



REGULATORY ALERT NOTICE...

TANKCON Retest Requirements

Effective: IMMEDIATELY

FMCSA is rejecting any and all TANKCON FRP CTMVs which have not been hydrostatically pressure retested and inspected as follows:

“Periodic requalification must include a hydrostatic test and an annual inspection of lining, which must be performed as described in the manufacturer’s application. In addition to those items required to be examined by the visual inspections specified in §§ 180.407(d) and (e), the visual inspections must include detection of cracks, gouges, debonding or delamination of any layers, and liner deterioration. Any cracks or contamination that are beyond the liner and extend into the structural layers will be considered structural repairs. Liner deterioration that includes significant “fiber bloom” or exposed glass fibers subject to chemical attack below the surface veil layers will be cause for repair. Linings on any tankers that are manufactured with conductivity should be spark tested according to the manufacturer’s requirements.”

This is paragraph 7 (c) (2) of DOT-SP 10878 issued on 4-4-18.

A very high percentage of these CTMVs have not been hydro tested they are being air pressurized during the retest under 180.407. FMCSA is rejecting the test and inspections not in compliance with the above special permit requirements and taking enforcement actions against the motor carrier using them.

If you have any questions or concerns regarding this critical safety issue please contact **NATC at 1-609-426-0555.**