



Improving Shop Efficiency with Coating Selection

Don Gill, Hempel Presenter



Improving Shop Efficiency with Coating Selection

- **Shops more particular about coatings and how they impact shop throughput.**
- **Shops are exploring alternatives to improve efficiency and productivity.**

TAKE A NUMBER

START
TANK LINING



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- **Lining capacity at shops is tight.**
- **Car Owners and Shippers need the use of their rail assets and don't want them tied up in shops.**
- **Being told “No Room!” for work that slows production.**

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“The most significant impact in reducing coating application costs and throughput times comes from tank car lining applications.”

From article in JCPL by Maria Betti from GATX

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Choose an alternate coating type
when possible and potentially
cut paint shop throughput time
up to 80% while reducing coating costs!

High Bake

Low Bake

No Bake

Win/Win!

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	HIGH BAKE	LOW BAKE	NO BAKE
Chemically Resistant			
DFT MILS	5-8	8-15	12-30
COATS	2-3	1-2	1
DAYS	3 - 5	2 - 3	1 - 2
ADVANTAGES	Resistant to Exceptional Range of Products	Resistant to a Broad Range of Products	Resistant to a Broad Range of Products
		Air Cure Capable	Air Cure
		Heat cure can increase cross link	Heat will reduce cure time.
DISADVANTAGES	Labor Intensive	Labor Intensive compared to no bake.	Short pot life.
	Requires heat to cure.	May require final bake.	
	Final cure required, tank temp 375F to 400F		
	VOC		



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High Bake Technology provides most versatility but at a cost. Check with your coating supplier to be sure your commodity is resistant and compatible with Low Bake or No Bake solutions.

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Low Bake & No Bake Coatings Cargo Compatibility

Crude Oil

Gasoline

Palm Oil

Methanol

Soybean Oil

Molasses

Styrene Monomer

Xylene

Sulphuric Acid

Ethylene Dichloride

Sunflower Oil

Benzene

Urea Ammonium Nitrate

Acetone

Ammonia Solutions, 28%

Butyl Ether

Caustic Soda, 50%

EDC

Fatty Acid

Heptanoic Acid

Methyl Ethyl Ketone

Potassium Hydroxide, 50%

Toluene

Trichloroethylene

VAM



Video Here

WELCOME

START
TANK LINING



Questions contact:

Don Gill

(936) 523-5497

DGIL@Hempel.com

