

To T. Riordon; K. Blower

Date August 8, 1984

Copies To G. Halverson; A. Hall

Ref.

From K. Morton

Subject Koppers Shipments (DeSanti Rapifax of August 7/84)

Re: Item 3 - it is understood that loading to maximum GVW is desireable and operators have been attempting to do so, even to the point of having units driven around the yard to compact the load. On occasion, especially when the silo is near empty and uncompacted As_2O_3 is being loaded, the bulk density of the material is such that maximum allowable GVW cannot be achieved. The containers are simply too small to load to maximum weight.

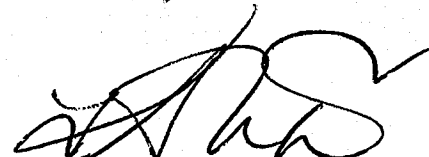
The idea of having a spare trailer has been considered in the past but it was always felt that advance loading would necessarily result in under-utilizing the units because of the wide variation in tare weights, particularly the tractor component.

The attached list shows the data accumulated in this regard during the 1983 season and may well be typical of what can be expected in the future. As indicated, the tare weights range from 28,600 lbs. to 38,240 lbs., a difference of 4.82 tons. Trailers loaded in advance would have to assume a near maximum tare weight to avoid loading over the allowable GVW. Assuming a tare weight of 37,000 lbs would permit a net weight of 43,000 lbs. to be loaded in advance. This is a reduction in the 1983 average of 45,998 lbs. by approximately 3,000 lbs.

It is doubtful to me that additional loading time available under the spare trailer concept will permit loading to greater weights than in the past both for the reason given above and since it is unlikely that the material will compact in the trailer once it has been loaded, which would permit topping off just prior to shipping out.

There is also the requirement to move trailers about to be considered. They would have to be attached to converters to permit filling of each hatch and to remove the units from the scale building in case the scale is required for other purposes.

It may be that the difficulties mentioned can be overcome but the cost may be greater than the potential benefit.



K.S. Morton

KSM: jh
Attachment

<u>Shipment Nbr.</u>	<u>GVW</u>	<u>Tare Wt.</u>	<u>Net Wt.</u>
83-1	78,540	28,600	49,940
-2	76,360	29,940	46,420
-3	77,000	29,960	47,040
-4	78,180	30,380	47,800
-5	80,000	31,840	48,160
-6	80,000	33,800	46,200
-7	80,080	31,660	48,420
-8	80,860	33,900	46,960
-9	80,020	36,500	43,520
*-10	79,960	55,160	24,800
-11	80,100	36,920	43,180
-12	80,300	31,280	49,020
-13	80,680	38,240	42,440
-14	80,280	31,600	48,680
-15	80,060	31,540	48,520
-16	77,420	31,200	46,220
-17	78,440	32,260	46,180
-18	78,120	32,300	45,820
-19	73,840	32,220	41,620
-20	80,020	31,200	48,820
-21	79,980	32,520	47,460
-22	79,820	31,300	48,620
-23	79,040	37,120	41,920
-24	80,100	38,060	42,040
-25	77,120	31,780	45,340
-26	77,320	32,220	45,100
-27	78,560	32,540	46,020
-28	80,040	31,420	48,620
-29	80,000	31,420	45,580
-30	80,020	31,000	49,020
-31	80,100	32,060	48,040
-32	80,060	37,900	42,160
-33	80,080	31,360	48,720
-34	80,000	37,960	42,040
-35	77,400	31,640	45,760
-36	73,620	32,520	41,100
-37	73,960	32,520	41,440
-38	78,860	31,340	47,520
-39	78,380	31,960	46,420
-40	78,600	32,540	46,060

* - left out of calculations