

body on exterior valves may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber but above the bottom of center sill construction. If the outlet nozzle is not a single piece, or if exterior valves are applied, provisions shall be made for the equivalent of the breakage groove. On cars without continuous center sills, the breakage groove or its equivalent must be no more than 15 inches below the tank shell. On cars with continuous center sills, the breakage groove or its equivalent must be above the bottom of the center sill construction.

(8) The flange on the outlet nozzle or the valve body of exterior valves must be of a thickness which will prevent distortion of the valve seat or valve by any change in contour of the shell resulting from expansion of lading, or other causes, and which will insure that accidental breakage of the outlet nozzle will occur at or below the "V" groove, or its equivalent.

(9) The valve must have no wings or stem projecting below the "V" groove or its equivalent. The valve and seat must be readily accessible or removable for repairs, including grinding.

(10) The valve operating mechanism on interior valves must have means for compensating for variation in the vertical diameter of the tank produced by expansion, weight of the liquid contents, or other causes, and may operate from the interior of the tank, but in the event the rod is carried through the dome, or tank shell, leakage must be prevented by packing in stuffing box or other suitable seals and a cap.

(b) If indicated in §179.201-1, tank may be equipped with bottom washout of approved construction. If applied, bottom washout shall be in accordance with the following requirements:

(1) The extreme projection of the bottom washout equipment may not be more than that allowed by appendix E of the AAR Specifications for Tank Cars.

(2) Bottom washout shall be of cast, forged or fabricated metal. If welded to tank, they shall be of good weldable quality in conjunction with metal of tank.

(3) If the washout nozzle extends 6 inches or more from the shell of the

tank, a V-shaped breakage groove shall be cut (not cast) in the upper part of the nozzle at a point immediately below the lowest part of the inside closure seat or plug. In no case may the nozzle wall thickness at the root of the "V" be more than ¼ inch. Where the nozzle is not a single piece, provisions shall be made for the equivalent of the breakage groove. The nozzle must be of a thickness to insure that accidental breakage will occur at or below the "V" groove or its equivalent. On cars without continuous center sills, the breakage groove or its equivalent may not be more than 15 inches below the outer shell. On cars with continuous center sills, the breakage groove or its equivalent must be above the bottom of the center sill construction.

(4) The closure plug and seat must be readily accessible or removable for repairs, including grinding.

(5) The closure of the washout nozzle must be equipped with a ¾-inch solid screw plug. Plug must be attached by at least a ¼-inch chain.

(6) Joints between closures and their seats may be gasketed with suitable material.

[29 FR 18995, Dec. 29, 1964. Redesignated at 32 FR 5606, Apr. 5, 1967, and amended by Amdt. 179-10, 36 FR 21351, Nov. 6, 1971; Amdt. 179-40, 52 FR 13047, Apr. 20, 1987; 68 FR 75762, Dec. 31, 2003]

**§ 179.200-19 Reinforcements, when used, and appurtenances not otherwise specified.**

(a) All attachments to tank and dome shall be applied by approved means. Rivets if used shall be caulked inside and outside.

(b) Reinforcing pads must be used between external brackets and shells if the attachment welds exceed 6 lineal inches of ¼-inch fillet or equivalent weld per bracket or bracket leg. When reinforcing pads are used, they must not be less than one-fourth inch in thickness, have each corner rounded to a 1 inch minimum radius, and be attached to the tank by continuous fillet welds except for venting provisions. The ultimate shear strength of the bracket to reinforcing pad weld must not exceed 85 percent of the ultimate

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shear strength of the reinforcing pad to tank weld.

[29 FR 18995, Dec. 29, 1964. Redesignated at 32 FR 5606, Apr. 5, 1967, and amended by Amdt. 179-10, 36 FR 21351, Nov. 6, 1971]

**§ 179.200-21 Closures for openings.**

(a) All plugs shall be solid, with NPT threads, and shall be of a length which will screw at least 6 threads inside the face of fitting or tank. Plugs, when inserted from the outside of tank heads, shall have the letter "S" at least 3/8 inch in size stamped with steel stamp or cast on the outside surface to indicate the plug is solid.

(b) [Reserved]

**§ 179.200-22 Test of tanks.**

(a) Each tank shall be tested by completely filling the tank and dome or nozzles with water, or other liquid having similar viscosity, of a temperature which shall not exceed 100 °F. during the test; and applying the pressure prescribed in §179.201-1. Tank shall hold the prescribed pressure for at least 10 minutes without leakage or evidence of distress. All rivets and closures, except safety relief valves or safety vents, shall be in place when test is made.

(b) Insulated tanks shall be tested before insulation is applied.

(c) Rubber-lined tanks shall be tested before rubber lining is applied.

(d) Caulking of welded joints to stop leaks developed during the foregoing tests is prohibited. Repairs in welded joints shall be made as prescribed in AAR Specifications for Tank Cars, appendix W (IBR, see §171.7 of this subchapter).

[29 FR 18995, Dec. 29, 1964, as amended at 68 FR 75762, Dec. 31, 2003]

**§ 179.200-23 Tests of pressure relief valves.**

(a) Each valve shall be tested by air or gas for compliance with §179.15 before being put into service.

**§ 179.201-1 Individual specification requirements.**

In addition to §179.200, the individual specification requirements are as follows:

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(b) [Reserved]

[29 FR 18995, Dec. 29, 1964. Redesignated at 32 FR 5606, Apr. 5, 1967, as amended at 62 FR 51561, Oct. 1, 1997]

**§ 179.200-24 Stamping.**

(a) To certify that the tank complies with all specification requirements, each tank shall be plainly and permanently stamped in letters and figures at least 3/8 inch high into the metal near the center of both outside heads as follows:

	Example of required stamping
Specification .....	DOT-111A
Material .....	ASTM A 516-GR 70
Cladding material (if any) .....	ASTM A240-304 Clad
Tank builder's initials .....	ABC
Date of original test .....	00-0000
Car assembler (if other than tank builder).	DEF

(b) On Class DOT-111 tank cars, the last numeral of the specification number may be omitted from the stamping; for example, DOT-111A100W.

(c) After July 25, 2012, newly constructed DOT tank cars must have their DOT specification and other required information stamped plainly and permanently on stainless steel identification plates in conformance with the applicable requirements prescribed in §179.24(a). Tank cars built before July 25, 2012, may have the identification plates instead of or in addition to the head stamping.

[29 FR 18995, Dec. 29, 1964. Redesignated at 32 FR 5606, Apr. 5, 1967, and amended by Amdt. 179-10, 36 FR 21351, Nov. 6, 1971; Amdt. 179-52, 61 FR 28680, June 5, 1996; 68 FR 48571, Aug. 14, 2003; 77 FR 37985, June 25, 2012]

**§ 179.201 Individual specification requirements applicable to non-pressure tank car tanks.**