



DEPARTMENT OF TRANSPORTATION HAZARDOUS MATERIALS REGULATIONS BOARD

WASHINGTON, D.C. 20590

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[Docket No. HM-87, Amdt. 178-23]

PART 178—SHIPPING CONTAINER SPECIFICATIONS

Cargo Tank Attachments MC 306, MC 307, and MC 312

The purpose of this amendment to the Hazardous Materials Regulations of the Department of Transportation is to clarify and to amend the requirements for accessory attachments to specification MC 306, MC 307, and MC 312 cargo tanks.

On June 15, 1971, the Hazardous Materials Regulations Board published a notice of proposed rule making, Docket No. HM-87; Notice No. 71-18 (36 F.R. 11525), which proposed this amendment. Three commenters suggested changes to the proposal.

All the commenters objected to the proposal to permit the direct attachment of a side cabinet to a cargo tank. The commenters explained how cabinets could be subjected to heavy duty use and thereby might seriously impair the integrity of the cargo tank if they were attached without the benefit of pads.

Other comments were directed mainly to the proposed requirement for welding all attachments by continuous weld. The Board acknowledges that lightweight devices otherwise may be satisfactorily attached and has provided for equivalent methods of attachment. Also, the Board recognizes that a continuous weld is not necessary if the fabricator can otherwise comply with the stated intent of the rule.

Several comments were directed to editorially improving the proposed text and the Board adopted most of these suggestions.

One commenter requested a meeting with the Board. However, in reply to a request by the Board, this commenter did not supply sufficient reasons for holding this meeting. The petition for a meeting is therefore denied.

In consideration of the foregoing, 49 CFR Part 178 is amended as follows:

In § 178.340-8, paragraph (a) is amended to read as follows:

§ 178.340 General design and construction requirements applicable to specification MC 306 (§ 178.341), MC 307 (§ 178.342), and MC 312 (§ 178.343) cargo tanks.

§ 178.340-8 Accident damage protection.

(a) Appurtenances: The term "appurtenance" means any cargo tank accessory attachment that has no liquid product retention or other liquid containment function, and provides no structural support to the tank.

(1) The design, construction, and installation of any appurtenance to the shell or head of the cargo tank must be such as to minimize the possibility of appurtenance damage or failure adversely affecting the product retention integrity of the tank.

(2) Structural members, such as the suspension subframe, overturn protection and external rings, when practicable, should be utilized as sites for attachment of appurtenances and any other accessories to a cargo tank.

(3) Except as prescribed in subparagraph (5) of this paragraph, the welding of any appurtenance to a shell or head must be made by attachment to a mounting pad. The thickness of a mounting pad must not be less than that of the shell or head to which it is attached. A pad must extend at least 2 inches in each direction from any point of attachment of an appurtenance. Pads must have rounded corners or otherwise be shaped in a manner to preclude stress concentrations on the shell or head. The mounting pad must be attached by a continuous weld around the pad.

(4) The appurtenance must be attached to the mounting pad so there will be no adverse affect upon the product-retention integrity of the tank if any force is applied to the appurtenance, in any direction, except normal to the tank, or within 45° of normal.

(5) Skirting structures, conduit clips, brakeline clips, and similar lightweight attachments, which are of a metal thickness, construction, or material, appreciably less strong but not more than 72 percent of the thickness of the tank shell or head to which such a device is attached, may be secured directly to the tank shell or head if each device is so designed and installed that damage to it will not affect the product retention integrity of the tank. These lightweight attachments must be secured to the tank shell by continuous weld or in such manner as to preclude formation of pockets, which may become sites for incipient corrosion.

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This amendment is effective March 31, 1972, however, compliance with the regulations as amended herein is authorized immediately.

(Secs. 831-835 of Title 18, United States Code; sec. 9, Department of Transportation Act (49 U.S.C. 1657))

Issued in Washington, D.C., on January 6, 1972.

W. F. REA III,
Rear Admiral, Board Member
for the United States Coast
Guard.

ROBERT A. KAYE,
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Federal Highway Administration.
[FR Doc. 72-428 Filed 1-11-72; 8:46 am]