

they will be subjected in actual service.

(8) All piping, valves, and fittings must be grouped in the smallest practicable space and protected from damage as required by §178.338-10.

(9) When a pressure-building coil is used on a tank designed to handle oxygen or flammable ladings, the vapor connection to that coil must be provided with a valve or check valve as close to the tank shell as practicable to prevent the loss of vapor from the tank in case of damage to the coil. The liquid connection to that coil must also be provided with a valve.

[Amdt. 178-77, 48 FR 27704, June 16, 1983, as amended by Amdt. 178-89, 54 FR 25019, June 12, 1989]

§ 178.338-9 Holding time.

(a) "Holding time" is the time, as determined by testing, that will elapse from loading until the pressure of the contents, under equilibrium conditions, reaches the level of the lowest pressure control valve or pressure relief valve setting.

(b) *Holding time test.* (1) The test to determine holding time must be performed by charging the tank with a cryogenic liquid having a boiling point, at a pressure of one atmosphere, absolute, no lower than the design service temperature of the tank. The tank must be charged to its maximum permitted filling density with that liquid and stabilized to the lowest practical pressure, which must be equal to or less than the pressure to be used for loading. The cargo tank together with its contents must then be exposed to ambient temperature.

(2) The tank pressure and ambient temperature must be recorded at 3-hour intervals until the pressure level of the contents reaches the set-to-discharge pressure of the pressure control valve or pressure relief valve with the lowest setting. This total time lapse in hours represents the measured holding time at the actual average ambient temperature. This measured holding time for the test cryogenic liquid must be adjusted to an equivalent holding time for each cryogenic liquid that is to be identified on or adjacent to the specification plate, at an average ambient temperature of 85 °F. This is the

rated holding time (RHT). The marked rated holding time (MRHT) displayed on or adjacent to the specification plate (see §178.338-18(b)(9)) may not exceed this RHT.

(c) *Optional test regimen.* (1) If more than one cargo tank is made to the same design, only one cargo tank must be subjected to the full holding time test at the time of manufacture. However, each subsequent cargo tank made to the same design must be performance tested during its first trip. The holding time determined in this test may not be less than 90 percent of the marked rated holding time. This test must be performed in accordance with §§173.318(g)(3) and 177.840(h) of this subchapter, regardless of the classification of the cryogenic liquid.

(2) *Same design.* The term "same design" as used in this section means cargo tanks made to the same design type. See §178.320(a)(3) for definition of "design type".

(3) For a cargo tank used in nonflammable cryogenic liquid service, in place of the holding time tests prescribed in paragraph (b) of this section, the marked rated holding time (MRHT) may be determined as follows:

(i) While the cargo tank is stationary, the heat transfer rate must be determined by measuring the normal evaporation rate (NER) of the test cryogenic liquid (preferably the lading, where feasible) maintained at approximately one atmosphere. The calculated heat transfer rate must be determined from:

$$q = [n(\Delta h)(85 - t_1)] / [t_s - t_r]$$

Where:

q = calculated heat transfer rate to cargo tank with lading, Btu/hr.

n = normal evaporation rate (NER), which is the rate of evaporation, determined by the test of a test cryogenic liquid in a cargo tank maintained at a pressure of approximately one atmosphere, absolute, lb/hr.

Δh = latent heat of vaporization of test fluid at test pressure, Btu/lb.

t_s = average temperature of outer shell during test, °F.

t_1 = equilibrium temperature of lading at maximum loading pressure, °F.

t_r = equilibrium temperature of test fluid at one atmosphere, °F.

(ii) The rated holding time (RHT) must be calculated as follows:

§ 178.338-10

49 CFR Ch. I (10-1-02 Edition)

$RHT = [(U_2 - U_1) W] / q$

Where:

RHT = rated holding time, in hours

U_1 and U_2 = internal energy for the combined liquid and vapor lading at the pressure offered for transportation, and the set pressure of the applicable pressure control valve or pressure relief valve, respectively, Btu/lb.

W = total weight of the combined liquid and vapor lading in the cargo tank, pounds.

q = calculated heat transfer rate to cargo tank with lading, Btu/hr.

(iii) The MRHT (see § 178.338-18(b)(9) of this subchapter) may not exceed the RHT.

[Amdt. 178-77, 48 FR 27704, June 16, 1983; 48 FR 50442, Nov. 1, 1983, as amended at 49 FR 24316, June 12, 1984; 49 FR 43965, Nov. 1, 1984; 59FR 55173, Nov. 3, 1994; Amdt. 178-118, 61 FR 51340, Oct. 1, 1996]

§ 178.338-10 Collision damage protection.

(a) All valves, fittings, pressure relief devices and other accessories to the tank proper, which are not isolated from the tank by closed intervening shut-off valves or check valves, must be installed within the motor vehicle framework or within a suitable collision resistant guard or housing, and appropriate ventilation must be provided. Each pressure relief device must be protected so that in the event of the upset of the vehicle onto a hard surface, the device's opening will not be prevented and its discharge will not be restricted.

(b) Each protective device or housing, and its attachment to the vehicle structure, must be designed to withstand static loading in any direction that it may be loaded as a result of front, rear, side, or sideswipe collision, or the overturn of the vehicle. The static loading shall equal twice the loaded weight of the tank and attachments. A safety factor of four, based on the tensile strength of the material, shall be used. The protective device or the housing must be made of steel at least 3/16-inch thick, or other material of equivalent strength.

(c) Each tank motor vehicle must be provided with at least one rear bumper designed to protect the cargo tank and piping in the event of a rear end collision. The bumper design must transmit

the force of the collision directly to the chassis of the vehicle. The rear bumper and its attachments to the chassis must be designed to withstand a load equal to twice the weight of the loaded cargo tank and attachments, using a safety factor of four based on the tensile strength of the materials used, with such load being applied horizontally and parallel to the major axis of the cargo tank, or within 30 horizontal degrees thereof. The rear bumper dimensions must meet the requirements of § 393.86 of this title and extend vertically to a height adequate to protect all valves and fittings located at the rear of the cargo tank from damage that could result in loss of lading.

(d) Every part of the loaded cargo tank, and any associated valve, pipe, enclosure, or protective device or structure (exclusive of wheel assemblies), must be at least 14 inches above level ground.

[Amdt. 178-77, 48 FR 27705, June 16, 1983, as amended at 49 FR 24316, June 12, 1984; Amdt. 178-99, 58 FR 51534, Oct. 1, 1993]

§ 178.338-11 Discharge control devices.

(a) Excess-flow valves are not required.

(b) Each liquid filling and liquid discharge line must be provided with a shut-off valve located as close to the tank as practicable. Unless this valve is manually operable at the valve, the line must also have a manual shut-off valve.

(c) Except for a cargo tank used to transport the following refrigerated liquids: argon, carbon dioxide, helium, krypton, neon, nitrogen, and xenon; each liquid filling and liquid discharge line must be provided with a remotely controlled self-closing shut-off valve. This requirement does not apply to a cargo tank motor vehicle certified before January 1, 1995, unless intended for use to transport flammable ladings. If pressure from a reservoir or from an engine driven pump or compressor is used to open this valve, the control must be of fail-safe design, spring-biased to stop the admission of such pressure. If the jacket is not evacuated, the seat of the valve must be inside the tank, in the opening nozzle or flange, or in a companion flange bolted to the nozzle. If the jacket is evacuated, the