

requirement for packagings containing hazardous materials being transported by aircraft. See § 172.321 for the discussion on this requirement.

Section 173.62. In § 173.62, in the paragraph (b) Explosives Table, the entry “UN0503” is added to the packing instruction P135. This is consistent with international regulations. UN0503 is assigned to the proper shipping name “Air bag inflators, or Air bag modules, or Seat-belt pretensioners,” Division 1.4G (also see § 172.101, HMT). The Class 9 “Air bag inflators, or Air bag modules, or Seat-belt pretensioners” entry continues to be packaged in accordance with § 173.166.

In addition, the obsolete ID number UN0223 is removed from the packing instruction 112(b) in the Explosives Packing Instructions Table. The entry was removed from the § 172.101 Table in a previous rulemaking.

Section 173.115. In paragraphs (d) and (e), we are amending the regulatory text that describes “non-liquefied compressed gas” and “liquefied compressed gas.” The amendment revises the reference temperature from 20 °C to –50 °C, consistent with internationally accepted definitions for gases and consistent with the twelfth edition of the UN Recommendations.

We are also dividing compressed liquefied gases into high and low pressure categories. The UN Subcommittee revised the terminology for gases to align it with the terminology used in the International Organization for Standardization (ISO) Standard 10286. This standard establishes the terminology applicable to gas cylinders and provides definitions for gases. The new regulatory text affects 11 entries in the § 172.101 Table by removing the word “compressed” from the proper shipping names. Under a separate rulemaking, we will address whether the affected gases should be reassigned to more appropriate packagings sections, such as revising the packaging authorization from § 173.302 to § 173.304 in Column (8B) in the § 172.101 Table. We will also address the use of the high- and low-pressure compressed liquefied gas designations.

Sections 173.152, 173.153 and 173.154. The following sections are revised by increasing the inner packaging net capacity limit for Packing Group III liquids from 4 L (1.1 gal) to 5 L (1.3 gal): § 173.152(b)(2), exceptions for Division 5.1 oxidizers and Division 5.2 organic peroxides; § 173.153(b)(1), exceptions for Division 6.1 poisonous materials; and § 173.154(b)(2), exceptions for Class 8 corrosive materials. Section 173.152(b)(4)(ii) is also revised by raising the net capacity

of inner packagings containing PG II flammable liquids in polyester resin kits from 1 L (0.3 gal) to 5 L (1.3 gal) each.

Section 173.159. A new sentence is added to paragraph (a) requiring packagings for certain batteries to include an acid/alkali proof liner or a supplementary packaging with sufficient strength and adequate sealant to prevent leakage of electrolyte fluid in the event of spillage. This requirement applies to packagings transported by aircraft and containing electric storage batteries with electrolyte acid or alkaline corrosive battery fluid.

A new paragraph (d)(4) is added to require non-spillable batteries, that are excepted from all other requirements of the HMR, to meet the condition that at a temperature of 55 °C (131 °F), the electrolyte will not flow from a ruptured or cracked case and there is no free, unabsorbed liquid in the battery.

Section 173.161. We are revising this section to specify the packaging requirements for chemical and first aid kits consistent with international standards. We received several comments stating that in paragraph (b), as proposed, the first sentence suggests we are requiring specification packaging for air transport. This was not our intent. The “except when offered by air” phrase was intended to apply only to labeling. Therefore, we are revising the first sentence to indicate chemical and first aid kits are excepted from specification packagings for all modes of transportation.

Section 173.166. This section is revised consistent with the removal of the Division 2.2 entry for “Air bag inflators, compressed gas or Air bag modules, compressed gas or Seat-belt pretensioners, compressed gas,” UN3353 (see § 172.101, HMT). We are authorizing reclassification to Class 9 without further testing for air bag inflators, air bag modules and pretensioners previously approved for transportation as Division 2.2. We received comments from NAAHAC supporting the adoption of this revision.

Section 173.185. Paragraphs (e)(4) and (e)(7) are revised and a new paragraph (k) is added. We are combining paragraphs (e)(4) and (e)(5) into one paragraph, (e)(4), and removing and reserving paragraph (e)(5).

The revised paragraph (e)(4) allows the use of dividers or other suitable means as alternative methods to inner packagings for effective means of preventing short circuits of lithium cells and batteries.

Based on a comment that was beyond the scope of the HM–215D final rule, we are revising paragraph (e)(7) by applying the prohibition to offer for

transportation or transport certain cells and batteries to only those with a liquid cathode containing sulfur dioxide, sulfuryl chloride or thionyl chloride. Prior to this amendment, any cell or battery with a cell that has been discharged to the extent that the open circuit voltage is less than 2 volts, or less than two-thirds of the open circuit voltage of the fully charged cell, whichever is less, is prohibited from being offered for transportation or transported. We are including sulfuryl chloride in this amendment. The UN Recommendations do not include this prohibition. The reduced voltage condition was included in the HMR to address lithium sulfur dioxide, sulfuryl chloride and lithium thionyl chloride primary batteries on the basis of safety issues with low-voltage cells. The lithium sulfur dioxide batteries present hazards in transportation when the sulfur dioxide is depleted. The depletion can cause the removal or breakdown of the passivation film on the lithium anode which could result in a undesirable exothermic reaction of the lithium metal and the electrolyte solvent leading to high temperatures, cell venting, cell rupture, and fires. In addition, a new paragraph (k) is added to allow batteries with a mass of 12 kg or greater and having strong, impact-resistant outer casings to be packed in strong outer packagings, protective enclosures, or unpacked on pallets. Packaging in this manner may be transported by cargo-only aircraft and is permitted only with the approval of the Associate Administrator.

Additional amendments to the requirements for lithium batteries are being addressed in a separate rulemaking, under Docket HM–224C (NPRM published on April 2, 2002, 67 FR 15510). One of the proposals under Docket HM–224C addresses a reorganization of § 173.185.

Section 173.216. We are moving the exceptions for asbestos in paragraph (b) to a new special provision (see Special Provision 156 in § 172.102). Paragraph (b) excepts asbestos immersed or fixed in a natural or artificial binder material and also excepts asbestos contained in manufactured products. We understand that because the exception is located in § 173.216 and referenced in Column (7) of the HMT for non-bulk packagings, the exception appears to be limited to non-bulk packagings. To clarify the applicability, we are removing and reserving paragraph (b) and transferring the exception to new Special Provision 156. The exception continues to apply to three entries, “Blue asbestos (Crocidolite) or Brown asbestos (amosite, miosorite),” UN2212, “White