

to the internal inspection requirements; and (5) revisions to leakage test requirements for cargo tanks in anhydrous ammonia service. In addition to these changes, which are discussed below, we are also adopting revisions to the MC 331 and MC 338 specifications to make the requirements easier to understand and follow.

A. Consistency With DOT 400-Series Specification

We proposed a number of changes to the MC 331 and MC 338 specifications to make them consistent with specifications applicable to DOT 400-series CTMVs. The DOT 400-series cargo tank specifications are more contemporary regulations that reflect current industry practices. In addition, the DOT 400-series specifications are performance standards, and, thus, provide greater flexibility to cargo tank designers and manufacturers to meet the DOT requirements. As proposed in the NPRM, we are not imposing additional requirements for MC 331 and MC 338 CTMVs; rather we are increasing flexibility in meeting the requirements by proposing performance standards and additional alternatives.

General design, construction and installation requirements. Under Docket HM-183C (60 FR 17398), we modified the structural integrity requirements for MC 331 and MC 338 CTMVs to conform with the DOT 400-series specification requirements. At that time, however, the related requirements for attachments were not changed. Thus, in the NPRM we proposed to make requirements for the design, construction, and installation of attachments, appurtenances, structural support members, or accident protection devices on MC 331 and MC 338 CTMVs consistent with the requirements for DOT 400-series CTMVs.

In Section IIA of this preamble, we discuss the proposal in the NPRM that required mounting pads for structural support members. A number of commenters opposed this addition in the structural integrity requirements for the DOT 400-series cargo tank requirements. In light of the comments received, we reconsidered this proposal and are not adopting requirements for mounting pads for structural supports. Similarly, the requirements adopted in this final rule for the MC 331 and MC 338 CTMVs will not include requirements for mounting pads for structural supports. This final rule does include minor editorial clarifications that otherwise do not change the requirements in this section.

Rear-end tank protection. The NPRM proposed to revise long-standing

requirements for rear-end tank protection devices on MC 331 and MC 338 CTMVs (in §§ 178.337-10 and 178.338-10, respectively) to authorize the DOT 400-series rear-end tank protection provisions as an alternative to the current requirements for both MC 331 and MC 338 CTMVs. As several commenters note, the NPRM included regulatory language that differed from the original MC 331 and MC 338 rear-end tank protection requirements. Apart from the reorganization and editorial clarifications, the original MC 331 and MC 338 rear-end tank protection requirements have been preserved in this final rule, and we are adding a provision to allow rear-end tank protection devices to conform with § 178.345-8(d) if desired.

Support and anchoring. We also proposed changes to the MC 331 and MC 338 specifications for cargo tank support and anchoring for consistency with the DOT 400-series requirements. When the structural integrity requirements for the MC 331 and MC 338 CTMVs were modified under HM-183, the closely related requirements for support and anchoring were not changed. This was an inadvertent error that we proposed to correct. This would apply to newly constructed MC 331 and MC 338 CTMVs. We did not receive any comments on this proposal; they are adopted in this final rule as they appear in the NPRM.

Name and specification plate markings. In the NPRM, we proposed to require essential information (required in § 178.337-17 and § 178.338-18) to be marked on metal specification and name plates on MC 331 and MC 338 CTMVs, respectively, to be consistent with requirements for DOT 400-series CTMVs found in section § 178.345-14. We proposed to require that all of the information be marked on a single plate. In an effort to be more flexible and to prevent the replacement of existing name and specification plates, in this final rule we are clarifying that the marking requirements for name plates and specification plates may be on either two separate plates or on a single plate. Thus, the name and specification plate can be one single plate. We will also allow the specification plate to be attached to the cargo tank motor vehicle chassis, with additional marking requirements, to allow the specification plate to be attached without welding directly to the cargo tank wall.

In addition, based on comments submitted by the National Propane Gas Association, we are clarifying that any information marked on a plate required by the ASME code that is also required

on either the name or specification plate need not be marked twice on the tank.

Further, this final rule clarifies that the cargo tank motor vehicle certification date (CTMV cert. date) is the date used to determine subsequent maintenance testing time periods. There has been confusion as to whether testing requirements start from the original test date (Orig. Test Date), the cargo tank certification date (CT cert. date) or the cargo tank motor vehicle certification date (CTMV cert. date).

For MC 331 and MC 338 cargo tanks, the name plate must display the following information:

(1) DOT-specification number MC 331 or MC 338 (DOT MC 331 or DOT MC 338).

(2) Original test date (Orig. Test Date).

(3) MAWP in psig.

(4) Cargo tank test pressure (Test P), in psig.

(5) Cargo tank design temperature (Design Temp. Range) ____ °F to ____ °F.

(6) Nominal capacity (Water Cap.), in pounds.

(7) Maximum design density of lading (Max. Lading density), in pounds per gallon.

(8) Material specification number—shell (Shell matl. yyy* * *), where “yyy” is replaced by the alloy designation and “* * *” is replaced by the alloy type.

(9) Material specification number—heads (Head matl. Yyy* * *), where “;yyy” is replaced by the alloy designation and “* * *” by the alloy type. NOTE: When the shell and heads materials are the same thickness, they may be combined, (Shell&head matl. yyy* * *).

(10) Weld material (Weld matl.).

(11) Minimum Thickness—shell (Min. Shell-thick), in inches. When minimum shell thicknesses are not the same for different areas, show (top ____, side ____, bottom ____, in inches).

(12) Minimum thickness—heads (Min heads thick.), in inches.

(13) Manufactured thickness—shell (Mfd. Shell thick.), top ____, side ____, bottom ____, in inches. (Required when additional thickness is provided for corrosion allowance.)

(14) Manufactured thickness—heads (Mfd. Heads thick.), in inches. (Required when additional thickness is provided for corrosion allowance.)

(15) Exposed surface area, in square feet.

The specification plate on MC 331 cargo tanks must contain the following information:

(1) Cargo tank motor vehicle manufacturer (CTMV mfr.).

(2) Cargo tank motor vehicle certification date (CTMV cert. date).