



JUL 17 '78 - CEB

Date 12 July 1978

INTEROFFICE
MEMORANDUM

Subject DuPont TMA Suit

To The HARAC Team

From J. S. Pauloski

(Location, Organization, or Department)

Industrial Chemicals

(Location, Organization, or Department)

HARAC Team

~~G. E. Blakes~~
J. C. Novak
R. H. Schenck
W. M. Smith
L. B. Tepper

*HARAC
ACTION
SOLUTION*

cc: V. A. Bonanni
D. J. Orr
F. X. Sorg
J. H. Yaworski

8-8851

The attached article is from the 14 June issue of Chemical Week. It indicates that a truck driver for Chemical Lehman Tank Lines has filed suit against DuPont and Chemical Lehman as a result of an accident in which he was burned by TMA at one of DuPont's facilities.

We have issued both Chemcards and Material Safety Data Sheets to all of our truck carriers (both bulk and common carrier) and all drum shipments have the appropriate precautionary labels attached to the side of every drum. In view of the suit, have we minimized our liability, or do you recommend any further action that we should take at this time?

*Bonanni
Do we have collection
of accident w/acknowledgment
JSP:cap
reminiscent*

J. S. Pauloski
J. S. Pauloski

*There must be
two more
The Calyon
The Stauffer cars*

(320)

AP00054489

14 June 1978

Burn victim sues

A truck driver, who claims he was burned when a hose exploded and sprayed him with toxic trimethylamine, has filed a \$3-million suit against Du Pont and Chemical Leaman Tank Lines.

The suit, filed in U.S. District Court in Charleston, W. Va., by Clark D. Dillon, a Chemical Leaman employee, says the injuries were sustained in an accident last June. Dillon says he suffered severe burns on his face and on the upper part of his body when he was sprayed with the chemical, and hasn't been able to work since.

Dillon charges that he and another worker were assigned to drive a tank truck carrying trimethylamine to Du Pont's Memphis, Tenn., facility. The two men said they knew the truck had a damaged hose that was being held by a clamp, and that they consequently warned Du Pont employees at the Memphis plant that they were unloading the chemical under too much pressure.

The men were told that the pressure level was safe, the suit claims, and workers continued to unload the trimethylamine. It was then, Dillon states, that he was sprayed with the chemical and burned.

*Jan
If I was correctly
this accident, the ones
must know our operations
all appear to have occurred during
loading or unloading proceedings. That must
be the time of maximum risk. If we take
that proposition, then would it be profitable
to do a safety study on hazards reviewed
of that operation in the context
of mechanical devices to control
human error. + then look
at training. The driver has been
a very effective
defense against
such as the
one above.*