

(c) Tank and welded attachments, fabricated from ASTM A 240/A 240M (IBR, *see* §171.7 of this subchapter), Type 304L or Type 316L materials do not require postweld heat treatment, but these materials do require a corrosion resistance test as specified in §179.100-7(c)(2).

[Amdt. 179-10, 36 FR 21345, Nov. 6, 1971, as amended by Amdt. 179-47, 58 FR 50238, Sept. 24, 1993; Amdt. 179-52, 61 FR 28679, June 5, 1996; 67 FR 51660, Aug. 8, 2002; 68 FR 75758 and 75759, Dec. 31, 2003]

§ 179.100-12 Manway nozzle, cover and protective housing.

(a) Manway nozzles must be of approved design of forged or rolled steel for steel tanks or of fabricated aluminum alloy for aluminum tanks, with an access opening of at least 18 inches inside diameter, or at least 14 inches by 18 inches around or oval. Each nozzle must be welded to the tank and the opening reinforced in an approved manner in compliance with the requirements of AAR Specifications for Tank Cars, appendix E, Figure E10 (IBR, *see* §171.7 of this subchapter).

(b) Manway cover shall be machined to approved dimensions and be of forged or rolled carbon or alloy steel, rolled aluminum alloy or nickel when required by the lading. Minimum thickness is listed in §179.101. Manway cover shall be attached to manway nozzle by through or stud bolts not entering tank, except as provided in §179.103-2(a).

(c) Except as provided in §179.103, protective housing of cast, forged or fabricated approved materials must be bolted to manway cover with not less than twenty 3/4-inch studs. The shearing value of the bolts attaching protective housing to manway cover must not exceed 70 percent of the shearing value of bolts attaching manway cover to manway nozzle. Housing must have steel sidewalls not less than three-fourths inch in thickness and must be equipped with a metal cover not less than one-fourth inch in thickness that can be securely closed. Housing cover must have suitable stop to prevent cover striking lading and unloading connections and be hinged on one side only with approved riveted pin or rod with nuts and cotters. Openings in wall

of housing must be equipped with screw plugs or other closures.

[29 FR 18995, Dec. 29, 1964. Redesignated at 32 FR 5606, Apr. 5, 1967, and amended by Amdt. 179-10, 36 FR 21345, Nov. 6, 1971; 68 FR 75760, Dec. 31, 2003]

§ 179.100-13 Venting, loading and unloading valves, measuring and sampling devices.

(a) Venting, loading and unloading valves must be of approved design, made of metal not subject to rapid deterioration by the lading, and must withstand the tank test pressure without leakage. The valves shall be bolted to seatings on the manway cover, except as provided in §179.103. Valve outlets shall be closed with approved screw plugs or other closures fastened to prevent misplacement.

(b) The interior pipes of the loading and unloading valves shall be anchored and, except as prescribed in §§173.314(j), 179.102 or 179.103, may be equipped with excess flow valves of approved design.

(c) Gauging device, sampling valve and thermometer well are not specification requirements. When used, they shall be of approved design, made of metal not subject to rapid deterioration by the lading, and shall withstand the tank test pressure without leakage. Interior pipes of the gauging device and sampling valve, except as prescribed in §§173.314(j), 179.102 or 179.103, may be equipped with excess flow valves of approved design. Interior pipe of the thermometer well shall be anchored in an approved manner to prevent breakage due to vibration. The thermometer well shall be closed by an approved valve attached close to the manway cover, or other approved location, and closed by a screw plug. Other approved arrangements that permit testing thermometer well for leaks without complete removal of the closure may be used.

(d) An excess flow valve as referred to in this specification, is a device which closes automatically against the outward flow of the contents of the tank in case the external closure valve is broken off or removed during transit. Excess flow valves may be designed with a by-pass to allow the equalization of pressures.

(e) Bottom of tank shell may be equipped with a sump or siphon bowl, or both, welded or pressed into the shell. Such sumps or siphon bowls, if applied, are not limited in size and must be made of cast, forged or fabricated metal. Each sump or siphon bowl must be of good welding quality in conjunction with the metal of the tank shell. When the sump or siphon bowl is pressed in the bottom of the tank shell, the wall thickness of the pressed section must not be less than that specified for the shell. The section of a circular cross section tank to which a sump or siphon bowl is attached need not comply with the out-of-roundness requirement specified in AAR Specifications for Tank Cars, appendix W, W14.06 (IBR, see §171.7 of this subchapter). Any portion of a sump or siphon bowl not forming a part of cylinder of revolution must have walls of such thickness and be so reinforced that the stresses in the walls caused by a given internal pressure are no greater than the circumferential stress that would exist under the same internal pressure in the wall of a tank of circular cross section designed in accordance with §179.100-6(a), but in no case shall the wall thickness be less than that specified in §179.101-1.

[29 FR 18995, Dec. 29, 1964. Redesignated at 32 FR 5606, Apr. 5, 1967, and amended by Amdt. 179-10, 36 FR 21345, Nov. 6, 1971; Amdt. 179-40, 52 FR 13046, Apr. 20, 1987; Amdt. 179-42, 54 FR 38798, Sept. 20, 1989; 65 FR 58632, Sept. 29, 2000; 68 FR 48571, Aug. 14, 2003; 68 FR 75760, Dec. 31, 2003]

§ 179.100-14 Bottom outlets.

(a) Bottom outlets for discharge of lading is prohibited, except as provided in §179.103-3. If indicated in §179.101, tank may be equipped with a 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 (IBR, see §171.7 of this subchapter).

(2) Bottom washout shall be of cast, forged or fabricated metal and shall be fusion-welded to the tank. It shall be of

good weldable quality in conjunction with metal of tank.

(3) If the bottom washout nozzle extends 6 inches or more from shell of tank, a V-shaped breakage groove shall be cut (not cast) in the upper part of the outlet 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, provision 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 tank 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 shall be readily accessible or removable for repairs.

(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.

(b) [Reserved]

[29 FR 18995, Dec. 29, 1964. Redesignated at 32 FR 5606, Apr. 5, 1967, and amended by Amdt. 179-10, 36 FR 21345, Nov. 6, 1971; Amdt. 179-40, 52 FR 13046, Apr. 20, 1987; 66 FR 45186, Aug. 28, 2001; 68 FR 75760, Dec. 31, 2003]

§ 179.100-16 Attachments.

(a) Reinforcing pads must be used between external brackets and shells if the attachment welds exceed 6 linear 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 shear strength of the reinforcing pad-to-tank weld.