

Organisation intergouvernementale pour les transports internationaux ferroviaires Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr Intergovernmental Organisation for International Carriage by Rail

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RID/ADR/ADN

Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (Geneva, 19 - 23 September 2016)

Item 2 of the agenda: Tanks

Interpretation of diameter in paragraphs 6.8.2.1.18 and 6.8.2.1.19 of RID/ADR

Proposal transmitted by Germany

- In Germany, there are different interpretations regarding the diameter to be used for the third root formula in paragraphs 6.8.2.1.18 and 6.8.2.1.19 of RID/ADR. Some manufacturers use the internal diameter while others use the external diameter (including the shell) for the calculation. Normally, this does not present a problem; but where the internal diameter of the tank is exactly 1800 mm, the choice of the internal or the external diameter leads to different results for the minimum shell thickness.
- 2. Since the minimum shell thickness is used in the calculation of equivalent thicknesses, this leads to significant differences also in this respect.
- 3. The following example, in which mild steel with a chosen shell thickness of 6.0 mm is taken as a basis, illustrates the issue:

	6.8.2.1.18	6.8.2.1.19
D _i = 1800 mm	$e_0 = e_1 = 5.0 \text{ mm}$	$e_0 = e_1 = 3.0 \text{ mm}$
D _a = 1812 mm	$e_0 = e_1 = 6.0 \text{ mm}$	$e_0 = e_1 = 4.0 \text{ mm}$

- 4. Since the internal diameter in mm is mentioned explicitly only in paragraph 6.8.2.1.17 of RID/ADR, it could be assumed that, in all others, reference is made to the external diameter.
- 5. Germany requests clarification and would like to ask the members of the Joint Meeting to communicate their interpretation.