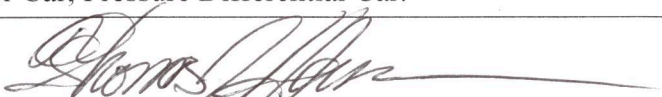


HAZARDOUS MATERIALS GUIDANCE

Issuance Date: March 2018	HM Guidance Number: HMG-104
Revision: 2	49 CFR Sections Affected: (examples) 172.102; 173.22-22a; 173.24; 173.31(b)(1); 173..240(a); 174.67; and 174..85
Key Words: Tank Car, Covered Hopper Car, Pressure Differential Car.	
Approved: Thomas J. Herrmann Director, Office of Technical Oversight 	

Summary:

The purpose of this Hazardous Materials Guidance is to clarify issues surrounding Association of American Railroads (AAR) Class 207 cars.

Discussion:

Until 1996, AAR 207 cars were listed in the Tank Car Manual¹ as tank cars. After 1996, they were reclassified as “pressure differential covered hoppers.” Following the 1996 revisions to the Tank Car Manual, AAR petitioned the Research and Special Programs Administration (now the Pipeline and Hazardous Materials Safety Administration, or PHMSA) to amend the wording of Special Provision B59 to accommodate hopper cars

Special provision codes² appear in column 7 of the hazardous materials table³ and contain packaging provisions, prohibitions, exceptions from requirements for particular quantities or forms of materials, and requirements or prohibitions applicable to specific modes of transportation. “Special provisions” include multi-modal codes (numbers only), air transportation codes (A codes), bulk packaging requirements (B codes), highway transportation codes (H codes), non-bulk packaging requirements (N codes), rail transportation codes (R codes), IM portable tank codes (T codes), and water transportation codes (W codes). AAR 207 cars are authorized to transport bulk solid dangerous chemicals listed in the hazardous materials table with the B59 special provision. Examples include calcium carbide and phosphorous pentasulfide. AAR 207 cars are designed to accept a minimum internal pressure of 15 psig (103kPa) and are used to carry granular commodities, both hazardous and

¹ Formally, the *Manual of Standards and Recommended Practices*, Section C–Part III, Specifications for Tank Cars, Specification M-1002 ¶ 3.4 (AAR.400), ©Association of American Railroads, Washington, DC, incorporated by reference, 49 CFR § 171.7(a)(3).

² See generally 49 CFR § 172.102.

³ 49 CFR § 171.101.

non-hazardous, that are unloaded pneumatically. These cars can be constructed of carbon steel (AAR 207A***W), aluminum (AAR207A***ALW), and alloy steel (AAR207A***W6).

Because these cars are not tank cars, they are not required to have shelf couplers under Title 49 Code of Federal Regulations (CFR) § 173.31(b)(1), and the provisions for unloading tank cars at 49 CFR § 174.67 do not apply. However, when placarded for Group 2 materials, AAR 207 cars are subject to the train placement requirements of 49 CFR § 174.85, and the packaging requirements at 49 CFR §§ 173.24 and 173.24b also apply.

Inspectors and others with safety interests are advised that AAR 207 cars containing hazardous materials should be inspected like any other similarly loaded bulk conveyance: the hazardous materials regulations on registration, shipping papers, placarding, emergency response information, training, and transportation should be considered when inspecting an AAR 207 covered hopper car.