

- (500 psig) or greater and conform to Class 105J. Each tank car must have a reclosing pressure relief device having a start-to-discharge pressure of 10.34 Bar (150 psig). The tank car specification may be marked to indicate a test pressure of 13.79 Bar (200 psig).
- B44 All parts of valves and safety relief devices in contact with lading must be of a material which will not cause formation of acetylides.
- B45 Each tank must have a reclosing combination pressure relief device equipped with stainless steel or platinum rupture discs approved by the AAR Tank Car Committee.
- B46 The detachable protective housing for the loading and unloading valves of multi-unit tank car tanks must withstand tank test pressure and must be approved by the Associate Administrator.
- B47 Each tank may have a reclosing pressure relief device having a start-to-discharge pressure setting of 310 kPa (45 psig).
- B48 Portable tanks in sodium metal service may be visually inspected at least once every 5 years instead of being retested hydrostatically. Date of the visual inspection must be stenciled on the tank near the other required markings.
- B49 Tanks equipped with interior heater coils are not authorized. Single unit tank car tanks must have a reclosing pressure relief device having a start-to-discharge pressure set at no more than 1551 kPa (225 psig).
- B52 Notwithstanding the provisions of §173.24b of this subchapter, non-reclosing pressure relief devices are authorized on DOT 57 portable tanks.
- B53 Packagings must be made of either aluminum or steel.
- B54 Open-top, sift-proof rail cars are also authorized.
- B55 Water-tight, sift-proof, closed-top, metal-covered hopper cars, equipped with a venting arrangement (including flame arrestors) approved by the Associate Administrator are also authorized.
- B56 Water-tight, sift-proof, closed-top, metal-covered hopper cars are also authorized if the particle size of the hazardous material is not less than 149 microns.
- B57 Class 115A tank car tanks used to transport chloroprene must be equipped with a non-reclosing pressure relief device of a diameter not less than 305 mm (12 inches) with a maximum rupture disc pressure of 310 kPa (45 psig).
- B59 Water-tight, sift-proof, closed-top, metal-covered hopper cars are also authorized provided that the lading is covered with a nitrogen blanket.
- B61 Written procedures covering details of tank car appurtenances, dome fittings, safety devices, and marking, loading, handling, inspection, and testing practices must be approved by the Associate Administrator before any single unit tank car tank is offered for transportation.
- B65 Tank cars constructed before March 16, 2009, must have a test pressure of 34.47 Bar (500 psig) or greater and conform to Class 105A. Each tank car must have a reclosing pressure relief device having a start-to-discharge pressure of 15.51 Bar (225 psig). The tank car specification may be marked to indicate a test pressure of 20.68 Bar (300 psig).
- B66 Each tank must be equipped with gas tight valve protection caps. Outage must be sufficient to prevent tanks from becoming liquid full at 55 °C (130 °F). Specification 110A500W tanks must be stainless steel.
- B67 All valves and fittings must be protected by a securely attached cover made of metal not subject to deterioration by the lading, and all valve openings, except safety valve, must be fitted with screw plugs or caps to prevent leakage in the event of valve failure.
- B68 Sodium must be in a molten condition when loaded and allowed to solidify before shipment. Outage must be at least 5 percent at 98 °C (208 °F). Bulk packagings must have exterior heating coils fusion welded to the tank shell which have been properly stress relieved. The only tank car tanks authorized are Class DOT 105 tank cars having a test pressure of 2,069 kPa (300 psig) or greater.
- B69 Dry sodium cyanide or potassium cyanide may be shipped in the following sift-proof and weather-resistant packagings: metal covered hopper cars, covered motor vehicles, portable tanks, or non-specification bins.
- B70 If DOT 103ANW tank car tank is used: All cast metal in contact with the lading must have 96.7 percent nickel content; and the lading must be anhydrous and free from any impurities.
- B76 Tank cars constructed before March 16, 2009, must have a test pressure of 20.68 Bar (300 psig) or greater and conform to Class 105S, 112J, 114J or 120S. Each tank car must have a reclosing pressure relief device having a start-to-discharge pressure of 10.34 Bar (150 psig). The tank car specification may be marked to indicate a test pressure of 13.79 Bar (200 psig).
- B77 Other packaging are authorized when approved by the Associate Administrator.
- B78 Tank cars must have a test pressure of 4.14 Bar (60 psig) or greater and conform to Class 103, 104, 105, 109, 111, 112, 114 or 120. Heater pipes must be of welded construction designed for a test pressure of 500 psig. A 25 mm (1 inch) woven lining of asbestos or other approved material must be placed between the bolster slabbing and the bottom of the tank. If a tank car tank is