

re-marked with an MAWP or design pressure of not less than 3 psig. This provision is currently allowed, but not required.

We are revising paragraph (l)(2)(iii), which prescribes the load that a rear-end tank protection device or rear bumper is required to withstand, to be consistent with the requirements for rear-end tank protection devices in § 178.345–8(d)(3). The change requires the rear bumper or rear-end tank protection device to withstand the horizontal load at an angle not exceeding 10 degrees to the longitudinal axis of the vehicle. This change aligns the angle of load application with the rear-end damage protection devices installed on new DOT 400-series CTMVs, as revised on November 3, 1994 (Docket HM–183C; 59 FR 55167).

We are adding a new paragraph (o) to require MC 330, MC 331, and MC 338 cargo tanks that are not equipped with on-truck remote shutoff devices to be retrofitted with on-truck remote shutoff devices that meet the requirements of the applicable specification. Existing cargo tanks not equipped with an on-truck remote shutoff feature must be retrofitted. We are allowing three years for completion of this retrofit.

Section 180.407

Paragraph (a)(2) is revised to remove the phrase “or during loading or unloading” to limit the maximum pressure in the tank to the MAWP, except when the tank is undergoing a pressure test only.

We are revising paragraphs (b)(1) and (b)(2) to clarify the tests and inspections that must be conducted when a cargo tank shows evidence of dents, corroded or abraded areas, leakage, has sustained damage to an extent that may adversely affect its lading retention capabilities, or any other condition that might render it unsafe for transportation in hazardous materials service.

In addition, paragraph (b)(4) is removed because the inspection and testing requirements for cargo tanks that have been modified from their original design specifications are currently outlined in § 180.413 and are redundant in this section.

We are adding language to paragraph (c) to clarify that the testing interval starts from the CTMV certification date. In addition, we are adding Note 4 to the chart to allow insulated cargo tanks with manholes or inspection openings to perform either a visual internal inspection in conjunctions with the external visual inspection or a hydrostatic or pneumatic pressure-test of the cargo tank.

We are revising paragraph (d)(1) to provide the correct references for hydrostatic and pneumatic testing of cargo tanks where a visual inspection is precluded because the cargo tank is lined, coated, insulated or designed so as to prevent access for external inspection.

In response to NTSB recommendation H–95–14, we are revising paragraph (d)(4) to require thickness testing of ring stiffeners and appurtenances on cargo tanks constructed of mild steel or high-strength, low-alloy steel and aluminum that are installed in a manner that precludes an external visual inspection of the cargo tank.

We are revising paragraph (g) to replace the term “re-closing pressure relief valve” with “self-closing pressure relief valve.” This change clarifies that loading and unloading vents that open and close mechanically during loading and unloading operations are not subject to the bench testing requirements. The revision specifies that self-closing pressure relief devices, such as normal vents (1 psig vents) installed on MC 306 and DOT 406 cargo tanks and emergency relief vents, must be removed from the cargo tank for inspection and testing or replaced in conjunction with the pressure test. However, normal vents are to be tested in according to criteria established by the vent manufacturer, while we specify in this section the test for emergency relief vents. As well, we are revising paragraph (g)(1)(iv) to clarify that, during required pressure tests, a cargo tank may not be subjected to pressures that exceed those identified in the table in paragraph (g)(1)(iv). In addition, paragraph (g)(1)(v) is removed because the 5-year phase in period has expired.

We are revising paragraph (g)(4) as requested in petitions (P–1199) and (P–1262) from NTTC and TTMA, respectively. NTTC members who own and operate DOT-specification CTMVs with external heating systems have found that these systems often cannot withstand 1.5 times the design pressure as currently specified in paragraph (g)(4). The most vulnerable parts of the typical external heating system are the flexible connectors (rubber or elastomeric) that are used to interconnect heat exchanger panels. Because these heating systems are covered with insulation, a test failure can cause expensive, time-consuming repairs. Evidently, before the adoption of Part 180 periodic testing, system designers made no provision for testing at 1.5 times operational conditions, a level that is routinely recognized in the design of conventional piping systems. For these reasons, NTTC and TTMA

asked RSPA to reduce the test pressure to the maximum operating pressure of each system.

We are revising paragraph (h)(1) to require internal and external self-closing stop valves to be tested during the leak test, adjacent tanks in a multi-compartment CTMV to be separately tested, and cargo tanks in liquefied compressed gas service to be externally inspected for leaks during leakage tests by a means other than using a pressure gauge.

This final rule adds paragraph (h)(1)(iv) to require MC 330 or MC 331 cargo tanks in dedicated service for anhydrous ammonia to be leakage tested at not less than 414 kPa (60 psig). In addition, we are adding paragraph (h)(1)(v) to require non-specification cargo tanks subject to testing under § 173.8(d)(6) to be leak tested at a pressure of 16.5 kPa (2.4 psig). Section 173.8 requires non-specification cargo tanks authorized by that section to be tested and inspected in the same manner as required for an MC 306 CTMV. Many non-specification cargo tanks are not marked with a MAWP or design pressure. This requirement ensures that these cargo tanks are leakage tested in the same manner as MC 306 CTMVs.

We are revising paragraph (h)(2) to clarify the parameters for testing cargo tanks used to transport petroleum distillate fuels that are equipped with vapor recovery systems. These cargo tanks may be tested in accordance with EPA’s annual certification test requirements as set forth in 40 CFR 63.425(e). To satisfy the leakage test requirements, however, the Method 27 test must be performed using air. We believe that the pneumatic test is a better test method for detecting leaks in low pressure tests.

We are revising paragraph (i) and the titles of the tables in § 180.407(i)(5) by adding wording that is consistent with the proposed minimum thickness requirements in § 178.320(a).

Also, this final rule revises paragraph (i)(6) to change the wording “maximum lading density” to “maximum weight of lading or reduced maximum working pressure, or combinations thereof,” and to make other relevant editorial revisions. This change is consistent with cargo tank design practices that evaluate both the weight of lading carried by the cargo tank and the pressure on the cargo tank wall as determining factors for minimum in-service thickness.

To clarify the minimum thickness requirements, we are adding paragraphs (i)(9) and (i)(10). Paragraph (i)(9) specifies the minimum thickness for MC 331 cargo tanks and paragraph (i)(10)