Summary

Is a weld inspection necessary when a tank-wagon built before 1978 is placed into service again in the context of the transitional measure under 1.6.3.1?

Introduction

According to 1.6.3.1, tank-wagons built before 1 October 1978 may be kept in service if the equipment of the shell meets the requirements of Chapter 6.8. The thickness of the shell wall, except in the case of shells intended for the carriage of refrigerated liquefied gases of Class 2, must be appropriate to a calculation pressure of not less than 0.4 MPa (4 bar) (gauge pressure) in the case of mild steel or 200 kPa (2 bar) (gauge pressure) in the case of aluminium and aluminium alloys.

The provisions for calculating the minimum wall thickness of a shell are to be found in 6.8.2.1.17 and 6.8.2.1.18.

The shell thickness must not be less than the greater of the values determined by the two formulae given in 6.8.2.1.17.
However, one of these formulae contains the weld coefficient $\lambda$, which presupposes an inspection of the welds (see 6.8.2.1.23).

Does this mean that to calculate the minimum wall thickness, a weld inspection must always be carried out? This is not easy to do in the case of thermally insulated shells.

**Question**

Belgium would like to hear the opinion of the RID Committee of Experts on the following question:

Is it permitted to use only the formula that does not contain a weld coefficient, or is it permitted to use a formula from a technical code recognised by the Competent Authority with a weld coefficient $\lambda$ of 0.7, for which no weld inspection is required?