

weldable quality metal that is compatible with the inner tank shell;

(b) The stress in any orientation under any condition does not exceed the circumferential stress in the inner tank shell; and

(c) The wall thickness is not less than that specified in §179.401-1.

**§ 179.400-11 Welding.**

(a) Except for closure of openings and a maximum of two circumferential closing joints in the cylindrical portion of the outer jacket, each joint of an inner tank and the outer jacket must be a fusion double welded butt joint.

(b) The closure for openings and the circumferential closing joints in the cylindrical portion of the outer jacket, including head to shell joints, may be a single welded butt joint using a backing strip on the inside of the joint.

(c) Each joint must be welded in accordance with the requirements of AAR Specifications for Tank Cars, appendix W (IBR, see §171.7 of this subchapter).

(d) Each welding procedure, welder, and fabricator must be approved.

[Amdt. 179-32, 48 FR 27708, June 16, 1983, as amended at 68 FR 75763, Dec. 31, 2003]

**§ 179.400-12 Postweld heat treatment.**

(a) Postweld heat treatment of the inner tank is not required.

(b) The cylindrical portion of the outer jacket, with the exception of the circumferential closing seams, must be postweld heat treated as prescribed in AAR Specifications for Tank Cars, appendix W (IBR, see §171.7 of this subchapter). Any item to be welded to this portion of the outer jacket must be attached before postweld heat treatment. Welds securing the following need not be postweld heat treated when it is not practical due to final assembly procedures:

- (1) the inner tank support system to the outer jacket,
- (2) connections at piping penetrations,
- (3) closures for access openings, and
- (4) circumferential closing joints of head to shell joints.

(c) When cold formed heads are used on the outer jacket they must be heat treated before welding to the jacket

shell if postweld heat treatment is not practical due to assembly procedures.

[Amdt. 179-32, 48 FR 27708, June 16, 1983, as amended at 68 FR 75763, Dec. 31, 2003]

**§ 179.400-13 Support system for inner tank.**

(a) The inner tank must be supported within the outer jacket by a support system of approved design. The system and its areas of attachment to the outer jacket must have adequate strength and ductility at operating temperatures to support the inner tank when filled with the lading to any level incident to transportation.

(b) The support system must be designed to support, without yielding, impact loads producing accelerations of the following magnitudes and directions when the inner tank is fully loaded and the car is equipped with a conventional draft gear:

Longitudinal .....	7“g”
Transverse .....	3“g”
Vertical .....	3“g”

The longitudinal acceleration may be reduced to 3“g” where a cushioning device of approved design, which has been tested to demonstrate its ability to limit body forces to 400,000 pounds maximum at 10 miles per hour, is used between the coupler and the tank structure.

(c) The inner tank and outer jacket must be permanently bonded to each other electrically, by either the support system, piping, or a separate electrical connection of approved design.

**§ 179.400-14 Cleaning of inner tank.**

The interior of the inner tank and all connecting lines must be thoroughly cleaned and dried prior to use. Proper precautions must be taken to avoid contamination of the system after cleaning.

**§ 179.400-15 Radioscopy.**

Each longitudinal and circumferential joint of the inner tank, and each longitudinal and circumferential double welded butt joint of the outer jacket, must be examined along its entire length in accordance with the requirements of AAR Specifications for Tank