

Guidelines for Data Collection and Analysis of Railroad Tank Car Interior Coating/Lining Condition

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AMPP values your input. To provide feedback on this standard, please contact: standards@ampp.org

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Foreword

Representatives of the chemical processing industries, railroads, government authorities, railroad tank car (hereafter referred to as “tank cars”) builders and owners, as well as lining manufacturers and applicators, have been working together to address and eliminate accidental releases of tank car ladings. A portion of these efforts have focused on the use of coatings and linings to combat the potentially corrosive effects of ladings on the tank car tank. The U.S. Code of Federal Regulations (CFR)⁽¹⁾ Title 49, Part 1801 requires that an inspection and maintenance plan be incorporated into coated/lined packaging schemes for ladings considered corrosive to steel tank car tanks.¹

Scope

This AMPP standard is specifically targeted for use by tank car owners, operators, and repairers who are seeking guidance in complying with federal regulations regarding interior coating/lining condition data collection and analysis. It should be noted that issues similar to those discussed here may arise with other bulk liquid transportation containers, and this document may find applicability in those areas as well.

Rationale

This standard was reviewed by SC 17 and deemed to have continuing relevance for the rail industry, hence it is being reaffirmed.

The Association of American Railroads (AAR)⁽²⁾ standard AAR M-1002 Appendix L define “corrosive” and gives some general guidance regarding development and length of coating/lining inspection/maintenance intervals.² NACE Publication 43108 lists inspection intervals typically used by shippers of these chemicals for various interior coating and lining types.³ How the coating/lining condition is evaluated, and what actions are taken are the purview of the coating/lining owner (as distinguished from and not necessarily the same as the tank car owner), and defined as the party responsible for bearing the cost of the maintenance of the lining or coating.

With reference to rubber and other sheet linings: Although this standard is intended primarily for spray coatings, the concepts presented can be applied to sheet linings as well. However, details for the assessment of sheet lining conditions are not specifically included in this standard.

In AMPP standards, the terms *shall* and *must* are used to state requirements and are considered mandatory. The term *should* is used to state something that is recommended, but is not considered mandatory. The term *may* is used to state something considered optional.

⁽¹⁾ U.S. Government Printing Office, 732 N. Capitol Street, NW, Washington, DC 20401.

⁽²⁾ Association of American Railroads (AAR), 425 3rd Street SW, Washington, DC 20024, www.aar.org.