U.S. Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

**DOT-E 8706 (EXTENSION)**
**FOURTH REVISION July 12, 1990**

In accordance with 49 CFR 107.105 of the Department of Transportation (DOT) Hazardous Materials Regulations DOT-E 8706 is hereby extended for the party(ies) listed below by changing the expiration date in paragraph 10 to June 30, 1994. This change is effective from the issue date of this extension. All other terms of the exemption remain unchanged.

This extension applies only to party(ies) listed below based on the application(s) received in accordance with 49 CFR 107.105. This extension constitutes a necessary part of this exemption and must be attached to it.

J. Suzanne Hedgepeth
Alan I. Roberts
Associate Administrator
for Hazardous Materials Safety

JUL 30 1992
(DATE)

Dist: FHWA

| EXEMPTION HOLDER | APPLICATION DATE |
|---|---|
| Prairie State Equipment, Inc.<br>Corsica, SD | June 26, 1992 |

Expired - Not Active

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DOT-E 8706
(FOURTH REVISION)

1. Petro-Steel Division of Prairie State Equipment, Incorporated, Sioux Falls, South Dakota, is hereby granted an exemption from certain provisions of this Department's Hazardous Materials Regulations to manufacture, mark, and sell certain non-DOT specification cargo tanks as described in paragraph 7 below for use in the transportation of the hazardous materials described in paragraph 3 below in commerce subject to the requirements specified herein. This exemption authorizes use of a non-DOT specification cargo tank, which may have a full opening rear head, and provides no relief from any regulation other than specifically stated.

2. BASIS. This exemption is based on Petro-Steel Division of Prairie State Equipment's application dated October 30, 1989, submitted in accordance with 49 CFR 107.103 and the public proceeding thereon.

3. HAZARDOUS MATERIALS (Descriptor and class). Liquid and semi-solid waste material, including mixtures, compatible with the packaging, containing flammable liquids or corrosives or poison B materials, or combinations thereof, classed as flammable liquid, corrosive material or poison B as appropriate.

4. PROPER SHIPPING NAME (49 CFR 172.101). Specific commodity name, or generic description, as appropriate.

5. REGULATION AFFECTED. 49 CFR 173.119(a) and (m), 173.245(a), 173.346(a), 178.340-7, 178.342-5, 178.343-5.

6. MODES OF TRANSPORTATION AUTHORIZED. Motor vehicle.

7. SAFETY CONTROL MEASURES. Packaging prescribed is a non-DOT specification cargo tank designed and constructed in full compliance with DOT Specification MC-307 or MC-312 (49 CFR 178.340, 178.342, 178.343) except as follows:

a. The cargo tank must be designed, built and certified in accordance with Section VIII of the ASME Code to a minimum design pressure as follows and must be stamped for both internal and external pressure ratings:

| Basic Cargo Tank Specification | Design Pressure (psig) Internal (See Note 1) | External (See Note 2) | Minimum Test Pressure (psig) |
|---|---|---|---|
| MC 307 | 25 | 15 | 37.5 |
| MC 312 | 25 | 15 | 37.5 |

Note 1: The design pressure must be at least equal to the maximum pressure used for unloading.

Note 2: Vacuum tanks must have an external design pressure of at least 15 psi.

b. Circumferential reinforcement must comply with 49 CFR 178.340-7 except the maximum unreinforced portion of the shell may exceed 60-inches provided thickness and tensile strength of the shell material in combination with the frame and circumferential reinforcement produces structural integrity at least equal to that prescribed in 49 CFR 178.340-4(b).

c. In place of internal valves prescribed in 49 CFR 178.342-5(a) and 178.343-5(b), each tank may be equipped with one 4-inch or 6-inch diameter bottom outlet with gate plug or butterfly valve and one optional 4-inch maximum diameter bottom inlet with gate plug or butterfly valve located near the rear of the tank in accordance with Drawing 210-000 dated June 18, 1981 or April 2, 1984 or one 10-inch maximum diameter bottom outlet with remote operated, self-closing valve and one optional 4-inch maximum diameter inlet equipped with remote operated self-closing valve located near the rear of tank in accordance with Petro-Steel Drawing 990-000 dated March 3, 1988 on file with the Office of Hazardous Materials Transportation (OHMT). Each bottom outlet and each bottom inlet must be equipped with an additional shut-off valve, or a blank flange or a sealing cap.

d. The metal identification plate and the manufacturer's certificate may not be marked to indicate compliance with DOT MC-307 or MC-312 specifications but instead must bear reference to DOT-E 8706.

e. Tanks that are to be used in transporting flammable waste materials must be equipped with a spring loaded relief valve.

f. Each tank manufactured with a full opening rear head must be as shown in Petro-Steel drawings 5-10-89 and 10-26-89 entitled "Code Rear Opening Door" dated May 10, 1989 and October 26, 1989, respectively on file with the OHMT. All product inlets and associated piping located below the normal liquid level of lading and all product discharge outlets on the full opening rear head must be equipped with a remote operated self-closing valve system.

8. SPECIAL PROVISIONS.

a. Offerors for transportation of hazardous materials specified in this exemption may use the packaging described in this exemption for the transportation of such hazardous materials so long as no modifications or changes are made to the packages, all terms of this exemption are complied with, and a copy of the current exemption is maintained at each facility from which such offering occurs.

b. A copy of this exemption must be carried aboard each motor vehicle used to transport packages covered by this exemption.

c. Each cargo tank (except those will full opening rear heads) must be reinspected and retested once every two years in accordance with 49 CFR 177.824 as prescribed for DOT Specification MC-307 or MC 312 cargo tanks, as appropriate, at one and one-half times the sum of the design pressure plus the static head.

d. Each cargo tank with a full opening rear head must be reinspected and retested once each year in accordance with the requirements contained in paragraph c above. Additionally, the gaskets in the full opening rear head must be: (1) cleaned after each load; (2) visually inspected at least once every three months for cracks or splits caused by weather or wear; and (3) replaced if cuts or cracks of one-half inch or more are found.

e. Each cargo tank must be plainly marked on the right side near the front, in letters at least two inches high on a contrasting background, "DOT-E 8706."

f. The Manufacturer's Data Report for the first cargo tank fabricated to each diameter and configuration (with or without full opening rear head) must be submitted to the OHMT prior to initial shipment.

g. A copy of this exemption, in its current status, must be maintained at each manufacturing facility at which this packaging is manufactured and must be made available to a DOT representative upon request.

9. REPORTING REQUIREMENTS. Any incident involving loss of contents of the package , packaging failure or cargo tank rollover must be reported to the OHMT as soon as practicable.

10. EXPIRATION DATE. February 28, 1991.

Issued at Washington, D.C.:

JUL 12 1990

Alan I. Roberts
Director
Office of Hazardous Materials
Transportation

(DATE)

Address all inquiries to: Director, Office of Hazardous Materials Transportation, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590. Attention: Exemptions Branch.

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