

QUESTIONS AND ANSWERS

Railworthiness Directive (RWD) for Railroad Tank Cars Equipped with Certain McKenzie Valve & Machining LLC Valves

Federal Railroad Administration

March 24, 2015

**REVISED MAY 14, 2015 to reflect modification of the compliance schedules
provided in May 12, 2015 letter from FRA to RSI**



3" and 2" McKenzie UNNR Valves with Reducer Fittings and Plugs



Impact mark on internal ball of valve evident of contact w/plug



3" and 2" McKenzie UNNR Valves with Plugs

Q1) May I offer into transportation a tank car loaded with product and equipped with the 3” threaded by threaded McKenzie UNNR full port ball valve with a 3” standalone plug?

A1) Yes, a tank car with this valve configuration may continue in hazmat service until December 31, 2015 ([May 12, 2015 letter from FRA to RSI](#)) provided that prior to each time the car is offered for transportation, the valve, including the ball is visually inspected for damage and no damage is observed. After December 31, 2015, these cars may not be moved unless authorized by an approval (OTMA-1) issued in accordance with [HMG-127](#).

Q2) May I offer into transportation a tank car containing residual product and equipped with the 3” threaded by threaded McKenzie UNNR full port ball valve with a 3” standalone plug?

A2) Yes, a tank car with this valve configuration may continue in hazmat service until December 31, 2015 ([May 12, 2015 letter from FRA to RSI](#)) provided that prior to each time the car is offered for transportation, the valve, including the ball is visually inspected for damage and no damage is observed. After December 31, 2015, the tank car must be moved in accordance with the procedural requirements for OTMA-3 specified in [HMG-127](#), and the defect number on the OTMA-3 notification should be replaced with “RWD”.

Q3) May I offer into transportation a tank car, loaded or residue, equipped with the 3” threaded by threaded McKenzie UNNR full port ball valve that is not equipped with a 3” plug (e.g., the valve outlet is otherwise equipped with a bushing or reducer and a 2” plug)?

A3) Yes, a tank car with this valve configuration may continue in hazmat service until December 31, 2015 ([May 12, 2015 letter from FRA to RSI](#)) provided that prior to each time the car is offered for transportation, the valve, including the ball is visually inspected for damage and no damage is observed. After December 31, 2015 the tank car must be moved in accordance with the procedural requirements for OTMA-3 specified in [HMG-127](#), and the defect number on the OTMA-3 notification should be replaced with “RWD”.

Q4) May I offer into transportation a tank car, loaded or residue, equipped with the 1” or 2” threaded by threaded McKenzie UNNR full port ball valve?

A4) Yes, if upon initial inspection of the valve there is no evidence of damage to the valve you can continue to operate this tank car until the time of the next shopping for major repair, the next required qualification event, or at the time of the next retrofit consistent with the HM-251 [final rule](#), whichever occurs first.

Q5) Is this directive applicable to all McKenzie Valves? (e.g. pressure relief valves, vacuum relief valves, bottom outlet valves, etc.)

A5) No, this directive only applies to the 1”, 2”, and 3” McKenzie UNNR threaded by threaded full port ball valves.

Q6) May I utilize a tank car equipped with the McKenzie UNNR valve if I only ship non-regulated products?

A6) Yes, if upon inspection there is no evidence of damage to the valve you can continue to operate this tank car until the time of the next shopping for major repair, the next required qualification event, or at the time of the next retrofit consistent with the HM-251 [final rule](#), whichever occurs first.