

2022-05 – Dust Caps on 400-Series Low-Pressure Cargo Tanks

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Summary

This inspection bulletin provides guidance related to the application of Title 49 Code of Federal Regulations (CFR) 178.345-11(c).

Background

Certified inspectors have cited violations for a missing dust cap at the end of the discharge line connection area on 400-series low-pressure cargo tanks.

§178.345-11(c) states that any loading/unloading outlet extending beyond an internal self-closing stop-valve, or beyond the inner-most external stop-valve, which is part of a self-closing system, must be fitted with another stop-valve or other leak-tight closure at the end of such connection.

The §178.345-11(c) definition of stop-valve means a valve that stops the flow of the lading (cargo).



The discharge pipe dust/safety cap is not a stop-valve or other leak-tight closure at the end of the discharge pipe. The dust/safety cap is a convenience to the driver/carrier as its intention is to keep debris and other contaminants out of the discharge line connection area.

Guidance

U.S. - Dust caps used to prevent debris from entering the connection area are optional devices and do not meet the definition of stop-valve or other leak-tight closure. A missing dust cap does not constitute a violation of §178.345-11(c) and **should not** be cited as a violation.