

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

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**RID: Exchange of experiences for recognized experts in accordance with paragraph
6.8.2.4.6 of RID
(Berne, 13 May 2008)**

Proposed topic for discussion transmitted by Switzerland

Agenda item 2 (Tank codes)

Tank codes of tank-wagons for the carriage of UN 3256 and UN 3257

For the carriage of UN 3256 ELEVATED TEMPERATURE LIQUID, FLAMMABLE, N.O.S. and UN 3257 ELEVATED TEMPERATURE LIQUID, N.O.S. (bitumen products), tank-wagons with a test pressure of 2.6 bar, a working pressure of 2.0 bar and a calculation pressure of 4.0 bar are often used, and these are hermetically sealed. These tank-wagons have been assigned tank code LGBH.

Which tank code do other Member States assign in this case?

Agenda item 4 (Inspections)

Cleaning of tanks for the carriage of bitumen products

In the periodic tests and inspections, the same problem often arises. Because a suitable cleaning procedure has not been used, tanks have a thick layer of bitumen on the inside. It is therefore seldom possible or even worthwhile to enter the tank, as the material the tank is made of is not visible. For a long time, there was a view that no corrosion could form under a layer of bitumen. Then, it was established on several tank-wagons cleaned with a special process that there was corrosion up to 3.5 mm thick.

So under certain conditions, corrosion can spread under a layer of bitumen, which can undercut the minimum wall thicknesses of the tank by a long way.

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What has been the experience of other participants?

Pressure test on insulated tank-wagons

In the pressure test where water is used, in individual cases insulated tank-wagons present particular difficulties. It can happen that rainwater that has penetrated from the outside stays in the insulation. Even if the tank-wagon is kept in the workshop, this is often not sufficient to dry this water out. In the pressure test, the rainwater is squeezed out as a result of the increase in the volume of the tank. The tank-wagon drips, so it takes a long time to be able to finish the inspection.

What experience or procedures (e.g. local removal of the insulation) do other Member States have in connection with this?

Agenda item 3.2.3 (Size of inspection openings)

Dome covers

Dome covers must be designed for a test pressure of 4 bar (RID 6.8.2.2.4).

Under what conditions do the other Member States still allow single locking bolt closures?
