

Durlon[®] is a Good Fit, for Shopping Efficiency ...

One type of gasket can accommodate over 99 percent of tank car commodities

In tank car repair and maintenance, as in architecture, less is often more. One of the best examples is the seemingly simple process of gasket replacement. UTLX cars carry about 1,500 different commodities, and the different gasket choices for these materials run into the hundreds. The complex decision of which one to use falls to tank car shippers, who are responsible for specifying gaskets for their products.

The bad news: UTLX repair shops and mobile units can't possibly stock every brand of gasket on the market. This can often mean a delay in turnaround if a car must wait for a specially-ordered gasket. More out-of-service time is the last thing shippers want when shopping a car.

The good news: One type of gasket – Durlon[®] 9000 – is suitable for over 99 percent of com-

modities shipped in railroad tank cars and is currently specified for more than 50 percent of all cars sent to UTLX shops.

“We think that gasket standardization has advantages,” observes Greg Cieslak, UTLX repair business unit manager. “It not only reduces car turnaround time, but it enhances process safety and reliability. The more you can eliminate variables when servicing a car, the more you reduce the possibility of error.”

Durlon[®] 9000, manufactured by Gasket Resources, Inc. (GRI), is a Teflon[®]-type material that has been thoroughly tested and found suitable for a variety of substances including caustics, inert gases, sulfuric acid, hydrocarbons, nitric acid, chlorine, natural gas and various food products.

“Many UTLX customers specify Durlon[®] for their tank car fleets,” says Rick Holcomb, UTLX director of new rail car

marketing. “So, when we order new spec cars from our manufacturing plants, they are equipped with Durlon[®] 9000 gaskets, which is compatible with virtually all products that our customers may ship. That gives us the ability to readily meet most of our lessees new tank car gasketing requirements.”

Union Tank Car will soon offer a web seminar on gasket standardization. Additionally, tank car bolted flange connections installation training will be offered by GRI representatives attending upcoming UTLX Customer Training Seminars.

Customers wishing to learn more about whether Durlon[®] 9000 gaskets are compatible for their product shipments and/or would like to discuss bolted joint installation training for their operators are encouraged to contact GRI at 866-707-7300, or refer to their web site at www.durlon.com/utc 

... and for Newly Constructed Tank Cars



Shop Car Request

Gasket Material and O-Ring Requirements Select one of the following options to communicate your requirement.

Use my gasket and o-ring [Ready To Load Specifications](#)

To enter now:

Use [UTLX standard](#)

A sample guide is provided for assistance in making your choice: <http://www.durlon.com/>

Contact your gasket manufacturer for their assistance:

It is the sole responsibility of the shipper to ensure that the material used for Gaskets and seals are compatible with the lading and the service temperature (Ref. AAR M-1002 Section C-part III Appendix A, Paragraph 3.2)

Durlon® 9000 Inspires Customer Confidence

“Sunoco has over 3,000 tank cars in our fleet carrying various hazardous commodities. We were pleased to learn through testing by our laboratory that GRI’s Durlon® 9000 material is acceptable for use in all commodities we ship. Simplifying to one gasket material has helped Sunoco with compatibility, performance and standardization. We have confidence in the suitability and traceability of the branded Durlon® 9000 gasket material and have received excellent technical support, training and customer service.”

Maureen Boyle
Sunoco Inc.

Proctor and Gamble implemented a standardization program designed by Gasket Resources technical services team for their fleet of paste cars and has been pleased with the benefits. P&G has 100 paste cars that make over 800 shipments over a three month period. Gaskets were changed from an elastomer that was damaged after several uses to the Durlon® 9000 which proved to seal after repeated usage. Written bolted joint procedures were also recommended. Following a trial period, the Durlon® 9000 filled PTFE gasket became the P&G standard on paste cars. After nine months of implementation, the fleet had a 900% reduction in bolt replacement and 3100% reduction in gasket usage. After this corrective action was implemented, P&G was also given an award from Norfolk Southern Railroad for ZERO incidents on shipments during the time period after the corrective action was implemented.

Dennis Jones
Proctor and Gamble
