

provision that allows the REE to be stamped by persons other than the cylinder manufacturer. This fact was verified with CGA.

Section 173.304. For uniformity with other references in the HMR, the reference to temperature “54 °C (130 °F)” is revised to read “55 °C (131 °F).”

Section 173.304a. In paragraph (a)(2) table the heading reference “§§ 173.301(a)(1), 173.301(a)(4)” in column three is revised to read “§§ 173.301(l), 173.301a(e), and 180.205(a)” for consistency with the provisions in the HMR. For uniformity with other temperature references in the HMR, we are revising the wording “Not liquid full at 130 °F” and “Not liquid at 130 °F” to read “Not liquid full at 131 °F” in the following entries: “Dichlorodifluoromethane and difluoroethane mixture,” “Insecticide, gases liquefied,” “Liquefied nonflammable gases, other than classified flammable, corrosive, toxic & mixtures or solution thereof filled w/ nitrogen, carbon dioxide, or air,” and “Methyl acetylene-propadiene, mixtures, stabilized.”

We are correcting several shipping names by replacing the word “inhibited” with the word “stabilized” for the entries, “Tetrafluoroethylene/inhibit,” “Trifluorochloroethylene, inhibited,” “Vinyl fluoride, inhibited,” and “Vinyl methyl ether, inhibited.” These changes were adopted in a separate final rule (Docket No. RSPA–2000–7702 (HM–215D), June 21, 2001, 66 FR 33316) that made revisions to harmonize the HMR with the standards contained in the UN Model Regulations.

In paragraph (c), for uniformity with other references in the HMR, we are revising the reference temperature “54 °C (130 °F)” to read “55 °C (131 °F).”

In paragraph (d), the specific gravity “9.504” is in error. We are correcting the value to read “0.504.”

Section 173.305. In paragraph (b), for uniformity with other references in the HMR, we are revising the reference temperature “54 °C (130 °F)” to read “55 °C (131 °F).”

Section 173.306. In paragraph (g)(5), we are revising the reference “§ 173.301(a)(8)” to correctly reference the outer packaging requirements for cylinders that are now contained in § 173.301(h).

Part 177

Section 177.840. As discussed earlier in this preamble, we are revising paragraph (a)(1) to apply the requirement that a cylinder fitted with a PRD must be in communication with the vapor space to Division 2.1 (flammable gas) material, only.

An appellant states that paragraph (a)(1), as written, prohibits the use of other freight as a means of securement to prevent movement of cylinders under normal conditions of transportation. Also read literally, the wording requires boxes containing cylinders to be securely attached to the motor vehicle. The appellant states that for-hire carriers cannot comply with the requirements. It was not our intent to require that the boxes be attached to the vehicle. We are revising the wording in this paragraph for clarity. However, as adopted in the August 8, 2002 final rule, the cylinders must be secured on the vehicle to prevent their being shifted, overturned or ejected from the vehicle under normal transportation conditions. Further, because we are continuing to allow the protection of the valves to be met by loading the cylinder in an upright position under § 173.301(h)(2) of this final rule, it is crucial that the cylinders be properly secured and restrained during transportation. Depending on the size and weight of the cylinders, the use of other freight as the sole means of securement may not be entirely sufficient.

Part 178

Section 178.46. An appellant requests that the maximum amount of lead (Pb) and bismuth (Bi) for aluminum alloy 6061 be changed to 0.003 percent from 0.005 percent for consistency with the values adopted in ISO 7866 and the UN Model Regulations. As we stated in the August 8, 2002 final rule, we adopted the limits based on chemical composition prescribed for unlisted metallic elements specified in Table 1 of ASTM B221. We plan to address cylinders manufactured to the UN Model Regulations in a future rulemaking.

Part 180

Section 180.203. NPGA requests a revision of the definition of “commercially free of corrosive components” to include a reference to Table 1 in the Gas Processors Association (GPA) Standard 2140. In the final rule, we provided for cylinders used for petroleum gases meeting the moisture and corroding component limits in ASTM D–1835, “Standard Specification for Liquefied Petroleum (LP) Gases,” to be given an external visual inspection in place of a pressure test. We adopted this provision in § 180.209, in paragraph (e) and the table in paragraph (g). NPGA states that GPA 2140, “Liquefied Petroleum Gas Specification and Test Methods” is a technically equivalent standard to ASTM D–1835 and contains the same

provisions relative to moisture content and control of sulfur compounds as the ASTM standard. NPGA expresses concern that propane marketers whose supplier contracts may reference GPA 2140 rather than ASTM D–1835 could effectively be precluded from performing external visual inspections. We do not agree that the definition for “commercially free of corrosive components” should be revised. We are including a provision to recognize standards that are equivalent to ASTM D–1835 in § 180.209(e) and the table in paragraph (g).

An appellant requests a revision to the definition of “Non-corrosive service” to specifically include oxygen. The appellant states that including oxygen will allow cylinders used in oxygen service to be periodically retested once every 10 years instead of once every five years. We do not agree that the definition for “non-corrosive service” should be revised to include oxygen. Oxygen may be corrosive when it contains moisture or other impurities. Furthermore, current § 180.209(b) provides that a DOT 3A or 3AA cylinder may be requalified every ten years instead of five years if used for oxygen that is commercially free of corroding components.

An appellant requests a revision to the definition of “Over-heated” to add a statement that reads “WARNING: This requirement pertains to an instantaneous heating. This requirement does not imply that heating cylinders at slightly lower temperatures for longer periods of time is an acceptable practice. Before heating cylinders for any purpose, the manufacturer should be contacted for time and temperature relationships and limits.” The appellant states that there is a time requirement that must be considered when heating cylinders. The effects on the material are cumulative. Therefore, this warning statement alerts the user to the time interval associated with proposed temperature and to contact the manufacturer for heating operations. We agree that metal degradation is dependent on both temperature and time. However, we do not agree the definition of “over-heated” should be revised. The definition of “over-heated” in § 180.203 applies to the condemnation criteria for aluminum cylinders during the requalification process and not to instances which may require a cylinder to be heated. Therefore, revising the definition to include a warning statement is not warranted. We recommend that users contact the manufacturers for restrictions on heating aluminum cylinders.