

INTER-OFFICE MEMO

to W.C. Champion

At Burlington

DATE **June 24, 1975**

FROM H. R. Horton

At Burlington

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SUBJECT MONTHLY PROGRESS REPORT
June, 1975

I. RAW MATERIALS

A. TAIC

A new supply of TAIC was received for the last 1742 run. Quality control and analytical testing showed this material to be in specification and it was used for the 1742 run.

II. IN-PROCESS

A. Suspension

1. Copolymer 391

A recent run of copolymer 391 yielded a lot of 160M lbs out of specification for contamination. As a result of this, number two stripper was cleaned at the finish of this lot, and contamination levels returned to within the specification range.

2. Homopolymer 175

One lot of PVC type 175 was produced in reactors one and two (copolymer) and dried through the 10MM-lb dryer. This lot was "E" grade for +140 particle size (37% versus specification of 40 - 80%). The mean +140 particle size for 175 produced in the Homopolymer Plant this year is approximately 65%. All other properties were within the specification ranges for PVC 175, and were typical of normal PVC 175 production.

B. Dispersion

1. 1742

During the last run of 1742, haze/gloss values on the finished product appeared to be somewhat worse than the previous run. Also, rheology values were higher across the board. One-day Brookfields ranged from the mid-50's to high 60's where the previous run ranged from the low 40's to high 50's. Severs viscosities averaged about 105 versus an average of about 80 during the last run.

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During one period, the base resin (1740) Severs drifted high to 330 to 550. This was over a span of two days, and during this time, problems with lumpy batches and sloppy latex were experienced.

Relative viscosities were also high early in the run, but a reduction in the TAIC level and temperature adjustments brought the values back within the typical ranges.

III. FINISHED PRODUCT

A. Dispersion

Several pallets of 1742 at the end of the most recent run and the first three pallets of the 1755 that followed were grade III because of gray resin. This problem originated in number four primary.

IV. MISCELLANEOUS

A. Pasadena Resin

1. Specially-Prepared Cars

Three rail cars of Pasadena resin were inspected and tested by Burlington Quality Control. These cars were specially cleaned and dried, and the resins loaded into them dried at less than 0.4 volatiles. No moisture problems were noted in any of these cars. A memo was issued on 6/17 regarding our inspection of these cars.

2. Gel Evaluation

A set of samples taken at ten-minute intervals across a truckload from both the car and the trailer were tested for gels. These samples were from a load using a modified DK unit. No report has issued to date, as we are awaiting possible further samples.

3. Correlation

A sample of Pasadena 200 type resin was evaluated for correlation with the Pasadena Laboratory. Initial results show significant differences in gel count and dry blend time. These analyses will be repeated and a report will issue upon completion.

HRH/jst


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