

identified under the RIN within specified geographic areas away from the principle place of business. Mobile units must comply with the requirements outlined in the approval issuance letter from the Associate Administrator for Hazardous Materials Safety (see § 107.805 of subchapter A of this chapter).

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**Over-pressurized** means a condition in which the internal pressure applied to a cylinder has reached or exceeded the yield point of the cylinder.

\* \* \* \*

**Proof pressure test** means a liquid-based pressure test by interior pressurization without the determination of a cylinder's expansion.

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■ 45. In § 180.205:

- a. Revise paragraphs (c) introductory text and (d);
- b. Add paragraphs (f)(5) and (6);
- c. Revise paragraphs (g), (h)(3), and (i)(1)(viii);
- d. Add paragraphs (i)(1)(ix) through (xi);
- e. Revise paragraphs (i)(2) and (3); and
- f. Add paragraph (j).

The revisions and additions read as follows:

**§ 180.205 General requirements for requalification of specification cylinders.**

\* \* \* \*

(c) *Periodic requalification of cylinders.* Each cylinder bearing a DOT, CRC, BTC, or CTC specification marking must be requalified and marked as specified in the requalification table in § 180.209(a) or requalified and marked by a facility registered by Transport Canada in accordance with the Transport Canada TDG Regulations (IBR, see § 171.7 of this subchapter). Each cylinder bearing both a TC specification marking and also marked with a corresponding DOT specification marking must be requalified and marked as specified in the requalification table in § 180.209(a) or requalified and marked by a facility registered by Transport Canada in accordance with the Transport Canada TDG Regulations. Each cylinder bearing a DOT special permit (or exemption) number must be requalified and marked in conformance with this section and the terms of the applicable special permit (or exemption). Each cylinder bearing only a TC mark must be requalified and marked as specified in the Transport Canada TDG Regulations, except that registration with Transport Canada is not required and cylinders must be marked with the requalifier's DOT issued requalifier identification number.

No cylinder may be filled with a hazardous material and offered for transportation in commerce unless that cylinder has been successfully requalified and marked in accordance with this subpart. A cylinder may be requalified at any time during or before the month and year that the requalification is due. However, a cylinder filled before the requalification becomes due may remain in service until it is emptied. A cylinder with a specified service life may not be refilled and offered for transportation after its authorized service life has expired.

\* \* \* \*

(d) *Conditions requiring test and inspection of cylinders.* Without regard to any other periodic requalification requirements, a cylinder must be tested and inspected in accordance with this section prior to further use if—

- (1) The cylinder shows evidence of dents, corrosion, cracked or abraded areas, leakage, or any other condition that might render it unsafe for use in transportation;
- (2) The cylinder has been in an accident and has been damaged to an extent that may adversely affect its lading retention capability;
- (3) The cylinder shows evidence of or is known to have thermal damage, or have been over-heated;
- (4) Except in association with an authorized repair, evidence of removal of wall thickness via grinding, sanding or other means; or
- (5) The Associate Administrator determines that the cylinder may be in an unsafe condition.

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(5) The Associate Administrator determines that the cylinder may be in an unsafe condition.

\* \* \* \*

(f) \* \* \*

(5) Except in association with an authorized repair, removal of wall thickness via grinding, sanding or other means is not permitted. Removal of paint or loose material to prepare the cylinder for inspection is permitted (e.g., shot blasting).

(6) Chasing of cylinder threads to clean them is permitted, but removal of metal must not occur. Re-tapping of cylinder threads is not permitted, except by the original manufacturer, as provided in § 180.212.

\* \* \* \*

(g) *Pressure test.* (1) Unless otherwise provided, each cylinder required to be retested under this subpart must be retested by means suitable for measuring the expansion of the cylinder under pressure. Testing must be performed in accordance with CGA C–1 (except for paragraph 5.3.2.2, if the required accuracy of the pressure indicating device can be demonstrated by other recognized means such as

calibration certificates) (IBR, see § 171.7 of this subchapter).

(2) The pressure indicating device and expansion indicating device must meet the resolution requirements of CGA C–1. Midpoint visual interpolation is allowed.

(3) Each day before retesting, the retester shall confirm, by using a calibrated cylinder or other method authorized in writing by the Associate Administrator, that:

(i) The pressure-indicating device, as part of the retest apparatus, is accurate within  $\pm 1.0\%$  of the prescribed test pressure of any cylinder tested that day. The pressure indicating device, itself, must be certified as having an accuracy of  $\pm 0.5\%$ , or better, of its full range, and must permit readings of pressure from 90%–110% of the minimum prescribed test pressure of the cylinder to be tested. The accuracy of the pressure indicating device within the test system can be demonstrated at any point within 500 psig of the actual test pressure for test pressures at or above 3000 psig, or 10% of the actual test pressure for test pressures below 3000 psig.

(ii) The expansion-indicating device, as part of the retest apparatus, meets the accuracy requirements of CGA C–1.

(4) Test equipment must be verified each day before retesting as required in CGA C–1.

(i) The retester must demonstrate calibration in conformance with this paragraph (g) to an authorized inspector on any day that it retests cylinders.

(ii) A retester must maintain calibrated cylinder certificates in conformance with § 180.215(b)(4).

(5) A system check may be performed at or below 90% of test pressure prior to the retest. In the case of a malfunction of the test equipment or operator error, the test may be repeated in accordance with CGA C–1, section 5.7.1. This paragraph (g) does not authorize retest of a cylinder otherwise required to be condemned under paragraph (i) of this section.

(h) \* \* \*

(3) Unless the cylinder is repaired or rebuilt in conformance with requirements in § 180.211, it may not be filled with a hazardous material and offered for transportation where use of a specification packaging is required.

\* \* \* \*

(i) \* \* \*

(1) \* \* \*

(viii) For an aluminum or an aluminum-lined composite special permit cylinder, the cylinder is known to have been or shows evidence of having been overheated. Arc burns must be considered evidence of overheating.