

SOUTH COAST TERMINALS, INC -- 1126 ULTRALUBE ENGINE OIL SAE 30, MIL-L-2104F MC-3709 --
9150-00-188-9858

===== Product Identification =====

Product ID:1126 ULTRALUBE ENGINE OIL SAE 30, MIL-L-2104F MC-3709

MSDS Date:11/14/1994

FSC:9150

NIIN:00-188-9858

MSDS Number: CCJRH

=== Responsible Party ===

Company Name:SOUTH COAST TERMINALS, INC

Address:7401 WALLISVILLE ROAD

Box:15535

City:HOUSTON

State:TX

Z

IP:77020

Country:US

Info Phone Num:713-672-2401 EXT 301

Emergency Phone Num:713-672-2401/800-424-9300(CHEMTREC)

CAGE:1L506

=== Contractor Identification ===

Company Name:SOUTH COAST TERMINALS, INC

Address:7401 WALLISVILLE ROAD

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Phone:713-672-2401/800-424-9300(CHEMTREC)

CAGE:1L506

===== Composition/Information on Ingredients =====

Ingred Name:LUBRICATING OIL BASESTOCK

Other REC Limits:NONE RECOMMENDED

OSHA PEL:5 MG/M3 (OIL MI

ST)

ACGIH TLV:5 MG/M3 (OIL MIST)

Ingred Name:ZINC SALT OF DIALKYL DITHIOPHOSPHORIC ACID

Other REC Limits:NONE RECOMMENDED

===== Hazards Identification =====

LD50 LC50 Mixture:NONE SPECIFIED BY MANUFACTURER.

Routes of Entry: Inhalation:YES Skin:YES Ingestion:YES

Reports of Carcinogenicity:NTP:NO IARC:NO OSHA:NO

Health Hazards Acute and Chronic:ORAL:ACCIDENTAL INGEST MAY CAUSE IRRIT
OF DIGESTIVE TRACT.EYE:MAY CAUSE IRRIT,DIRECT CONTACT MAY CAUSE

BU

RNING,TEARING,REDNESS.SKIN:IRRIT,PROL/REP CONTACT MAY CAUSE
BURNING,REDNESS,DERM.INHAL:EXPO TO HEATED MIST/VAP MAY CAUSE IRRIT
TO NOSE/THROAT.

Explanation of Carcinogenicity:PER

MSDS:CARCINOGENICITY:NTP/IARC/OSHA:NA.

Medical Cond Aggravated by Exposure:NONE SPECIFIED BY MANUFACTURER.

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===== First Aid Measures =====

First Aid:ORAL:DO NOT INDUCE VOMIT.CALL PHYSICIAN IMMED. EYE:FLUSH
W/CLEAN WATER.IRRIT/REDNESS PERSISTS SEEK MED ATTN. SKIN:WASH

W/SOAP/WATER.REMOVE CONTAMIN CLOTH.IRRIT/REDNESS PERSISTS SEEK MED
ATTN. INHAL:IR RIT NOSE/THROAT DEVELOPS MOVE AWAY FROMEXPO
SOURCE.IRRIT PERSIST SEEK MED ATTN. ADDTN:MED OPINION DIVIDED FOR
LG INGEST.EMESIS/LAVAGE HAS BEEN RECOMMENDED FOR PETRO PROD WHICH
HAVE HIGH ORAL TOXICITY

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===== Fire Fighting Measures =====

Flash Point:392F,200C

Autoignition Temp:Autoignition Temp Text:NP

Lower Limits:NA

Upper Limits:NA

Extinguishing Media:EXTINGUI

SH W/DRY CHEMICAL, CO2,

WATERSPRAY,FOAM,SAND,EARTH.WATER & FOAM MAY CAUSE FROTHING.

Fire Fighting Procedures:RESPIRATORY PROTECTION & EYE PROTECTION
REQUIRED FOR FIRE FIGHTING PERSONNEL.

Unusual Fire/Explosion Hazard:NONE.

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===== Accidental Release Measures =====

Spill Release Procedures:TREAT AS OIL SPILL.CONTAIN & REMOVE BY
MECHANICAL MEANS.

Neutralizing Agent:NONE SPECIFIED BY MANUFACTURER.

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===== Handling and Storage =====

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Handling and Storage Precautions:NONE SPECIFIED BY MANUFACTURER.

Other Precautions:NONE SPECIFIED BY MANUFACTURER.

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===== Exposure Controls/Personal Protection =====

Respiratory Protection:NOT NORAMLLY NEEDED.

Ventilation:IF CURRENT VENTI PRACT NOT ADEQUATE IN MAINTAINING AIRBORNE
CONC BELOW ESTABLISHED LIMITS MECH VENTI IS RECOMMENDED.

Protective Gloves:CHEMI RESISTANT GLOVES.

Eye Protection:SAFETY GOGGLES OR SPLASH GOGGLES.

Other Protective Equipment:NONE.

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Hygienic Practices:NONE SPECIFIED BY MANUFACTURER.

Supplemental Safety and Health

===== Physical/Chemical Properties =====

HCC:V6

Boiling Pt:B.P. Text:>500F,>260C

Melt/Freeze Pt:M.P/F.P Text:NA

Decomp Temp:Decomp Text:NP

Vapor Pres:AIR

Spec Gravity:0.87-0.88

pH:NEUTRA

Viscosity:NP

Evaporation Rate & Reference:SLOWER THAN ETHER.

Solubility in Water:NEGLIGIBLE.

Appearance and Odor:DARK AMBER LIQUID, MILD ODOR.

Percent Volatiles by Volume:NP

Corrosion Rate:NP

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===== Stability and Reactivity Data =====

Stability Indicator/Materials to Avoid:YES

AVOID STRONG OXIDIZERS.

Stability Condition to Avoid:CONDITIONS OF HIGH HEAT MAY CAUSE THERMAL DECOMPOSITION.

Hazardous Decomposition Products:THERM DECOMP IN PRESENCE OF AIR YIELD MAJOR AMTS OF OXIDES OF CARBON & MINOR AMTS OF OXIDES OF S, N, P, ZN.

===== Disposal Considerations =====

Waste Disposal Methods:DISPO MUST BE IAW APPLICABLE LOCAL, STATE AND

FEDERAL REGULATIONS.ENCLOSED-CONTROLLED INCINERATION IS RECOMMENDED UNLESS DIRECTED OTHERWISE BY APPLICABLE ORDINANCES.

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