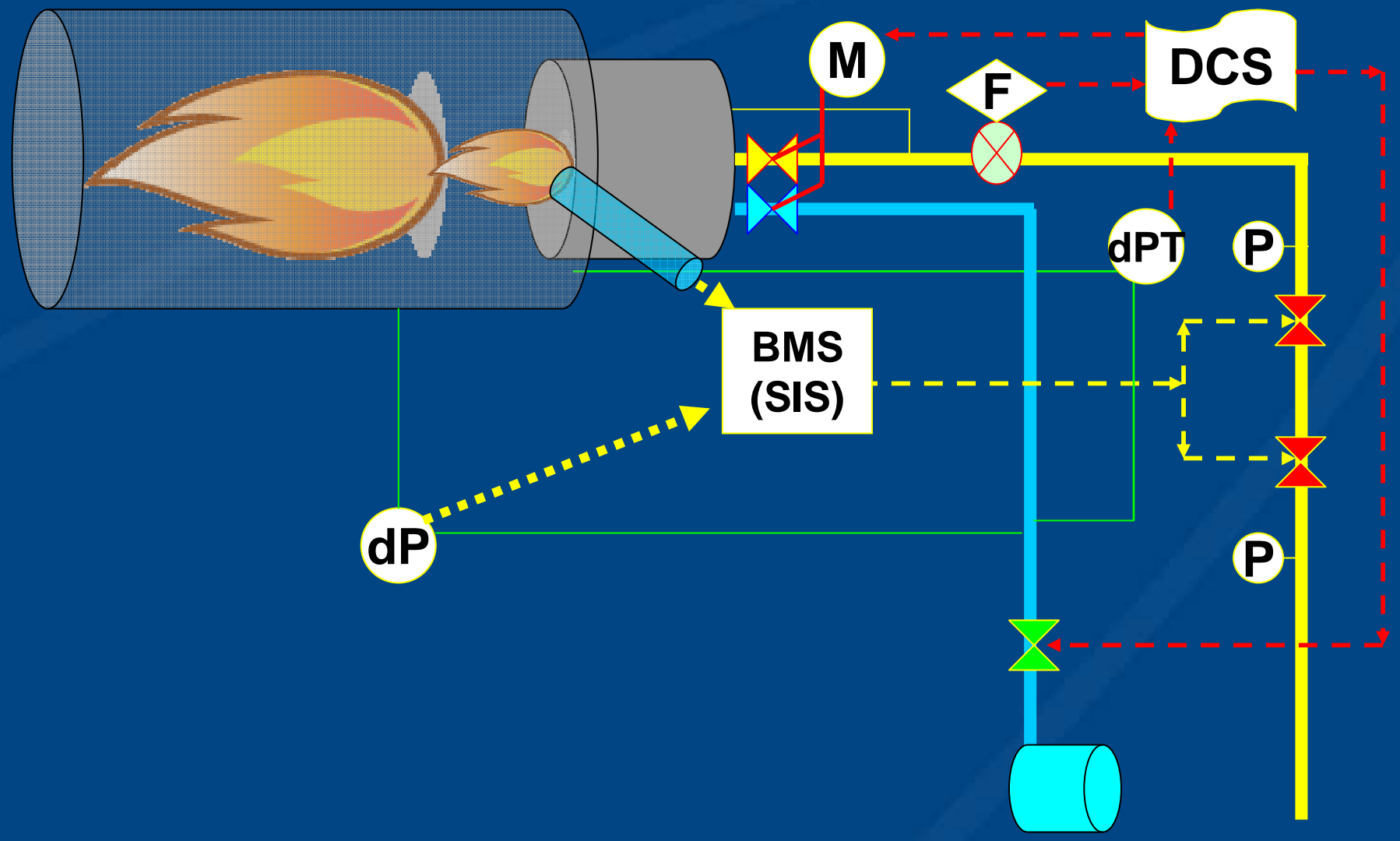
## Sequence of Changes

- *Orders a machine capable of X feet/minute*
- *Changes order to 1.5 X feet/minute*
- *Machine manufacturer changes burner requirements*
- *Burner manufacturer uses same burner, but increases gas flow to get higher rating*
- *No one changes combustion air fan capability*

## Sequence of Changes

- ***Start up problem: Unstable low fire flame***
- ***First Solution: Weighted Pressure Relief Valve on Combustion Air – Too Noisy!***
- ***Second Solution: Combustion Air Trim Damper***





dP

M

F

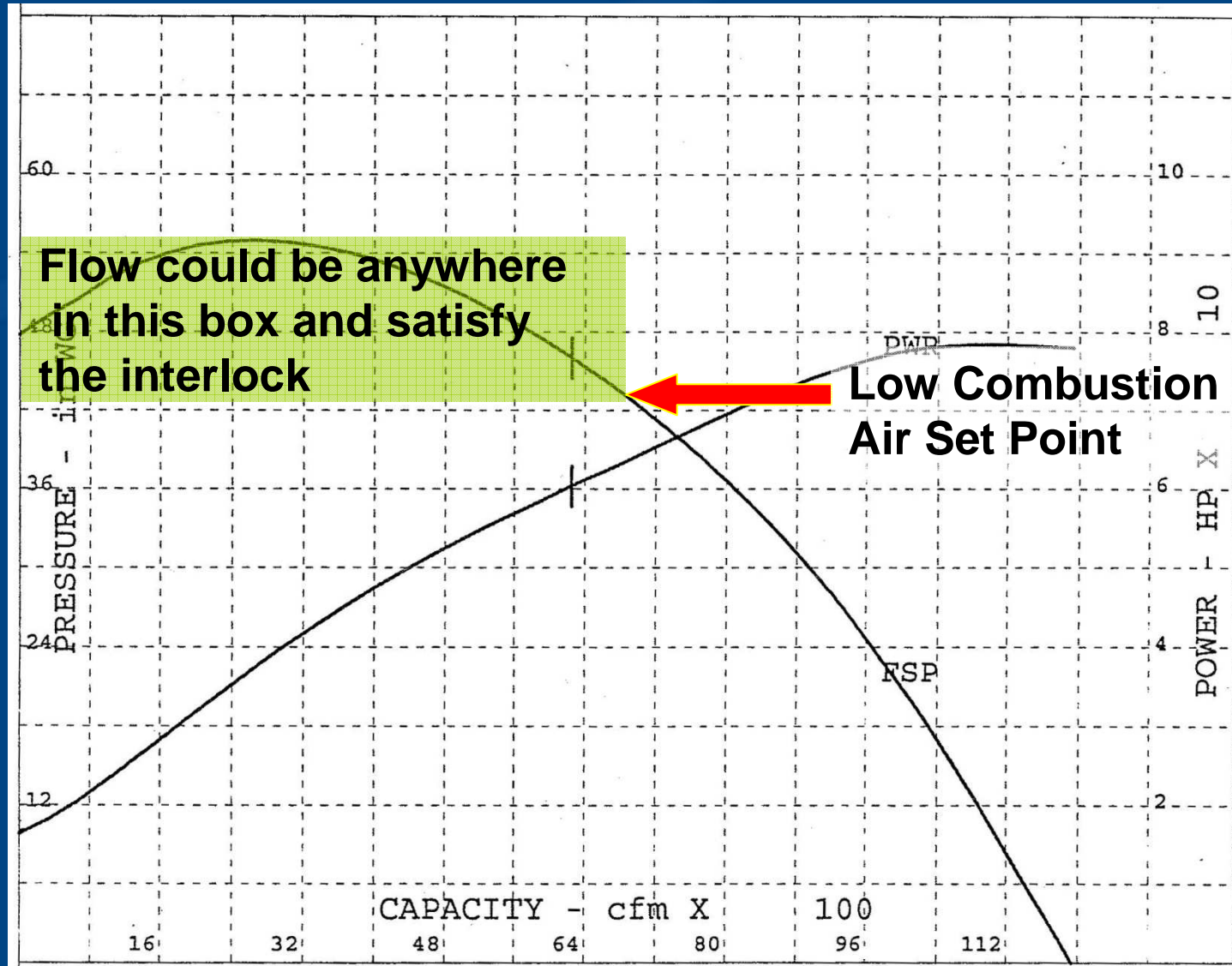
DCS

BMS (SIS)

dPT

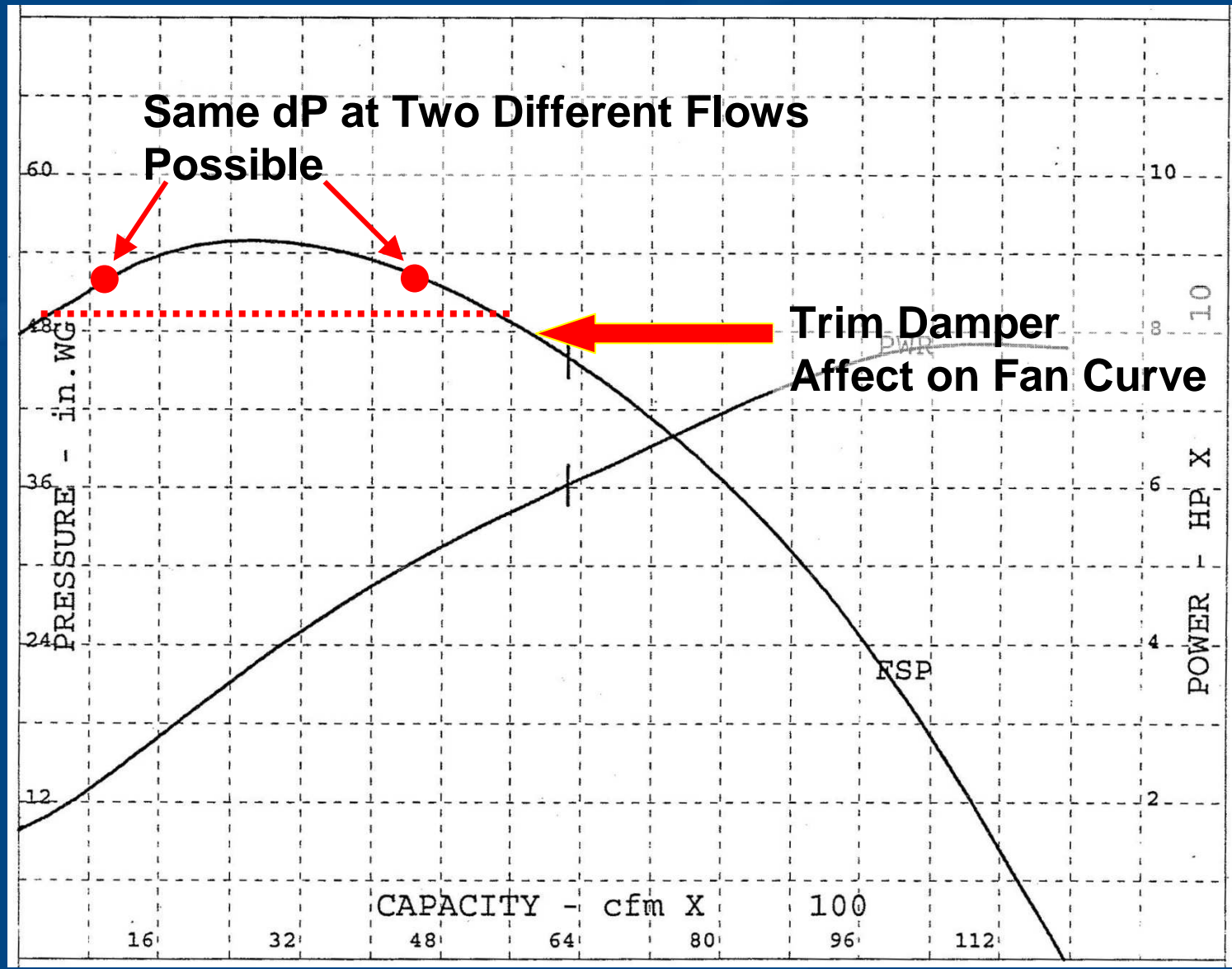
P

P



Flow could be anywhere in this box and satisfy the interlock

Low Combustion Air Set Point



**Same dP at Two Different Flows Possible**

**Trim Damper Affect on Fan Curve**

FSP

# The Burner



# The Incident

***21:15 Line shut down due to quality; burner at low fire***

***21:34 Line re-started, 12 minute ramp up to maximum speed. Burner demand set to high-fire***

***21:39 Leakage alarm – calculated number indicating pressure is high within oven. Operators should smell binder fumes. No smell reported. Thermal oxidizer temperature begins rising***

# The Incident

- 21:41** *Thermal oxidizer shuts down on high temperature. Machine shutdown initiated, atmospheric bypass opened.*
- 21:41:58** *Last of product leaves oven, triggers “sheet break” alarm.*
- 21:45:33** *Operator clears alarm*
- 21:46:04** *Explosion occurs (pressure disturbance in Zone 1)*





## Explosion Venting

- ***Recommended by FM & NFPA***
  - Only for ovens regardless if flammable vapors are generated or not
  - Does this mean we do not trust combustion safeguards?
- ***Venting not provided***



# Investigation

- ***Identified, secured and tested the low combustion air pressure switch***
- ***Confirmed valve positions and determined failure mode – Combustion air trim damper was “fail last”***
- ***Found water in instrumentation lines***
- ***Preserved lines and tested for effect of water on dPT***



## Affect of Water in the Instrumentation Line

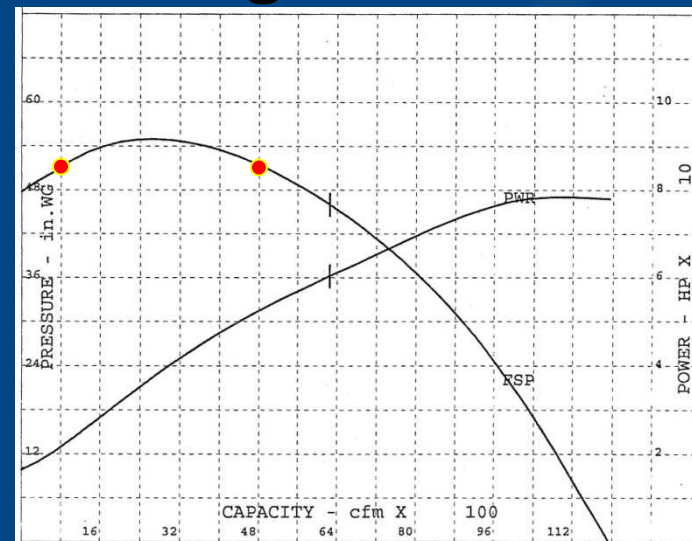
Test No.	Amount of Water	dP Applied (in. WC.)	dP from DPT (in. WC.)	Error (in. WC)
1	0 ml.	4.1	4.1	0
2	5 ml.	4.8	6.0	1.2
3	10 ml.	4.1	5.9	0.8
4	15 ml.	4.12	6.17	2.05
5	20 ml.	4.3	5.1	0.8

## Conclusions

- ***Failure to manage change:***
  - ***Upsized burner from 30 MM to 40 MM BTU***
  - ***Never increased fan rating***
  - ***Original specification of 14:1 air/fuel ratio***
  - ***Actual ability at high fire was 10:1***

# Conclusions

- **Failure to manage change:**
  - **Due to flame instability at low fire, dP was reduced first by relief valve, then by trim damper**
  - **Fan curve truncated resulting in multi-point dP**
  - **Allowed trim damper to seek low flow position**



## Conclusions

- ***Failure to properly install:***
  - ***Instrument locations changed to become accessible without building ladders/platforms***
  - ***Tap points were higher than instruments***
  - ***Condensate filled lines***
  - ***Induced error***
  - ***Corroded switch contact closed***

## Conclusions

- ***Questionable design of burner***
  - **Seemed to meet code, but high fire flame was not monitored**
  - **Low fire flame monitored and stayed lit**
  - **Became ignition source of explosion**



## Conclusions

- ***We are not measuring meaningful parameter***
  - ***Combustion air pressure limits do not mean we have sufficient air for combustion!***
- ***We assume linkage will not slip or bind***
  - ***Linkage slip has happened!***



## Conclusions

- ***Should we measure air and fuel flow instead?***
  - ***Ratio control and interlock systems?***
- ***How about measuring combustibles in the exhaust?***
- ***Can we make them reliable enough to preclude the need for venting?***
  - ***ASME Code Case 2211?***
  - ***SIL 1 or 2 needed?***