

■ 152. In § 179.2, paragraph (a)(8) is revised to read as follows:

**§ 179.2 Definitions and abbreviations.**

(a) \* \* \*

(8) *NPT* means an American Standard Taper Pipe Thread conforming to the requirements of NBS Handbook H-28 (IBR, see § 171.7 of this subchapter).

\* \* \* \* \*

■ 153. Section 179.6 is revised to read as follows:

**§ 179.6 Repairs and alterations.**

For procedure to be followed in making repairs or alterations, see appendix R of the AAR Specifications for Tank Cars (IBR, see § 171.7 of this subchapter).

■ 154. In § 179.7, paragraph (b)(8) is revised to read as follows:

**§ 179.7 Quality assurance program.**

\* \* \* \* \*

(b) \* \* \*

(8) Provisions indicating that the requirements of the AAR Specifications for Tank Cars (IBR, see § 171.7 of this subchapter), apply.

\* \* \* \* \*

■ 155. In § 179.15, paragraphs (a), (c), (d), and (h) are revised to read as follows:

**§ 179.15 Pressure relief devices.**

\* \* \* \* \*

(a) *Performance standard.* Each tank must have a pressure relief device, made of materials compatible with the lading, having sufficient flow capacity to

prevent pressure build-up in the tank to no more than the flow rating pressure of the pressure relief device in fire conditions as defined in appendix A of the AAR Specifications for Tank Cars (IBR, see § 171.7 of this subchapter).

\* \* \* \* \*

(c) *Flow capacity of pressure relief devices.* The total flow capacity of each reclosing and nonreclosing pressure relief device must conform to appendix A of the AAR Specifications for Tank Cars.

(d) *Flow capacity tests.* The manufacturer of any reclosing or nonreclosing pressure relief device must design and test the device in accordance with appendix A of the AAR Specifications for Tank Cars.

\* \* \* \* \*

(h) *Marking of pressure relief devices.* Each pressure relief device and rupture disc must be permanently marked in accordance with the appendix A of the AAR Specifications for Tank Cars.

■ 156. In § 179.16, paragraphs (c)(2) and (c)(3) are revised to read as follows:

**§ 179.16 Tank-head puncture-resistance systems.**

\* \* \* \* \*

(c) \* \* \*

(2) The design and test requirements of the full-head protection (shields) or full tank-head jackets must meet the impact test requirements in Section 5.3 of the AAR Specifications for Tank Cars (IBR, see § 171.7 of this subchapter).

(3) The workmanship must meet the requirements in Section C, Part II, Chapter 5, of the AAR Specifications for Design, Fabrication, and Construction of Freight Cars (IBR, see § 171.7 of this subchapter).

■ 157. Section 179.20 is revised to read as follows:

**§ 179.20 Service equipment; protection systems.**

If an applicable tank car specification authorizes location of filling or discharge connections in the bottom shell, the connections must be designed, constructed, and protected according to paragraphs E9.00 and E10.00 of the AAR Specifications for Tank Cars (IBR, see § 171.7 of this subchapter).

■ 158. In § 179.22, paragraph (a) is revised to read as follows:

**§ 179.22 Marking.**

\* \* \* \* \*

(a) Each tank car must be marked according to the requirements in appendix C of the AAR Specifications for Tank Cars (IBR, see § 171.7 of this subchapter).

\* \* \* \* \*

■ 159. In § 179.100–7, the table in paragraph (a), paragraph (b) introductory text, and paragraph (c)(2)(i) introductory text are revised to read as follows:

**§ 179.100–7 Materials.**

\* \* \* \* \*

(a) \* \* \*

Specifications	Minimum tensile strength (p.s.i.) welded condition <sup>1</sup>	Minimum elongation in 2 inches (percent) welded condition (longitudinal)
AAR TC 128, Gr. B .....	81,000	19
ASTM A 302 <sup>2</sup> , Gr.B .....	80,000	20
ASTM A 516 <sup>2</sup> .....	70,000	20
ASTM A 537 <sup>2</sup> , Class 1 .....	70,000	23

<sup>1</sup> Maximum stresses to be used in calculations.

<sup>2</sup> These specifications are incorporated by reference (IBR, see § 171.7 of this subchapter).

(b) *Aluminum alloy plate:* Aluminum alloy plate material used to fabricate tank shell and manway nozzle must be suitable for fusion welding and must comply with one of the following specifications (IBR, see § 171.7 of this subchapter) with its indicated minimum tensile strength and elongation in the welded condition. \* \* \*

(c) \* \* \*

(2) \* \* \*

(i) High alloy steels used to fabricate tank must be tested in accordance with the following procedures in ASTM A 262, "Standard Practices for Detecting

Susceptibility to Intergranular Attack in Austenitic Stainless Steel" (IBR, see § 171.7 of this subchapter), and must exhibit corrosion rates not exceeding the following: \* \* \*

\* \* \* \* \*

■ 160. In § 179.100–9, paragraph (a) is revised to read as follows:

**§ 179.100–9 Welding.**

(a) All joints shall be fusion-welded in compliance with the requirements of AAR Specifications for Tank Cars, appendix W (IBR, see § 171.7 of this subchapter). Welding procedures,

welders and fabricators shall be approved.

\* \* \* \* \*

■ 161. In § 179.100–10, paragraph (a) is revised to read as follows:

**§ 179.100–10 Postweld heat treatment.**

(a) After welding is complete, steel tanks and all attachments welded thereto must be postweld heat treated as a unit in compliance with the requirements of AAR Specifications for Tank Cars, appendix W (IBR, see § 171.7 of this subchapter).

\* \* \* \* \*