Hazardous Materials Bulletin

SAFETY STANDARDS FOR CARGO TANKS IN LCG SERVICE

Revised December 2005

The U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration (USDOT/PHMSA) final rule, Docket #HM-215a, addresses safety requirements for cargo tanks in liquefied compressed gas service. This rule made sweeping changes to the regulations that apply to compressed gas transportation, particularly for liquefied petroleum gas and anhydrous ammonia.

The requirements are broken down by the mandatory implementation date.

July 1, 1999

- LPG ASME tanks can travel interstate for purposes of testing (§173.315(k)(6)) without affecting the 'intrastate' status of the tank. This does not except those vehicles from the FMCSR requirements, such as brakes. It cannot have more than 5% product in the tank.
- The term "spray-fill" may be used in lieu of "vapor" when marking an inlet line (§178.337-9(c)).
- Cargo tank manufacturers must test the piping, valves, and fittings at not less than 80% of the design pressure (§178.337-9(b)(6)).
- Hose manufacturers must permanently mark each hose with a unique identification number and the month and year of its original pressure test (§178.337-9(b)(7)).

Loading/Unloading Procedures

- Qualified person must make a visual inspection of hose assemblies and piping prior to discharging product (§177.840(m)). No requirement to document.
- Qualified person must promptly shut down primary means of closure if there is an unintentional release to the atmosphere (§177.840(n)).
- Off-truck remote systems must be tested within 18 hours prior to the first delivery of each day (§177.840(o). No requirement to document.
- Operator must visually check the delivery hose assembly after each unloading (§180.416(c)).
- Special unloading procedures for liquefied petroleum gas and anhydrous ammonia.
  See LPG and Anhydrous Ammonia Unloading Procedures Flowchart.

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Michigan State Police Motor Carrier Division *www.michigan.gov/motorcarrier*

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