(6) *Accident damage protection.* For transportation by highway, external loading and unloading valves and closures must be protected from impact damage resulting from collision or overturn. Spraying equipment and the road oil application portion of a packaging are excepted from this requirement.

(7) *New construction.* Specification packagings that are being manufactured for the transport of elevated temperature materials must be authorized for current construction.

(h) *Exceptions.*

(1) *General.* Packagings manufactured for elevated temperature materials service prior to October 1, 1993, which are not in full compliance with the requirements in paragraph (g) of this section, may continue in service if they meet the applicable requirements of subparts A and B of this part and meet the closure requirements in paragraph (g)(2) of this section by March 30, 1995.

(2) *Kettles.* Kettles in service prior to October 1, 1993, which are used to transport asphalt or bitumen, are excepted from specific provisions of this section as follows:

(i) Kettles with a total capacity of less than 2650 L (700 gallons), which are not in full compliance with the requirements of paragraph (g) of this section, may continue in elevated temperature material service if they meet the applicable requirements of subparts A and B of this part and if, after March 30, 1995, closures are secured during transport to resist opening in an overturn.

(ii) Kettles with a total capacity of 2650 L (700 gallons) or more, which are not in full compliance with the requirements of paragraph (g) of this section, may continue in elevated temperature material service if they meet the applicable requirements of subparts A and B of this part and if, after March 30, 1995, closures are secured during transport to resist opening in an overturn and no opening exceeds 46 cm ^{2}(7.1 in^2).

(3) *Molten metals and molten glass.* This section does not apply to packagings used for transportation of molten metals and molten glass by rail when movement is restricted to operating speeds less than 15 miles per hour. (See §172.203(g)(3) of this subchapter for shipping paper requirements.

(4) *Solid elevated temperature materials.* A material which meets the definition of a solid elevated temperature material is excepted from all requirements of this subchapter except §172.325 of this subchapter.

§173.249 Bromine.

When §172.101 of this subchapter specifies that a hazardous material be packaged under this section, only the following bulk packagings are authorized, subject to the requirements of Subparts A and B of Part 173 of this subchapter and the special provisions specified in Column 7 of the §172.101 Table.

(a) Class DOT 105A300W or 105A500W tank cars. Class 105A500W tank cars may be equipped with manway cover plates, pressure relief valves, vent valves, and loading/unloading valves that are required on Class 105A-300W tank cars. Tank cars must conform with paragraphs (d) through (f) of this section.

(b) Specification MC 310, MC 311, MC 312 or DOT 412 cargo tank motor vehicles conforming with paragraphs (d) through (f) of this section. The total quantity in one tank may not be less than 88 percent nor more than 96 percent of the volume of the tank. Cargo tanks in bromine service built prior to August 31, 1991 may continue in service under the requirements contained in §173.252(a)(4) of this part in effect on September 30, 1991.

(c) Specification IM 101 portable tanks conforming with paragraphs (d) through (f) of this section. The total quantity in one tank may not be less than 88 percent nor more than 92 percent of the volume of the tank.

(d) The tank must be made from nickel-clad or lead-lined steel plate. Nickel cladding or lead lining must be on the inside of the tank. Nickel cladding must comprise at least 20 percent of the required minimum total thickness. Nickel cladding must conform to ASTM Specification B162-69. Lead lining must be at least 4.763 mm (0.188 inch) thick. All tank equipment and appurtenances in contact with the lading must be lined or made from metal not subject to deterioration by contact with lading.

(e) Maximum filling density is 300 percent of the tank's water capacity. Minimum filling density is 287 percent of the tank's water capacity. Maximum water capacity is 9,253 kg (20,400 pounds) for DOT 105A300W tank cars. Maximum quantity of lading in DOT 105A300W tank cars is 27,216 kg (60,000 pounds). Maximum water capacity is 16,964 kg (37,400 pounds) for DOT 105A500W tank cars and DOT 105A500W tank cars equipped as described in paragraph (a) of this section. Maximum quantity of lading in DOT 105A500W tank cars is 49,895 kg (110,000 pounds).

(f) Tank shell and head thickness for cargo tank motor vehicles and portable tanks must be at least 9.5 mm (0.375 inch) excluding lead lining.

Subpart G — Gases; Preparation and Packaging

§173.300 [Reserved]

§173.300a Approval of independent inspection agency.

(a) Any person who (1) does not manufacture cylinders for use in the transportation of hazardous materials and (2) is not directly or indirectly controlled by any person or firm which manufactures cylinders for use in the transportation of hazardous materials, may apply to the Department of Transportation for approval as an independent inspection agency for the purpose of performing cylinder inspections and verifications required by Part 178 of this subchapter.

(b) Each application filed under this section for approval as an independent inspection agency must:

(1) Be submitted in writing to: Associate Administrator for Hazardous Materials Safety, U.S. Department of Transportation, Washington, DC 20590-0001;

(2) State the name, address, principal business activity, and telephone number of the applicant and the name and address of each facility where tests and inspections are to be performed;

(3) State the name, address and principal business activity of each person having any direct or indirect ownership interest in the applicant greater than three percent and of each subsidiary or division of the applicant;

(4) If the applicant is not a permanent resident of the United States, include a designation of a permanent resident of the United States as his agent for service of process in accordance with §107.7 of this title;

(5) Set forth a detailed description of the inspection and testing facilities to be used by the applicant and the applicant's capability to perform the inspections and verify the tests required by Part 178 of this subchapter;

(6) Identify by name each individual whom the applicant proposes to employ as an inspector responsible for certifying inspection and test results and a statement of that person's qualifications; and

(7) Specify the identification or qualification number assigned to each inspector who is supervised by a certifying inspector identified in §173.300a(b)(6).

(c) Upon the request of the Associate Administrator for Hazardous Materials Safety the applicant shall allow the Associate Administrator or his or her representative to inspect the applicant's inspection and testing facilities. In the case of inspection and testing facilities located outside the United States, the applicant shall bear the cost of the inspection.

(d) If, on the basis of information submitted in the application and his own investigation, the Associate Administrator for Hazardous Materials Safety finds that the applicant is qualified to perform the inspections and verifications required by Part 178 of this subchapter for cylinders to be used in the transportation of hazardous materials, he issues an approval subject to such terms and conditions as he considers necessary. After approval, the Associate Administrator for Hazardous Materials Safety, may authorize, upon request, the independent inspection agency to perform other inspections and functions for which the Associate Administrator for Hazardous Materials Safety, finds the applicant to be qualified. Such additional authorizations will be noted on each inspector's approval documents.

(e) The Associate Administrator for Hazardous Materials Safety will issue an approval as an independent inspection agency for the purpose of performing inspections and verifications within the United States to any competent and disinterested inspector of cylinders so designated by the Bureau of Explosives before May 1, 1976, who submits a copy of that designation by July 15, 1976, together with the name, the assigned identification or qualification number, and a statement of the qualifications of each person employed as an inspector under that designation to: Associate Administrator for Hazardous Materials Safety, U.S. Department of Transportation, Washington, DC 20590-0001.

(f) Notwithstanding any requirement of this subchapter to the contrary, between May 30, 1976, and August 15, 1976, inspections and verifications required by Part 178 of this subchapter may be performed within the United States by any competent and disinterested inspector so designated by the Bureau of Explosives prior to May 1, 1976.

(g) An approval issued under this section is not transferable and is effective until surrendered or withdrawn or otherwise terminated by the Associate Administrator for Hazardous Materials Safety.

(h) The holder of an approval issued under this section shall notify the Associate Administrator for Hazardous Materials Safety within 20 days after the date there is any change in the information submitted in the application for the approval.

(i) Upon the request of the Associate Administrator for Hazardous Materials Safety the holder of an approval issued under this section shall allow the Director to inspect the holder's inspection and testing facilities and shall make available for inspection the holder's records pertaining to inspections and verifications required by Part 178 of this subchapter. In the case of inspection and testing facilities located outside the United States and records made available for inspection outside the United States, the holder shall bear the costs of inspection.

§173.300b Approval of non-domestic chemical analyses and tests.
(a) Any person who manufactures cylinders outside the United States may apply to the Department for approval to have the chemical analyses and tests of those cylinders required by Part 178 of this subchapter performed outside the United States for the purpose of qualifying them for use in the transportation of hazardous materials to, from or within the United States.

(b) Each application filed under this section for approval to perform chemical analyses and tests of cylinders outside the United States must:

(1) Be submitted in writing to: Associate Administrator for Hazardous Materials Safety, U.S. Department of Transportation, Washington, DC 20590-0001;

(2) State the name, address, and telephone number of the applicant and the name, address and a description of each facility at which cylinders are to be manufactured and chemical analyses and tests are to be performed;

(3) If the applicant is not a resident of the United States, include a designation of a permanent resident of the United States as his agent for service of process in accordance with §107.7 of this title;

(4) Set forth complete details concerning the dimension, materials of construction, wall thickness, water capacity, shape, type of joints, location and size of openings and other pertinent physical characteristics of each specification cylinder for which approval is being requested, including calculations for cylinder wall stress and wall thickness which may be shown on a drawing or on separate sheets attached to a descriptive drawing. If units of weights and measures are expressed in the metric system, they must also be stated in the English system equivalents; and

(5) Identify the independent inspection agency to be used.

(c) Upon the request of the Associate Administrator for Hazardous Materials Safety the applicant shall allow the Director to inspect the applicant's cylinder manufacturing and testing facilities and shall provide such materials and cylinders for analyses and tests as the Director may specify. The applicant shall bear the cost of the inspections, analyses, and tests.

(d) If, on the basis of the information submitted in the application and his own investigation, the Associate Administrator for Hazardous Materials Safety finds that the applicant has the proper manufacturing equipment and facilities and is otherwise capable of insuring the proper performance of the chemical analyses and tests required by Part 178 of this subchapter for cylinders to be used in the transportation of hazardous materials, he issues an approval, subject to such terms and conditions as he considers necessary.

(e) An approval issued under this section is not transferable and is effective until surrendered or withdrawn or otherwise terminated by the Associate Administrator for Hazardous Materials Safety.

(f) The holder of an approval issued under this section shall notify the Associate Administrator for Hazardous Materials Safety within 20 days after the date there is any change in the information submitted in the application for the approval.

(g) Upon the request of the Associate Administrator for Hazardous Materials Safety the holder of an approval issued under this section shall allow the Director to inspect the holder's cylinder manufacturing and testing facilities, any cylinder manufactured under that approval, the holder's inspection and test records, and technical data files pertaining to any cylinder manufactured under that approval. In the case of facilities located outside the United States, or cylinders, records or files made available for inspection outside the United States, the holder shall bear the costs of inspection.

§173.300c Termination of approval.
(a) The Associate Administrator for Hazardous Materials Safety may terminate an approval issued under §173.300a or §173.300b of this subpart if he determines:

(1) That information upon which approval was based is fraudulent or substantially erroneous;

(2) That the holder has not complied with Subchapter C of this chapter;

(3) That, in the case of an independent inspection agency, the agency or an employee thereof is or appears to be controlled or improperly influenced by cylinder manufacturing interests;

(4) That the holder is subject to an outstanding final judgment of a Federal court which concerns the enforcement of Subchapter C of this chapter and which has not been satisfied within a reasonable period of time; or

(5) That continuation of the approval is not consistent with the requirements of transportation safety.

(b) The Associate Administrator for Hazardous Materials Safety, before he terminates an approval issued under §173.300a or §173.300b of this subpart, notifies the holder in writing of the reasons therefor and provides the holder an opportunity to show why the approval should not be terminated.

§173.301 General requirements for shipment of compressed gases in cylinders and spherical pressure vessels.[1]

(a) *Gases capable of combining chemically.* A cylinder charged with compressed gas must not contain gases or materials that are capable of combining chemically with each other or with the cylinder material so as to endanger its serviceability. See §173.34(e)(17) regarding the requalification of a cylinder that previously contained a corrosive liquid.

(b) *Ownership of container.* A container charged with a compressed gas must not be shipped unless it was charged by or with the consent of the owner of the container.

(c) *Retest of container.* A container for which prescribed periodic retest has become due must not be charged and shipped until such retest has been properly made.

(d) *Manifolding containers in transportation.* No means of interconnecting such as manifolding of individual containers may be employed for the transportation of compressed gases, except as hereinafter authorized. Containers so manifolded shall be supported and held together as a unit by structurally adequate means. Safety relief devices on manifolded horizontal containers charged with flammable compressed gas shall be arranged to discharge upward and unobstructed to the open air in such a manner as to prevent any impingement of escaping gas upon the containers.

(1) Manifolding is authorized for containers of the following gases: argon, air, carbon dioxide, helium, neon, nitrogen, nitrous oxide, oxygen or sulfur hexafluoride provided that each container is individually equipped with pressure relief devices as required by §173.34(d) or §173.315(i).

(2) Manifolding is authorized for specification cylinders containing the following nonliquefied gases: boron trifluoride, carbon monoxide, ethylene, hydrogen, hydrocarbon gases, methane, nitrogen trifluoride, and tetrafluoroethylene, inhibited, except that aluminum cylinders are not authorized for boron trifluoride or nitrogen trifluoride service. Individual cylinders must be equipped with approved pressure relief devices as required by §173.34(d) or §173.315(i) of this Part. Each cylinder must be equipped with an individual shutoff valve that must be tightly closed while in transit. Manifold branch lines of these individual shutoff valves must be sufficiently flexible to prevent damage to the valves which otherwise might result from the use of rigid branch lines. A temperature measuring device may be inserted in one cylinder of a manifold installation in place of the shutoff valve.

(3) Manifolding is authorized for specification cylinders containing the following gases: 1,1-Difluoroethylene, ethane, ethylene, hydrogen chloride, liquefied hydrocarbon gas, liquefied petroleum gas and propylene, except that aluminum cylinders are not authorized for hydrogen chloride service, provided each cylinder is equipped with approved pressure relief devices as required by §173.34(d) or §173.315(i) of this part: *and provided further,* that each cylinder is equipped with an individual shutoff valve that must be tightly closed while in transit. Each cylinder must be separately charged and means must be provided to insure that no interchange of cylinder contents can occur during transportation. Manifold branch lines to these individual shutoff valves must be sufficiently flexible to prevent injury to the valves which otherwise might result from the use of rigid branch lines.

(4) Manifolding is authorized for containers of acetylene, provided that each container is individually equipped with approved safety relief devices as required by §173.34(d): *And further provided,* That each container is equipped with an individual shutoff valve, or valves, which shall be tightly closed while

[1] Requirements covering cylinders are also applicable to spherical pressure vessels.

in transit. Manifold branch lines to these individual shutoff valves shall be sufficiently flexible to prevent injury to the valves which otherwise might result from the use of rigid branch lines. All manifold containers shall be transported in a vertical position. For the checking of tare weights or for replacement of solvent the container shall be removed from the manifold. This requirement is not intended to prohibit the charging of the acetylene cylinders while manifolded.

(5) Manifolding is authorized for cargo tanks of the following gas provided individual cargo tanks are equipped with the safety relief valves and gaging devices, as required by §173.315(h) and (i): *And further provided*, That each cargo tank is equipped with individual valve, or valves, which shall be tightly closed while in transit and that each such container must be separately charged: Anhydrous ammonia.

(e) *Container pressure.* The pressure in the container at 70°F must not exceed the service pressure for which the container is marked or designated, except as provided in §173.302(c).

> **Note 1:** In certain cases with liquefied gases the pressure at 70°F must be lower than the marked service pressure to avoid having a greater pressure at a temperature of 130°F than is permitted.

(1) For authorized containers not marked with a service pressure, the service pressure is designated as follows:

Specification marking	Service pressure—psig
DOT 3	1,800
3E	1,800
4	300
8	250
9	200
25	300
33	480
38	250
40	200
41	240

(2) For containers made prior to the effective date of specifications, the service pressure is designated as the same as for the same type of container made in accordance with current specifications.

(f) *Container pressure at 130°F.* The pressure in the container at 130°F shall not exceed 5/4 times the service pressure, except:

(1) Containers charged with acetylene, liquefied nitrous oxide and liquefied carbon dioxide.

(2) When a cylinder is charged in accordance with §173.302(c), the pressure in the cylinder at 130°F must not exceed 5/4 times the filling pressure authorized therein.

(g) *Container valve protection.* Containers charged with flammable, corrosive, or noxious gases, must have their valves protected by one of the following methods:

(1) By equipping the containers with securely attached metal caps of sufficient strength to protect the valves from injury during transit.

(2) By boxing or crating the containers so as to give proper protection to the valves.

(3) By so constructing the containers that the valve is recessed into the container or otherwise protected so that it will not be subjected to a blow when the container is dropped on a flat surface.

(4) By loading the containers compactly in an upright position and securely bracing in cars or motor vehicles, when loaded by the consignor and to be unloaded by the consignee.

(5) By equipping with valves strong enough to avoid damage during transit for containers containing non-liquefied gas under pressure not exceeding 300 psi at 70°F.

(h) *Compressed gas containers.* Compressed gases must be in metal containers built in accordance with the DOT specifications, as shown below, in effect at the time of manufacture, and marked as required by the specification and the regulation for retesting if applicable;

PACKAGINGS

DOT-2P
2Q
ICC-3[1]
DOT-3A
DOT-3AL
DOT-3AX
3A480X
3AA
DOT-3AAX
3B
3BN
3C
DOT-3D
3E
3HT
DOT-3T
4
4A
4AAA
4B
4B240FLW
4B240X[1]
4BA
DOT-4BW
4B240ET
4C
4D
4DA
4DS
4E
4L
5
5F
8
DOT-8AL
9[1]
ICC-25[1]
26[1]
33[1]
38[1]
DOT-39
40[1]
41[1]

(i) *Foreign cylinders in domestic use.* Except as provided in paragraph (j) of this section, a charged cylinder manufactured outside the United States may not be offered for transportation to, from, or within the United States unless it has been manufactured, inspected, and tested in accordance with the applicable DOT specification set forth in Part 178 of this subchapter.

(j) *Charging of foreign cylinders for export.*

(1) A cylinder manufactured outside the United States that has not been manufactured, inspected, tested and marked in accordance with part 178 of this subchapter may be charged with compressed gas in the United States, and shipped solely for export if it meets the following requirements, in addition to other requirements of the subchapter:

(i) It has been inspected, tested and marked (with only the month and year of retest) in conformance with the procedures and requirements of §173.34(e) or the Associate Administrator for Hazardous Materials Safety has authorized the charging company to fill foreign cylinders under an alternative method of qualification; and

(ii) It meets the maximum filling density and service pressure requirements of this part.

(2) The bill of lading or other shipping paper must identify the cylinder and carry the following certification: ''This cylinder has [These cylinders have] been retested and refilled in accordance with DOT requirements for export.''

(k) *Outside packagings.* Specification 2P, 2Q, 3E, 3HT, 4BA spherical type, 4D, 4DA, 4DS, 9[1], 39, 40[1], and 41[1] must be shipped in strong outside packagings, except that the 4BA spherical type may be securely mounted on pallets to provide protection for the spheres and any attachments.

(1) Outside packaging must provide protection for the cylinder. Unless the cylinder has a protective collar or neck ring, the outside packaging must provide protection to the valve against accidental functioning and damage.

(l) Specifications 3AX, 3AAX, and 3T cylinders are authorized for transportation only when horizontally mounted on a motor vehicle or in an ISO framework

[1] Use of existing cylinders authorized, but new construction not authorized.

or other framework of equivalent structural integrity. Cylinders may be transported in COFC or TOFC service only under conditions approved by the Associate Administrator for Safety, Federal Railroad Administration. Cylinder valves and safety devices must be protected as follows:

(1) Each cylinder must be fixed at one end of the vehicle or framework with provision for thermal expansion at the opposite end attachment.

(2) The valve and safety relief device protective structure must be sufficiently strong to withstand a force equal to twice the weight involved with a safety factor of four, based on the ultimate strength of the material used; and

(3) Each discharge for a safety relief device on a cylinder containing a flammable gas must be upward and unobstructed.

§173.302 Charging of cylinders with nonliquefied compressed gases.

(a) *Detailed requirements.* Nonliquefied compressed gases (except gas in solution) for which charging requirements are not definitely prescribed in §173.304(a)(2) must be shipped, subject to §173.301, and §173.305 in specification containers as follows:

(1) Specification 3[1], 3A, 3AA, 3B, 3C[1], 3D[1], 3E, 4[1], 4A[1], 4B, 4BA, 4BW, 4C[1], 25[1], 26[1], 33[1] or 38[1] (§§178.36, 178.37, 178.38, 178.42, 178.50, 178.51, 178.61 of this subchapter). See §§173.34 and 173.301(e).

> **Note 1:** Authorized cylinders containing oxygen which is continuously fed to tanks containing live fish may be shipped irrespective of the provisions of §173.24.

(2) Specification 3HT (§178.44 of this subchapter) cylinders for aircraft use only, having a maximum service life of 24 years. Authorized only for nonflammable gases. Cylinders must be equipped with safety relief devices only of the frangible disc type which meet the requirements of §173.34(d). Each frangible disc must have a rated bursting pressure which does not exceed 90 percent of the minimum required test pressure of the cylinder. Discs with fusible metal backing are not permitted. Spec. 3HT cylinders may be shipped only when packed in strong outside packagings.

(3) Specification 3AX, 3AAX, or 3T (§§178.36, 178.37, 178.45 of this subchapter) cylinders are authorized only for the following nonliquefied gases: Air, argon, boron trifluoride, carbon monoxide, ethane, ethylene, helium, hydrogen, methane, neon, nitrogen, or oxygen, except that specification 3T is not authorized for hydrogen. As used in this paragraph methane is a nonliquefied gas which has a minimum purity of 98.0 percent methane and which is commercially free of corroding components.

(4) Specification 39 (§178.65 of this subchapter) cylinder. For flammable gases, internal volume may not exceed 75 cubic inches. Aluminum cylinders are authorized for oxygen only under the following conditions:

(i) Cylinder threads must be straight threads;

(ii) Cylinder must be equipped only with brass or stainless steel valve; and

(iii) Each cylinder must be cleaned in compliance with the requirements of Federal Specification RR-C-901c, dated January 15, 1981, paragraphs 3.7.2 and 3.8.2. Cleaning agents equivalent to those specified in RR-C-901c, may be used; however any cleaning agent must not be capable of reacting with oxygen. One cylinder selected at random from a group of 200 or less cleaned at the same time, must be tested for oil contamination in accordance with specification RR-C-901c paragraph 4.4.2.3 and meet the standard of cleanliness specified.

(5) Specification 3AL (§178.46 of this subchapter) cylinders are authorized only for the following nonliquefied gases: air, argon, carbon monoxide, diborane, ethylene, helium, mercury free hydrogen, krypton, methane, nitrogen, neon, oxygen and xenon. Flammable gases shipped in 3AL cylinders are authorized only when transported by highway, rail and cargo-only aircraft. When used in oxygen service, aluminum cylinders must be in compliance with the following conditions:

(i) Cylinder must be equipped only with brass or stainless steel valve;

(ii) Cylinder must have only straight threads in the opening;

(iii) Each cylinder must be cleaned in compliance with the requirements of Federal Specification RR-C-901c, dated August 1, 1967, paragraphs 3.7.2, and 3.8.2. Cleaning agents equivalent to those specified in RR-C-901c may be used; however, any cleaning agent must not be capable of reacting with oxygen. One cylinder selected at random from a group of 200 or less, cleaned at the same time, must be tested for oil contamination in accordance with Specification RR-C-901b, paragraph 4.4.2.3, and meet the standard of cleanliness specified; and

(iv) The pressure in the cylinder may not exceed 3,000 psig at 70°F.

(b) *Filling limits.* (See §173.301(e).)

(c) *Special filling limits for Specifications 3A, 3AX, 3AA, 3AAX, and 3T cylinders.* Specifications 3A, 3AX, 3AA, 3AAX, and 3T (§§178.36, 178.37, 178.45 of this subchapter) cylinders may be charged with compressed gases, other than liquefied, dissolved, poisonous, or flammable gases to a pressure 10 percent in excess of their marked service pressure, provided:

(1) That such cylinders are equipped with frangible disc safety relief devices (without fusible metal backing) having a bursting pressure not exceeding the minimum prescribed test pressure.

(2) That the elastic expansion shall have been determined at the time of the last test or retest by the water jacket method.

(3) That either the average wall stress or the maximum wall stress does not exceed the wall stress limitation shown in the following table (see Notes 1, 2 and 3):

Type of steel	Average wall stress limitation	Maximum wall stress limitation
Plain carbon steels over 0.35 carbon and medium manganese steels	53,000	58,000
Steels of analysis and heat-treatment specified in Spec. 3M	67,000	73,000
Steel of analysis and heat-treatment specified in Spec DOT-3T	87,000	94,000
Plain carbon steels less than 0.35 carbon made prior to 1920	45,000	48.000

Note 1: The average wall stress shall be computed from the elastic expansion data using the following formula:

$$S = \frac{1.7EE}{KV \quad 0.4P}$$

where:

S = wall stress, pounds per square inch;

EE = elastic expansion (total less permanent) in cubic centimeters;

K = factor x 10^{-7}, experimentally determined for the particular type of cylinder being tested, or derived in accordance with CGA Pamphlet C-5;

V = internal volume in cubic centimeter (1 cubic inch = 16.387 cubic centimeters);

P = test pressure, pounds per square inch.

Formula derived from formula of Note 2 and the following:

$$EE = \frac{PKVD^2}{D^2 \quad d^2}$$

Note 2: The maximum wall stress shall be computed from the formula:

$$S = \frac{P(1.3D^2 + 0.4d^2)}{D^2 \quad d^2}$$

where:

S = wall stress, pounds per square inch;

P = test pressure, pounds per square inch;

D = outside diameter, inches;

$d = D\text{-}2t$, where t = minimum wall thickness determined by a suitable method

Note 3: Compliance with average wall stress limitation may be determined through computation of the elastic expansion rejection limit in accordance with CGA Pamphlet C-5 or through the use of the manufacturer's marked elastic expansion rejection limit (REE) on the cylinder.

(4) That an external and internal visual examination made at the time of test or retest shows the cylinder to be free from excessive corrosion, pitting, or dangerous defects.

(5) That a plus sign (+) be added following the test date marking on the cylinder to indicate compliance with paragraphs (c)(2), (3), and (4) of this section.

(d) *Fluorine.* Fluorine must be shipped in Specification 3A1000, 3AA1000, or 3BN400 (§178.36, §178.37 or §178.39 of this subchapter) cylinders without safety relief device and equipped with valve protection cap. Such containers must not be charged to over 400 psig at 70°F and must not contain over 6 pounds of gas.

(e) *Verification of container pressure.*

(1) Each day, the pressure in a container representative of that day's compression must be checked by the charging plant after the container has cooled to a settled temperature and a record of this test kept for at least 30 days.

(f) *Carbon monoxide.* Carbon monoxide must be shipped in a Specification 3A, 3AX, 3AA, 3AAX, 3AL, 3, 3E or 3T, (§§178.36, 178.37, 178.46, 178.42, 178.45 of this subchapter) cylinder having a minimum service pressure of 1,800 psig. The pressure in the cylinder must not exceed 1000 psig at 70°F

[1] Use of existing cylinders authorized, but new construction not authorized.

except that if the gas is dry and sulfur free, the cylinder may be charged to five-sixths of the cylinder service pressure or 2000 psig, whichever is the lesser. Specification 3AL cylinders are authorized only when transported by highway, rail and cargo-only aircraft.

(g) *Diborane and diborane mixtures.* Diborane and diborane mixed with compatible compressed gas in Specification 3AA1800 (§178.37 of this subchapter), cylinders. The maximum filling density of the diborane shall not exceed 7 percent. Diborane mixed with compatible compressed gas must not have a pressure exceeding the service pressure of the cylinder if complete decomposition of the diborane occurs. Cylinder valves must be protected either by metal caps or by overpacking cylinder in strong wooden boxes.

(h) *Poisonous mixtures.* Cylinders containing poison gases and poison gas mixtures meeting Division 2.3 *Hazard Zone A* must conform to the requirements of §173.40 of this part.

§173.303 Charging of cylinders with compressed gas in solution (acetylene).

(a) *Cylinder, filler and solvent requirements.* (Refer to applicable parts of Specification 8 and 8AL), Acetylene gas must be shipped in Specification 8 or 8AL (§178.59 or §178.60 of this subchapter) cylinders. The cylinders shall consist of metal shells filled with a porous material, and this material must be charged with a suitable solvent. The cylinders containing the porous material and solvent, shall be tested with satisfactory results in accordance with CGA Pamphlet C-12. Representative samples of cylinders charged with acetylene shall be tested with satisfactory results in accordance with CGA Pamphlet C-12.

(1) The specific gravity of acetone solvent in acetylene cylinders must be 0.796 or over at 15.5°C (59.9°F).

(2) The amount of solvent added in the refilling operation must not cause the tare weight of the cylinder to exceed its marked tare weight. The tare weight includes the weight of the cylinder shell, porous filling, valve, safety relief devices and solvent, but without removable cap.

(b) *Filling limits.* The pressure in cylinders containing acetylene gas must not exceed 250 psi at 70°F, and in case the cylinders are marked for a lower allowable charging pressure, at 70°F, then that pressure must not be exceeded.

(c) *Data requirements on filler and solvent.* Cylinders containing acetylene gas must not be shipped unless they were charged by or with the consent of the owner, and by a person, firm, or company having possession of complete information as to the nature of the porous filling, the kind and quantity of solvent in the cylinders, and the meaning of such markings on the cylinders as are prescribed by the Department's regulations and specifications applying to containers for the transportation of acetylene gas.

(d) *Verification of container pressure.*

(1) Each day, the pressure in a container representative of that day's compression must be checked by the charging plant after the container has cooled to a settled temperature and a record of this test kept for at least 30 days.

(e) *Prefill requirements.* Before each filling of an acetylene cylinder, the person filling the cylinder must visually inspect the outside of the cylinder in accordance with the prefill requirements contained in CGA Pamphlet C-13, Section 3.

§173.304 Charging of cylinders with liquefied compressed gas.

(a) *Detailed charging requirements.* Liquefied gases shall be charged in accordance with the specific provisions of paragraph (a)(2) of this section or paragraph (e) of this section. Where charging requirements are not specifically prescribed, liquefied gases, except gas in solution, must be shipped, subject to the applicable paragraphs under General Requirements for Shipment (see §173.301), the charging requirements of this section for liquefied compressed gas, or the charging requirements for mixtures (see §173.305), in containers manufactured under specifications, as follows:

(1) Specification 3[1], 3A, 3AA, 3B, 3BN, 3D[1], 3E, 4[1], 4A[1], 4B, 4BA, 4B240ET, 4BW, 4E, 9[1], 25[1], 26[1], 38[1], 39, 40[1], or 41[1], (§§178.36, 178.37, 178.38, 178.39, 178.42, 178.50, 178.51, 178.55, 178.61, 178.65, 178.68 of this subchapter), except that no Specification 4E, 9, 39, 40, 41 packaging may be charged and shipped with a mixture containing a pyroforic liquid, carbon bisulfide (disulfide), ethyl chloride, ethylene oxide, nickel carbonyl, spirits of nitroglycerin, or poisonous material (Division 6.1 or 2.3), unless specifically authorized in this part.

(2) The following requirements must be complied with for the gases named (for cryogenic liquids, see §173.316):

Kind of gas	Maximum permitted filling density (percent) (*see* Note 1)	Containers marked as shown in this column or of the same type with higher service pressure must be used except as provided in §173.34(a), (b), §173.301(j) (*see* notes following table)
Anhydrous ammonia	54	DOT-4; DOT-3A480; DOT-3AA480; DOT-3A480X; DOT-4A480; DOT-3; DOT-4AA480; DOT-3E1800; DOT-3AL480
Bromotri-fluoro-methane (R-13B1 or H-1301)	124	DOT-3A400; DOT-3AA400; DOT-3B400; DOT-4A400; DOT-4AA480; DOT-48400; DOT-4BA400; DOT-4BW400; DOT-3E1800; DOT-39; DOT-3AL400
Carbon dioxide (*see* notes 4, 7 and 8)	68	DOT-3A1800; DOT-3AX1800; DOT-3AA1800; DOT-3AAX1800; DOT-3; DOT-3E1800; DOT-3T1800; DOT-3HT2000; DOT-39; DOT-3AL1800
Chlorine (*see* Note 2)	125	DOT-3A480; DOT-3AA480; DOT-25; DOT-3; DOT-3BN480; DOT-3E1800
Chlorodifluroethane (R-142b) *or* 1-chloro-1, 1-difluoroethane (*see* Note 8)	100	DOT-3A150; DOT-3AA150; DOT-3B150; DOT-4B150; DOT-4BA225; DOT-4BW225; DOT-3E1800; DOT-39; DOT-3AL150
Chlorodifluoro-methane (R-22) (*see* Note 8	105	DOT-3A240; DOT-3AA240; DOT-3B240; DOT-4B240; DOT-4BA240; DOT-4BW240; DOT-4B240ET; DOT-4E240; DOT-39; DOT-41; DOT-3E1800; and DOT-3ALA240
Chloropentafluor-ethane (R-115)	110	DOT-3A225; DOT-3AA225; DOT-3B225; DOT-4A225; DOT-4BA225; DOT-4B225; DOT-4BW225; DOT-3E1800; DOT-39; and DOT-3AL225
Chlorotrifluoro-methane (R-13) (*see* Note 5)	100	DOT-3A1800; DOT-3AA1800; DOT-3; DOT-3E1800; DOT-39; and DOT-3AL1800
Cyclopropane (*see* Notes 8 and 9)	55	DOT-3A225; DOT-3A4A0X; DOT-3AA225; DOT-3B225; DOT-4A225; DOT-4AA480; DOT-4B225; DOT-4BA225; DOT-4BW225; DOT-4B240ET; DOT-3; DOT-3E1800; DOT-39; and DOT-3AL225
Dichlorodifluor-omethane (R-12) (*see* Note 8)	119	DOT-3A225; DOT-3AA225; DOT-3B225; DOT-4A225; DOT-4B225; DOT-4BW225; DOT-4B240ET; DOT-4E225; DOT-9; DOT-39; DOT-41; DOT-3E1800; and DOT-3AL225
Dichlorodifluorometh-ane and difluoroe-thane mixture (constant boiling mixture) (R-500) (*see* Note 8)	Not liquid full at 130°F	DOT-3A240; DOT-3AA240; DOT-3B240; DOT-3E1800; DOT-4A240; DOT-4B240; DOT-4B240; DOT-4BW240; DOT-4E240; DOT-9; DOT-39
Difluoroethane (R-152a) (*see* Note 8)	79	DOT-3A150; DOT-3AA150; DOT-3B150; DOT-4B150; DOT-4BA225; DOT-4BW225; DOT-3E1800; DOT-3AL150

[1] Use of existing cylinders authorized, but new construction not authorized.

Kind of gas	Maximum permitted filling density (percent) (*see* Note 1)	Containers marked as shown in this column or of the same type with higher service pressure must be used except as provided in §173.34(a), (b), §173.301(j) (*see* notes following table)
1,1-Difluoroethylene (R-1132A)	73	DOT-3A2200; DOT-3AA2200; DOT-3AX2200; DOT-3AAX2200; DOT-3T2200; DOT-39
Dimethylamine, anhydrous	59	DOT-3A150; DOT-3AA150; DOT-3B150; DOT-4B150; DOT-4BA225; DOT-4BW225; ICC-3E1800
Ethane (*see* Notes 8 and 9)	35.8	DOT-3A1800; DOT-3AX1800; DOT-3AA1800; DOT-3AAX1800; DOT-3; DOT-3E1800; DOT-3T1800; DOT-39; DOT-3AL1800
Ethane (*see* Notes 8 and 9)	36.8	DOT-3A2000; DOT-3AX2000; DOT-3AA2000; DOT-3AAX2000; DOT-3T2000; DOT-39; DOT-3AL2000
Ethylene (*see* Notes 8 and 9)	31.0	DOT-3A1800; DOT-3AX1800; DOT-3AA1800; DOT-3AAX1800; DOT-3; DOT-3E1800; DOT-3T1800; DOT-39; and DOT-3AL1800
Ethylene (*see* Notes 8 and 9)	32.5	DOT-3A2000; DOT-3AX2000; DOT-3AA2000; DOT-3AAX2000; DOT-3T2000; DOT-39; and DOT-3AL2000
Ethylene (*see* Notes 8 and 9)	35.5	DOT-3A2400; DOT-3AX2400; DOT-3AA2400; DOT-3AAX2400; DOT-3T2400; DOT-39; DOT-3AL2400
Hydrogen chloride	65	DOT-3A1800; DOT-3AA1800; DOT-3AX1800; DOT-3AAX1800; DOT-3; DOT-3T1800; DOT-3E1800
Hydrogen sulfide (*see* Note 10)	62.5	DOT-3A480; DOT-3AA480; DOT-3B480; DOT-4A480; DOT-4B480; DOT-4BA480; DOT-4BW480; DOT-26-480; DOT-3E1800; DOT-3AL480
Insecticide, liquefied gas (*see* Notes 8 and 12)	Not liquid full at 130°F	DOT-3A300; DOT-3AA300; DOT-3B300; DOT-4B300; DOT-4BA300; DOT-4BW300; DOT-9; DOT-40; DOT-341; DOT-3E1800
Liquefied nonflammable gases, liquid other than those classified as flammable, corrosive, or poisonous, and mixtures or solutions thereof, charged with nitroqen, carbon dioxide, or air (*see* Notes 7 and 8).	Not liquid full at 130°F	Specification packaging authorized in paragraph (a)(1) of this section and DOT-3HT; DOT-4D; DOT-4DA; DOT-4DS
Methylacetylene-propadiene, stabilized (*see* Note 5)	Not liquid full at 130°F	DOT-4B240 without brazed seams; DOT-4BA240 without brazed seams; DOT-3A240; DOT-3AA240; DOT-3B240; DOT-3E1800; DOT-4BW240; DOT-4E240; DOT-4B240ET; DOT-4; DOT-41; DOT-3AL240
Methyl chloride	84	DOT-3A225; DOT-3AA225; DOT-3B225; DOT-4A225; DOT-4B225; DOT-4BA225; DOT-4BW225; DOT-3; DOT-4; DOT-25; DOT-26-300; DOT-38; DOT-3E1800; DOT-4B240ET. Cylinders complying with DOT-3A150; DOT-3B150; DOT-4A150; and DOT-4B150 manufactured prior to Dec. 7, 1936 are also authorized
Methyl mercaptan	80	DOT-3A240; DOT-3AA240; DOT-3B240; DOT-4B240; DOT-4B240ET; DOT-3E1800; DOT-4BA240; DOT-4BW240
Monomethylamine, anhydrous	60	DOT-3A150; DOT-3AA150; DOT-3B150; DOT-4B150; DOT-4BA225; DOT-4BW225; DOT-3E1800
Nitrosyl chloride	110	DOT-3BN400 only
Nitrous oxide (*see* Notes 7, 8, and 11)	68	DOT-3A1800; DOT-3AX1800; DOT-3AA1800; DOT-3AAX1800; DOT-3; DOT-3E1800; DOT-3T1800; DOT-3HT2000; DOT-39; DOT-AL1800
Refrigerant gas, n.o.s. or Dispersant gas, n.o.s. (*see* Notes 8 and 13)	Not liquid full at 130°F	DOT-3A240; DOT-3AA240; DOT-3B240; DOT-3E1800; DOT-4A240; DOT-2B240; DOT-4BA240; DOT-4BW240; DOT4E240; DOT-9; DOT-39; and DOT-3AL240
Sulfur dioxide (*see* Note 8)	125	DOT-3A225; DOT-3AA225; DOT-3B225; DOT-4A225; DOT-4B225; DOT-4BA225; DOT-4BW225; DOT-4B240ET; DOT-3; DOT-4; DOT-25; DOT-26-150; DOT-38; DOT-39; DOT-3E1800; and DOT-3AL225
Sulfur hexafluoride	120	DOT-3A1000; DOT-3AA1000; DOT-3AAX2400; DOT-3; DOT-3AL1000; DOT-3E1800; DOT-3T1800
Sulfuryl fluoride	106	DOT-3A480; DOT-3AA480; DOT-3E1800; DOT-4B480; DOT-4BA480; DOT-4BW480
Tetrafluoroethylene, inhibited	90	DOT-3A1200; DOT-3AA1200; DOT-3E1800
Trifluorochloro-ethylene	115	DOT-3A300; DOT-3AA300; DOT-3B300; DOT-4A300; DOT-4B300; DOT-4BA300; DOT-4BW300; DOT-3E1800
Trimethylamine, anhydrous	57	DOT-3A150; DOT-3AA150; DOT-3B150; DOT-4B150; DOT4BA225; DOT-4BW225; DOT-3E1800
Vinyl chloride (*see* Note 5)	84	DOT-4B150 without brazed seams; DOT-4BA225 without brazed seams; DOT-4BW225; DOT-3A150; DOT-3AA150; DOT-25; DOT-3E1800; DOT-3AL150
Vinyl fluoride, inhibited	62	DOT-3A1800; DOT-3AA1800; DOT-3E1800; DOT-3AL1800

Kind of gas	Maximum permitted filling density (percent) (*see* Note 1)	Containers marked as shown in this column or of the same type with higher service pressure must be used except as provided in §173.34(a), (b), §173.301(j) (*see* notes following table)
Vinyl methyl ether (*see* Note 5)	68	DOT-4B150, without brazed seams; DOT-4BA225 without brazed seams; DOT-4BW225; DOT-3A150; DOT-3AA150; DOT-3B150; DOT-25; DOT-3E1800.

Note 1: The ''filling density'' is hereby defined as the percent ratio of the weight of gas in a container to the weight of water that the container will hold at 60°F (1 lb of water = 27.737 cubic inches at 60°F).

Note 2: Cylinders purchased after Oct. 1, 1944, for the transportation of chlorine must contain no aperture other than that provided in the neck of the cylinder for attachment of a valve equipped with an approved safety relief device. Cylinders purchased after Nov. 1, 1935, and charged with chlorine must not contain over 150 pounds of gas.

Note 3: [Reserved]

Note 4: Special carbon dioxide mining devices containing a heating element and charged with not over 6 pounds of carbon dioxide may be filled to a density of not over 85 percent, provided the cylinder is made of steel with a calculated bursting pressure in excess of 39,000 psi, be fitted with a frangible disc that will operate at not over 57 percent of that pressure, and be able to withstand a drop of 10 feet when striking crosswise on a steel rail while under a pressure of at least 3,000 psi. Such devices must be shipped in strong boxes or must be wrapped in heavy burlap and bound by 12-gauge wire with the wire completely covered by friction tape. Wrapping must be applied so as not to interfere with the functioning of the frangible disc safety relief device. Shipments must be described as ''liquefied carbon dioxide gas (mining device)'' and marked, labeled, and certified as prescribed for liquefied carbon dioxide.

Note 5: All parts of valve and safety relief devices in contact with contents of cylinders must be of a metal or other material, suitably treated if necessary, which will not cause formation of any acetylides.

Note 6: [Reserved]

Note 7: Specification 3HT cylinders for aircraft use only, having a maximum service life of 24 years. Authorized only for nonflammable gases. Cylinders must be equipped with pressure relief devices only of the frangible disc type which meets the requirements of §173.34(d). Each frangible disc must have a rated bursting pressure which does not exceed 90 percent of the minimum required test pressure of the cylinder. Discs with fusible metal backing are not permitted. Cylinders may be shipped only when packed in strong outside packagings.

Note 8: See §173.301(k).

Note 9: When used for shipment of flammable gases, the internal volume of a Specification 39 cylinder must not exceed 75 cubic inches.

Note 10: Each valve outlet must be sealed by a threaded cap or a threaded solid plug.

Note 11: See §173.304(a)(4).

Note 12: For an insecticide gas which is nonpoisonous and nonflammable, see §173-305(c).

Note 13: For a refrigerant or dispersant gas which is nonpoisonous and nonflammable, see §173.304(e).

(3) Specification 3AL (§178.46 of this subchapter) cylinders are authorized for the following liquefied gases: cyclobutane, hydrogen selenide, propylene, silane, carbonyl sulfide, vinyl bromide, and dimethyl ether. Shipments of flammable gases are authorized only when transported by highway, rail and cargo aircraft only.

(4) Specification DOT 3AL (§178.46 of this subchapter) cylinders when used in nitrous oxide service must be in compliance with the following conditions:

(i) Cylinder must be equipped only with brass or stainless steel valve; and

(ii) Each cylinder must be cleaned in compliance with the requirements of Federal Specification RR-C-901c paragraphs 3.7.2 and 3.8.2. Cleaning agents equivalent to those specified in RR-C-901c may be used; however, any cleaning agent must not be capable of reacting with oxygen. One cylinder selected at random from a group of 200 or less cleaned at the same time must be tested for oil contamination in accordance with Specification RR-C-901c paragraph 4.4.2.3 and meet the standard of cleanliness specified.

(b) *Filling limits.* Except for carbon dioxide, 1,1-Difluoroethylene (R-1132A), nitrous oxide and vinyl fluoride, inhibited, the liquid portion of a liquefied gas must not completely fill the packaging at any temperature up to and including 130°F. The liquid portion of vinyl fluoride, inhibited, may completely fill the cylinder at 130°F provided the pressure at the critical temperature does not exceed one and one-fourth times the service pressure.

(c) *Verification of content in cylinder.*

(1) Liquefied gases must be charged by weight, by volume measurement of liquid, charging line, by the use of proper scales or when lower in pressure than required for liquefaction a pressure-temperature chart may be used in charging to insure that the service pressure at 70°F times 5/4 will not be exceeded at 130°F.

(2) Except as noted in paragraph (d)(4) of this section, the amount of liquefied gas charged into a container must be determined by weight, or if charged at a pressure lower than the liquefaction point, by pressure shown on a chart for the specific gas. Weight must be checked, after disconnecting from the charging line, by the use of proper scales.

(d) *Requirements for liquefied petroleum gas.*

(1) Filling density limited as follows:

Minimum specific gravity of the liquid material at 60 F	Maximum filling density in percent of the water-weight capacity of the container
0.271 to 0.289	26
0.290 to 0.306	27
0.307 to 0.322	28
0.323 to 0.338	29
0.339 to 0.354	30
0.355 to 0.371	31
0.372 to 0.398	32
0.399 to 0.425	33
0.426 to 0.440	34
0.441 to 0.452	35
0.453 to 0.462	36
0.463 to 0.472	37
0.473 to 0.480	38
0.481 to 0.488	39
0.489 to 0.495	40
0.496 to 0.503	41
0.504 to 0.510	42
0.511 to 0.519	43
0.520 to 0.527	44
0.528 to 0.536	45
0.537 to 0.544	46
0.545 to 0.552	47
0.553 to 0.560	48
0.561 to 0.568	49
0.569 to 0.576	50
0.577 to 0.584	51
0.585 to 0.592	52
0.593 to 0.600	53
0.601 to 0.608	54
0.609 to 0.617	55
0.618 to 0.626	56
0.627 to 0.634	57

(2) Subject to §173.301(f), any filling density percentage prescribed in this section is authorized to be increased by 2 for liquefied petroleum gas in Spec. 26 or 3 cylinders or in Spec. 3A marked for 1,800 psig, or higher, service pressure.

(3) Liquefied petroleum gas must be shipped in specification containers as follows:

(i) Specification 3[1], 3A, 3AA, 3B, 3E, 3AL, 4B, 4BA, 4B240FLW, 4B240ET, 4BW, 4B240X[1], 4E, 4[1], 4A[1], 9[1], 25[1], 26[1], 38[1], 39, or 41[1] (§§178.36, 178.37, 178.38, 178.42, 178.46, 178.50, 178.51, 178.54, 178.55, 178.61, 178.65, 178.68 of this subchapter) cylinders. The internal volume of a Specification 39 cylinder must not exceed 75 cubic inches. Shipments of flammable gases in 3AL cylinders are authorized only when transported by highway, rail and cargo-only aircraft.

Note 1: Cylinders marked as complying with DOT Spec. 4B240FLW bearing manufacturer's symbol WCO and serial numbers 47A-1 to 47A-59200, inclusive, varying from the specification requirements as to physical properties of steel, are authorized for the transportation of liquefied petroleum gases.

[1] Use of existing cylinders authorized, but new construction not authorized.

(ii) Additional containers may be used within the limits of quantity and pressure as follows:

Type of container	Maximum capacity		Maximum charging pressure—psig
	Cubic inches	Gallons	
DOT-2P or DOT-2Q (*see* Note 1)	31.83		45 psig at 70°F and 105 psig at 130°F (*see* Note 2)
DOT-2P or DOT-2Q (*see* Note 1)	31.83		35 psig at 70°F and 100 psig at 130°F
DOT-3C or DOT-4C	3,881	16 + 5% tolerance	145 psig at 130°F

Note 1: Containers must be packed in strong wooden or fiber boxes of such design as to protect valves from injury or accidental functioning under conditions incident to transportation. Each completed container filled for shipment must have been heated until contents reached a minimum temperature of 130°F, without evidence of leakage, distortion, or other defect. Each outside shipping container must be plainly marked ''INSIDE CONTAINERS COMPLY WITH PRESCRIBED SPECIFICATIONS.''

Note 2: Containers must be equipped with safety relief devices which will prevent rupture of the containers and dangerous projection of the closing devices when the containers are exposed to the action of fire.

(4) *Verification of content.* Containers with a water capacity of 200 pounds or more and for use with a liquefied petroleum gas with a specific gravity at 60°F of 0.504 or greater may have their contents determined by using a fixed length dip tube gauging device. The length of the dip tube shall be such that when a liquefied petroleum gas with a specific volume of 0.03051 cu. ft./lb. at a temperature of 40°F is charged into the container it just reaches the bottom of the tube. The weight of this liquid shall not exceed 42 percent of the water capacity of the container which must be stamped thereon. The length of the dip tube, expressed in inches carried out to one decimal place and prefixed with the letters ''DT'' shall be stamped on the container and on the exterior of removable type dip tube; for the purpose of this requirement the marked length shall be expressed as the distance measured along the axis of a straight tube from the top of the boss through which the tube is inserted to the proper level of the liquid in the container. The length of each dip tube shall be checked when installed by weighing each container after filling except when installed in groups of substantially identical containers in which case one of each 25 containers shall be weighed. The quantity of liquefied gas in each container must be checked by means of the dip tube after disconnecting from the charging line. The outlet from the dip tube shall be not larger than a No. 54 drill size orifice. A container representative of each day's filling at each charging plant shall have its contents checked by weighing after disconnecting from the charging line.

(e) *Refrigerant gases.* Refrigerant gases which are nonpoisonous and nonflammable under this part, must be shipped in cylinders as prescribed in paragraph (a)(1) or (2) of this section, or as follows:

(1) Specifications 2P and 2Q (§§178.33, 178.33a of this subchapter). Inside metal containers packed in a strong wooden or fiberboard box of such design as to protect valves from injury or accidental functioning under conditions incident to transportation. Pressure in the container must not exceed 85 pounds per square inch absolute at 70°F. Each completed metal container filled for shipment must be heated until content reaches a minimum temperature of 130°F without evidence of leakage, distortion, or other defect. Each outside shipping container must be plainly marked ''Inside Containers Comply With Prescribed Specification.''

(f) *Engine starting fluid.* Engine starting fluid containing compressed gas or gases which are flammable under this part must be shipped in cylinders as prescribed in paragraph (a)(1) of this section, or as follows:

(1) Inside nonrefillable metal containers having a capacity not over 32 cubic inches. Containers must be packaged in strong, tight packagings. Pressure in the container must not exceed 140 psi, absolute, at 130°F. However, if the pressure exceeds 140 psi, absolute at 130°F, a Spec. 2P (§178.33 of this subchapter) container must be used. In any event, the metal container must be capable of withstanding without bursting a pressure of one and one-half times the pressure of the content at 130°F. The liquid content of the material and gas must not completely fill the container at 130°F. Each completed container filled for shipment must have been heated until content reaches a minimum temperature of 130°F, without evidence of leakage, distortion, or other defect. Each outside shipping container must be plainly marked, ''INSIDE CONTAINERS COMPLY WITH PRESCRIBED SPECIFICATIONS.''

(g) *Poisonous mixtures.* Cylinders containing poison gases and poison gas mixtures meeting Division 2.3 *Hazard Zone A* must conform to the requirements of §173.40 of this part.

§173.305 Charging of cylinders with a mixture of compressed gas and other material.

(a) *Detailed requirements.* A mixture of a compressed gas and any other material must be shipped as a compressed gas if the mixture is a compressed gas as designated in §173.115 and when not in violation of §173.301(a).

(b) *Filling limits.* (See §173.301(e).) For mixtures, the liquid portion of the liquefied compressed gas at 130°F plus any additional liquid or solid must not completely fill the container.

(c) *Nonpoisonous and nonflammable mixtures.* Mixtures containing compressed gas or gases including insecticides, which mixtures are nonpoisonous and nonflammable under this part must be shipped in cylinders as prescribed in §173.304(a) or as follows:

(1) Specification 2P (§178.33 of this subchapter). Inside metal containers equipped with safety relief devices of a type examined by the Bureau of Explosives and approved by the Associate Administrator for Hazardous Materials Safety, and packed in strong wooden or fiber boxes of such design as to protect valves from injury or accidental functioning under conditions incident to transportation. Pressure in the container may not exceed 85 psia at 70°F. Each completed metal container filled for shipment must be heated until content reaches a minimum temperature of 130°F, without evidence of leakage, distortion or other defect. Each outside shipping container must be plainly marked ''INSIDE CONTAINERS COMPLY WITH PRESCRIBED SPECIFICATIONS.''

(d) *Poisonous mixtures.* A mixture containing any poisonous material (Division 6.1 or 2.3), or irritating material in such proportions that the mixture would be classed as poisonous under §§173.115 or 173.132 must be shipped in packagings as authorized for these poisonous materials.

§173.306 Limited quantities of compressed gases.

(a) Limited quantities of compressed gases for which exceptions are permitted as noted by reference to this section in §172.101 of this subchapter are excepted from labeling (except when offered for transportation by air) and, unless required as a condition of the exception, specification packaging requirements of this subchapter when packed in accordance with the following paragraphs. In addition, shipments are not subject to Subpart F of Part 172 of this subchapter, to Part 174 of this subchapter except §174.24 and to Part 177 of this subchapter except §177.817. Each package may not exceed 30 kg (66 pounds) gross weight.

(1) When in containers of not more than 4 fluid ounces capacity (7.22 cubic inches or less) except cigarette lighters. Special exceptions for shipment of certain compressed gases in the ORM-D class are provided in paragraph (h) of this section.

(2) When in metal containers filled with a material that is not classed as a hazardous material to not more than 90 percent of capacity at 70°F and then charged with nonflammable, nonliquefied gas. Each container must be tested to three times the pressure at 70°F and, when refilled, be retested to three times the pressure of the gas at 70°F. Also, one of the following conditions must be met:

(i) Container is not over 1 quart capacity and charged to not more than 170 psig at 70°F and must be packed in a strong outside packaging, or

(ii) Container is not over 30 gallons capacity and charged to not more than 75 psig at 70°F.

(3) When in a metal container for the sole purpose of expelling a nonpoisonous (other than a Division 6.1 Packing Group III material) liquid, paste or powder, provided all of the following conditions are met. Special exceptions for shipment of aerosols in the ORM-D class are provided in paragraph (h) of this section.

(i) Capacity must not exceed one liter (61.0 cubic inches).

(ii) Pressure in the container must not exceed 180 psig at 130°F. If the pressure exceeds 140 psig at 130°F but does not exceed 160 psig at 130°F, a specification DOT 2P (§178.33 of this subchapter) inside metal container must be used; if the pressure exceeds 160 psig at 130°F, a specification DOT 2Q (§178.33a of this subchapter) inside metal container must be used. In any event, the metal container must be capable of withstanding without bursting a pressure of one and one-half times the equilibrium pressure of the content at 130°F.

(iii) Liquid content of the material and gas must not completely fill the container at 130°F.

(iv) The container must be packed in strong outside packagings.

(v) Each container must be subjected to a test performed in a hot water bath; the temperature of the bath and the duration of the test must be such that the internal pressure reaches that which would be reached at 55°C (131°F) (50°C (122°F) if the liquid phase does not exceed 95% of the capacity of the container at 50°C (122°F)). If the contents are sensitive to heat, the temperature

of the bath must be set at between 20°C (68°F) and 30°C (86°F) but, in addition, one container in 2,000 must be tested at the higher temperature. No leakage or permanent deformation of a container may occur.

(vi) Each outside packaging must be marked ''INSIDE CONTAINERS COMPLY WITH PRESCRIBED REGULATIONS.''

(4) Gas samples must be transported under the following conditions:

(i) A gas sample may only be transported as non-pressurized gas when its pressure corresponding to ambient atmospheric pressure in the container is not more than 105 kPa absolute (15.22 psia).

(ii) Non-pressurized gases, toxic (or toxic and flammable) must be packed in hermetically-sealed glass or metal inner packagings of not more than one L (0.3 gallons) overpacked in a strong outer packaging.

(iii) Non-pressurized gases, flammable must be packed in hermetically-sealed glass or metal inner packagings of not more than 2.5 L (0.5 gallons) overpacked in a strong outer packaging.

(b) *Exemptions for foodstuffs, soap, biologicals, electronic tubes, and audible fire alarm systems.* Limited quantities of compressed gases, (except poisonous gases as defined by §173.115(a)(3) of this part) for which exceptions are provided as indicated by reference to this section in §172.101 of this subchapter, when in accordance with one of the following paragraphs are excepted from labeling (except when offered for transportation by air) and the specification packaging requirements of this subchapter. In addition, shipments are not subject to Subpart F of Part 172 of this subchapter, to Part 174 of this subchapter except §174.24 and to Part 177 of this subchapter, except §177.817. Special exceptions for shipment of certain compressed gases in the ORM-D class are provided in paragraph (h) of this section.

(1) Foodstuffs or soaps in a nonrefillable metal container not exceeding one liter (61.0 cubic inches), with soluble or emulsified compressed gas, provided the pressure in the container does not exceed 140 psig at 130°F. The metal container must be capable of withstanding without bursting a pressure of one and one-half times the equilibrium pressure of the content at 130°F.

(i) Containers must be packed in strong outside packagings.

(ii) Liquid content of the material and the gas must not completely fill the container at 130°F.

(iii) Each outside packaging must be marked ''INSIDE CONTAINERS COMPLY WITH PRESCRIBED REGULATIONS.''

(2) Cream in refillable metal receptacles with soluble or emulsified compressed gas. Containers must be of such design that they will hold pressure without permanent deformation up to 375 psig and must be equipped with a device designed so as to release pressure without bursting of the container or dangerous projection of its parts at higher pressures. This exception applies to shipments offered for transportation by refrigerated motor vehicles only.

(3) Nonrefillable metal containers charged with a Division 6.1 Packing Group III or nonflammable solution containing biological products or a medical preparation which could be deteriorated by heat, and compressed gas or gases. The capacity of each container may not exceed 35 cubic inches (19.3 fluid ounces). The pressure in the container may not exceed 140 psig at 130°F, and the liquid content of the product and gas must not completely fill the containers at 130°F. One completed container out of each lot of 500 or less, filled for shipment, must be heated, until the pressure in the container is equivalent to equilibrium pressure of the content at 130°F. There must be no evidence of leakage distortion, or other defect. Container must be packed in strong outside packagings.

(4) Electronic tubes, each having a volume of not more than 30 cubic inches and charged with gas to a pressure of not more than 35 psig and packed in strong outside packagings.

(5) Audible fire alarm systems powered by a compressed gas contained in an inside metal container when shipped under the following conditions:

(i) Each inside container must have contents which are not flammable, poisonous, or corrosive as defined under this part,

(ii) Each inside container may not have a capacity exceeding 35 cubic inches (19.3 fluid ounces),

(iii) Each inside container may not have a pressure exceeding 70 psig at 70°F and the liquid portion of the gas may not completely fill the inside container at 130°F, and

(iv) Each nonrefillable inside container must be designed and fabricated with a burst pressure of not less than four times its charged pressure at 130°F. Each refillable inside container must be designed and fabricated with a burst pressure of not less than five times its charged pressure at 130°F.

(c) *Fire extinguishers.* Fire extinguishers charged with limited quantities of a compressed gas to not more than 240 psig at 70°F are excepted from labeling (except when offered for transportation by air) and the specification packaging requirements of this subchapter when shipped under the following conditions. In addition, shipments are not subject to Subpart F of Part 172 of this subchapter, to Part 174 of this subchapter except §174.24 and to Part 177 of this subchapter except §177.817.

(1) Each fire extinguisher must be shipped as an inside packaging;

(2) Each fire extinguisher must have contents which are not flammable, poisonous, or corrosive as defined under this part;

(3) Each fire extinguisher under stored pressure may not have an internal volume exceeding 1,100 cubic inches. For fire extinguishers not exceeding 35 cubic inches capacity, the liquid portion of the gas plus any additional liquid or solid must not completely fill the container at 130°F. Fire extinguishers exceeding 35 cubic inches capacity may not contain any liquefied compressed gas;

(4) Each fire extinguisher manufactured on and after January 1, 1976, must be designed and fabricated with a burst pressure of not less than six times its charged pressure at 70°F when shipped.

(5) Each fire extinguisher must be tested, without evidence of failure or damage, to at least three times its charged pressure at 70°F but not less than 120 psig before initial shipment. For any subsequent shipment, each fire extinguisher must be in compliance with the retest requirements of the Occupational Safety and Health Administration Regulations of the Department of Labor, 29 CFR 1910.157(e), and;

(6) Each fire extinguisher must be marked to indicate the year of the test (within 90 days of the actual date of the original test) and ''MEETS DOT REQUIREMENTS.'' This marking will be considered a certification that the fire extinguisher was manufactured in accordance with the requirements of this section.

> **Note:** The words ''This extinguisher meets all requirements of 49 CFR 173.306'' may be displayed in place of ''MEETS DOT REQUIREMENTS'' on extinguishers manufactured prior to January 1, 1976.

(7) When Specification 2P or 2Q (§§178.33, 178.33a of this subchapter) packagings are used, paragraphs (c)(4)-(6) of this section are not applicable provided each packaging meets the requirements of paragraph (a) of this section.

(d) *Truck bodies or trailers on flat cars; automobiles, motorcycles, tractors, or other self-propelled vehicles.*

(1) Except as specified in §173.21, truck bodies or trailers with automatic heating or refrigerating equipment of the gas burning type may be shipped with tanks containing fuel and equipment operating or not operating, when used for the transportation of other freight and loaded on flat cars as part of a joint rail-highway movement. The heating or refrigerating equipment is considered to be a part of the truck body or trailer and is not subject to any other requirements of this subchapter.

(2) Automobiles, motorcycles, tractors, or other self-propelled vehicles equipped with liquefied petroleum gas or other compressed gas fuel tanks, provided such tanks are securely closed, are not subject to any other requirements for transportation by rail or highway. For transportation by water, see §§176.905 and 176.78(k) of this subchapter. For transportation by air, the fuel tank must be removed or emptied and securely closed.

(3) A cylinder which is a component part of a passenger restraint system and is installed in a motor vehicle charged with nonliquefied, nonflammable compressed gas and having no more than two actuating cartridges per valve, is excepted from the requirements of Parts 170-189 of this subchapter except:

(i) Unless otherwise authorized by the Department, each cylinder must be in compliance with one of the cylinder specifications in Part 178 of this subchapter and authorized for use in §173.302 for the gas it contains;

(ii) Each cylinder must be in compliance with the filling requirements of §173.301; and

(iii) Each actuating cartridge must be approved in accordance with §173.56.

(4) A cylinder which is part of a tire inflator system in a motor vehicle charged with a nonliquefied, nonflammable compressed gas is excepted from the requirements of Parts 170-189 of this subchapter except:

(i) Unless otherwise authorized by the Department, each cylinder must be in compliance with one of the cylinder specifications in Part 178 and authorized for use in §173.302 for the gas it contains;

(ii) Each cylinder must be in compliance with the filling requirements of §173.301.

(iii) Each cylinder must be securely installed in the trunk of the motor vehicle and the valve must be protected against accidental discharge.

> **Note:** A cylinder containing a gas generator may be included within the provisions of this exception if the requirements of §173.34(d) are satisfied.

(e) *Refrigerating machines.*

(1) New (unused) refrigerating machines or components thereof are excepted from the specification packaging requirements of this part if they meet the following conditions. In addition, shipments are not subject to Subpart F of Part 172 of this subchapter, to Part 174 of this subchapter except §174.24 and to Part 177 of this subchapter except §177.817.

(i) Each pressure vessel may not contain more than 5,000 pounds of Group AI refrigerant as classified ANSI/ASHRAE Standard 15 or not more than 50 pounds of refrigerant other than Group AI.

(ii) Machines or components having two or more charged vessels may not contain an aggregate of more than 2,000 pounds of Group I refrigerant or more than 100 pounds of refrigerant other than Group I.

(iii) Each pressure vessel must be equipped with a safety device meeting the requirements of ANSI/ASHRAE 15.

(iv) Each pressure vessel must be equipped with a shut-off valve at each opening except openings used for safety devices and with no other connection. These valves must be closed prior to and during transportation.

(v) Pressure vessels must be manufactured, inspected and tested in accordance with ANSI/ASHRAE 15, or when over 6 inches internal diameter, in accordance with the ASME Code.

(vi) All parts subject to refrigerant pressure during shipment must be tested in accordance with ANSI/ASHRAE 15.

(vii) The liquid portion of the refrigerant, if any, may not completely fill any pressure vessel at 130°F.

(viii) The amount of refrigerant, if liquefied, may not, exceed the filling density prescribed in §173.304.

(f) *Accumulators.* The following applies to accumulators, which are hydraulic accumulators containing nonliquefied, nonflammable gas, and nonflammable liquids or pneumatic accumulators containing nonliquefied, nonflammable gas, fabricated from materials which will not fragment upon rupture.

(1) Accumulators installed in motor vehicles, construction equipment, and assembled machinery and designed and fabricated with a burst pressure of not less than five times their charged pressure at 70°F, when shipped, are not subject to the requirements of this subchapter.

(2) Accumulators charged with limited quantities of compressed gas to not more than 200 psig at 70°F are excepted from labeling (except when offered for transportation by air) and the specification packaging requirements of this subchapter when shipped under the following conditions. In addition, shipments are not subject to Subpart F of Part 172 of this subchapter, to Part 174 of this subchapter except §174.24 and to Part 177 of this subchapter except §177.817.

(i) Each accumulator must be shipped as an inside packaging,

(ii) Each accumulator may not have a gas space exceeding 2,500 cubic inches under stored pressure, and

(iii) Each accumulator must be tested, without evidence of failure or damage, to at least three times its charged pressure of 70°F, but not less than 120 psi before initial shipment and before each refilling and reshipment.

(3) Accumulators with a charging pressure exceeding 200 psig at 70°F are excepted from labeling (except when offered for transportation by air) and the specification packaging requirements of this subchapter when shipped under the following conditions:

(i) Each accumulator must be in compliance with the requirements stated in paragraph (f)(2), (i), (ii), and (iii) of this section, and

(ii) Each accumulator must be designed and fabricated with a burst pressure of not less than five times its charged pressure at 70°F when shipped.

(g) *Water pump system tank.* Water pump system tanks charged with compressed air or limited quantities of nitrogen to not over 40 psig for single-trip shipment to installation sites are excepted from labeling (transportation by air not authorized) and the specification packaging requirements of this subchapter when shipped under the following conditions. In addition, shipments are not subject to Subpart F of this subchapter, to Part 174 of this subchapter except §174.24 and Part 177 except §177.817.

(1) The tank must be of steel, welded with heads concave to pressure, having a rated water capacity not exceeding 120 gallons and with outside diameter not exceeding 24 inches. Safety relief devices not required.

(2) The tank must be pneumatically tested to 100 psig. Test pressure must be permanently marked on the tank.

(3) The stress at prescribed pressure must not exceed 20,000 psi using formula:

$$S = \frac{Pd}{2t}$$

where:

S = wall stress in pounds per square inch:

P = prescribed pressure for the tank of at least 3 times charged pressure at 70°F or 100 psig, whichever is greater;

d = inside diameter in inches;

t = minimum wall thickness, in inches.

(4) The burst pressure must be at least 6 times the charge pressure at 70°;

(5) Each tank must be overpacked in a strong outside container in accordance with §173.301(k).

(h) A limited quantity which conforms to the provisions of paragraph (a)(1), (a)(3), or (b) of this section and is a ''consumer commodity'' as defined in §171.8 of this subchapter, may be renamed ''consumer commodity'' and reclassed as ORM-D material. Each package may not exceed 30 kg (66 pounds) gross weight. In addition to the exceptions provided by paragraphs (a) and (b) of this section —

(1) Outside packagings are not required to be marked ''INSIDE CONTAINERS COMPLY WITH PRESCRIBED REGULATIONS'';

(2) Shipments of ORM-D materials are not subject to the shipping paper requirements of Subpart C of Part 172 of this subchapter, unless the material meets the definition of a hazardous substance or hazardous waste or unless offered for transportation or transported by aircraft; and

(3) Shipments of ORM-D materials are eligible for the exceptions provided in §173.156.

(i) An aerosol is flammable if a positive test result is obtained using any of the following test methods:

(1) Using the Bureau of Explosives' Flame Projection Apparatus, the flame projects more than 18 inches beyond the ignition source with valve opened fully, or the flame flashes back and burns at the valve with any degree of valve opening.

(2) Using the Bureau of Explosives' Open Drum Apparatus, there is any significant propagation of flame away from the ignition source.

(3) Using the Bureau of Explosives' Closed Drum Apparatus, there is any explosion of the vapor-air mixture in the drum.

§173.307 Exceptions for compressed gases.

(a) The following materials are not subject to the requirements of this subchapter:

(1) Carbonated beverages.

(2) Except as provided in §175.10(a)(2) of this subchapter, tires when inflated to pressures not greater than their rated inflation pressures.

(3) Balls used for sports.

(4) Refrigerating machines including dehumidifiers and air conditioners, and components thereof such as precharged tubing containing 25 pounds or less of nonflammable liquefied gas.

§173.308 Cigarette lighter or other similar device charged with fuel.

(a) In addition to the requirements of §173.21(i), a cigarette lighter or other similar device charged with a flammable gas must be shipped as follows.

(1) No more than 70 ml (2.3 fluid ounces) of liquefied gas may be loaded into each device;

(2) The liquid portion of the gas may not exceed 85 percent of the volumetric capacity of each fluid chamber at 15°C (59°F);

(3) Each device, including closures, must be capable of withstanding without leakage or rupture an internal pressure of at least two times the vapor pressure of the fuel at 55°C (131°F); and

(4) Devices must be overpacked in packaging that is designed or arranged to prevent movement of the device itself.

(b) When no more than 1,500 devices covered by this section are transported in one motor vehicle by highway, the requirements of subparts C through H of part 172 of this subchapter, and part 177 of this subchapter do not apply. However, no person may offer for transportation or transport the devices or prepare the devices for shipment unless that person has been specifically informed of the requirements of this section. The outer packaging, as specified in Special Provision N10 of §172.102(c)(5) of this subchapter, must be plainly and durably marked with the required proper shipping name specified in §172.101 of this subchapter, or the words ''CIGARETTE LIGHTERS'' and the number of devices contained in the package.

(c) For transportation by water in a closed transport vehicle or a closed freight container, the following warning must be affixed to the access doors: ''WARNING—MAY CONTAIN EXPLOSIVE MIXTURES WITH AIR—KEEP IGNITION SOURCES AWAY WHEN OPENING.'' The warning must be on a contrasting background and must be readily legible from a distance of 8 m (26 feet).

§173.309 Fire extinguishers.

(a) Fire extinguishers charged with a limited quantity of compressed gas to not more than 1660 kPa (241 psig) at 21°C (70°F) are excepted from labeling (except when offered for transportation by air) and the specification packaging requirements of this subchapter when shipped under the following conditions. In addition, shipments are not subject to subpart F of part 172 of this subchapter, to part 174 of this subchapter except §174.24 or to part 177 of this subchapter except §177.817.

(1) Each fire extinguisher must have contents which are nonflammable, nonpoisonous, and noncorrosive as defined under this subchapter.

(2) Each fire extinguisher must be shipped as an inner packaging.

(3) Nonspecification cylinders are authorized subject to the following conditions:

(i) The internal volume of each cylinder may not exceed 18 liters (1,100 cubic inches). For fire extinguishers not exceeding 900 ml (55 cubic inches) capacity, the liquid portion of the gas plus any additional liquid or solid must not completely fill the container at 55°C (130°F). Fire extinguishers exceeding 900 ml (55 cubic inches) capacity may not contain any liquefied compressed gas;

(ii) Each fire extinguisher manufactured on and after January 1, 1976, must be designed and fabricated with a burst pressure of not less than six times its charged pressure at 21°C (70°F) when shipped;

(iii) Each fire extinguisher must be tested, without evidence of failure or damage, to at least three times its charged pressure at 21°C (70°F) but not less than 825 kPa (120 psig) before initial shipment, and must be marked to indicate the year of the test (within 90 days of the actual date of the original test) and with the words ''MEETS DOT REQUIREMENTS.'' This marking is considered a certification that the fire extinguisher is manufactured in accordance with the requirements of this section. The words ''This extinguisher meets all requirements of 49 CFR 173.306'' may be displayed on fire extinguishers manufactured prior to January 1, 1976; and

(iv) For any subsequent shipment, each fire extinguisher must be in compliance with the retest requirements of the Occupational Safety and Health Administration Regulations of the Department of Labor, 29 CFR 1910.157(e).

(4) Specification 2P or 2Q (§§178.33 and 178.33a of this subchapter) inner nonrefillable metal packagings are authorized for use as fire extinguishers subject to the following conditions:

(i) The liquid portion of the gas plus any additional liquid or solid may not completely fill the packaging at 55°C (130°F);

(ii) Pressure in the packaging shall not exceed 1250 kPa (181) psig) at 55°C (130°F). If the pressure exceeds 920 kPa (141 psig) at 55°C (130°F), but does not exceed 1100 kPa (160 psig) at 55°C (130°F), a specification DOT 2P inner metal packaging must be used; if the pressure exceeds 1100 kPa (160 psig) at 55°C (130°F), a specification DOT 2Q inner metal packaging must be used. The metal packaging must be capable of withstanding, without bursting, a pressure of one and one-half times the equilibrium pressure of the contents at 55°C (130°F); and

(iii) Each completed inner packaging filled for shipment must have been heated until the pressure in the container is equivalent to the equilibrium pressure of the contents at 55°C (130°F) without evidence of leakage, distortion, or other defect.

(b) Specification 3A, 3AA, 3E, 3AL, 4B, 4BA, 4B240ET or 4BW (§§178.36, 178.37, 178.42, 178.46, 178.50, 178.51, 178.55 and 178.61 of this subchapter) cylinders are authorized for use as fire extinguishers.

(1) Each fire extinguisher may only have extinguishing contents that are nonflammable, non-poisonous, non-corrosive and commercially free from corroding components.

(2) Each fire extinguisher must be charged with a nonflammable, nonpoisonous, dry gas that has a dew-point at or below minus 46.7°C (minus 52°F) at 101 kPa (1 atmosphere) and is free of corroding components, to not more than the service pressure of the cylinder.

(3) Each fire extinguisher must be protected externally by suitable corrosion-resisting coating.

§173.314 Compressed gases in tank cars and multi-unit tank cars.

(a) *Definitions.* For definitions of compressed gases, see §173.115.

(b) *General requirements.*

(1) Tank car tanks containing compressed gases must not be shipped unless they were loaded by or with the consent of the owner thereof.

(2) Tank car tanks must not contain gases capable of combining chemically and must not be loaded with any gas which combines chemically with the gas previously loaded therein, until all residue has been removed and interior of tank thoroughly cleaned.

(3) For tanks of the DOT-106A and 110A class, the tanks must be placed in position and attached to car structure by the shipper.

(4) Wherever the word ''approved'' is used in this part of the regulations, it means approval by the Association of American Railroads Committee on Tank Cars as prescribed in §179.3 of this subchapter.

(5) Each tank car used for the transportation of anhydrous ammonia or any material that meets the criteria of Division 2.1 or 2.3 must have gaskets for manway cover plates and for mounting of fittings designed (for temperature, application, media, pressure, and size) to create a positive seal so that, under conditions normally incident to transportation, there will not be an identifiable release of the material to the environment. The use of sealants to install gaskets is prohibited.

(c) *Authorized gases, filling limits for tank cars.* A compressed gas in a tank car or a multi-unit tank car must be offered for transportation in accordance with §173.31 and this section. The named gases must be loaded and offered for transportation in accordance with the following table:

Proper shipping name	Outage and filling limits (see Note 1)	Authorized tank car class
Ammonia, anhydrous, or ammonia solutions > 50 percent ammonia	Notes 2, 10	105, 112, 114, 120
	Note 3	106
Ammonia, solutions with > 35 percent ≤ 50 percent ammonia by mass	Note 3	105, 109, 112, 114, 120
Argon, compressed	Note 4	107
Boron trichloride	Note 3	105, 106
Carbon dioxide, refrigerated liquid	Note 5	105
Chlorine	Note 6	105
	125	106
Chlorine trifluoride	Note 3	106, 110
Chlorine pentafluoride	Note 3	106, 110
Dimethyl ether	Note 3	105, 106, 110, 112, 114, 120
Dimethylamine, anhydrous	Note 3	105, 106, 112
Dinitrogen tetroxide, inhibited	Note 3	105, 106, 110
Division 2.1 materials not specifically identified in this table	Notes 9, 10	105, 106, 110, 112, 114, 120
Division 2.2 materials not specifically identified in this table	Note 3	105, 106, 109, 110, 112, 114, 120
Division 2.3 Zone A materials not specifically identified in this table	None	See §173.245
Division 2.3 Zone B materials not specifically identified in this table	Note 3	105, 106, 110, 112, 114, 120
Division 2.3 Zone C materials not specifically identified in this table	Note 3	105, 106, 110, 112, 114, 120
Division 2.3 Zone D materials not specifically identified in this table	Note 3	105, 106, 109, 110, 112, 114, 120
Ethylamine	Note 3	105, 106, 110, 112, 114, 120
Helium, compressed	Note 4	107
Hydrogen	Note 4	107
Hydrogen chloride, refrigerated liquid	Note 7	105
Hydrogen sulfide, liquefied	68	106
Methyl bromide	Note 3	105, 106
Methyl chloride	Note 3	105, 106, 112
Methyl mercaptan	Note 3	105, 106
Methylamine, anhydrous	Note 3	105, 106, 112
Nitrogen, compressed	Note 4	107
Nitrosyl chloride	124	105
Nitrous oxide, refrigerated liquid	Note 5	105
Oxygen, compressed	Note 4	107
Phosgene	Note 3	106
Sulfur dioxide, liquefied	125	105, 106, 110
Sulfuryl fluoride	120	105
Vinyl fluoride, inhibited	Note 8	105

Notes:

1. The percent filling density for liquefied gases is hereby defined as the percent ratio of the mass of gas in the tank to the mass of water that the tank will hold. For determining the water capacity of the tank in kilograms, the mass of one liter of water at 15.5°C in air is 1 kg (the mass of one gallon of water at 60°F in air is 8.32828 pounds).

2. The liquefied gas must be loaded so that the outage is at least two percent of the total capacity of the tank at the reference temperature of 46°C (115°F) for a noninsulated tank; 43°C (110°F) for a tank having a thermal protection system incorporating a metal jacket that provides an overall thermal conductance at 15.5°C

(60°F) of no more than 10.22 kilojoules per hour per square meter per degree Celsius (0.5 Btu per hour/per square foot/per degree F) temperature differential; and 41°C (105°F) for an insulated tank having an insulation system incorporating a metal jacket that provides an overall thermal conductance at 15.5°C (60°F) of no more than 1.5333 kilojoules per hour per square meter per degree Celsius (0.075 Btu per hour/per square foot/per degree F) temperature differential.

3. The requirements of §173.24b(a) apply.

4. The gas pressure at 54.44°C (130°F) in any non-insulated tank car may not exceed 7/10 of the marked test pressure, except that a tank may be charged with helium to a pressure 10 percent in excess of the marked maximum gas pressure at 54.44°C (130°F) of each tank.

5. The liquid portion of the gas at -17.77°C (0°F) must not completely fill the tank.

6. The maximum permitted filling density is 125 percent. The quantity of chlorine loaded into a single unit-tank car may not be loaded in excess of the normal lading weights nor in excess of 81.65 Mg (90 tons).

7. 89 percent maximum to 80.1 percent minimum at a test pressure of 6.2 Bar (90 psi).

8. 59.6 percent maximum to 53.6 percent minimum at a test pressure of 7.2 Bar (105 psi).

9. For a liquefied petroleum gas, the liquefied gas must be loaded so that the outage is at least one percent of the total capacity of the tank at the reference temperature of 46°C (115°F) for a noninsulated tank; 43°C (110°F) for a tank having a thermal protection system incorporating a metal jacket that provides an overall thermal conductance at 15.5°C (60°F) of no more than 10.22 kilojoules per hour per square meter per degree Celsius (0.5 Btu per hour/per square foot/per degree F) temperature differential; and 41°C (105°F) for an insulated tank having an insulation system incorporating a metal jacket that provides an overall thermal conductance at 15.5°C (60°F) of no more than 1.5333 kilojoules per hour per square meter per degree Celsius (0.075 Btu per hour/per square foot/per degree F) temperature differential.

10. For liquefied petroleum gas and anhydrous ammonia, during the months of November through March (winter), the following reference temperatures may be used: 38°C (100°F) for a noninsulated tank; 32°C (90°F) for a tank having a thermal protection system incorporating a metal jacket that provides an overall thermal conductance at 15.5°C (60°F) of no more than 10.22 kilojoules per hour per square meter per degree Celsius (0.5 Btu per hour/per square foot/per degree F) temperature differential; and 29°C (85°F) for an insulated tank having an insulation system incorporating a metal jacket and insulation that provides an overall thermal conductance at 15.5°C (60°F) of no more than 1.5333 kilojoules per hour per square meter per degree Celsius (0.075 Btu per hour/per square foot/per degree F) temperature differential. The winter reference temperatures may only be used for a tank car shipped directly to a consumer for unloading and not stored in transit. The offeror of the tank must inform each customer that the tank car was filled based on winter reference temperatures. The tank must be unloaded as soon as possible after March in order to retain the specified outage and to prevent a release of hazardous material which might occur due to the tank car becoming liquid full at higher temperatures.

(d) [Reserved]

(e) *Verification of content.* The amount of liquefied gas loaded into each tank may be determined either by measurement or calculation of the weight. If by measurement, the weight must be checked after disconnecting the loading line by the use of proper scales. If by calculation, the weight of liquefied petroleum gas, methylacetylene propadiene, stabilized, dimethylamine, monomethylamine, or trimethylamine may be calculated using the outage tables supplied by the tank car owners and the specific gravities as determined at the plant, and this computation must be checked by determination of specific gravity of product after loading. Carriers may verify calculated weights by use of proper scales. The use of a fixed tube gauge device is authorized for determining the weight of methyl mercaptan in Specification 105A300W tanks instead of weighing.

(f) [Reserved]

(g) *Special requirements for hydrogen chloride, refrigerated liquid, and vinyl fluoride, inhibited.*

(1) The shipper shall notify the Bureau of Explosives whenever a car is not received by the consignee within 20 days from the date of shipment.

(2) A tank car containing hydrogen chloride, refrigerated liquid must have the auxiliary valve on the pressure relief device closed during transportation.

(3) See §179.102-17 of this subchapter for additional requirements.

(h) [Reserved]

(i) [Reserved]

(j) *Special requirements for materials having a primary or secondary Division 2.1 (flammable gas) hazard.* For single unit tank cars, interior pipes of loading and unloading valves, sampling devices, and gauging devices with an opening for the passage of the lading exceeding 1.52 mm (0.060 inch) diameter must be equipped with excess flow valves. For single unit tank cars constructed before January 1, 1972, gauging devices must conform to this paragraph by no later than July 1, 2006. The protective housing cover must be provided with an opening, with a weatherproof cover, above each safety relief valve that is concentric with the discharge of the safety relief valve and that has an area at least equal to the valve outlet area. Class DOT 109 tank cars and tank cars manufactured from aluminum or nickel plate are not authorized.

(k) *Special requirements for chlorine.* Tank cars built after September 30, 1991, must have an insulation system consisting of 5.08 cm (2 inches) glass fiber placed over 5.08 cm (2 inches) of ceramic fiber. Tank cars must have excess flow valves on the interior pipes of liquid discharge valves. Tank cars constructed to a DOT 105A500W specification may be marked as a DOT 105A300W specification with the size and type of safety relief valves required by the marked specification.

(l) *Special requirements for hydrogen sulphide.* Each multi-unit tank car must be equipped with adequate safety relief devices of the fusible plug type having a yield temperature not over 76.66°C (170°F), and not less than 69.44°C (157°F). Each device must be resistant to extrusion of the fusible alloy and leak tight at 55°C (130°F). Each valve outlet must be sealed by a threaded solid plug. In addition, all valves must be protected by a metal cover.

(m) *Special requirements for nitrosyl chloride.* Single unit tank cars and their associated service equipment, such as venting, loading and unloading valves, and safety relief valves, must be made of metal or clad with a material that is not subject to rapid deterioration by the lading. Multi-unit tank car tanks must be nickel-clad and have safety relief devices incorporating a fusible plug having a yield temperature of 79.44°C (175°F). Safety relief devices must be vapor tight at 54.44°C (130°F).

(n) *Special requirements for hydrogen.* Each tank car must be equipped with one or more safety relief devices. The discharge outlet for each safety relief device must be connected to a manifold having a non-obstructed discharge area of at least 1.5 times the total discharge area of the safety relief devices connected to the manifold. All manifolds must be connected to a single common header having a non-obstructed discharge pointing upward and extending above the top of the car. The header and the header outlet must each have a non-obstructed discharge area at least equal to the total discharge area of the manifolds connected to the header. The header outlet must be equipped with an ignition device that will instantly ignite any hydrogen discharged through the safety relief device.

(o) *Special requirements for carbon dioxide, refrigerated liquid and nitrous oxide, refrigerated liquid.* Each tank car must have an insulation system so that the thermal conductance is not more than 0.613 kilojoules per hour, per square meter, per degree Celsius (0.03 Btu per square foot per hour, per degree Fahrenheit) temperature differential. Each tank car must be equipped with one safety relief valve set to open at a pressure not exceeding 75 percent of the tank test pressure and one frangible disc design to burst at a pressure less than the tank test pressure. The discharge capacity of each safety relief device must be sufficient to prevent building up of pressure in the tank in excess of 82.5 percent of the test pressure of the tank. Tanks must be equipped with two regulating valves set to open at a pressure not to exceed 24.1 Bar (350 psi) on DOT 105A500W tanks and at a pressure not to exceed 27.6 Bar (400 psi) on DOT 105A600W tanks. Each regulating valve and safety relief device must have its final discharge piped to the outside of the protective housing.

§173.315 Compressed gases in cargo tanks and portable tanks.

(a) A compressed gas offered for transportation in a cargo tank motor vehicle or a portable tank must be prepared in accordance with this section, §§173.32, 173.33 and Subpart E of Part 180 of this subchapter; for cryogenic liquids, see §173.318; for marking requirements, see §§172.326 and 172.328 of this subchapter. A compressed gas must be loaded and offered for transportation in accordance with the following table:

Kind of gas	Maximum permitted filling density		Specification container required	
	Percent by weight (see Note 1)	Percent by volume (see par. (f) of this section	Type (see Note 2)	Minimum design pressure (psig)
Ammonia, anhydrous or Ammonia solutions with greater than 50 percent ammonia (see Notes 14 and 17)	56	82; See Note 5	DOT-51, MC-330, MC-331; See Notes 12 and 17	265; See Note 17.
Ammonia solutions with more than 35 percent but not more than 50 percent ammonia	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331; see Note 12	100; See par. (c) of this section.
Bromotrifluoromethane (R-13B1 or H-1301); (See Note 9)	133	See Note 7	DOT-51, MC-330, MC-331	365
Butadiene, inhibited	See par. (b) of this section	See par. (b) of this section	DOT-51, MC-330, MC-331	100
Carbon dioxide, refrigerated liquid	See par. (c)(1) of this section	95	do.	200, see Note 3
Chlorine	125	See Note 7	DOT-51, MC-330, MC-331	225; see Notes 4 and 8
Chlorodifluoroethane (R-142b) (1-Chloro 1,1-difluoroethane); (See Note 9)	100	See Note 7	DOT-51, MC-330, MC-331	100
Chlorodifluoromethane (R-22); (See Note 9)	105	See Note 7	DOT-51, MC-330, MC-331	250
Chloropentafluoroethane (R-115); (See Note 9)	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331	See par. (c) of this section.
Chlorotrifluoromethane (R-13); (See Note 9)	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331	See par. (c) of this section
Dichlobrodifluoromethane (R-12); (See Note 9)	119	See Note 7	DOT-51, MC-330, MC-331	150
Difluoroethane (R-152a); (See Note 9)	79	See Note 7	DOT-51, MC-330, MC-331	150
Dimethyl ether (see Note 16)	59	do.	do.	200
Dimethylamine, anhydrous	59	See Note 7	DOT-51, MC-330, MC-331	150.
Division 2.1, materials not specifically provided for in this table	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331	See Note 18.
Division 2.2, materials not specifically provided for in this table	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331	See Note 19.
Division 2.3, Hazard Zone A, materials not specifically provided for in this table	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331; See Note 23	See Note 20.
Division 2.3, Hazard Zone B, materials not specifically provided for in this table	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331; See Note 23	See Note 20.
Division 2.3, Hazard Zone C, materials not specifically provided for in this table	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331; See Note 24	See Note 21.
Division 2.3, Hazard Zone D, materials not specifically provided for in this table	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331; See Note 25	See Note 22.
Ethane, refrigerated liquid		See par. (c) of this section	MC-331, MC-338	100; see Note 11
Ethane-propane mixture, refrigerated liquid		See par. (c) of this section	MC-331, MC-338	275, see Note 11
Hexafluoropropylene	110	See Note 7	DOT-51, MC-330, MC-331	250
Hydrogen chloride, refrigerated liquid	103.0	See Note 7	MC-331, MC-338	100; see Note 11
	91.6	do.	do.	300, see Note 11
	86.7	do.	do.	450, see Note 11
Liquefied petroleum gas (see Note 15)	See par. (b) of this section	See par. (b) of this section	DOT-51, MC-330, MC-331	See par (c) of this section.
Methylacetylene-propadiene, stabilized (see Note 13)	53	90	DOT 51, MC 330, MC 331	200
Methyl chloride	84	88.5	do.	150
Methyl chloride (optional portable tank 2,000 pounds water capacity, fusible plug)	do.	See Note 6	DOT-51	225
Methyl mercaptan	80	90	DOT-51, MC-330, MC-331; See Note 23	100
Methylamine, anhydrous	60	See Note 7	DOT-51, MC-330, MC-331	
Nitrous oxide, refrigerated liquid	See par. (c)(1) of this section	95	DOT-51, MC-300, MC-331.	200; See Note 3
Refrigerant gas, n.o.s. or Dispersant gas, n.o.s. (See Note 9)	See par. (c) of this section	See Note 7	DOT-51, MC-330, MC-331	See par. (c) of this section

Kind of gas	Maximum permitted filling density		Specification container required	
	Percent by weight (see Note 1)	Percent by volume (see par. (f) of this section	Type (see Note 2)	Minimum design pressure (psig)
Sulfur dioxide (tanks not over 1,200 gallons water capacity)	125	87.5	DOT-51, MC-330, MC-331; See Note 24	150; see Note 4
Sulfur dioxide (tanks over 1,200 gallons water capacity)	125	87.5	DOT-51, MC-330, MC-331; See Note 24	125; see Note 4
Sulfur dioxide (optional portable tank 1,000-2,000 pounds water capacity, fusible plug)	125	See Note 6	DOT-51; See Note 24	225
Trimethylamine, anhydrous	57	See Note 7	DOT-51, MC-330, MC-331	150
Vinyl chloride	84 (see Note 13)	See Note 7	MC-330, MC-331	150
Vinyl fluoride, inhibited	66	do.	do.	250; see Note 11
Vinyl methyl ether	68	See Notes 7 and 13	do.	100

Note 1: Maximum filling density for liquefied gases is hereby defined as the percent ratio of the weight of gas in the tank to the weight of water that the tank will hold. For determining the water capacity of the tank in pounds, the weight of a gallon (231 cubic inches) of water of 60°F in air shall be 8.32828 pounds.

Note 2: See §173.32 for authority to use other portable tanks and for manifolding cargo tanks, see §173.301(d). Specifications MC-330 cargo tanks may be painted as specified for MC-331 cargo tanks.

Note 3: If cargo tanks and portable tank containers for carbon dioxide, refrigerated liquid and nitrous oxide, refrigerated liquid are designed to conform to the requirements of the ASME Code for Low Temperature Operation, the design pressure may be reduced to 100 psig or the controlled pressure, whichever is greater.

Note 4: Material must be steel. Packagings must have a corrosion allowance of 20 percent or 0.10 inch, whichever is less, added to the metal thickness. The minimum wall thickness for chlorine packagings is 0.300 inch for stainless steel or 0.625 inch for carbon steel, including corrosion allowance.

Note 5: Unlagged cargo tanks and portable tank containers for liquid anhydrous ammonia may be filled to 87.5 percent by volume provided the temperature of the anhydrous ammonia being loaded into such tanks is determined to be not lower than 30°F or provided the filling of such tanks is stopped at the first indication of frost or ice formation on the outside surface of the tank and is not resumed until such frost or ice has disappeared.

Note 6: Tanks equipped with fusible plugs must be filled by weight.

Note 7: Tanks must be filled by weight.

Note 8: Chlorine packagings may be shipped only if the contents are to be unloaded at one unloading point.

Note 9: This gas may be transported in authorized cargo tanks and portable tanks marked ''DISPERSANT GAS'', or ''REFRIGERANT GAS''.

Note 10: [Reserved]

Note 11: MC-330, MC-331 and MC-338 cargo tanks must be insulated. Cargo tanks must meet all the following requirements. Each tank must have a design service temperature of minus 100°F, or no warmer than the boiling point at one atmosphere of the hazardous material to be shipped therein, whichever is colder, and must conform the low-temperature requirements of the ASME Code. When the normal travel time is 24 hours or less, the tank's holding time as loaded must be at least twice the normal travel time. When the normal travel time exceeds 24 hours, the tank's holding time as loaded must be at least 24 hours greater than the normal travel time. The holding time is the elapsed time from loading until venting occurs under equilibrium conditions. The cargo tank must have an outer jacket made of steel when the cargo tank is used to transport a flammable gas.

Note 12: No aluminum, copper, silver, zinc or an alloy of any of these metals shall be used in packaging construction where it comes into contact with the lading.

Note 13: All parts of valves and safety devices in contact with contents of tank must be of a metal or other material suitably treated if necessary, which will not cause formation of any acetylides.

Note 14: Specifications MC-330 and MC-331 cargo tanks constructed of other than quenched and tempered steel (NQT) are authorized for all grades of anhydrous ammonia. Specifications MC 330 and MC 331 cargo tanks constructed of quenched and tempered steel (QT) (see marking requirements of §172.328(c) of this subchapter) are authorized for anhydrous ammonia having a minimum water content of 0.2 percent by weight. Any tank being placed in anhydrous ammonia service or a tank which has been in other service or has been opened for inspection, test, or repair, must be cleaned of the previous product and must be purged of air before loading. See §172.203(h) of this subchapter for special shipping paper requirements.

Note 15: Specifications MC-330 and MC-331 cargo tanks constructed of other than quenched and tempered steel (NQT) are authorized for all grades of liquefied petroleum gases. Only grades of liquefied petroleum gases determined to be ''noncorrosive'' are authorized in Specification MC-330 and MC-331 cargo tanks constructed of quenched and tempered steel (QT). ''Noncorrosive'' means the corrosiveness of the gas does not exceed the limitations for classification 1 of the ASTM Copper Strip Classifications when tested in accordance with ASTM D1838-64, ''Copper Strip Corrosion by Liquefied Petroleum (LP) Gases.'' (For (QT) and (NQT) marking requirements see §172.328(c) of this subchapter. For special shipping paper requirements, see §172.203(h) of this subchapter.)

Note 16: Specifications MC-330 and MC-331 cargo tanks must be equipped with emergency discharge controls that conform to §178.337-11(c) of this subchapter.

Note 17: A Specification MC-330 or MC-331 cargo tank meeting, and marked in conformance with the edition of the ASME Code in effect when it was fabricated, may be used for the transportation of anhydrous ammonia if it:

(1) Has a minimum design pressure not lower than 250 psig;

(2) Was manufactured in conformance with the ASME Code prior to January 1, 1981, according to its ASME name plate and manufacturer's data report;

(3) Is painted white or aluminum;

(4) Complies with Note 12 of this paragraph;

(5) Has been inspected and tested in accordance with Subpart E of Part 180 of this subchapter as specified for MC-331 cargo tanks.

(6) Was used to transport anhydrous ammonia prior to January 1, 1981;

(7) Is operated exclusively in intrastate commerce (including its operation by a motor carrier otherwise engaged in interstate commerce) in a state where its operation was permitted by the laws of that State (not including the incorporation of this subchapter) prior to January 1, 1981; and

(8) Is operated in conformance with all other requirements of this subchapter.

Note 18: The minimum packaging design pressure must not be less than the vapor pressure at the reference temperature of the lading plus one percent or 173.4 kPa (25 psig), whichever is less.

Note 19: The minimum packagings design pressure must not be less than the vapor pressure at the reference temperature of the lading.

Note 20: The minimum packaging design pressure must not be less than 1.5 times the vapor pressure of the lading at 46°C (115°F).

Note 21: The minimum packaging design pressure must not be less than 1.3 times the vapor pressure of the lading at 46°C (115°F).

Note 22: The minimum packaging design pressure must not be less than 1.1 times the vapor pressure of the lading at 46°C (115°F).

Note 23: Packagings must be made of stainless steel except that steel other than stainless steel may be used in accordance with the provisions of §173.24b(b) of this part. Thickness of stainless steel for shell and heads must be the greater of 7.62 mm (0.300 inch) or the thickness required for the packaging at its minimum design pressure.

Note 24: Packagings must be made of stainless steel except that steel other than stainless steel may be used in accordance with the provisions of §173.24b(b) of this part. Thickness of stainless steel for shell and heads must be the greater of 6.35 mm (0.250 inch) or the thickness required for the packaging at its minimum design pressure.For sulphur dioxide, this Note does not apply until October 1, 1994.

Note 25: Packagings must be made of stainless steel except that steel other than stainless steel may be used in accordance with the provisions of §173.24b(b) of this part. Thickness for shell and heads must be as calculated for the packaging at its minimum design pressure.

(b) Maximum permitted filling densities for cargo and portable tank containers for transportation of butadiene, inhibited, and liquefied petroleum gas are as follows:

Maximum specific gravity of the liquid material at 60 F	Maximum permitted filling density in percent of the water-weight capacity of the tanks (percent) See Note 1	
	1200 gallons or less	Over 1200 gallons
73 to 0.480	38	41
0.481 to 0.488	39	42
0.489 to 0.495	40	43
0.496 to 0.503	41	44
0.504 to 0.510	42	45
0.511 to 0.519	43	46
0.520 to 0.527	44	47
0.528 to 0.536	45	48
0.537 to 0.544	46	49
0.545 to 0.552	47	50
0.553 to 0.560	48	51
0.561 to 0.568	49	52
0.569 to 0.576	50	53
0.577 to 0.564	51	54
0.585 to 0.592	52	55
0.593 to 0.600	53	56
0.601 to 0.608	54	57
0.609 to 0.617	55	58
0.618 to 0.626	56	59
0.627 and over	57	60

Note 1: Filling is permitted by volume provided the same filling density is used as permitted by weight, except when using fixed length dip tube or other fixed maximum liquid level indicators (paragraph (f) of this section), in which case the maximum permitted filling density shall not exceed 97 percent of the maximum permitted filling density by weight contained in the table.

(1) *Odorization.* All liquefied petroleum gas shall be effectively odorized as required in Note 2 of this paragraph to indicate positively, by a distinctive odor, the presence of gas down to a concentration in air of not over one-fifth the lower limit of combustibility: *Provided, however,* That odorization is not required if harmful in the use or further processing of the liquefied petroleum gas, or if odorization will serve no useful purpose as a warning agent in such use or further processing.

Note 1: The lower limits of combustibility of the more commonly used liquefied petroleum gases are: Propane, 2.15 percent; butane, 1.55 percent. These figures represent volumetric percentages of gas-air mixtures in each case.

Note 2: The use of 1.0 pound of ethyl mercaptan, 1.0 pound of thiophane, or 1.4 pounds of amyl mercaptan per 10,000 gallons of liquefied petroleum gas shall be considered sufficient to meet the requirements of §173.315(b)(1). This note does not exclude the use of any other odorant in sufficient quantity to meet the requirements of §173.315(b)(1).

(c) Except as otherwise provided, the loading of a liquefied gas into a cargo tank or portable tank shall be determined by weight or by a suitable liquid level gauging device. The vapor pressure (psig) at 115°F must not exceed the design pressure of the cargo tank or portable tank container. The outage and filling limits for liquefied gases must be as prescribed in §173.24b of this part, except that this requirement does not apply to:

(1) A tank containing carbon dioxide, refrigerated liquid or nitrous oxide, refrigerated liquid. Such tank is required to be equipped with suitable pressure control valves and may not be filled to a level exceeding 95 percent of the volumetric capacity of the tank.

(2) A tank containing ethane, refrigerated liquid; ethane-propane mixture refrigerated liquid; or hydrogen chloride, refrigerated liquid. Such tank must be filled to allow at least two percent outage below the inlet of the pressure relief valve or pressure control valve under conditions of incipient opening, with the tank in a level attitude.

(d) If the loading of cargo tanks and portable tank containers with liquefied gases is to be determined by weight, the gross weight shall be checked after the filling line is disconnected in each instance. The gross weight shall be calculated from the tank capacity and tare weight set forth on the metal plate required by the specification, and the maximum filling density permitted for the material being loaded into the tank as set forth in the table, paragraph (a) of this section.

(e) If the loading of cargo tanks and portable tank containers with liquefied gases is to be determined by adjustable liquid level device, each tank and each compartment thereof shall have a thermometer well, so that the internal liquid temperature can easily be determined, and the amount of liquid in the tank shall be corrected to a 60°F basis. Liquid levels shall not exceed a level corresponding to the maximum filling density permitted for the material being loaded into the tank as set forth in the table in paragraph (a) of this section.

(f) When the loading of cargo tanks and portable tank containers with liquefied gases is determined only by fixed length dip tube or other fixed maximum liquid level indicator, the device shall be arranged to function at a level not to exceed the maximum permitted volume prescribed by the table, paragraph (a)(1) of this section. Loading shall be stopped when the device functions.

(g) Containers, the liquid level of which has been determined by means of a fixed length dip tube gauging device, shall not be acceptable for stowage as cargo on vessels in commerce subject to the jurisdiction of the United States Coast Guard. Nothing contained in this section shall be so construed as to prohibit the transportation on car floats or car ferries of motor vehicles laden with containers nor cargo tanks the liquid level of either of which has been determined by means of fixed length dip tube devices.

(h) Each cargo tank and portable tank, except a tank filled by weight, must be equipped with one or more of the gauging devices described in the following table which indicate accurately the maximum permitted liquid level. Additional gauging devices may be installed but may not be used as primary controls for filling of cargo tanks and portable tanks. Gauge glasses are not permitted on any cargo tank or portable tank. Primary gauging devices used on cargo tanks of less than 3500 gallons water capacity are exempt from the longitudinal location requirements specified in paragraphs (h)(2) and (3) of this section provided: The tank length does not exceed three times the tank diameter; and the cargo tank is unloaded within 24 hours after each filling of the tank.

Kind of gas	Gaging device permitted for filling purposes
Anhydrous ammonia	Rotary tube; adjustable slip tube; fixed length dip tube
Anhydrous dimethylamine	None
Anhydrous monomethylamine	Do.
Anhydrous trimethylamine	Do.
Aqua ammonia solution containing anhydrous ammonia	Rotary tube; adjustable slip tube; fixed length dip tube
Butadiene, inhibited	Do.
Carbon dioxide, refrigerated liquid	Do.
Chlorine	None
Dichlorodifluoromethane	Do.
Difluoroethane	Do.
Difluoromonochloroethane	Do.
Dimethyl ether	Do.
Ethane, refrigerated liquid	Rotary tube; adjustable slip tube; fixed length dip tube
Ethane-propane mixture, refrigerated liquid	Do.
Hexafluoropropylene	None
Hydrogen chloride, refrigerated liquid	Do.
Liquefied petroleum gases	Rotary tube; adjustable slip tube; fixed length dip tube
Methyl chloride	Fixed length dip tube
Methyl mercaptan	Rotary tube; adjustable slip tube; fixed length dip tube
Monochlorodifluoromethane	None
Nitrous oxide refrigerated liquid	Rotary tube; adjustable slip tube; fixed length dip tube
Methylacetylenepropadiene, stabilized	Do.
Refrigerant gas, n.o.s. or Dispersant gas, n.o.s.	None
Sulfur dioxide	Fixed length dip tube
Vinyl chloride	None
Vinyl fluoride inhibited	Do.

(1) The design pressure of the liquid level gauging devices shall be at least equal to the design pressure of the tank.

(2) If the primary gauging device is adjustable, it must be capable of adjustment so that the end of the tube will be in the location specified in

paragraph (h)(3) of this section for at least one of the ladings to be transported, at the filling level corresponding to an average loading temperature. Exterior means must be provided to indicate this adjustment. The gauging device must be legibly and permanently marked in increments not exceeding 20 Fahrenheit degrees (or not exceeding 25 psig on tanks for carbon dioxide, refrigerated liquid or nitrous oxide, refrigerated liquid), to indicate the maximum levels to which the tank may be filled with liquid at temperatures above 20°F. However, if it is not practicable to so mark the gauging device, this information must be legibly and permanently marked on a plate affixed to the tank adjacent to the gauging device.

(3) A dip tube gauging device consists of a pipe or tube with a valve at its outer end with its intake limited by an orifice not larger than 0.060 inch in diameter. If a fixed length dip tube is used, the intake must be located midway of the tank both longitudinally and laterally and at maximum permitted filling level. In tanks for liquefied petroleum gases, the intake must be located at the level reached by the lading when the tank is loaded to maximum filling density at 40°F.

(4) Except on a tank used exclusively for the transportation of carbon dioxide, refrigerated liquid or nitrous oxide, refrigerated liquid, each opening for a pressure gauge must be restricted at or inside the tank by an orifice no larger than 0.060 inch in diameter. For carbon dioxide, refrigerated liquid or nitrous oxide, refrigerated liquid service, the pressure gauge need only be used during the filling operation.

(i) Each tank must be provided with one or more safety relief devices which, unless otherwise specified in this part, must be safety relief valves of the spring-loaded type. Each valve must be arranged to discharge upward and unobstructed to the outside of the protective housing to prevent any impingement of escaping gas upon the tank. For each chlorine tank the protective housing must be in compliance with the requirements set forth in the applicable specification.

(1) The safety relief valves on each tank must meet the following conditions:

(i) The total relieving capacity, as determined by the flow formulas contained in Section 5 of CGA Pamphlet S-1.2, must be sufficient to prevent a maximum pressure in the tank of more than 120 percent of the design pressure.

(ii) The flow capacity rating, testing and marking must be in accordance with Sections 5, 6, and 7 of CGA Pamphlet S-1.2.

(iii) For an insulated tank, the required relieving capacity of the relief valves must be the same as for and uninsulated tank, unless the insulation will remain in place and will be effective under fire condition. In this case, each insulated tank must be covered with a sheet metal jacket of not less than 16 gauge thickness.

(iv) An MC-330 cargo tank that has relief valves sized by Fetterly's formula dated November 27, 1928, may be continued in service. Copies of this formula may be obtained from the Bureau of Explosives.

(2) Each safety relief valve must be arranged to minimize the possibility of tampering. If the pressure setting or adjustment is external to the valve the safety relief valve must be provided with means for sealing the adjustment and it must be sealed.

(3) Each safety relief valve on a tank must be set to start-to-discharge at pressure no higher than 110 percent of the tank design pressure and no lower than the design pressure specified in paragraph (a) of this section for the gas transported.

(4) Each safety relief valve must be plainly and permanently marked with the pressure in psig at which it is set to discharge, with the actual rate of discharge of the device in cubic feet per minute of the gas or of air at 60°F and 14.7 psia, and with the manufacturer's name or trade name and catalog number. The start-to-discharge valve must be visible after the valve is installed. The rated discharge capacity of the device must be determined at a pressure of 120 percent of the design pressure of the tank.

(5) Each safety relief valve must have direct communication with the vapor space in the tank.

(6) Each connection to a safety relief valve must be of sufficient size to provide the required rate of discharge through the safety relief valve.

(7) No shut-off valve may be installed between a safety relief valve and the tank except in cases where two or more safety relief valves are installed on the same tank, and one or more safety shut-off valves are arranged to always provide the required relief capacity through at least one of the safety relief valves.

(8) Each safety relief valve outlet must be provided with a protective device to prevent the entrance and accumulation of dirt and water. This device must not impede flow through the valve.

(9) On tanks for carbon dioxide, refrigerated liquid or nitrous oxide, refrigerated liquid each safety relief device must be installed and located so that the cooling effect of the contents will not prevent the effective operation of the device. In addition to the required safety relief valves, these tanks may be equipped with one or more pressure controlling devices.

(10) Each tank for carbon dioxide, refrigerated liquid also may be equipped with one or more frangible disc devices set to function at a pressure not over two times nor less than 1.5 times the design pressure of the tank.

(11) Each portion of connected liquid piping or hose that can be closed at both ends must be provided with a safety relief valve without an intervening shut-off valve to prevent excessive hydrostatic pressure that could burst the piping or hose.

(12) Subject to conditions of paragraph (a) of this section for the methyl chloride and sulfur dioxide optional portable tanks, one or more fusible plugs examined by the Bureau of Explosives and approved by the Associate Administrator for Hazardous Materials Safety may be used on these tanks in place of safety relief valves of the spring-loaded type. The fusible plug or plugs must be in accordance with CGA Pamphlet S-1.2, to prevent a pressure rise in the tank of more than 120 percent of the design pressure. If the tank is over 30 inches long each end must have the total specified safety discharge area.

(13) A safety relief valve on a chlorine cargo tank must conform to one of the following standards of The Chlorine Institute, Inc.: Type 1-1/2 JQ225, Dwg. H51970, dated October 7, 1968; or Type 1-1/2 JQ225, Dwg. H50155, Revision A, dated April 28, 1969.

(j) Storage containers for liquefied petroleum gas for permanent installation on consumer premises may be shipped by private motor carrier only under the following conditions:

(1) Each container must be constructed in compliance with the requirements of the ASME Code (containers built in compliance with earlier editions starting with 1943 are authorized) and must be marked to indicate compliance in the manner specified by the respective Code.

(2) Each container must be equipped with safety devices in compliance with the requirements for safety devices on containers as specified in NFPA Pamphlet No. 58.

(3) The containers shall be so braced or otherwise secured on the vehicle as to prevent relative motion while in transit. Valves or other fittings shall be adequately protected against injury during transportation. (See §177.834(g) of this subchapter.)

(4) Except as provided in paragraph (j)(5) of this section, containers shall not be shipped when charged with liquefied petroleum gas to more than 5 percent of their water capacity.

(5) Storage containers of less than 1,042 pounds water capacity (125 gallons) may be shipped when charged with liquefied petroleum gas in compliance with DOT filling density.

(k) A nonspecification cargo tank meeting, and marked in conformance with, the edition of the ASME Code in effect when it was fabricated, may be used for the transportation of liquefied petroleum gas if it:

(1) Has a minimum design pressure no lower than 250 psig;

(2) Has a capacity of 3,500 gallons or less;

(3) Was manufactured in conformance with the ASME Code prior to January 1, 1981, according to its ASME name plate and manufacturer's data report;

(4) Conforms to NFPA Pamphlet 58;

(5) Has been inspected and tested in accordance with Subpart E of Part 180 of this subchapter as specified for MC-331 cargo tanks;

(6) Is operated exclusively in intrastate commerce (including its operation by a motor carrier otherwise engaged in interstate commerce) in a state where its operation was permitted by the laws of that State (not including the incorporation of this subchapter) prior to January 1, 1981;

(7) Was used to transport liquefied petroleum gas prior to January 1, 1981; and

(8) Is operated in conformance with all other requirements of this subchapter.

(l) Anhydrous ammonia must not be offered for transportation or transported in specification MC-330 and MC-331 cargo tanks constructed of quenched and tempered (''QT'') steel except as provided in this paragraph.

(1) The ammonia must have a minimum water content of 0.2 percent by weight. Any addition of water must be made using steam condensate, deionized, or distilled water.

(2) Except as otherwise provided in this paragraph, each person offering for transportation or transporting anhydrous ammonia shall perform a periodic analysis for prescribed water content in the ammonia. The analysis must be performed:

(i) From a sample of the ammonia in storage taken at least once every 7 days, or each time ammonia is added to the storage tanks, whichever is less frequent; or

(ii) At the time the cargo tanks are loaded, then a sample of the ammonia taken from at least one loaded cargo tank out of each 10 loads, or from one cargo tank every 24 hours, whichever is less frequent; or

(iii) At the same frequency as described in paragraph (l)(2)(ii) of this section, from a sample taken from the loading line to the cargo tank.

(3) If water is added at the time of loading:

(i) The sample for analysis must be taken from a point in the loading line between the water injection equipment and the cargo tank; and

(ii) Positive provisions must be made to assure water injection equipment is operating.

(4) If water injection equipment becomes inoperative, suitable corrective maintenance must be performed after which a sample from the first loaded cargo tank must be analyzed for prescribed water content.

(5) The analysis method for water content must be as prescribed in CGA Pamphlet G-2.2, titled ''Tentative Standard Method for Determining Minimum of 0.2 percent water in Anhydrous Ammonia,'' 1975 edition.

(6) Records indicating the results of the analysis taken, as required by this paragraph, must be retained for 2 years and must be open to inspection by representative of the Department.

(7) Each person receiving anhydrous ammonia containing 0.2 percent water by weight may offer for transportation or transport that ammonia without performing the prescribed analysis for water content provided:

(i) The ammonia received was certified as containing 0.2 percent water as prescribed in §§172.203(h)(1)(i) and 177.817(a) of this subchapter; and

(ii) The amount of water in the ammonia has not been reduced by any means.

(m) A cargo tank (commonly known as a nurse tank and considered an implement of husbandry) transporting anhydrous ammonia, and operated by a private carrier exclusively for agricultural purposes does not have to meet the specification requirements of Part 178 of this subchapter if it:

(1) Has a minimum design pressure of 250 psig and meets the requirements of the edition of the ASME code in effect at the time it was manufactured and is marked accordingly;

(2) Is equipped with safety relief valves meeting the requirements of CGA pamphlet S1.2;

(3) Is painted white or aluminum;

(4) Has capacity of 3,000 gallons or less;

(5) Is loaded to a filling density no greater than 56 percent;

(6) Is securely mounted on a farm wagon; and

(7) Is in conformance with the requirements of Part 172 of this subchapter except that shipping papers are not required; and it need not be marked or placarded on one end if that end contains valves, fittings, regulators or gauges when those appurtenances prevent the markings and placard from being properly placed and visible.

(n) Each MC-330 and MC-331 cargo tank used to transport a flammable gas, anhydrous ammonia or hydrogen chloride, refrigerated liquid must have each liquid opening equipped in accordance with §178.337-11 of this subchapter.

(o) *Chlorine cargo tanks.* Each cargo tank motor vehicle used for the transportation of chlorine must meet the requirements in the following:

(1) Any hose, piping, or tubing used for loading or unloading that is mounted or carried on the motor vehicle may not be attached to any valve and must be capped at all ends to prevent the entry of moisture, except at the time of loading or unloading. Except at the time of loading and unloading, the pipe connection of each angle's valve must be closed with a screw plug which is chained or otherwise fastened to prevent misplacement.

(2) Each chlorine cargo tank angle valve must be tested to be leak free at not less than 225 psig using dry air or inert gas before installation and thereafter every 2 years when performing the required periodic retest in §180.407(c) of this subchapter. Prior to each loading, the cargo tank must be inspected and the angle valves and gasketed joints must be examined and tested at a pressure of not less than 50 psig to determine that they are not leaking and are in proper condition for transportation. Any leaks must be corrected before the cargo tank is offered for transportation.

(3) Excess flow valves on the cargo tank must meet the requirements in §178.337-11(a)(4) of this subchapter.

§173.316 Cryogenic liquids in cylinders.

(a) *General requirements.*

(1) A cylinder may not be loaded with a cryogenic liquid colder than the design service temperature of the packaging.

(2) A cylinder may not be loaded with any material which may combine chemically with any residue in the packaging to produce an unsafe condition.

(3) The jacket covering the insulation on a cylinder used to transport any flammable cryogenic liquid must be made of steel.

(4) A valve or fitting made of aluminum with internal rubbing or abrading aluminum parts that may come in contact with oxygen in the cryogenic liquid form may not be installed on any cylinder used to transport oxygen, cryogenic liquid unless the parts are anodized in accordance with ASTM Standard B 580.

(5) An aluminum valve, pipe or fitting may not be installed on any cylinder used to transport any flammable cryogenic liquid.

(6) Each cylinder must be provided with one or more pressure relief devices, which must be installed and maintained in compliance with the requirements of this subchapter.

(7) Each pressure relief device must be installed and located so that the cooling effect of the contents during venting will not prevent effective operation of the device.

(8) The maximum weight of the contents in a cylinder with a design service temperature colder than -320°F may not exceed the design weight marked on the cylinder (see §178.35 of this subchapter).

(b) *Pressure control systems.* Each cylinder containing a cryogenic liquid must have a pressure control system that conforms to §173.34(d) and is designed and installed so that it will prevent the cylinder from becoming liquid full.

(c) *Specification cylinder requirements and filling limits.* Specification DOT-4L cylinders (§178.57 of this subchapter) are authorized for the transportation of cryogenic liquids when carried in the vertical position as follows:

(1) For purposes of this section, ''filling density,'' except for hydrogen, is defined as the percent ratio of the weight of lading in the packaging to the weight of water that the packaging will hold at 60°F (1 lb. of water = 27.737 cubic inches at 60°F).

(2) The cryogenic liquids of argon, nitrogen, oxygen, helium and neon must be loaded and shipped in accordance with the following table:

Pressure control valve setting (maximum start-to-discharge pressure psig)	Maximum permitted filling density (percent by weight)					
	Air	Argon	Nitrogen	Oxygen	Helium	Neon
45	82.5	133	76	108	12.5	109
75	80.3	130	74	105	12.5	104
105	78.4	127	72	103	12.5	100
170	76.2	122	70	100	12.5	92
230	75.1	119	69	98	12.5	85
295	73.3	115	68	96	12.5	77
360	70.7	113	65	93	12.5	
450	65.9	111	61	91	12.5	
540	62.9	107	58	88	12.5	
625	60.1	104	55	86	12.5	
Design service temperature (°F)	-320	-320	-320	-320	-452	-411

(3) Hydrogen (minimum 95 percent parahydrogen) must be loaded and shipped as follows:

Column 1	Column 2
Design service temperature	Minus 423°F or colder
Maximum permitted filling density, based on cylinder capacity at minus 423°F (see Note 1)	6.7 percent
The pressure control valve must be designed and set to limit the pressure in the cylinder to not more than	17 psig

Note 1: The filling density for hydrogen cryogenic liquid is defined as the percent ratio of the weight of lading in a packaging to the weight of water that the packaging will hold at minus 423°F. The volume of the packaging at minus 423°F is determined in cubic inches. The volume is converted to pounds of water (1 lb. of water = 27.737 cubic inches).

(i) Each cylinder must be constructed, insulated and maintained so that during transportation the total rate of venting shall not exceed 30 SCF of hydrogen per hour.

(ii) In addition to the marking requirements in §178.35 of this subchapter, the total rate of venting in SCF per hour (SCFH) shall be marked on the top head or valve protection band in letters at least one-half inch high as follows: ''VENT RATE***SCFH'' (with the asterisks replaced by the number representing the total rate of venting, in SCF per hour).

(iii) Carriage by highway is subject to the conditions specified in §177.840(a) of this subchapter.

(d) *Mixtures of cryogenic liquid.* Where charging requirements are not specifically prescribed in paragraph (c) of this section, the cryogenic liquid must be shipped in packagings and under conditions approved by the Associate Administrator for Hazardous Materials Safety.

§173.318 Cryogenic liquids in cargo tanks.

(a) *General requirements.*

(1) A cargo tank may not be loaded with a cryogenic liquid colder than the design service temperature of the packaging.

(2) A cargo tank may not be loaded with any material that may combine chemically with any residue in the packaging to produce an unsafe condition (see §178.338-15).

(3) The jacket covering the insulation on a tank used to transport a cryogenic liquid must be made of steel if the cryogenic liquid:

(i) Is to be transported by vessel (see §176.76(h)(1) of this subchapter); or

(ii) Is oxygen or a flammable material.

(4) A valve or fitting made of aluminum with internal rubbing or abrading aluminum parts that may come in contact with oxygen in the cryogenic liquid form may not be installed on any cargo tank used to transport oxygen, cryogenic liquid unless the parts are anodized in accordance with ASTM Standard B 580.

(5) An aluminum valve, pipe or fitting, external to the jacket that retains lading during transportation may not be installed on any cargo tank used to transport oxygen, cryogenic liquid or any flammable cryogenic liquid.

(6) A cargo tank used to transport oxygen, cryogenic liquid must be provided with a manhole (see §178.338-6 of this subchapter).

(b) *Pressure relief systems and pressure control valves —*

(1) *Types of pressure relief systems —*

(i) *Tanks in oxygen and flammable cryogenic liquid service.* Except as otherwise provided in this paragraph, each tank in oxygen and flammable cryogenic liquid service must be protected by two independent pressure relief systems which are not connected in series, namely:

(A) A primary system of one or more pressure relief valves; and

(B) A secondary system of one of more frangible discs or pressure relief valves. For a tank in carbon monoxide service, the secondary system must be pressure relief valves only.

(ii) *Tanks in helium and atmospheric gas (except oxygen) cryogenic liquid service.* For a tank used in helium and atmospheric gas (except oxygen) cryogenic liquid service, the tank must be protected by at least one pressure relief system consisting of:

(A) One or more pressure relief valves; or

(B) A combination of one or more pressure relief valves and one or more frangible discs.

(2) *Capacities of pressure relief systems —*

(i) *Tanks in oxygen or flammable cryogenic liquid service.* For tanks in oxygen or flammable cryogenic liquid service, the primary system and the secondary system of pressure relief devices must each have a flow capacity equal to or greater than that calculated by the applicable formula in paragraph 5.3.2 or paragraph 5.3.3 of CGA Pamphlet S-1.2. In addition:

(A) The primary pressure relief system must have a total flow capacity at a pressure not exceeding 120 percent of the tank's design pressure.

(B) The secondary pressure relief system must have a total flow capacity at a pressure not exceeding 150 percent of the tank's design pressure.

(C) The flow capacity and rating must be verified and marked by the manufacturer of the device in accordance with CGA Pamphlet S-1.2.

(ii) *Tanks in helium and atmospheric gas (except oxygen) cryogenic liquid service.* For tanks in helium and atmospheric gas (except oxygen) cryogenic liquid service, the pressure relief system must have a flow capacity equal to or greater than that calculated by the applicable formula in paragraphs 5.3.2 or 5.3.3 of CGA Pamphlet S-1.2. If the pressure relief system consists of a combination of pressure relief valves and frangible discs, the pressure relief valves must have a total venting capacity equal to or greater than that calculated by the applicable formula in paragraph 4.1.10.1.1 of CGA Pamphlet S-1.2. The pressure relief system must have this total flow capacity at a pressure not exceeding 150 percent of the tank's design pressure. The flow capacity and rating must be verified and marked by the manufacturer of the device in accordance with CGA Pamphlet S-1.2.

(3) *Type and construction of pressure relief devices.*

(i) Each pressure relief device must be designed and constructed for a pressure equal to or exceeding the tank's design pressure at the coldest temperature reasonably expected to be encountered.

(ii) Pressure relief devices must be either spring-loaded pressure relief valves or frangible discs. Pressure relief valves must be of a type that automatically open and close at predetermined pressures.

(4) *Setting of pressure relief devices.*

(i) On a tank used in oxygen or flammable cryogenic liquid service, the pressure relief devices must perform as follows.

(A) Each pressure relief valve in the primary relief system must be set-to-discharge at a pressure no higher than 110 percent of the tank's design pressure.

(B) Each pressure relief device in the secondary pressure relief system must be designed to commence functioning at a pressure no lower than 130 percent and no higher than 150 percent of the tank's design pressure.

(ii) On a tank used in helium and atmospheric gas (except oxygen) cryogenic liquid service, the pressure relief devices in the pressure relief system must be designed to commence functioning at no higher than 150 percent of the tank's design pressure.

(5) *Optional pressure relief devices and pressure control valves.* In addition to the required pressure relief devices, a cargo tank in cryogenic liquid (except carbon monoxide) service may be equipped with one or both of the following:

(i) One or more pressure control valves set at a pressure below the tank's design pressure.

(ii) One or more frangible discs set to function at a pressure not less than one and one-half times or more than two times the tank's design pressure.

(6) *Maximum filling rate.*

(i) For a tank used in oxygen and flammable cryogenic liquid service, the maximum rate at which the tank is filled must not exceed the liquid flow capacity of the primary pressure relief system rated at a pressure not exceeding 120 percent of the tank's design pressure.

(ii) On a tank used in helium and atmospheric gas (except oxygen) cryogenic liquid service, the maximum rate at which the tank is filled must not exceed the liquid flow capacity of the pressure relief valves rated at 150 percent of the tank's design pressure.

(7) *Arrangement and location of pressure relief devices.*

(i) The discharge from any pressure relief system must be directed upward and be unobstructed to the outside of the protective housing in such a manner as to prevent impingement of gas upon the jacket or any structural part of the vehicle.

(ii) Each pressure relief valve must be arranged or protected to prevent the accumulation of foreign material between the relief valve and the atmospheric discharge opening in any relief piping. The arrangement must not impede flow through the device.

(iii) Each pressure relief valve must be designed and located to minimize the possibility of tampering. If the pressure setting or adjustment is external to the valve, the valve adjustment must be sealed.

(iv) Each pressure relief device must have direct communication with the vapor space of the tank at the midlength of the top centerline.

(v) Each pressure relief device must be installed and located so that the cooling effect of the contents during venting will not prevent the effective operation of the device.

(8) *Connections.*

(i) Each connection to a pressure relief device must be of sufficient size to allow the required rate of discharge through the pressure relief device. The inlet connection must be not less than one-half inch nominal pipe size.

(ii) A shut-off valve may be installed in a pressure relief system only when the required relief capacity is provided at all times.

(9) *Pressure relief devices for piping hose and vacuum-insulated jackets.*

(i) Each portion of connected liquid piping or hose that can be closed at both ends must be provided with either a hydrostatic pressure relief valve without an intervening shut-off valve, or a check valve permitting flow from the pipe or hose into the tank. If used, the relief valve must be located so as to prevent its discharge from impinging on the tank, piping, or operating personnel.

(ii) On a vacuum-insulated cargo tank the jacket must be protected by a suitable relief device to release internal pressure. The discharge area of this device must be at least 0.00024 square inch per pound of water capacity of the tank. This relief device must function at a pressure not exceeding the internal design pressure of the jacket, calculated in accordance with the ASME Code, or 25 psig, whichever is less.

(10) *Tank inlet, outlet, pressure relief device and pressure control valve markings.*

(i) Each tank inlet and outlet, except pressure relief devices and pressure control valves, must be permanently marked to indicate whether it communicates with ''vapor'' or ''liquid'' when the tank is filled to the maximum permitted filling density.

(ii) Each pressure relief valve must be plainly and permanently marked with the pressure, in psig, at which it is set-to-discharge, the discharge rate of the device in SCF per minute (SCFM) of free air, and the manufacturer's name or trade name and catalog number. The marked set-to-discharge pressure valve must be visible with the valve in its installed position. The rated discharge capacity of the device must be determined at a pressure of 120 percent of the design pressure of the tank.

(iii) Each pressure control valve must be plainly and permanently marked with the pressure, in psig, at which it is set-to-discharge.

(c) *Weight of lading requirements.* The weight of a cryogenic liquid in the tank must be determined by weighing or by the use of a liquid level gauging device authorized in §178.338-14(a) of this subchapter, and may not exceed the lesser of:

(1) The weight of lading in the tank based on the water capacity stamped on the nameplate (§178.338-18(a)(4) of this subchapter) and the appropriate maximum permitted filling density specified in paragraph (f) of this section; or

(2) The maximum weight of lading for which the cargo tank was designed as marked on the specification plate (see §178.338-18(b) of this subchapter).

(d) *Outage.* Except for a cargo tank containing helium, cryogenic liquid, a cargo tank offered for transportation must have an outage of at least two percent below the inlet of the pressure relief device or pressure control valve, under conditions of incipient opening, with the tank in a level attitude.

(e) *Temperature.* A flammable cryogenic liquid in a cargo tank at the start of travel must be at a temperature sufficiently cold that the pressure control valve or the required pressure relief valve, whichever is lower, will not be reached in less time than the marked rated holding time for the cryogenic liquid (see paragraph (g)(3) of this section and §178.338-9(b) of this subchapter).

(f) *Specification MC-338 (§178.338 of this subchapter) cargo tanks* are authorized for the shipment of the following cryogenic liquids subject to the following additional requirements:

(1) For purposes of this section, ''filling density'' is defined as the percent ratio of the weight of lading in the tank to the weight of water that the tank will hold at the design service temperature (one pound of water = 27.737 cubic inches at 60°F, or one gallon of water = 231 cubic inches at 60°F and weighs 8.32828 pounds).

(2) *Air, argon, helium, nitrogen, and oxygen, cryogenic liquids* must be loaded and shipped in accordance with the following table:

Pressure Control Valve Setting or Relief Valve Setting

Maximum set-to-discharge pressure (psig)	Maximum permitted filling density (percent by weight)				
	Air	Argon	Helium	Nitrogen	Oxygen
26			12.5		
30	80.3	129	12.5	74	105
40	79.2		12.5		
50	78.0		12.5		
55	77.3	125	12.5	71	102
60	76.9		12.5		
80	75.3		12.5		
85	75.1	121	12.5		99
100	73.0		12.5		
105	73.7		12.5	67	
120	72.2		12.5		
140	71.4		12.5		
145	70.9	115	12.5	64	94
180	68.3		12.5		
200	67.3	110	12.5	61	91
250	63.3	106	12.5	57	87
275	62.3	105	12.5	56	86
325	59.4	101		53	83
Design service temperature	-320°F	-320°F	-452°F	-320°F	-320°F

(3) *Carbon monoxide, hydrogen (minimum 95 percent para-hydrogen), ethylene, and methane or natural gas, cryogenic liquids* must be loaded and shipped in accordance with the following table:

Pressure Control Valve Setting or Relief Valve Setting

Maximum set-to-discharge pressure (psig)	Maximum permitted filling density (percent by weight)			
	Carbon monoxide	Ethylene	Hydrogen	Methane or natural gas
13			6.6	
15	75.0		6.6	40.5
17	74.0		6.6	
20		53.5		40.0
25	73.0			
30	72.0	52.7	6.3	39.1
35				
40		52.0		38.6
45	71.5			
50		51.4	6.0	38.2
55				
60		50.8		
70		50.2	5.7	37.5
90		49.2		
95				
100		48.4	5.4	36.6
115		48.2		
125			5.0	
150			4.5	
175	62.5	45.8		
285	56.0			
Design service temperature	-320°F	-155°F	-423°F	-260°F

(4) Mixtures of cryogenic liquid. Where charging requirements are not specifically prescribed in this paragraph (f), the cryogenic liquid must be shipped in packagings and under conditions approved by the Associate Administrator for Hazardous Materials Safety.

(g) *One-way travel time; marking.* The jacket of a cargo tank to be used to transport a flammable cryogenic liquid must be marked on its right side near the front, in letters and numbers at least two inches high, ''One-Way-Travel-Time _____ hrs.'', with the blank filled in with a number indicating the one-way travel time (OWTT), in hours, of the cargo tank for the flammable cryogenic liquid to be transported. A cargo tank that is partially unloaded at one or more locations must have additional marking ''One-Way-Travel-Time _____ hrs. _____ psig to _____ psig at _____ percent filling density,'' with the second blank filled in with the pressure existing after partial unloading and the third blank filled in with the set-to-discharge pressure of the control valve or pressure relief valve, and the fourth blank with the filling density following partial unloading. Multiple OWTT markings for different pressure levels are permitted.

(1) OWTT is based on the marked rated holding time (MRHT) of the cargo tank for the cryogenic liquid to be transported in the cargo tank. If the MRHT for the flammable cryogenic liquid is not displayed on or adjacent to the specification plate, this MRHT may be derived.

(2) The MRHT is converted to OWTT, in hours, as follows:

(i) For a tank with an MRHT of 72 hours or less,

OWTT = (MRHT - 24)/2

(ii) For a tank with an MRHT greater than 72 hours,

OWTT = MRHT - 48

(3) Each cargo tank motor vehicle used to transport a flammable cryogenic liquid must be examined after each shipment to determine its actual holding time. The record required by §177.840(h) of this subchapter may be used for this determination. If the examination indicates that the actual holding time of the cargo tank, after adjustment to reflect an average ambient temperature of 85°F, is less than 90 percent of the marked rated holding time (MRHT) for the cryogenic liquid marked on the specification plate or adjacent thereto (see §178.338-18(b) of this subchapter), the tank may not be refilled with any flammable cryogenic liquid until it is restored to its marked rated holding time value or it is re-marked with the actual marked rated holding time determined by this examination. If the name of the flammable cryogenic liquid that was transported and its marked rated holding time is not displayed on or adjacent to the specification plate, this requirement may be met by deriving the MRHT of the cargo tank for that flammable cryogenic liquid and comparing that derived MRHT with the actual holding time after adjustment.

§173.319 Cryogenic liquids in tank cars.

(a) *General requirements.*

(1) A tank car containing a flammable cryogenic liquid may not be shipped unless it was loaded by, or with the consent of, the owner of the tank car.

(2) The amount of flammable cryogenic liquid loaded into a tank car must be determined, either by direct measurement or by calculation based on weight, to verify that the tank has not been filled to a level in excess of the limits specified in paragraph (d)(2) of this section. The weight of any flammable cryogenic liquid loaded, except hydrogen, must be checked by use of scales after disconnecting the loading line.

(3) Whenever a tank car containing any flammable cryogenic lading is not received by the consignee within 20 days from the date of shipment, the shipper of the lading shall notify the Bureau of Explosives.

(4) A tank car may not be loaded with any flammable cryogenic liquid:

(i) That may combine chemically with any residue in the tank to produce an unsafe condition,

(ii) That is colder than the design service temperature of the tank,

(iii) If the average daily pressure rise in the tank exceeded 3 psi during the prior shipment,

(iv) Unless it is marked with the name of contents, in accordance with §172.330 of this subchapter.

(b) When a tank car containing a flammable cryogenic liquid is offered for transportation:

(1) At least 0.5 percent outage must be provided below the inlet of the pressure relief or pressure control valve at the start-to-discharge pressure setting of the valve, with the tank car in a level attitude, and

(2) The absolute pressure in the annular space must be less than 75 microns of mercury.

(c) *Temperature.* A flammable cryogenic liquid must be loaded into a tank car at such a temperature that the average daily pressure rise during transportation will not exceed 3 psi (see paragraph (a)(4)(iii) of this section and §173.31(c)(13)).

(d) A Class DOT-113 tank car is authorized for the shipment of the following cryogenic liquids subject to the following additional requirements:

(1) For purposes of this section, ''filling density'' is defined as the percent ratio of the weight of lading in the tank to the weight of water that the tank will hold at the design service temperature (one pound of water = 27.737 cubic inches at 60°F, or one gallon of water = 231 cubic inches at 60°F and weighs 8.32828 pounds).

(2) *Ethylene, and hydrogen (minimum 95 percent parahydrogen), cryogenic liquids* must be loaded and shipped in accordance with the following table:

Pressure Control Valve Setting or Relief Valve Setting

Maximum start-to-discharge pressure (psig)	Maximum permitted filling density (percent by weight)			
	Ethylene	Ethylene	Ethylene	Hydrogen
17				6.60
45	52.8			
75		51.1	51.1	
Maximum pressure when offered for transportation	10 psig	10 psig	20 psig	
Design service temperature	–260°F	–260°F	–155°F	–423°F
Specification (see §173.31(a)(9)	113D60W 113C60W	113C120W	113D120W	113A175W 113A60W

(e) *Special requirements for class DOT 113 tank cars.*

(1) A class DOT-113 tank car need not be periodically pressure tested; however, each shipment must be monitored to determine the average daily pressure rise in the tank car. If the average daily pressure rise during any shipment exceeds 0.2 Bar (3 psi) per day, the tank must be tested for thermal integrity prior to any subsequent shipment.

(2) *Thermal integrity test.* When required by paragraph (e)(1) of this section, either of the following thermal integrity tests may be used:

(i) *Pressure rise test.* The pressure rise in the tank may not exceed 0.34 Bar (5 psi) in 24 hours. When the pressure rise test is performed, the absolute pressure in the annular space of the loaded tank car may not exceed 75 microns of mercury at the beginning of the test and may not increase more than 25 microns during the 24-hour period; or

(ii) *Calculated heat transfer rate test.* The insulation system must be performance tested as prescribed in §179.400-4 of this subchapter. When the calculated heat transfer rate test is performed, the absolute pressure in the annular space of the loaded tank car may not exceed 75 microns of mercury at the beginning of the test and may not increase more than 25 microns during the 24-hour period. The calculated heat transfer rate in 24 hours may not exceed:

(A) 120 percent of the appropriate standard heat transfer rate specified in §179.401-1 of this subchapter, for DOT-113A60W and DOT-113C120W tank cars;

(B) 122.808 joules (0.1164 Btu/day/lb.) of inner tank car water capacity, for DOT-113A175W tank cars;

(C) 345.215 joules (0.3272 Btu/day/lb.) of inner tank car water capacity, for DOT-113C60W and 113D60W tank cars; or

(D) 500.09 joules (0.4740 Btu/day/lb.) of inner tank car water capacity, for DOT-113D120W tank cars.

(3) A tank car that fails a test prescribed in paragraph (e)(2) of this section must be removed from hazardous materials service. A tank car removed from hazardous materials service because it failed a test prescribed in paragraph (e)(2) of this section may not be used to transport a hazardous material unless the tank car conforms to all applicable requirements of this subchapter.

(4) Each frangible disc must be replaced with a new frangible disc every 12 months, and the replacement date must be marked on the car near the pressure relief valve information.

(5) Pressure relief valves and alternate pressure relief valves must be tested every five years. The start-to-discharge pressure and vapor tight pressure requirements for the pressure relief valves must be as specified in §179.401-1 of this subchapter. The alternate pressure relief device values specified in §179.401-1 of this subchapter for a DOT-113C120W tank car apply to a DOT-113D120W tank car.

§173.320 Cryogenic liquids; exceptions.

(a) Atmospheric gases and helium, cryogenic liquids, in Dewar flasks, insulated cylinders, insulated portable tanks, insulated cargo tanks, and insulated tank cars, designed and constructed so that the pressure in such packagings will not exceed 25.3 psig under ambient temperature conditions during transportation are not subject to the requirements of this subchapter when transported by motor vehicle or railcar except as specified in paragraphs (a)(1), (a)(2), and (a)(3) of this section.

(1) Sections 171.15 and 171.16 of this subchapter pertaining to the reporting of incidents, not including a release that is the result of venting through a pressure control valve, or the neck of the Dewar flask.

(2) Subparts A, B, C, and D of Part 172, (§§174.24 for rail and 177.817 for highway) and in addition, Part 172 in its entirety for oxygen.

(3) Subparts A and B of part 173, and §§174.1, 177.800, 177.804, and 177.823 of this subchapter.

(b) The requirements of this subchapter do not apply to atmospheric gases and helium:

(1) During loading and unloading operations (pressure rises may exceed 25.3 psig); or

(2) When used in operation of a process system; such as a refrigeration system (pressure may exceed 25.3 psig).

(c) For transportation aboard aircraft, see §171.11 of this subchapter.

§173.321 Ethylamine.

Ethylamine must be packaged as follows:

(a) In 1A1 drums which meet Packing Group I performance level requirements.

(b) In specification cylinders as prescribed for any compressed gas except acetylene.

§173.322 Ethyl chloride.

Ethyl chloride must be packaged in any of the following single or combination non-bulk packagings which meet Packing Group I performance level requirements:

(a) In 4C1, 4C2, 4D or 4F wooden boxes with glass, earthenware, or metal inner receptacles not over 500g (17.6 ounces) capacity each;

(b) In 4G fiberboard boxes with glass, earthenware, or metal inner receptacles not over 500g (17.6 ounces) capacity each. Outer packagings may not exceed 30kg (66 pounds) gross weight,

(c) In 1A1 drums of not over 100 L, (26 gallons) capacity each, or

(d) In specification cylinders as prescribed for any compressed gas except acetylene.

§173.323 Ethylene oxide.

(a) For packaging ethylene oxide in non-bulk packagings, silver mercury or any of its alloys or copper may not be used in any part of a packaging, valve, or other packaging appurtenance if that part, during normal conditions of transportation, may come in contact with ethylene oxide liquid or vapor. Copper alloys may be used only where gas mixtures do not contain free acetylene at any concentration that will form copper acetylene. All packaging and gaskets must be constructed of materials which are compatible with ethylene oxide and do not lower the auto-ignition temperature of ethylene oxide.

(b) Ethylene oxide must be packaged in one of the following:

(1) In 4G fiberboard boxes with inner glass ampoules or vials. Total quantity of ethylene oxide may not exceed 100 grams (3.5 ounces) per package. The completed package must be capable of passing Packing Group I performance tests.

(2) In 4G fiberboard boxes constructed with top and bottom pads and perimeter liner. Inner packagings must be aluminum receptacles of no more than 135 g (4.8 ounces capacity) cushioned with incombustible material. No more than 12 receptacles may be packed in one box and no more than 10 boxes may be overpacked under the provisions of §173.25 of this part. Each completed package must be capable of passing Packing Group I performance tests.

(3) In 4C1, 4C2, 4D or 4F wooden boxes or 4G fiberboard boxes with inner metal receptacles of no more than 340g (12 ounces) capacity. The metal receptacle must be capable of withstanding no less than a 1241.1 kPa (180 psig) burst pressure. No more than 12 receptacles may be packed in one box, and each receptacle may not be liquid full below 82°C (180°F). Each inner receptacle must be insulated and equipped with a relief device of the fusible plug type with yield temperature of 69°C to 77°C (156°F to 171°F). The capacity of relief device and insulation must be such that the charged receptacle will not explode when tested by the method described in CGA Pamphlet C-14 or other equivalent method. Each completed package must be capable of passing all Packing Group I performance tests.

(4) In specification cylinders, as authorized for any compressed gas except acetylene. Pressurizing valves and insulation are required for cylinders over 4 L (1 gallon) capacity. Eductor tubes must be provided for cylinders over 19 L (5 gallons) capacity. Cylinders must be seamless or welded steel (not brazed) with a nominal capacity of no more than 115 L (30 gallons) and may not be liquid full below 82°C (180°F). Before each refilling, each cylinder must be tested for leakage at no less than 103.4 kPa (15 psig) pressure. In addition, each cylinder must be equipped with a fusible type relief device with yield temperature of 69°C to 77°C (157°F to 170°F). The capacity of the relief device and the effectiveness of the insulation must be such that the charged cylinder will not explode when tested by the method described in CGA Pamphlet C-14 or other equivalent method.

(5) In 1A1 steel drums of no more than 231 L (61 gallons) and meeting Packing Group I performance standards. The drum must be lagged, of all welded construction with the inner shell having a minimum thickness of 1.7 mm (0.068 inches) and the outer shell having a minimum thickness of 2.4 mm (0.095 inches). Drums must be capable of withstanding a hyorostatic test pressure of 690 kPa (100 psig). Lagging must be of sufficient thickness so that the drum, when filled with ethylene oxide and equipped with the required pressure relief device, will not rupture when exposed to fire. The drum may not be liquid full below 85°C (185°F), and must be marked ''THIS END UP'' on the top head. Before each refilling, each drum must be tested for leakage at no less than 103 kPa (15 psig) pressure. Each drum must be equipped with a fusible type relief device with yield temperature of 69°C to 77°C (157°F to 170°F), and the capacity of the relief device must be such that the filled drum is capable of passing, without rupture, the test method described in CGA Pamphlet C-14 or other equivalent method.

(c) When §172.101 of this subchapter specifies that a hazardous material be packaged under this section, only the following bulk packagings are authorized, subject to the requirements of Subparts A and B of this part, the special provisions specified in Column 7 of the §172.101 Table, and paragraphs (d) through (j) of this section:

(1) *Tank cars.* Class DOT 105J tank cars: Notwithstanding the requirements of §173.31(c), each tank car must have a tank test pressure of at least 20.7 Bar (300 psi) no later than July 1, 2006.

(2) *Cargo tanks.* Specification MC 330 and MC 331 cargo tank motor vehicles.

(3) *Portable tanks.* DOT 51 portable tanks.

(d) The pressure relief devices must be set to function at 517 kPa (75 psig). Portable tanks fitted with non-reclosing devices made and in use prior to December 31, 1987, may continue to be used in ethylene oxide service.

(e) In determining outage, consideration must be given to the lading temperature and solubility of inert gas padding in ethylene oxide as well as the partial pressure exerted by the gas padding.

(f) Each tank, loaded or empty, must be padded with dry nitrogen or other suitable inert gas of sufficient quantity to render the vapor space of the tank nonflammable up to 41°C (105°F). The gas used for padding must be free of impurities which may cause the ethylene oxide to polymerize, decompose or undergo other violent chemical reaction.

(g) Copper, silver, mercury, magnesium or their alloys may not be used in any part of the tank or appurtenances that are normally in contact with the lading.

(h) Neoprene, natural rubber and asbestos gaskets are prohibited. All packing and gaskets must be made of materials which do not react with or lower the autoignition temperature of the lading.

(i) Each tank must be insulated with cork (at least 10 cm (4 inches) thick), or mineral wool, fiberglass or other suitable insulation material of sufficient thickness so that the thermal conductance at 16°C (60°F) is not more than 0.075 Btu per hour per square foot per degree F. temperature differential. Portable tanks made and in use prior to December 31, 1987 equipped with fusible plugs instead or a safety relief valve or frangible disc, must have sufficient insulation so that the tank as filled for shipment will not rupture in a fire. The insulation on portable tanks or cargo tank motor vehicles must be protected with a steel jacket at least 2.54 mm (0.100 inch) thick, or as required by the specification.

(j) Tank car tanks built after December 30, 1971 must be equipped with a thermometer well.

§173.334 Organic phosphates mixed with compressed gas.

Hexaethyl tetraphosphate, parathion, tetraethyl dithio pyrophosphate, tetraethyl pyrophosphate, or other Division 6.1 organic phosphates (including a compound or mixture), may be mixed with a non-flammable compressed gas. This mixture must not contain more than 20 percent by weight of organic phosphate and must be packaged in specification 3A240, 3AA240, 3B240, 4A240, 4B240, 4BA240, or 4BW240 cylinders meeting the following requirements.

(a) Each cylinder may be charged with not more than 5 kg (11.0 pounds) of the mixture, to a maximum filling density of not more than 80 percent of the water capacity;

(b) Each cylinder must be charged in compliance with §173.301 (e) and (f);

(c) No cylinder may be equipped with an eduction tube or a fusible plug;

(d) No cylinder may be equipped with any valve unless the valve is a type approved by the Associate Administrator for Hazardous Materials Safety;

(e) Cylinders must be overpacked in a box so arranged to protect each valve or other closing device from damage. Except as provided in paragraph (f) of this section, no more than four cylinders may be packed in a box. Each box with its closing device protection must be sufficiently strong to protect all parts of each inside cylinder from deformation or breakage if the completed package is dropped 1.8 m (5.9 feet) onto solid concrete and impacted at the package's weakest point.

(f) Cylinders may be packed in strong wooden boxes with valves or other closing devices protected from injury, with not more than twelve cylinders in one outside wooden box. An outer fiberboard box may be used when not more than four such cylinders are to be shipped in one packaging. Valves must be adequately protected. Box and valve protection must be of strength sufficient to protect all parts of inner packagings and valves from deformation or breakage resulting from a drop of at least 1.8m (5.9 feet) onto a concrete floor, impacting at the weakest point.

§173.335 Gas generator assemblies.

Gas generator assemblies (aircraft) containing liquefied non-flammable, non-toxic gas and a solid propellant cartridge must be packaged as follows:

(a) The gas must be packaged in specification steel cylinders authorized for any compressed gas except acetylene not exceeding 10.5 L (2.8 gallons) internal volume and having a minimum design burst pressure of 19,700 kPa (2,857 psi);

(b) Fittings must be protected against damage under conditions normal incident to transport, any trigger must be fitted with a safety locking pin, and a non-propulsive plug must be installed on the discharge tube; and

(c) Each complete unit must be individually and tightly packed to prevent movement in wooden boxes (4C1 or 4C2), plywood boxes (4D), reconstituted wood boxes (4F), fiberboard boxes (4G), or plastic boxes, (4H1 and 4H2) of Packing Group II performance level, or in the original manufacturer's transit box.

§173.336 Nitrogen dioxide, liquefied, or dinitrogen tetroxide, liquefied.
Nitrogen dioxide, liquefied, or dinitrogen tetroxide, liquefied, must be packaged in specification cylinders as follows:

(a) As prescribed in §173.192, or

(b) Specification 3A480, 3AA480, 3AL1800, or 3E1800 metal cylinders, with valves removed, are authorized. Each valve opening must be closed by means of a solid metal plug with tapered thread properly luted to prevent leakages; valve protection cap must be used and be at least 4.76 mm (0.187 inches) thick gas-tight, with 4.76 mm (0.187 inches) faced seat for gasket and with United States standard form thread. Transportation in 3AL cylinders is authorized only by highway or rail. Each cylinder must be cleaned in compliance with the requirements of Federal Specification RR-C-901c, paragraphs 3.7.2 and 3.8.2. Cleaning agents equivalent to those specified in RR-C-901b may be used; however, any cleaning agent must not be capable of reacting with oxygen. One cylinder selected at random from a group of 200 or less cleaned at the same time must be tested for oil contamination in accordance with Specification RR-C-901b paragraph 4.4.2.3 and meet the standard of cleanliness specified therein.

§173.337 Nitric oxide.
Nitric oxide must be packed in Specification 3A1800, 3AA1800, 3E1800, or 3AL1800 cylinders charged to a pressure of not more than 5,170 kPa (750 psi) at 21°C (70°F). Cylinders must be equipped with a valve of stainless steel and valve seat of material which will not be deteriorated by contact with nitric oxide or nitrogen dioxide. Cylinders or valves may not be equipped with pressure relief devices of any type. Valve outlets must be sealed by a solid threaded cap or plug and an inert gasketing material. In addition —

(a) Specification 3E1800 cylinders must be overpacked in strong wooden boxes of such design as to protect valves from injury or accidental functioning under conditions incident to transportation. Each overpack must conform to §173.25.

(b) Specification 3A, 3AA, and 3AL cylinders must have their valves protected by metal caps or other equally protective guards securely attached to the cylinders and be of sufficient strength to protect the valves from injury during transit, or by overpacking in strong wooden boxes of such design as to protect valves from injury or accidental functioning under conditions incident to transportation. Each overpack must conform to §173.25. Transportation in 3AL cylinders is authorized only by highway or rail.

(c) Each cylinder must be cleaned in compliance with the requirements of Federal Specification RR-C-901C paragraphs 3.7.2 and 3.8.2. Cleaning agents equivalent to those specified in RR-C-901C may be used; however, any cleaning agent must not be capable of reacting with oxygen. One cylinder selected at random from a group of 200 or less cleaned at the same time must be tested for oil contamination in accordance with Specification RR-C-901C paragraph 4.4.2.3 and meet the standard of cleanliness specified therein.

§173.338 Tungsten hexafluoride.
Tungsten hexafluoride must be packed in specification 3A, 3AA, 3BN, or 3E (§§178.36, 178.37, 178.39, 178.42 of this subchapter) cylinders. Cylinders must be equipped with a valve protection cap or be packed in a strong outside container complying with the provisions of §173.40. Outlets of any valves must be capped or plugged. As an alternative, the cylinder opening may be closed by the use of a metal plug. Specification 3E cylinders must be shipped in an overpack that complies with the provisions of §173.40.

§173.340 Tear gas devices.
(a) Packagings for tear gas devices must be approved prior to initial transportation by the Associate Administrator for Hazardous Materials Safety.

(b) Tear gas devices may not be assembled with, or packed in the same packaging with, mechanically- or manually-operated firing, igniting, bursting, or other functioning elements unless of a type and design which has been approved by the Associate Administrator for Hazardous Materials Safety.

(c) Tear gas grenades, tear gas candles, and similar devices must be packaged in one of the following packagings conforming to the requirements of Part 178 of this subchapter at the Packing Group II performance level:

(1) In UN 4C1, 4C2, 4D, or 4F metal-strapped wooden boxes. Functioning elements not assembled in grenades or devices must be in a separate compartment of these boxes, or in inner or separate outer boxes, UN 4C1, 4C2, 4D, or 4F, and must be so packed and cushioned that they may not come in contact with each other or with the walls of the box during transportation. Not more than 50 tear gas devices and 50 functioning elements must be packed in one box, and the gross weight of the outer box may not exceed 35 kg (77 pounds).

(2) In a UN 1A2 metal drum. Functioning elements must be packed in a separate inner packaging or compartment. Not more than 24 tear gas devices and 24 functioning elements must be packed in one outer drum, and the gross weight of the drum may not exceed 35 kg (77 pounds).

(3) In a UN 4G fiberboard box with inside tear gas devices meeting Specifications 2P or 2Q. Each inside packaging must be placed in fiberboard tubes fitted with metal ends or a fiber box with suitable padding. Not more than 30 inner packagings must be packed in one outer box, and the gross weight of the outer box may not exceed 16 kg (35 pounds).

(4) In other packagings of a type or design which has been approved by the Associate Administrator for Hazardous Materials Safety.

(d) Tear gas devices may be shipped completely assembled when offered by or consigned to the U.S. Department of Defense, provided the functioning elements are so packed that they cannot accidentally function. Outer packagings must be UN 4C1, 4C2, 4D, or 4F metal-strapped wooden boxes.

Subpart H [Reserved]

Subpart I — Class 7 (Radioactive) Materials

§173.401 Scope.
(a) This subpart sets forth requirements for the packaging and transportation of Class 7 (radioactive) materials by offerors and carriers subject to this subchapter. The requirements prescribed in this subpart are in addition to, not in place of, other requirements set forth in this subchapter for Class 7 (radioactive) materials and those of the Nuclear Regulatory Commission in 10 CFR Part 71.

(b) This subpart does not apply to:

(1) Class 7 (radioactive) materials produced, used, transported, or stored within an establishment other than during the course of transportation, including storage in transportation.

(2) Class 7 (radioactive) materials contained in a medical device, such as a heart pacemaker, which is implanted in a human being or live animal.

(3) Class 7 (radioactive) materials that have been injected into, ingested by, or are otherwise placed into, and are still in, human beings or live animals.

§173.403 Definitions.
For purposes of this subpart —

A_1 means the maximum activity of special form Class 7 (radioactive) material permitted in a Type A package.

A_2 means the maximum activity of Class 7 (radioactive) material, other than special form, LSA or SCO, permitted in a Type A package. These values are either listed in §173.435 or derived in accordance with the procedure prescribed in §173.433.

Class 7 (radioactive) material. See the definition of *Radioactive material* in this section.

Closed transport vehicle means a transport vehicle or conveyance equipped with a securely attached exterior enclosure that during normal transportation restricts the access of unauthorized persons to the cargo space containing the Class 7 (radioactive) materials. The enclosure may be either temporary or permanent, and in the case of packaged materials may be of the ''see-through'' type, and must limit access from top, sides, and bottom.

Containment system means the assembly of components of the packaging intended to retain the radioactive contents during transportation.

Conveyance means:

(1) For transport by public highway or rail: any transport vehicle or large freight container;

(2) For transport by water: any vessel, or any hold, compartment, or defined deck area of a vessel including any transport vehicle on board the vessel; and

(3) For transport by aircraft, any aircraft.

Design means the description of a special form Class 7 (radioactive) material, a package, packaging, or LSA-III, that enables those items to be fully identified. The description may include specifications, engineering drawings, reports showing compliance with regulatory requirements, and other relevant documentation.

Exclusive use (also referred to in other regulations as ''sole use'' or ''full load'') means sole use by a single consignor of a conveyance for which all initial,