

POTENTIAL HAZARDS

FIRE OR EXPLOSION

- Some gases will be ignited by heat, sparks or flames.
- Substance does not burn but will support combustion.
- Vapors may travel to source of ignition and flash back.
- Cylinders exposed to fire may vent and release flammable gas through pressure relief devices.
- Containers may explode when exposed to prolonged direct flame impingement.

HEALTH

- Vapors may cause dizziness or asphyxiation without warning.
- Some may be irritating if inhaled at high concentrations.
- Contact with gas may cause burns and injury.
- Fire may produce irritating and/or toxic gases.

PUBLIC SAFETY

- **CALL 911. Then call emergency response telephone number on shipping paper.** If shipping paper not available or no answer, refer to appropriate telephone number listed on the inside back cover.
- Keep unauthorized personnel away.
- Stay upwind, uphill and/or upstream.
- Many gases are heavier than air and will spread along the ground and collect in low or confined areas (sewers, basements, tanks, etc.).
- Ventilate closed spaces before entering, but only if properly trained and equipped.

PROTECTIVE CLOTHING

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Structural firefighters' protective clothing provides thermal protection **but only limited chemical protection.**

EVACUATION

Immediate precautionary measure

- Isolate spill or leak area for at least 100 meters (330 feet) in all directions.

Large Spill

- Consider initial downwind evacuation for at least 800 meters (1/2 mile).

Fire

- If several small packages (inside a railcar or trailer) are involved in a fire, ISOLATE for 1600 meters (1 mile) in all directions; also, consider initial evacuation for 1600 meters (1 mile) in all directions.

EMERGENCY RESPONSE

FIRE

- **DO NOT EXTINGUISH A LEAKING GAS FIRE UNLESS LEAK CAN BE STOPPED.**

- Use extinguishing agent suitable for type of surrounding fire.

Small Fire

- Dry chemical or CO₂.

Large Fire

- Water spray or fog.
- If it can be done safely, move undamaged containers away from the area around the fire.
- Damaged cylinders should be handled only by specialists.

Fire Involving Several Small Packages (inside a railcar or trailer)

- Fight fire from maximum distance or use unmanned master stream devices or monitor nozzles.
- Cool containers with flooding quantities of water until well after fire is out.
- Do not direct water at source of leak or safety devices.
- Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank.
- ALWAYS stay away from tanks engulfed in fire.
- For massive fire, use unmanned master stream devices or monitor nozzles; if this is impossible, withdraw from area and let fire burn.

SPILL OR LEAK

- For flammable gases, ELIMINATE all ignition sources (no smoking, flares, sparks or flames) from immediate area.
- For oxidizing substances, keep combustibles (wood, paper, oil, etc.) away from spilled material.
- All equipment used when handling the product must be grounded.
- Do not touch or walk through spilled material.
- Stop leak if you can do it without risk.
- Use water spray to reduce vapors or divert vapor cloud drift. Avoid allowing water runoff to contact spilled material.
- Do not direct water at spill or source of leak.
- Prevent spreading of vapors through sewers, ventilation systems and confined areas.
- Ventilate the area.
- Isolate area until gas has dispersed.

FIRST AID

- Call 911 or emergency medical service.
- Ensure that medical personnel are aware of the material(s) involved and take precautions to protect themselves.
- Move victim to fresh air if it can be done safely.
- Give artificial respiration if victim is not breathing.
- Administer oxygen if breathing is difficult.
- Remove and isolate contaminated clothing and shoes.
- In case of burns, immediately cool affected skin for as long as possible with cold water. Do not remove clothing if adhering to skin.
- Keep victim calm and warm.



In Canada, an Emergency Response Assistance Plan (ERAP) may be required for this product. Please consult the shipping paper and/or the ERAP Program Section (page 390).