

Monsanto

FROM (NAME & LOCATION) Anniston, Alabama

DATE : November 24, 1969

SUBJECT : AROCLOR QUALITY

REFERENCE :

TO : W. A. Kuhn
ST. LOUIS

cc: W. B. Papageorge
G. W. Miller
M. B. Mullally
R. A. Haydel
V. R. Haupt
J. C. Landwehr

Your recent memo on Aroclor quality has prompted a complete review of our practices in preparing Liquid Aroclors for shipment to the customer. This particular subject has been the cause for expenditure of much time and effort over past years. The most recent change occurred in April, 1969, when we reorganized the Aroclor Department responsibilities to achieve more concentrated responsibilities for certain aspects of the total Aroclor complex which includes Liquid and Solid Aroclor production, HCl recovery, blending, flaking and packaging operations. As a result of this effort, the responsibility for packaging Liquid Aroclors became the responsibility of two chief operators rather than the responsibility of many people. We feel the total Aroclor operation has benefited from this move through increased specialization and more concentrated attention. With that as background, a review of Liquid Aroclor packaging operations may assure the Fluids Business Group that the problems raised in your October 30 memo are of concern to the plant and precautions are being taken to prevent them.

A. Tank Cars and Tank Trucks

1. Preparation - Each tank car is spotted under a covered dock. The rupture disc, dome lid, gasket, and fittings are inspected to be sure they are in good condition. Then the tank is entered and inspected. All observations are recorded on a check list. The operator ties lint-free rags to his shoes before entering the car.

Any heel left in the car is removed and the tank is wiped with lint-free rags. Steam is applied to the coils to preheat the tank and insure absence of any moisture before loading.

2. Loading - Contents of the storage tank are checked for compliance with critical specifications before loading. The dome cover is closed over the filling line during loading to prevent accidental contamination. Product is metered to the car then visually checked for proper level.
3. Sampling - Samples are always taken from the tank car with an aluminum dipper and transferred to a colored sample bottle. This technique leaves something to be desired as it does occasionally lead to sample contamination and erroneous results. TSD is planning action on this problem (it has low priority however due to de-emphasis on Aroclor quality improvements).

DSW 199845

W. A. Kuhn
St. Louis

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4. Tagging & Sealing - The dome lid is fastened securely then sealed and tagged. The tag number is recorded in a log book.

B. Drumming

1. Preparation - Every drum is inspected visually for condition, cleanliness, and dryness. Any drum which is found to be wet, dirty, or otherwise unserviceable is culled.
2. Drum Filling - Contents of the storage tank from which the drums will be filled are checked analytically to insure specifications are met. Drums are then filled on a scale to required net weight.
3. Sampling - A final drum lot sample is composited from several drums in a particular lot and analyzed for compliance with all specifications for the particular Aroclor or blend. The drums are "thiefed" with a stainless steel sampler and transferred to a colored bottle. Here, as in car loading, the sampling technique is something less than ultimate. TSD also plans a look at improved techniques in the future.
4. Sealing - Full drums are sealed immediately after filling to prevent possible contaminants from entering open drum.

C. Analytical Techniques & Results

In general, I am quite satisfied with our analytical techniques and our ability to get results which are accurate. Gerald Miller will be following up with a more detailed analysis.

H. L. Williams

H. L. Williams

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