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CMM

CONTACT REPORT

Kaiser Chemicals
Division of Kaiser Aluminum and Chemicals Company
Dolton, Illinois
July 19, 1965

For Kaiser - Otto A. Weil, Suprv. Technical Services

This visit was made in answer to the complaint recently received from Kaiser's California office regarding high non-condensables in the head-space of vinyl chloride tank cars shipped to Kaiser in Dolton, Illinois.

Though Weil couldn't find the analyses, he said the last shipment of vinyl received from Ethyl exceeded the 2.5% specification non-condensables in the head-space. He said it was nothing to get excited about and he didn't know that Kaiser's California office had written us a letter of complaint.

He explained that excessive non-condensables leads to excessive pressure in aerosol bombs made from vinyl chloride-fluorocarbon propellant blends.

He asked that on the next tank car shipment to them that if possible we let the car stand for a day or two prior to obtaining the head-space sample of gas for non-condensable analyses. (Quality Control has copies of Kaiser's analytical procedure for this analysis. Non-condensables considered are air, nitrogen and ethylene.)

Mr. Weil said they measure the non-condensables on all shipments received and will advise me if they find any future cars exceeding spec by their analyses.

JTB → He was unable to give a forecast of future VCl requirements. Says they do not push VCl in aerosols, as they prefer to sell their own fluorocarbons, but use VCl-fluorocarbon blends at customers requests. VCl is typically used as an aerosol blend as 22% VCl-78% fluorocarbon. This type blend is used mostly as a hair spray and paint aerosol propellant. Says some of their customers maintain that VCl imparts a bad odor to aerosol propellants, though they (Kaiser) don't believe it and are unable to detect the odor.

NOTE: H. L. Minners } On the next shipment to Kaiser,
F. C. Holmes } please attempt to carefully obtain
C. E. Major } head-space sample after tank car has
been loaded for a couple of days.
Analyze for non-condensables, making
sure we meet the 2.5% spec.

Do not ship a car to Kaiser which has recently been purged with nitrogen or air as this could lead to high inert content. If non-condensables are in the range of 1-2%, would it be possible to vent the car for a short period of time and re-analyze in attempting to learn if the level can successfully be reduced?

NOTE: H. Kuhe - Please advise me when next order is received from Kaiser.

R. L. Johnson

RLJ/spb

cc: L. G. Oliver
H. L. Minners
F. C. Holmes
C. E. Major
H. Kuhe - New York
C. W. Montgomery
J. T. Balhoff