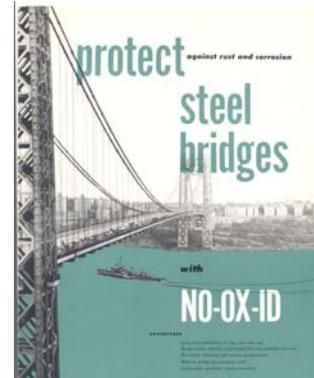
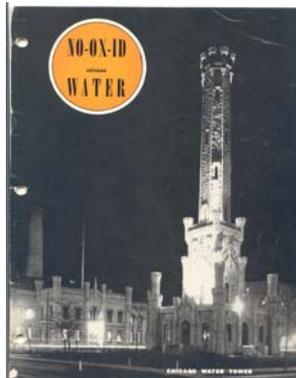


# Sanchem Inc

## **NO-OX-ID A-SPECIAL** **Heavy Duty Rust Preventive & Lubricant** **USDA, NSF-61 & RoHS Compliant coating**

NO-OX-ID IS THE ORIGINAL RUST PREVENTIVE COATING. This anti corrosion coating requires minimal surface preparation and is the long-term solution for lubrication and corrosion control. NO-OX-ID A-Special is used as an anti condensation coating on structural steel, in acid pickling areas, brine tanks, inside water tanks, steel cables, bridges and cofferdams. Use this cosmoline type corrosion resistant coating whenever the use of heavy duty rust preventives and anti condensation coatings are required.



**DESCRIPTION** - NO-OX-ID "A Special " is a general heavy-duty rust preventive to be used wherever cold applied coating is required to guarantee maximum protection of metal from weathering, water, or any corrosive atmosphere.

NO-OX-ID " A Special " is a an economical, effective, soft grease type rust preventive, which contains metal wetting agents and selected rust inhibitors blended in a petrolatum wax base. This product also contains a solvent for ease of application.

With NO-OX-ID "A Special " you can leave a coating of various thickness thin to thick depending upon the level of protection desired. The coating is semi-transparent, non-drying film and retains its properties indefinitely.

NO-OX-ID "A Special "is used extensively for maintenance purposes. Whether the corrosion problem involves nuts and bolts, structural steel, steel water tanks, equipment in service or storage, patterns, dies, or jigs, NO-OX-ID "A Special " will provide complete protection with one coating.

# NO-OX-ID "A SPECIAL"

## How to Protect RAIL JOINTS



**Using NO-OX-ID ON NEW RAIL AND WHERE JOINTS ARE BEING CHANGED OUT**



1. NO-OX-ID "A Special" is a heavy, abrasively laded compound of ground limestone and containing a self-healing wax application. It is recommended for protection of rail joints, and for proper lubrication of rail joints. It has outstanding weathering qualities and resists moisture penetration, preventing rust. Through proper application, the self-healing wax will maintain the seal on the rail joint, allowing them to remain open, and the self-healing wax will seal the joint.
2. NO-OX-ID "A Special" should be applied to the rail joints on each head of the rail. The thickness should be about 1/16" to 1/8". The thickness should be greater for the inner application.
3. A sufficient quantity of NO-OX-ID should be applied to the rail joints on each head of the rail. The quantity of NO-OX-ID should be applied to the rail joints on each head of the rail. The quantity of NO-OX-ID should be applied to the rail joints on each head of the rail.
4. The NO-OX-ID should be applied to the rail joints on each head of the rail. The quantity of NO-OX-ID should be applied to the rail joints on each head of the rail.
5. The NO-OX-ID should be applied to the rail joints on each head of the rail. The quantity of NO-OX-ID should be applied to the rail joints on each head of the rail.
6. The NO-OX-ID should be applied to the rail joints on each head of the rail. The quantity of NO-OX-ID should be applied to the rail joints on each head of the rail.



### NO-OX-ID "A Special" Estimate of Quantity and Costs

Weight of Rail	100 lbs.	125 lbs.	150 lbs.	175 lbs.	200 lbs.
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00
NO-OX-ID "A Special"	1.00	1.25	1.50	1.75	2.00

NO-OX-ID "A Special" is a heavy, abrasively laded compound of ground limestone and containing a self-healing wax application. It is recommended for protection of rail joints, and for proper lubrication of rail joints. It has outstanding weathering qualities and resists moisture penetration, preventing rust. Through proper application, the self-healing wax will maintain the seal on the rail joint, allowing them to remain open, and the self-healing wax will seal the joint.

**NO-OX-ID Rail Prevents Inadequate Service, Life and Performance As:**

- Rail joints
- Turnouts
- Gauge rods
- Washed rail - at joints
- Railroad crossings
- Rail through street crossings
- Car retarders
- Single bar renewal programs

**Method of Application**  
NO-OX-ID "A Special" may be applied effectively either by spray or brush.

**Spray**—Use spray equipment for coating large or irregular areas and surfaces that may be difficult to reach. High capacity pumps have proved successful for spraying the rail joint in relay or single bar renewal work and in the restoration of the initial coating throughout the life of seven years service. The spray method will protect steel for an additional four years.

**Brush**—NO-OX-ID "A Special" will give lasting and economical protection where more elaborate spray equipment is not available or desirable. Brush or wash vigorously with an scrubbing motion. In most cases a thickness of 1/16" should be maintained. When using NO-OX-ID "A Special" on rail joints, cover the rail ends, joint bars and stock bolts and girths assembly to prevent waste of material and getting dirt on the coating. Five to seven years protection is afforded by this method.

Other Dealers: NO-OX-ID's: 3987, 100, 201, 402

Write for complete information and literature concerning specific NO-OX-ID contingencies to meet all job requirements. A Dealership representative will call upon request.

### RAILROADS

Application made to hundreds of railroads in the United States and Canada. NO-OX-ID "A Special" protects rail joints and prevents rust.

### MARINE

NO-OX-ID "A Special" is used for the protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea.

### ICE AND REFRIGERATION

NO-OX-ID "A Special" is used for the protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea.

### OIL FIELDS AND REFINERIES

NO-OX-ID "A Special" is used for the protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea.

### WATER WORKS AND SEWAGE DISPOSAL

NO-OX-ID "A Special" is used for the protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea.

### ELECTRIC UTILITIES

NO-OX-ID "A Special" is used for the protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea.

### GAS UTILITIES

NO-OX-ID "A Special" is used for the protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea.

NO-OX-ID "A Special" is a heavy, abrasively laded compound of ground limestone and containing a self-healing wax application. It is recommended for protection of rail joints, and for proper lubrication of rail joints. It has outstanding weathering qualities and resists moisture penetration, preventing rust. Through proper application, the self-healing wax will maintain the seal on the rail joint, allowing them to remain open, and the self-healing wax will seal the joint.

NO-OX-ID "A Special" is used for the protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea.

### ITEMS OF INTEREST ABOUT NO-OX-ID

Try the following simple test. In a small container of water, submerge a small piece of clean metal. Dip the other end in NO-OX-ID "A Special" and rub it on the metal while under water. Notice the excellent bond of NO-OX-ID to the metal.

For many years, persons living along coastal towns and cities have noticed NO-OX-ID "A Special" on the underside of their automobile bodies and parts attached by the air atmosphere and salt water in order to avoid rust attacks.

For best application of the salt atmosphere, NO-OX-ID, make certain that the material is rubbed into the metal thoroughly after a part has been cleaned.

NO-OX-ID "A Special" is properly applied as a thoroughly cleaned surface will give many years of protection against rust and corrosion. Certain applications will give even longer life.

### ITEMS OF INTEREST ABOUT NO-OX-ID (Continued)

Several different tests are set up the following procedure to protect the metal surfaces to be coated with NO-OX-ID "A Special" and "A Special" as follows:

NO-OX-ID "A Special" is used for the protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea. It is recommended for protection of metal surfaces exposed to the sea.



## Where can you use the original multipurpose heavy duty rust preventive?

### GENERAL USES

1. Acid pickling rooms
2. Tanks: Brine, ammonia, caustic, chemical storage, filter, settling tanks, septic tanks, and water tanks.
3. Agitators
4. Bearings
5. Bolts
6. Bushings
7. Threads – pipe drill, bolts, screws, galvanized pipe thread.

### GENERAL METAL WORKING

1. Gears
2. Jigs
3. Machined parts & spare parts in storage.
4. Metal Stampings
5. Molds
6. Sheet metal
7. Steel Bars
8. Steel Coils
9. Structural Steel
10. valves
11. Meters
12. Nut, bolts and flanges

### AIRCRAFT CONSTRUCTION

1. Bolts, bearings, nuts and fittings.
2. Control cables.
3. Machine gun mounts.
4. Lubrication and protection of retractable landing gears.
5. Inside pontoons.
6. Rods, struts, hallow tubing and turnbuckles.
7. Battery Terminals
8. Battery Holders
9. Tire Rims
10. Springs

### AUTOMOBILE INDUSTRY

1. Battery, containers, holders and terminals
2. Bolts, nuts and threaded parts.
3. Exports and domestic shipment.
4. Springs- as a lubricant as well as a rust preventative.
5. Engines in shipment & storage
6. Tire rims
7. Gears

### BREWRIES-TANNERIES-GLUE PLANT

1. Structural steel in acid
2. Inside septic tanks.

3. Steel overhead doors.
4. Finished surfaces on presses.

### ELECTRIC TRANSMISSION

1. Bus bars, contact points, switchblades and ect..
2. Transformers .
3. Steel conduit.
4. High line towers, brackets and insulators.

### ENGINES

1. Threads of aid hose couplers.
2. All bright parts, such as side rods, piston rods and the inside of cylinders for protection in transit of new locomotives and those going to the shop.
3. All bright parts for rod engines.
4. Crank pins and bearings after boring.
5. Cylinder bushings after boring.
6. Frame jaw faces.
7. Spring hanger pins.
8. All pipe threads.
9. Shoes and wedges.
10. Locomotives in storage.

### FARM EQUIPMENT

1. Tractors and pulleys.
2. Laid-up machinery.
3. Iron gates, fences & Posts

### GAS INDUSTRY

1. Purifying boxes.
2. Coke and coal handling equipment.
3. Coke quenching cars.\
4. Condenser cooling coils.
5. Inside air and water tanks.
6. Nuts, bolts, and flanges at time of installation.
7. Pipe and tubing in storage.
8. Valve stems.

### OIL INDUSTRY

1. Metal equipment subjected to salt, acid or other corrosion.
2. Inside steel structures in general.
3. Nuts, bolts and flanges before installation (for greater ease of assembly and removal during repairs).
4. Inside of condenser boxes.
5. Condenser coils

6. Acid tanks, acid blow cases and acid lines.
7. Inside of water tanks (imparts no taste or odor to water). For potable water use "WW" grade.
8. inside top of tanks, except gasoline, benzene and naphtha storage.
9. inside top of agitators.
- 10...Bottom and on first ring of crude fuel and heavy oil tanks.
11. Top of water tanks.
12. Stored pressure still tubes.
13. Threads of tank car safety valves.
14. Threads of outlet neck caps on tank cars.
15. Thread of fittings in storage
16. Stored casing or casing ready to run. It is not necessary to remove NO-OX-ID from casing threads when it is running.
17. Tubing threads in storage.
18. All crown blocks.
19. Outside break bans on bull wheels.
20. Temper screws instead of grease.
21. Threads of casing head controls.
22. Casing heads of gas wells
23. Stored rod lines.
24. Stored gun barrels, tanks and metal surfaces in contact with salt water, particularly pumping jack.
25. Balls and seats of stored working barrels.
26. Christmas tree on flowing oils wells
27. Lead of vacuum lines of pumping wells (or NO-OX-ID "GG2")
28. Steel derricks (or NO-OX-ID "GG2" or any NO-OX-ID fillers.).
29. Oil tank protection, will mitigate rust or pitting that had started.
30. Casings.

#### **MARINE SERVICE**

1. Tanks-ballast, side and wing.
2. Portable or drinking water and any other tanks for water storage.
3. Cofferdams.
4. Coal bunkers.
5. Tank top under wooden ceiling.
6. Steel where covered with wood.
7. Screws on boat davits.
8. Turnbuckles on rigging.
9. Machinery-engines and turbines laid-up, spare parts, tools and equipment, threaded joints.
10. Ventilator coamings under ventilator.
11. Refrigerator coils.
12. Inside brine tanks.

#### **MECHANICAL DEPARTMENT**

1. Threads of air hose couplers.
2. Buffer plates.
3. Car wheel journals
4. Electric conduit.

5. Machined parts.
6. Stoker parts.
7. Outside bottom surface of tanks, also boards upon which tanks rest.
8. Inside tender tanks.
9. Tender coal space
10. Top of tender under frame.
11. Train lines

#### **PACKING PLANTS**

1. Condenser coil
2. Steam coils
3. Brine tanks, inside
4. Brine coils
5. Ice cans
6. Hoists
7. Pans
8. Fire doors
9. Spray towers
10. Tracks and hooks
11. All piping to condenser.
12. Pre-coolers
13. Truck springs
14. Sprinkler systems
15. Structural steel
16. Valves and fitting
17. Conveyors
18. Refrigeration equipment

#### **PAPER MILLS**

1. Protection of rolls and driers in shipment and storage.
2. Tanks of all kinds
3. Overhead structural steel, in
4. Sprinkler system
5. Piping
6. Digesters-beater tanks.

#### **RAILROAD SERVICE**

1. Crank pin and bearings after turning.
2. Oil-electric and gas-electric Locomotives, both new and used going through the shop.
3. All bright parts
4. All inaccessible pins.
5. Springs hanger pins.
6. Threads of air hose couplers.

#### **SHIPYARD PROTECTION**

1. Pipe above and below ground
2. Steel Pilings
3. Dry Docks
4. Graving Dock
5. Surface Framing for barge lifts
6. Structural Steel

7. Cranes
8. Bridges – all surfaces except walkways
9. Marine Docks

16. Machinery in shipment and Storage
17. Mixing and aeration equipment.
18. Stand pipes and tank bottoms

**TELEGRAPH, SIGNAL AND  
ELECTRIFICATION**

1. Threads of turnbuckles on guy rods of electrification masts.
2. Air Lines
3. Boot Jacking Connections
4. Junction Boxes
5. Messenger Wires & Cables
6. Pipe Carriers
7. Rail Bonds
8. Insulated rail Joints
9. Switch and circuit control rods

**WATER INDUSTRY**

1. Steel settling tanks and baffles
2. Coarse and fine screen.
3. Saturated packing glands, to prevent rusting of stems
4. Condensed cooling coils.
5. Inside ammonia tanks
6. Metal Parts of clarifiers and flocculators.
7. Cranes, hoppers and ash conveyers
8. Coal handling equipment
9. Nuts, bolts, and flanges during assembly for ease of removal through protection.
10. Paper machine and bester rooms.
11. Piping
12. Strainers.
13. Metal work of filtration systems
14. Inside and underside of roofs of steel storage tanks. (for potable water, us “WW”)
15. Sludge digestion and removal equipment
- 33.

**ELECTRICAL INDUSTRY**

1. Aerial Cable
2. Aluminum Cable
3. Anchor Rods
4. Battery Holders
5. Battery Terminals
6. Battery Posts
7. Boot Jack contacts
8. Bolted Connections
9. Brackets
10. Bus Bar Systems
11. Cables & Clamps
12. Connectors
13. Contact Points
14. Electrical Conduit
15. Guy Wires
16. High Line Towers
17. Insulators
18. Junction Boxes
19. Manhole Hardware
20. Nuts & Bolts
21. Steel Conduits
22. Steel Fittings
23. Steel Poles
24. Switchgear
25. Temper Screws
26. Threaded Connections
27. Transformer Bases
28. Turnbuckles
29. Wires
30. Circuit Breaker
31. Switches
32. Drawout Breakers



## NO-OX-ID "A SPECIAL"

**APPLICATION** - NO-OX-ID " A Special " is cold applied as it comes from the container using a stubby brush, swab, or glove. NO-OX-ID should be rubbed onto the surface thoroughly to absorb any moisture present and to insure contact over all irregularities present. A thicker film should be applied to areas exposed to severe corrosive influences.

NO-OX-ID "A Special " can be sprayed in positive displacement heavy material pumps having an 8 to 1 piston ration such as Graco, Alemite, or Lincoln, after warming NO-OX-ID " A Special " to 90° F. This temperature is well beneath the flash point of NO-OX-ID "A Special".

**PREPARATION OF SURFACE** - NO-OX-ID "A Special " will penetrate old rust, scale and paint films to bare metal, arresting further corrosion and pitting. This penetrating action requires touching up later as rust scale is softened and drops off. For best results the following cleaning procedures are recommended:

1. Clean rags where only wiping or dusting is necessary or rags soaked in kerosene for light dirt removal on production parts.
2. Solvent immersion for dipping production parts for the removal of light film contaminants.
3. Wire or power brush where rust deposits or loose paint films must be removed by abrasive action over large areas.
4. Sand-, shot-, or grit-blasting on heavy rust deposits and scale firmly attached over large areas.
5. Flame cleaning, an alternative method for the removal of heavy rust or mill scale over large areas.
6. Steam cleaning, where thick grease, tarry, or other organic deposits are present.
7. Air Pressure Scraper - In cases of major structures, the user may desire to employ air cleaning with a simple scraper.

**CLEAN UP OR REMOVAL** - On production parts and equipment in storage, the coating can be removed by clean rags or swabs soaked in petroleum solvents, such as gasoline, kerosene, naphtha or vapor degreasers, alkaline wash, or solvent immersion methods can be used.

## PHYSICAL AND CHEMICAL PROPERTIES

Flash Point (COC) ASTM D-92	250 F min
Congealing Point ASTM D-938	125-160
Penetration ASTM D-937	140-195
Phenols	1 ppm max
Total Heavy Metals	1 ppm max
Salt Spray 20 mils	10+ years

## TABLE FOR CALCULATION COVERAGE.

<b>FILM THICKNESS</b>	<b>APPROX. SQ. FT COVERAGE COVERAGE - PER GALLON</b>
1/64" (.016")	100 sq. ft.
1/48" (.023")	75 sq. ft.
1/32" (.031")	50 sq. ft.
1/16" (.063")	25 sq. ft.

## **STANDARD CONTAINERS**

380 lbs.. Net - 55 Gal. Drum	Pint Can	12 to a case	4 oz - 14/case
200 lbs. Net - 30 Gal. Drum	8 oz Tubes	24 to a case	2 oz - 144/case
35 lbs. Net - 5 Gal. Pail	8 oz can w/brush	14 to a case	1 oz - 216/case

Authorised Distributor

**Four-P International Pvt Ltd.**

No 6 Esplanade,  
Indian Chamber Building, 3<sup>rd</sup> Floor,  
Chennai - 600108.

Telefax: +91-44-25331110 /1112

Email: [Sales@4pcorporation.com](mailto:Sales@4pcorporation.com)

Website: [www.4pcorporation.com](http://www.4pcorporation.com)