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**COMMITTEE OF EXPERTS ON THE TRANSPORT OF
DANGEROUS GOODS AND ON THE GLOBALLY
HARMONIZED SYSTEM OF CLASSIFICATION
AND LABELLING OF CHEMICALS**

Sub-Committee of Experts on the
Transport of Dangerous Goods

Thirty-fifth session
Geneva, 22–26 June 2009
Item 5 of the provisional agenda

**MISCELLANEOUS PROPOSALS OF AMENDMENTS TO THE MODEL REGULATIONS
ON THE TRANSPORT OF DANGEROUS GOODS**

Amendment to paragraph 6.7.3.2.1.

Transmitted by the expert from Spain¹

Proposal

1. The proposal consists in adding a new paragraph to 6.7.3.2.1 of the current Model Regulations, which would read as follows:

“The manlid (including other covers or blank flanges) of the shell, will be constructed and designed for being closed, with the use of bolts, cap-screws or studs in its union with the shell.

However, where threaded blind holes are found, studs fully screwed in all their length, not entering the interior of the tank, shall be used, with their corresponding gaskets and nuts, for closing the manlid (or other covers or blank flanges) with the shell.

¹ In accordance with the programme of work of the Sub-Committee for 2009-2010 approved by the Committee at its fourth session (refer to ST/SG/AC.10/C.3/68, para. 118(d) and ST/SG/AC.10/36, para. 14).

Justification

2. The expert from Spain has noticed, for portable tanks intended for the carriage of gases of Class 2 according to portable tank instruction T50, some cases of leakage during the leakproofness test, when the system of closure of the manlid (including other covers or blank flanges) consists of cap-screws and threaded blind holes.

3. The problem of this design is that the cap-screws have sometimes an excessive length, making contact with the end of the bottom of the threaded hole before the joint of the manlid (including other covers and blank flanges) with the shell becomes completely tight; this makes an incomplete compression of the joint or the gasket and, consequently, may lead to a leak of the product.

4. Even when the cap-screws have the adequate length, during the whole life of the portable tank, in its maintenance, it is normal that the joint or gasket loose thickness by the effect of compression, making it impossible to obtain a suitable tightness of the manlid or other covers of blank-flanges with the shell.

5. Another justification for this proposal is that, when substituting the old cap-screws by new ones during the process of maintenance, the new ones can be longer than the original ones, affecting tightness. Because of the above referred arguments, it is necessary to use studs instead of cap-screws in these cases.

Transitional measures

6. This modification would apply only to new portable tanks manufactured after this amendment comes into force.

Annex

