



# National Transportation Safety Board

Washington, D.C. 20594

Office of the Chairman

June 3, 1993

Ms. Rose A. McMurray  
Acting Administrator  
Research and Special Programs Administration  
U.S. Department of Transportation  
400 7th Street, S.W.  
Washington, D.C. 20590

Dear Ms. McMurray:

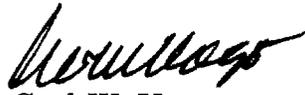
Thank you for your letter of April 20, 1993, responding to National Transportation Safety Board Safety Recommendation H-92-1, which was issued to the Research and Special Programs Administration (RSPA) as a result of the Safety Board's special investigation of cargo tank rollover protection on highway cargo tanks.

Safety Recommendation H-92-1 urged RSPA to provide cargo tank manufacturers with specific written guidance about (a) the factors and assumptions that must be considered when calculating the loads on cargo tank rollover protection devices in determining compliance with existing Department of Transportation (DOT) performance standards; and (b) acceptable means to shield and protect the top-mounted closure fittings on all bulk liquid cargo tanks. This safety recommendation was classified as "Open--Unacceptable Response" on August 12, 1992, following RSPA's response that it believed that industry and not RSPA should develop and publish the written guidance for complying with DOT performance standards.

The Safety Board notes that RSPA now agrees with the Safety Board's recommendation that RSPA should provide the written guidance on how to comply with Federal performance standards. RSPA's response of April 20, 1993, notes that RSPA will use the technical and operational experience of industry to help develop this guidance and will then publish, or incorporate into the regulations by reference, this guidance. In followup discussions with the Safety Board's Hazardous Materials Division staff, RSPA's Office of Hazardous Materials Technology staff noted that its engineers would be working with the Engineering Committee of the Truck Trailers Manufacturers Association in the development of recommended guidelines.

The Safety Board believes that RSPA's response meets the intent of the recommendation, and encourages RSPA to expedite its efforts to develop and publish the recommended guidance. Based on the positive actions taken by RSPA, and pending publication of appropriate guidance, Safety Recommendation H-92-1 is classified as "Open--Acceptable Response."

Sincerely,



Carl W. Vogt  
Chairman

cc: Mr. Donald Trilling  
Director  
Office of Transportation Regulatory Affairs