DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS REGULATIONS BOARD
WASHINGTON, D.C. 20590

This Docket, HM-92; Amendment No. 173-62 was published in the Federal Register May 6, 1972. Due to errors in publishing, the Retest Table in § 173.31 was republished on May 24, 1972.

[Docket No. HM-92, Amdt. 173-62]

PART 173—SHIPPERS

Retest Requirements for Tank Cars

The purpose of this amendment to the Department's Hazardous Materials Regulations is to delete reference to the specification ARA-II tank car and to update the tank car retest requirements. An editorial change is also made to § 173.251 (a)(2) by deleting an unnecessary reference to DOT-106A500 tanks.

On October 16, 1971, the Hazardous Materials Regulations Board published Docket No. HM-92; Notice No. 71-26 (36 F.R. 20173) proposing the changes described above except the change to § 173.251. This change was proposed in Docket No. HM-85; Notice No. 71-14 (36 F.R. 9602) but was inadvertently omitted in the subsequent amendment in that docket.

Several comments were received. There were no objections, but commenters suggested several editorial changes for reasons of consistency or clarification. The Board has adopted almost all these suggestions. These changes are found in § 173.31(c)(12) and in the Retest Table. Changes in the table were made to the entries 103C, 103CAL, 105A300W, 112A 500W, 113A60W, and 113A175W. The entry 103B100W was deleted as an obsolete specification since these tank cars were converted to another specification. Editorial changes were also made to Notes b, n, and r. Note L was changed and redesignated Note s.

In consideration of the foregoing, 49 CFR Part 173 is amended to read as follows:

(A) In § 173.31, paragraph (a)(2) Table is amended by deleting Spec. ARA-II each time it appears in the table; paragraph (c)(3) is amended; paragraphs (c)(11) and (c)(12) are added; Retest Table 1 is amended in its entirety and replaced to follow paragraph (c)(12), footnotes b and n are amended; footnote L is amended and redesignated footnote s; footnotes q and r are added to read as follows:

§ 173.31 Qualification, maintenance, and use of tank cars.

* * * * *

(c) * * *

(3) Unless longer retest interval is authorized, tanks in service 10 years or over must be internally inspected and interior heater systems inspected for defects which would make leakage or failure probable during transit.

* * * * *

(11) Any glass, rubber, or lead-lined tank need not be periodically retested, but the interior heater systems and safety valves must be retested at the prescribed interval. See also subparagraph (9) of this paragraph.

(12) Any tank lined with an elastomeric polyvinyl chloride at least 3/32-inch thick or an elastomeric polyurethane at least 1/16-inch thick need not be periodically retested, but the heater system and safety relief valves must be retested at the prescribed intervals. The tank must be retested before lining is renewed.

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Correction

In F.R. Doc. 72-6888 appearing at page 9221 in the issue of Saturday, May 6, 1972, changes should be made in Retest Table I. Retest Table I should read as set forth below.

RETEST TABLE I

Specification	Retest interval years [j]				Retest pressure—p.s.i.		
	Tank and interior heater systems			Safety relief valve	Tank	Safety relief valve	
	Up to 10 years	Over 10 to 22 years	Over 22 years			Start to discharge	Vapor tight
DOT-103	10	10	10	10	60	[b] 35	28
DOT-103AL		5	5	5	60	35	28
DOT-103W		[p] 20	10	10	60	[b] 35	28
DOT-103ALW	10	10	10	10	60	35	28
DOT-103A	[d] 5	3	1	2	60	35	28
DOT-103AW [r]	[d] 5	3	1	2	60	35	28
DOT-103A-ALW	[d] 5	3	1	(e)	60	[b] 35	28
DOT-103ANW	[f] 5	[f] 3	[f] 1	2	60	35	28
DOT-103B	[f] 5	[f] 3	[f] 1	None	60		
DOT-103BW	5	3	1	None	60		
DOT-103C		2	1	(e)	60	35	28
DOT-103CAL	[d] 5	3	1	(e)	60	35	28
DOT-103CW	[d] 5	3	1	(e)	60	[b] 35	28
DOT-103DW	[d] 5	3	1	(e)	60	35	28
DOT-103EW	10	10	10	10	60	[e] 35	28
DOT-104		[p] 20	10	5	100	75	
DOT-104A	10	10	10	10	60	[e] 35	28
DOT-104W	10	10	10	[a] 5	500	[g] 225	180
DOT-105		[a] 10	[a] 10	[a] 5	100	75	60
DOT-105A100	10	10	10	5	100	75	60
DOT-105A100ALW	10	10	10	5	200	150	120
DOT-105A100W	10	10	10	5	200	150	120
DOT-105A200ALW	10	10	10	5	200	150	120
DOT-105A200F	10	10	10	[a] 5	300	[g] 225	180
DOT-105A200W	[a] 10	[a] 10	[a] 10	5	300	225	180
DOT-105A300	10	10	10	[a, k] 5	300	[g, n] 225	[n] 180
DOT-105A300ALW	[a, f, i] 10	[a, f, i] 10	[a, f, i] 10	[a] 5	400	300	240
DOT-105A300W	[a] 10	[a] 10	[a] 10	[a] 5	400	[m] 300	240
DOT-105A400	[a] 10	[a] 10	[a] 10	[a] 5	500	[h] 375	300
DOT-105A400W	[a, f] 10	[a, f] 10	[a, f] 10	[a, k] 5	500	[h] 375	300
DOT-105A500	[a] 10	[a] 10	[a] 10	[a] 5	600	450	360
DOT-105A500W	[a] 10	[a] 10	[a] 10	[a] 5	600	[m] 450	360
DOT-105A600	10	10	10	5	100	75	60
DOT-105A600W	10	10	10	5	200	150	120
DOT-109A100ALW	10	10	10	5	300	225	180
DOT-109A200ALW	10	10	10	5	300	225	180
DOT-109A300ALW	[d] 5	3	1	10	60	35	28
DOT-109A300W	10	10	10	(e)	60	35	28
DOT-111A60ALW1		[p] 20	10	10	60	35	28
DOT-111A60ALW2	5	3	1	10	60	35	28
DOT-111A60F1	5	3	1	2	60	35	28
DOT-111A60W1	5	3	1	None	60		
DOT-111A60W2 [q]	10	10	10	(e)	60	35	28
DOT-111A60W5		10	10	10	100	75	60
DOT-111A60W7		[p] 20	10	(e)	100	75	60
DOT-111A100ALW1	5	3	1	10	100	75	60
DOT-111A100ALW2	5	3	1	10	100	75	60
DOT-111A100F1	10	10	10	2	100	75	60
DOT-111A100W1	5	3	1	2	100	75	60
DOT-111A100F2 [q]		10	10	10	100	75	60
DOT-111A100W2 [q]		[p] 20	10	10	100	75	60
DOT-111A100W3	5	3	1	5	100	75	60
DOT-111A100W4	5	3	1	None	100		
DOT-111A100W5		[p] 20	10	(e)	100	75	60
DOT-111A100W6	10	10	10	5	200	150	120
DOT-112A200W	[f] 5	[f] 3	[f] 1	5	340	[n] 255	[n] 204
DOT-112A340W	[d] 5	3	1	5	400	300	240
DOT-112A400F	10	10	10	5	400	[n] 300	[n] 240
DOT-112A400W	10	10	10	5	500	[h] 375	300
DOT-112A500W		10	10	5	(e)	30	24
DOT-113A60W	10	10	10	5	(e)	115	95
DOT-113A175W	10	10	10	5	340	[n] 255	[n] 204
DOT-114A340W	(e)	(e)	(e)	5	400	[n] 300	[n] 240
DOT-114A400W	(e)	(e)	(e)	5	60	35	28
DOT-115A60ALW	10	10	10	5	60	35	28
DOT-115A60W1	10	10	10	5	60	35	28
DOT-115A60W6	10	10	10	10	60	25	
EMERG. USG-A, B, and C	10	10	10	10	60	[e] 25	20
ARA-III	10	10	10	1	None	60	
ARA-III acid (unlined)		10	(f)	None	60		
ARA-III (rubber lined)		10	10	10	60		
ARA-IV		10	10	5	100	[e] 25	20
ARA-IV-A		[a] 10	[a] 5	[a] 5	300	35	28
ARA-V						[g] 225	180

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[b] Specifications 103CW and 103A-ALW cars built prior to Aug. 31, 1956, equipped with safety relief valves set to discharge at 45 p.s.i., may be continued in service. Such valves may be set to discharge at 35 p.s.i. by installing a spring suitable for the lower pressure. Specifications 103A-ALW and 103CW tank cars used to transport anhydrous hydrazine or hydrazine solutions may have a safety relief valve having a start to discharge pressure of 45 p.s.i. with a tolerance of plus or minus 3 p.s.i. and a vapor tight pressure of 36 p.s.i.

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[n] If the alternate safety relief valve start-to-discharge pressure setting is used, the retest pressures of the safety relief valves must be in accordance with the provisions of §179.102-11 of this chapter.

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[q] When tanks are converted to class DOT-111AW2 or F2 from existing pressure type tanks, the retest interval must be computed from the date converted instead of the date built. The conversion date must be stenciled on the tank below the built date.

[r] When tanks are converted to class DOT-103AW from existing DOT-103W or 103BW tanks, the retest interval at conversion must be computed the same as 10-year-old equipment.

[e] Tanks complying with this specification need not be periodically retested.

§ 173.119 [Amended]

(B) In § 173.119, paragraphs (f) (4) and (h) are amended by deleting "Spec. ARA-II" each time it appears in the paragraphs.

(C) In § 173.251, paragraph (a) (2) is amended to read as follows:

§ 173.251 Boron trichloride.

(a) * * *

(2) Specification 105A300W or 106A-500X (§§ 179.100, 179.101, 179.300, 179.-301 of this chapter). Tank cars.

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

This amendment is effective September 30, 1972. However, compliance with the regulations, as amended herein, is authorized immediately.

Issued in Washington, D.C., on May 2, 1972.

G. H. READ,
Captain, Alternate Board Member, for the U.S. Coast Guard.

MAC E. ROGERS,
Board Member for the Federal Railroad Administration.

[FR Doc.72-6888 Filed 5-5-72;8:45 am]