

PVC RAILCAR ANALYSIS

Load Date: 3-20-91 Product: 5385 Car No.: 45795Time Logged In: 2100 Logged In By: R31Ship Date: 3-22-91 Silo(s): 689 Customer: H+H ONLYKy THP

	A		CA		CB		B	
	1st	2nd	1st	2nd	1st	2nd	1st	2nd
Moisture	.05		.06		.08		.06	
Contamination	<u>50</u> <u>350</u>	<u>10</u> <u>175</u>	<u>50</u> <u>300</u>	<u>10</u> <u>300</u>	<u>100</u> <u>300</u>	<u>5</u> <u>300</u>	<u>100</u> <u>300</u>	<u>2</u> <u>145</u>
Bulk Density	.576		.562		.568		.587	
Fluff								
Hard Particle	—	—	—	—	—	—	—	—
Viscosity	.928							
RVCM	.437							
40 Mesh/Glassies								

Screen Analysis

Mesh	40	60	80	100	120	140	200	Pan
Weight	<u>0.00</u>	<u>0.73</u>	<u>20.26</u>	<u>14.14</u>	<u>8.01</u>	<u>3.81</u>	<u>1.79</u>	<u>0.79</u>
%	<u>0.00</u>	<u>1.5</u>	<u>40.5</u>	<u>28.3</u>	<u>16.9</u>	<u>7.6</u>	<u>3.6</u>	<u>1.6</u>

Drytime: ✓ Static Flow: 0.18.2 Avg. Microns: 173.5Color L: 99.38 a 0.02 b 1.73Technician: A. Jc & R.H.

A

Date 3-20-91 Product 5385 Trailer Number T-4
Customer H & W Ky Silo 677 Time 12:30-12:55
Technician D.T. & M.B. Order No. 903047-016

	MOIST		CONT.		GEL	BULK DENSITY	DRY TIME	COLOR	VISC	RVCM
	Top	Bottom	Top	Bottom						
FRONT	1. .04		1. 2 5		1. —	1. .540	1. —	L = 100.2/ A = 0.05		
	2.		2.		2.	2.	2.	B = 1.26		9/ 11.5
MIDDLE	1.		1.		1.	1.	1.	L = A =		No Metal
	2.		2.		2.	2.	2.	B =		
END	1.		1.		1.	1.	1.	L = A =		
	2.		2.		2.	2.	2.	B =		

Particle Size Distribution:

Screen Analysis _____ Min On Rotap shaker. 40 gms. Resin plus 1.0 gms. Carb

	Sieve Analysis							Glassy Part.	
	40	60	80	100	120	140	200	Pan	
Mesh Size									
Gross Wt.	_____	_____	_____	_____	_____	_____	_____	_____	_____
Tare	_____	_____	_____	_____	_____	_____	_____	_____	_____
Net Wt.	<u>0.00</u>	<u>0.64</u>	<u>15.64</u>	<u>13.28</u>	<u>10.42</u>	<u>5.76</u>	<u>3.46</u>	<u>0.84</u>	
% on Mesh	<u>0.0</u>	<u>1.3</u>	<u>31.3</u>	<u>26.6</u>	<u>20.7</u>	<u>11.5</u>	<u>6.9</u>	<u>1.7</u>	

Screen Analysis _____ Min. On Rotap shaker 40 gms. Resin plus 1.0 gms. Carb

[illegible]

Remarks _____

PVC BULK TRAILER ANALYSIS

Date 3-19-91 Product 5385 Trailer Number T-4
 Customer H+W K Silo 689 Time 1040-11:10
 Technician PT. + E.S. Order No. 903047-015

	MOIST		CON'T.		GEL	BULK DENSITY	DRY TIME	COLOR	VISC	RVCM
	Top	Bottom	Top	Bottom						
FRONT	1.02		1.2		1.	1.577	1.	L = 9.93		0/9.1
			65			.576		A = -0.01		
	2.		2.		2.		2.	B = 1.86		
MIDDLE	1.		1.		1.		1.	L =		NO MEAL
								A =		
	2.		2.		2.		2.	B =		
END	1.		1.		1.		1.	L =		
								A =		
	2.		2.		2.		2.	B =		

Particle Size Distribution:

Screen Analysis _____ Min On Rotap shaker. 49 gms. Resin plus 1.0 gms. Carb

	40	60	80	100	120	140	200	Pan	Glassy Part.
Mesh Size									
Gross Wt.									
Tare									
Net Wt.	0.00	0.20	15.98	15.06	9.88	4.70	2.70	1.14	
% on Mesh	20	0.4	32.0	30.1	20.4	9.4	5.4	2.3	

Screen Analysis _____ Min. On Rotap shaker 49 gms. Resin plus 1.0 gms. Carb

	40	60	80	100	120	140	200	Pan	Glassy Part.
Mesh Size									
Gross Wt.									
Tare									
Net Wt.									
% on Mesh									

Remarks _____

1

	MOIST		CON'T.		GEL	BULK DENSITY	DRY TIME	COLOR	VISC	RVCM
	Top	Bottom	Top	Bottom						
FRONT	1. 1.02		1. 3/25		1. —	1. .570	1. —	L = 100.12		70.0 0 10.5
	2. —		2. —		2. —	2. —	2. —	A = 0.08 B = 1.61		
MIDDLE	1. —		1. —		1. —	1. —	1. —	L =		
	2. —		2. —		2. —	2. —	2. —	A = B =		
END	1. —		1. —		1. —	1. —	1. —	L =		
	2. —		2. —		2. —	2. —	2. —	A = B =		

Glossy Part.

Glossy Part.

Star 267A Revised 1/12/87

A

	MOIST		CON'T.		GEL	BULK DENSITY	DRY TIME	COLOR	VISC	RVCM
	Top	Bottom	Top	Bottom						
FRONT	1. 03		1. 5		1.	1.	1.	L = 10019		● 10.5
	2.		2.		2.	2. 572	2.	A = 0.05		
MIDDLE	1.		1.		1.	1.	1.	L =		NO METH
	2.		2.		2.	2.	2.	A =		
END	1.		1.		1.	1.	1.	L =		
	2.		2.		2.	2.	2.	A =		

Screen Analysis _____ **Min** **On Rotap shaker.** **49 gms. Resin plus** **1.0 gms. Carb**

	Pan							Glassy Part.
Mesh Size	40	60	80	100	120	140	200	
Gross Wt.	_____	_____	_____	_____	_____	_____	_____	_____
Tare	_____	_____	_____	_____	_____	_____	_____	_____
Net Wt.	0.00	0.48	14.36	13.87	10.31	5.51	3.65	1.46
% on Mesh	0.0	1.0	28.7	27.7	21.4	11.0	7.3	2.9

Screen Analysis _____ Min. On Rotap shaker 49 gms. Resin plus 1.0 gms. Carb

[illegible]

Remarks _____

PVC RAILCAR ANALYSIS

Load Date: 3-15-91 Product: 5385 Car No.: 580011Time Logged In: 0030 Logged In By: TEShip Date: 3-18-91 Silo(s): 676-677-685 Customer: Type IHHW Ky.No METAL

	A		CA		CB		B	
	1st	2nd	1st	2nd	1st	2nd	1st	2nd
Moisture	.07		.06		.05		.06	
Contamination	$\frac{2}{6}$	—	$\frac{3}{7}$	—	$\frac{2}{5}$	—	$\frac{2}{6}$	—
Bulk Density	.589		.583		.579		.583	
Fluff								
Hard Particle	$\frac{18}{10}$ <u>100%</u>	—	—	—	—	—	—	—
Viscosity	.935							
RVCM	.602							
40 Mesh/Glassies								

Screen Analysis

Mesh	40	60	80	100	120	140	200	Pan
Weight	<u>0.08</u>	<u>2.54</u>	<u>10.32</u>	<u>10.85</u>	<u>9.03</u>	<u>4.34</u>	<u>2.75</u>	<u>0.66</u>
%	<u>0.00</u>	<u>5.1</u>	<u>40.6</u>	<u>21.7</u>	<u>17.1</u>	<u>8.7</u>	<u>5.5</u>	<u>1.3</u>

Drytime: 5.1 Static Flow: 0.18.1 Avg. Microns: 178.2Color L: 100.50 a 0.11 b 0.91Technician: A.J. & R.H.

PVC RAILCAR ANALYSIS

Load Date: 3-12-91 Product:

5385

Car No.:

ACFX

41177

Time Logged In: 0400Logged In By: M.T.Ship Date: 3-14-91 Silo(s): 689Customer: III X-P

HW

Bardstown Ky

No metal

	A		CA		CB		B	
	1st	2nd	1st	2nd	1st	2nd	1st	2nd
Moisture	.02		.02		.02		.03	
Contamination	$\frac{0}{12}$	—	$\frac{0}{8}$	—	$\frac{5}{190}$	—	$\frac{5}{260}$	—
Bulk Density	.596		.596		.587		.589	
Fluff	.580		.582		.583		.582	
Hard Particle	—	—	—	—	—	—	—	—
Viscosity	.929							
RVCM	.694							
40 Mesh/Glassies								

Screen Analysis

Mesh	40	60	80	100	120	140	200	Pan
Weight	<u>0.00</u>	<u>1.38</u>	<u>20.08</u>	<u>12.66</u>	<u>8.50</u>	<u>4.23</u>	<u>2.53</u>	<u>0.82</u>
%	<u>0.0</u>	<u>2.8</u>	<u>40.2</u>	<u>25.3</u>	<u>16.5</u>	<u>8.5</u>	<u>5.1</u>	<u>1.6</u>

Drytime: _____

Static Flow: 0.18.0Avg. Microns: 174.2Color L: 99.83 a 0.10 b 1.34Technician: P.T. + J.S.

PVC RAILCAR ANALYSIS

Load Date: 3-12-91 Product: 5385 Car No.: 46433Time Logged In: 1400 Logged In By: A.J.Ship Date: 3-12-91 Silo(s): 676-677-685 Customer: III PBarbtown KyNo metal

	A		CA		CB		B	
	1st	2nd	1st	2nd	1st	2nd	1st	2nd
Moisture	.08		.11		.02		.03	
Contamination	<u>5</u> 70	—	<u>3</u> 10	—	<u>2</u> 94	—	<u>3</u> 24	—
Bulk Density	.585		.580		.593		.593	
Fluff								
Hard Particle	—	—	—	—	—	—	—	—
Viscosity	.930							
RVCN	.778							
40 Mesh/Glassies								

Screen Analysis

Mesh	40	60	80	100	120	140	200	Pan
Weight	<u>00</u>	<u>1.79</u>	<u>18.29</u>	<u>12.83</u>	<u>8.76</u>	<u>4.64</u>	<u>2.86</u>	<u>16.7</u>
% S	<u>0.0</u>	<u>3.6</u>	<u>36.6</u>	<u>25.7</u>	<u>17.7</u>	<u>9.3</u>	<u>5.7</u>	<u>1.4</u>

Drytime: _____ Static Flow: 0 17.3 Avg. Microns: 173Color L: 99.90 a 0.03 b 1.55Technician: CO, ES, M.T

PVC RAILCAR ANALYSIS

Load Date: 3-8-91 Product: 5385 Car No.: 53140Time Logged In: 23:00 Logged In By: P.T.Ship Date: 3-12-91 Silo(s): 676+677 Customer: Type I
Barktown H+Hnot metal

	(A)		(CA)		(CB)		(B)	
	1st	2nd	1st	2nd	1st	2nd	1st	2nd
Moisture	.04		.65		.06		.11	
Contamination	$\frac{3}{6}$	—	$\frac{2}{7}$	—	$\frac{4}{8}$	—	$\frac{3}{7}$	—
Bulk Density	.587		.595		.587		.591	
Fluff								
Hard Particle	<u>23</u> 156.E	—	—	—	—	—	—	—
Viscosity	.941							
RVCM	.425							
40 Mesh/Glassies								

Screen Analysis

Mesh	40	60	80	100	120	140	200	Pan
Weight	<u>0.0</u>	<u>1.28</u>	<u>16.72</u>	<u>12.53</u>	<u>9.71</u>	<u>5.51</u>	<u>3.37</u>	<u>.72</u>
%	<u>0.0</u>	<u>2.6</u>	<u>33.4</u>	<u>25.1</u>	<u>19.8</u>	<u>11.0</u>	<u>6.7</u>	<u>1.4</u>

Drytime: 4.8 Static Flow: 0.19.4 Avg. Microns: 167.4Color L: 99.56 a 0.06 b 1.02Technician: M.T. RH, CO