Interagency
Transportation Guide
for Gasoline, Mixed Gas,
Drip-Torch Fuel, and Diesel

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Sponsored for NWCG publication by the
NWCG Equipment Technology Committee
June 2009

In cooperation with the
USDA Forest Service
Technology and Development Center
Missoula, MT

This publication is available at
http://www.nwcg.gov/pms/pubs/pubs.htm

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This document establishes interagency guidance for the ground transportation of gasoline, mixed gas, drip-torch fuel, and diesel in Government vehicles driven by Government employees. This guide is based as closely as practical on the U.S. Department of Transportation (DOT) and U.S. Department of Labor Occupational Safety and Health Administration (OSHA) regulations.

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Acknowledgments

Gary Davis, U.S. Department of the Interior, Aviation Management Directorate

Emil Golias, Occupational Safety and Health Administration

John Gould, Bureau of Indian Affairs

Charles Hochman, U.S. Department of Transportation

Charles Mathwig, U.S. Department of the Interior, Aviation Management Directorate

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Phil Mason, Eve Ponder, Dick Sawaya, and Jerry Taylor Wolf, Forest Service

Firefighter using a drip torch.
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Part One

and management agencies use many liquid fuels, such as gasoline, mixed gas, and drip-torch fuel, that are classified as flammable liquids. Special requirements apply for containers and tanks used to transport flammable liquids, and for licensing and training drivers.

Diesel is classified as a combustible liquid. In some cases, the requirements for transporting diesel may be less stringent than for transporting flammable liquids.

Gasoline, mixed gas, drip-torch fuel, and diesel must be transported in the approved fuel containers or tanks listed in this guide. Most of the listed containers meet U.S. Department of Transportation (DOT) specifications for transporting flammable liquids. DOT-specification containers are required, because they meet rigorous testing standards established by the United Nations (UN) before they are accepted for use. DOT-specification containers can be identified by their markings. For example, an approved closed-head steel drum will be marked UN 1A1 (figure 1), and an approved steel jerrican will be marked UN 3A1. If a drum or jerrican does not have the proper specification marking, do not use it!

Safety cans meeting OSHA requirements are exempt from most States’ spillproof container regulations. Pennsylvania does not exempt safety cans. Check with your State environmental regulatory agency for details and the applicability of spillproof container regulations. At the time this guide was prepared, States with these regulations included: California, Virginia, Maryland, Massachusetts, Pennsylvania, Connecticut, New Jersey, New York, and Maine. Other States, including Texas and Illinois, are considering adopting these regulations.

The tanks listed for transporting gasoline, mixed gas, and drip-torch fuel also meet DOT specifications. Most tanks available at ranch supply stores do not meet the requirements for transporting flammable liquid and must not be used to transport gasoline, mixed gas, or drip-torch fuel, even though they may be used to transport diesel.

A few types of nonspecification containers are allowed, such as aluminum (Sigg) fuel bottles, plastic (Nalgene) fuel bottles, and some drip torches. In addition, plastic two-compartment fuel and oil containers (often called Dolmars) are also allowed, providing they meet Underwriters Laboratories (UL) specifications. Fuel also may be carried in the container it was sold in, such as metal cans of Coleman stove fuel. Manufacturers’ original containers must not be reused to transport other flammable liquids.
### APPROVED FUEL CONTAINERS
For Gasoline, Mixed Gas, and Drip-Torch Fuel

<table>
<thead>
<tr>
<th>Container type</th>
<th>Specification</th>
<th>Color requirement</th>
<th>Label or placard</th>
<th>Marking (Depends on fuel type)</th>
<th>Number of containers that may be transported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety transport cans</td>
<td>UN 3A1 or UN 1A1</td>
<td>Red with yellow markings</td>
<td>FLAMMABLE LIQUID label</td>
<td>Required</td>
<td>Depends on driver licensing and training</td>
</tr>
<tr>
<td>Metal jerricans¹</td>
<td>UN 3A1</td>
<td>Red with yellow markings</td>
<td>FLAMMABLE LIQUID label</td>
<td>Required</td>
<td>Depends on driver licensing and training</td>
</tr>
<tr>
<td>Plastic jerricans²</td>
<td>UN 3H1</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>Required</td>
<td>Depends on driver licensing and training</td>
</tr>
<tr>
<td>Safety cans</td>
<td>UL or FM</td>
<td>Red with yellow markings</td>
<td>FLAMMABLE LIQUID label</td>
<td>Required</td>
<td>No container larger than 8 gallons; total weight of all hazmat being transported is no more than 440 pounds</td>
</tr>
<tr>
<td>Dolmars</td>
<td>UL</td>
<td>Red</td>
<td>None</td>
<td>None</td>
<td>No container larger than 8 gallons; total weight of all hazmat being transported is no more than 440 pounds</td>
</tr>
<tr>
<td>Consumer plastic</td>
<td>UL or FM</td>
<td>Red</td>
<td>None</td>
<td>None</td>
<td>No container larger than 8 gallons; total weight of all hazmat being transported is no more than 440 pounds</td>
</tr>
<tr>
<td>containers²</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plastic fuel bottles²</td>
<td>None</td>
<td>Red</td>
<td>None</td>
<td>None</td>
<td>40 fuel bottles; no other containers larger than 8 gallons; total weight of all hazmat being transported is no more than 440 pounds</td>
</tr>
<tr>
<td>Aluminum fuel bottles</td>
<td>NSN 7240–01–351–2133</td>
<td>Red</td>
<td>None</td>
<td>None</td>
<td>40 fuel bottles; no other containers larger than 8 gallons; total weight of all hazmat being transported is no more than 440 pounds</td>
</tr>
<tr>
<td>Pump fuel tanks</td>
<td>None</td>
<td>None</td>
<td>FLAMMABLE LIQUID label on box, rack, or crate</td>
<td>On box, rack, or crate</td>
<td>No more than needed to operate the pump</td>
</tr>
</tbody>
</table>

¹ depended on driver licensing and training
² No container larger than 8 gallons; total weight of all hazmat being transported is no more than 440 pounds

Continued
## APPROVED FUEL CONTAINERS
For Gasoline, Mixed Gas, and Drip-Torch Fuel (continues)

<table>
<thead>
<tr>
<th>Container type</th>
<th>Specification</th>
<th>Color requirement</th>
<th>Label or placard</th>
<th>Marking (Depends on fuel type)</th>
<th>Number of containers that may be transported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drip torches (Nonspec)</td>
<td>None</td>
<td>None</td>
<td>FLAMMABLE LIQUID label or DRIP TORCH FUEL tag</td>
<td>On box, rack, or crate</td>
<td>Transportation of full nonspec drip torches not recommended</td>
</tr>
<tr>
<td>Drip torches (DOT Spec)</td>
<td>FS 5100-614 UN 3B1 UN 1B1 UN 3A1 Others</td>
<td>None</td>
<td>FLAMMABLE LIQUID label or DRIP TORCH FUEL tag</td>
<td>On box, rack, or crate</td>
<td>Depends on driver licensing and training</td>
</tr>
<tr>
<td>Manufacturer’s original container</td>
<td>Per manufacturer</td>
<td>Per manufacturer</td>
<td>Per manufacturer</td>
<td>Per manufacturer</td>
<td>No container larger than 8 gallons; total weight of all hazmat being transported is no more than 440 pounds</td>
</tr>
<tr>
<td>Steel drums 1 to 55 gallons</td>
<td>UN 1A1/X or Y UN 1A2/X or Y</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>Required</td>
<td>Depends on driver licensing and training</td>
</tr>
<tr>
<td>Tanks 119 gallons or smaller</td>
<td>DOT E-11911 or UN 31A</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>Required</td>
<td>Depends on driver licensing and training</td>
</tr>
<tr>
<td>Tanks larger than 119 gallons</td>
<td>DOT 406; MC 306; others per 49 CFR 173.242</td>
<td>None</td>
<td>FLAMMABLE placard</td>
<td>Identification number required</td>
<td>Depends on driver licensing and training</td>
</tr>
</tbody>
</table>

1. Metal jerricans used by Department of the Interior agencies must be retrofitted with a self-closing lid that vents. This lid shall be approved by a nationally recognized laboratory such as Underwriters Laboratories (UL) or Factory Mutual (FM).
2. Use of plastic jerricans, consumer plastic fuel containers, and plastic fuel bottles shall be discontinued no later than 3 years after this guide is issued.
3. Drip torches not manufactured in accordance with DOT specifications must be replaced no later than 10 years after this guide is published.
## REQUIREMENTS FOR GASOLINE, MIXED GAS, AND DRIP-TORCH FUEL
That Depend on the Amount of Fuel and the Size of the Container

<table>
<thead>
<tr>
<th>Amount of fuel and container size</th>
<th>Training</th>
<th>Shipping papers and Emergency Response Guidebook</th>
<th>Driver’s licensing</th>
<th>Placarding</th>
<th>Minimum fire extinguisher size</th>
</tr>
</thead>
<tbody>
<tr>
<td>All containers are smaller than 8 gallons. The total amount of hazardous materials being transported is no more than 440 pounds.</td>
<td>OSHA Hazard Communication training; DOT Materials of Trade training</td>
<td>Not required</td>
<td>Regular driver’s license</td>
<td>Not required</td>
<td>One 5–B:C or two 4–B:C</td>
</tr>
<tr>
<td>All containers are smaller than 8 gallons. The total amount of hazardous materials being transported is more than 440 pounds and less than 1,001 pounds.</td>
<td>OSHA Hazard Communication training; DOT general awareness, function specific, safety, security awareness, and driver training</td>
<td>Required</td>
<td>Regular driver’s license</td>
<td>Not required</td>
<td>One 5–B:C or two 4–B:C</td>
</tr>
<tr>
<td>Any container is larger than 8 gallons but not larger than 119 gallons. The total amount of hazardous materials being transported is less than 1,001 pounds.</td>
<td>OSHA Hazard Communication training; DOT general awareness, function specific, safety, security awareness, and driver training</td>
<td>Required</td>
<td>Regular driver’s license</td>
<td>Not required</td>
<td>One 5–B:C or two 4–B:C</td>
</tr>
<tr>
<td>1,001 pounds or more of hazardous materials is being transported, regardless of container size</td>
<td>OSHA Hazard Communication training; DOT general awareness, function specific, safety, security awareness, and driver training</td>
<td>Required</td>
<td>Commercial driver’s license with hazardous materials endorsement</td>
<td>FLAMMABLE placard with identification number</td>
<td>One 10–B:C</td>
</tr>
<tr>
<td>Any tank larger than 119 gallons</td>
<td>OSHA Hazard Communication training; DOT general awareness, function specific, safety, security awareness, and driver training</td>
<td>Required</td>
<td>Commercial driver’s license with hazardous materials endorsement. Some States require a tank endorsement as well.</td>
<td>FLAMMABLE placard with identification number</td>
<td>One 10–B:C</td>
</tr>
</tbody>
</table>
### APPROVED FUEL CONTAINERS FOR DIESEL

<table>
<thead>
<tr>
<th>Container type</th>
<th>Specification</th>
<th>Color requirement</th>
<th>Label or placard</th>
<th>Marking (Depends on fuel type)</th>
<th>Number of containers may be transported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety transport cans</td>
<td>UN 3A1 or UN 1A1</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>DIESEL</td>
<td>Not limited</td>
</tr>
<tr>
<td>Metal jerricans¹</td>
<td>UN 3A1</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>DIESEL</td>
<td>Not limited</td>
</tr>
<tr>
<td>Plastic jerricans²</td>
<td>UN 3H1</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>DIESEL</td>
<td>Not limited</td>
</tr>
<tr>
<td>Safety cans</td>
<td>UL or FM</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>DIESEL</td>
<td>Not limited</td>
</tr>
<tr>
<td>Steel drums</td>
<td>UN 1A1/X or Y</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>DIESEL</td>
<td>Not limited</td>
</tr>
<tr>
<td>8 to 55 gallons</td>
<td>UN 1A2/X or Y</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>DIESEL</td>
<td>Not limited</td>
</tr>
<tr>
<td>Tanks 119 gallons or smaller</td>
<td>None</td>
<td>None</td>
<td>FLAMMABLE LIQUID label</td>
<td>DIESEL</td>
<td>Not limited</td>
</tr>
<tr>
<td>Tanks larger than 119 gallons</td>
<td>None</td>
<td>None</td>
<td>FLAMMABLE placard</td>
<td>1202 identification number required</td>
<td>Limited only by driver licensing and training</td>
</tr>
</tbody>
</table>

¹Metal jerricans used by the U.S. Department of the Interior agencies must be retrofitted with a self-closing lid that vents. This lid shall be approved by a nationally recognized laboratory such as Underwriters Laboratories (UL) or Factory Mutual (FM).

²Use of plastic jerricans shall be discontinued no later than 3 years after this guide is issued.
## REQUIREMENTS FOR DIESEL
That Depend on the Amount of Fuel and the Size of the Container

<table>
<thead>
<tr>
<th>Amount of fuel and container size</th>
<th>Training</th>
<th>Shipping papers and Emergency Response Guidebook</th>
<th>Driver’s licensing</th>
<th>Placarding</th>
<th>Minimum fire extinguisher size</th>
</tr>
</thead>
<tbody>
<tr>
<td>All containers are 119 gallons or smaller, regardless of amount transported</td>
<td>OSHA Hazard Communication training</td>
<td>Not required</td>
<td>Regular driver’s license</td>
<td>Not required</td>
<td>One 5–B:C or two 4–B:C</td>
</tr>
<tr>
<td>Any tank is larger than 119 gallons</td>
<td>OSHA Hazard Communication training; DOT general awareness, function specific, safety, security awareness, and driver training.</td>
<td>Required</td>
<td>Commercial driver’s license with hazardous materials endorsement. Some States require a tank endorsement as well.</td>
<td>FLAMMABLE placard with 1202 identification number</td>
<td>One 10–B:C</td>
</tr>
</tbody>
</table>
The following containers are approved for transporting fuel. These containers must meet the specifications shown in parentheses. Specific requirements for use of these containers are described in part two of this guide.

Manufacturers’ Original Containers
Manufacturers’ containers, such as Coleman fuel cans, may be used to transport their original contents, but shall not be reused (figure 2).

![Figure 2 — A manufacturer’s original fuel container.](image)

Safety Transport Cans (UN 3A1 and UN 1A1)
Safety transport cans (figure 3) are containers that meet DOT specifications for transporting fuel and the OSHA requirements for safety cans. Safety transport cans meeting OSHA requirements are exempt from most States’ spillproof container regulations.

A redesigned jerrican-style safety transport can, the Safety Transport LM can, is available from Safeway Products, Inc. These cans have the following features:

- A relocated pour handle
- A linkage between the pour handle and the lid on the fill opening that vents the can during pouring and allows fuel to flow faster (figure 4)
- A quick-disconnect flexible pour spout and a clip on the top of the can to store the spout
- A stiffening rib to make the can less prone to damage during temperature changes
- A carrying handle spanning the top of the metal collar

![Figure 3 — A safety transport can.](image)

![Figure 4 — A top view of the Safety Transport LM can showing the linkage between the pour handle and lid for the fill opening.](image)

See appendix D for ordering information.
Military-Style Metal Jerricans (UN 3A1)
Forest Service employees may use metal jerricans (figure 5) without modification. Employees in Department of the

Interior agencies must retrofit metal jerricans with a self-closing lid that vents (figures 6 and 7), such as Justrite part number 11192. See appendix D for ordering information. This self-closing lid shall be approved by a nationally recognized laboratory such as UL or Factory Mutual (FM). The self-closing lid may be removed and replaced with the jerrican’s bung (leakproof screw-in top) when deemed necessary to prevent leakage during transportation. The approved self-closing lid must be reinstalled when the jerrican is used for dispensing or is stored.

The Forest Service will evaluate the self-closing lid assembly and make improvements so it is DOT compliant. When an OSHA- and DOT-compliant self-closing lid becomes commercially available, the remainder of the land management agencies will phase in the compliant lid’s use over a 10-year period. The Forest Service also will develop a means to minimize spillage when fuel is dispensed from a jerrican retrofitted with a self-closing lid.
New metal jerricans that meet DOT, OSHA, and spillproof fuel container (CARB-compliant) specifications are commercially available (figure 8). In addition, replacement spillproof (CARB-compliant) spouts may be purchased to retrofit older metal jerricans (figure 9).

Figure 8—A military-style metal jerrican with a spout that complies with California Air Resources Board standards.

Figure 9—A detailed view of a spout that complies with California Air Resources Board standards.

**Safety Cans (UL or FM)**

Safety cans (figure 10) meeting OSHA requirements, such as those listed by UL or FM, are exempt from most States’ spillproof container regulations. Because safety cans do not meet the UN specifications, fewer can be transported at a time.

Figure 10—A safety can.

**Two-Compartment Fuel and Oil Containers (UL)**

Two-compartment fuel and oil containers (figure 11)—often called Dolmars—may be used to transport fuel.

Figure 11—A two-compartment fuel and oil container, often called a Dolmar.

**Pump Fuel Tanks**

Fuel tanks for the Mark-3 pump (figure 12) and fuel tanks for other pumps are approved for transporting fuel.
Plastic Fuel Containers

Three types of plastic fuel containers are now being used: military-style plastic jerricans (UN 3H1, figure 13), consumer plastic containers (UL, figure 14), and plastic fuel bottles, such as Nalgene bottles (figure 15).

These plastic fuel containers are being phased out. The purchase of new military-style plastic jerricans, consumer plastic containers, and plastic fuel bottles is prohibited.

Use of all military-style plastic jerricans, consumer plastic fuel containers, and plastic fuel bottles shall be discontinued no later than 3 years after this guide is published.

This prohibition does not include plastic two-compartment fuel and oil containers (often called Dolmars) that are used for chain saws.

The only exception to the use of plastic jerricans, containers, and fuel bottles after the 3-year phaseout period is when fuel must be transported or dispensed in environmental conditions that make the use of a metal container dangerous. An example is when fuel must be transported in a saltwater environment that can cause metal containers to corrode and leak. Under
Drip Torches That Meet DOT Specifications (UN 3B1)

All new drip torches must meet Forest Service specification 5100-614 and DOT specifications (UN 3B1, UN 1B1, UN 3A1, and others, figures 16 and 17).

Drip Torches That Do Not Meet DOT Specifications

Drip torches that do not meet DOT specifications may be used, but:

- They are not recommended for carrying fuel on public highways.
- They shall be phased out within 10 years from the publication of this guide.
- Parts shall not be interchanged between DOT specification and nonspecification drip torches.
Aluminum Fuel Bottles

Aluminum fuel bottles (often called Sigg bottles, General Services Administration National Stock Number 7240–01–351–2133) are approved for transporting fuel (figure 18).

NOTE: Red aluminum fuel bottles must never be used as beverage containers!

Steel Drums (1 to 55 Gallons)

- Use steel drums without removable heads (UN 1A1) to transport flammable and combustible liquids (figure 19).
- Use steel drums with removable heads (UN 1A2, figure 20) or without removable heads (UN 1A1) for aerial ignition.
- Use steel drums with removable heads (UN 1A2) to transport hazardous waste or damaged fuel containers.
Approved Fuel Tanks

The following tanks are approved for transporting fuel.

All tanks that do not meet DOT specifications that are being used to transport gasoline or drip-torch fuel shall be replaced within 12 months from issuance of this guide.

Tanks 119 Gallons or Smaller for Flammable Liquids

Transfer Flow refueling tanks (UN 31A, marked DOT-E 11911, figure 21).

Figure 21—A 100-gallon Transfer Flow tank.

Figure 22—A Custom Metalcraft tank.

Tanks Larger Than 119 Gallons for Flammable Liquids

• DOT 406 (figure 23)
• MC 306
• Other tanks (see 49 CFR 173.242)

Figure 23—A 240-gallon DOT-406 tank being used as a batch mixer.

Tanks for Diesel

• Tanks that do not meet specifications for transporting flammable liquids, such as the tanks found in ranch supply stores (figures 24a and 24b) may be used to transport diesel.

Custom Metalcraft (UN 31A tanks)—The customer specifies the capacity of these tanks (figure 22).
Figures 24a and 24b—A typical nonspecification tank (24a) for transporting diesel. Note the label (24b) warning that this tank does not comply with regulations for transporting gasoline. Regulations do not require a DOT-specification tank for transporting diesel. This photo has been digitally manipulated to show the DIESEL marking.
Limiting Fuel Transported To Limit Regulatory Requirements

The type of driver's license and training required depend on the amount of fuel being transported and the size and type of the fuel container. If no more than 440 pounds of hazardous materials (including the weight of the containers) are being transported in containers with a capacity of no more than 8 gallons, shipping papers are not required. The only training needed is OSHA Hazard Communication training and DOT Materials of Trade training. The 440 pounds includes all hazardous materials being transported, not just gasoline, mixed gas, or drip-torch fuel. For example, if you are carrying 140 pounds of fusees, you may carry only 300 pounds of fuel and containers. Empty containers that contain residual amounts of fuel also must be included in the 440-pound weight limit.

If the overall weight being transported is more than 440 pounds, but less than 1,001 pounds, or if the capacity of any container is more than 8 gallons but is 119 gallons or less, the following are required:
- Shipping papers must be carried in the vehicle (page 18).
- A copy of the Emergency Response Guidebook (ERG) must be carried in the vehicle (page 19).
- Additional training is required (page 23).

When a shipment weighs 1,001 pounds or more or when fuel is being carried in a container larger than 119 gallons, the following are required:
- A commercial driver’s license (CDL) with a hazardous materials endorsement.

To avoid the need for a commercial driver’s license, limit the total amount of fuel being transported to 119 gallons or less than 1,001 pounds.

- Shipping papers (carried in the vehicle, page 18).
- The Emergency Response Guidebook (carried in the vehicle, page 19).
- Additional training (page 23).
- In certain States—a tank endorsement.

To avoid the need for shipping papers and to reduce training requirements, limit the total amount of hazardous materials—including fuel being transported—to 440 pounds, with no fuel container larger than 8 gallons.
Labeling, Marking, and Placarding

Labeling

The diamond-shaped (red background with white letters) FLAMMABLE LIQUID label (figure 25) is required on many gasoline, mixed gas, drip-torch fuel, and diesel containers of 119 gallons or less. These labels are available through several vendors. They must be maintained in good condition.

Marking

Most containers must be marked with a description of its contents and the UN identification number, if applicable.

- Metal gasoline or mixed gas containers (except for aluminum fuel bottles) shall be marked GASOLINE UN1203 (figures 26a and 26b).

- Aluminum fuel bottles that have the words Fuel Bottle on the body of the bottle are acceptable for use with no additional marking.

- Plastic fuel containers that have the word GASOLINE molded into the side of the container are acceptable for use with no additional marking.

- Drip-torch fuel containers shall be marked FLAMMABLE LIQUIDS N.O.S. (DIESEL GASOLINE MIXTURE) UN1993. The abbreviation N.O.S. stands for not otherwise specified. In addition, containers also may be marked with the words DRIP TORCH FUEL to help employees identify the contents (figures 27a and 27b).

- Diesel containers shall be marked DIESEL.

The minimum size of the lettering depends on the container:

- Safety transport cans, metal jerricans, safety cans: $\frac{3}{16}$ inch high by $\frac{1}{8}$ inch wide
- 55-gallon drums: $\frac{1}{2}$ inch high by $\frac{3}{16}$ inch wide
- Tanks 119 gallons or smaller: $\frac{3}{4}$ inch high by $\frac{3}{16}$ inch wide
- Tanks larger than 119 gallons: 2 inches high by $\frac{1}{4}$ inch wide

Markings shall be printed on the surface of the container, applied to the container as a sign or label, or attached to the container as a tag (figure 28). They must be maintained in good condition.
Markings must be displayed on a background of sharply contrasting color, not obscured by labels or attachments, and be far enough away from other labels and signs to prevent confusion.

**Placarding**

A *FLAMMABLE* placard (figure 29) is required when the gross weight of all hazardous materials is 1,001 pounds or more or when any tank is larger than 119 gallons. Placards must be installed on each side and on each end of the transport vehicle or tank.

**United Nations Identification Numbers**

If placards are required, the UN identification number also must be displayed. The identification number may be shown separately as an orange panel (figure 30) or may be included as part of the placard (figure 31). The UN identification number for:

- Gasoline or mixed gas is 1203.
- Drip-torch fuel is 1993.
- Diesel is 1202.
Shipping papers and the *Emergency Response Guidebook* are used to help emergency responders during an accident. These materials must be carried so they are available immediately to emergency responders and accident investigators.

For transporting gasoline, mixed gas, and drip-torch fuel, shipping papers and the *Emergency Response Guidebook* must be carried in a vehicle when either:
- A container’s capacity is more than 8 gallons.
- More than 440 pounds of all hazardous materials, such as fuel, fusees, or propane, are being carried.

Shipping papers and the *Emergency Response Guidebook* are not required for gasoline, mixed gas, and drip-torch fuel when either:
- All containers are 8 gallons or smaller and 440 pounds or less of all hazardous materials, such as fuel, fusees, or propane, are being transported.
- Residual fuel (residue) is transported in containers 119 gallons or smaller.

Shipping papers and the *Emergency Response Guidebook* are required only when diesel is transported in tanks larger than 119 gallons.

**Shipping Papers**

Follow these steps when preparing shipping papers (see appendix A for examples) and when determining how long to retain them:
- All entries must be legible and printed in English.
- Codes and abbreviations are not allowed.
- A copy of the shipping paper must be maintained at the local unit for 375 days after the shipment.

Information to be shown on a shipping paper:
- The proper shipping name.
- The hazard class or division number
  - For gasoline, mixed gas, drip-torch fuel, and diesel, the hazard class is 3.
- The UN identification number
  - For gasoline and mixed gas, the identification number is UN1203.
  - For drip-torch fuel, the identification number is UN1993.
  - For diesel, the identification number is UN1202.
- The packing group number designated by Roman numerals
  - For gasoline, mixed gas, and drip-torch fuel, the packing group number is II.
  - For diesel, the packing group number is III.
- The total quantity of fuel
  - For containers and tanks 119 gallons or smaller, the amount of each type of fuel being carried must be expressed in gallons or liters.
  - For tanks larger than 119 gallons, the total quantity of fuel may be indicated by the words: 1 CARGO TANK.
- The number and types of containers, including descriptions, such as 14 jerricans.
- The container specification number may also be identified, for example, 14 UN 3A1 jerricans.
- A separate description must be included for each type of container being transported.
- An emergency response telephone number.
  - This phone number must be monitored at all times when the material is in transit (including storage incidental to transportation), and must be the phone number of someone who has comprehensive knowledge of the emergency response and incident mitigation information for the material or has immediate access to a person with this knowledge.

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For gasoline and mixed gas, the proper shipping name is GASOLINE.

For drip-torch fuel, the proper shipping name is FLAMMABLE LIQUIDS N.O.S (DIESEL GASOLINE MIXTURE).

For diesel, the proper shipping name is DIESEL FUEL.
Part One

—The emergency response phone number must either be printed following the description of the hazardous material or written once on the shipping paper in a clearly visible location. The toll-free CHEMTREK (chemical transportation emergency center) telephone number, commonly listed as an emergency response phone number, cannot be used by most land management agencies because the agencies do not subscribe to this service.

Emergency Response Guidebook

The Emergency Response Guidebook (figure 32) must be carried in the cab of each vehicle anytime shipping papers are required. The Emergency Response Guidebook describes the hazards of material being transported so emergency responders can take the appropriate actions during an accident. The potential hazards and emergency response information for each hazardous material are listed in the guidebook by guide number. The guide number for gasoline, mixed gas, drip-torch fuel, and diesel is 128. The Emergency Response Guidebook is available from several vendors or can be downloaded from the DOT Web site at http://hazmat.dot.gov.

Location of Shipping Papers and the Emergency Response Guidebook

The shipping papers and Emergency Response Guidebook must be carried where they are easily available to the driver and emergency responders. When the driver is at the vehicle’s controls, the shipping paper and Emergency Response Guidebook shall be:

• Within the driver’s immediate reach when the driver is restrained by the seatbelt
• Readily visible to a person entering the driver’s compartment, such as in plain sight on the seat or in a holder mounted to the inside of the driver’s side door

When the driver is not at the vehicle’s controls, the shipping paper and Emergency Response Guidebook shall either be:

• In a holder mounted on the inside of the driver’s side door (figure 33)
• On the vehicle’s driver’s seat

MSDSs

OSHA allows MSDSs to be kept at the “primary workplace facility” as long as employees can “immediately obtain the required information in an emergency.” Employees must ensure that MSDSs for the hazardous materials they will be transporting are available at their duty station (ranger district, work center, fire camp, or other facility) and that they can immediately contact someone at the duty station to obtain the information on the MSDS. If employees will be working where they cannot contact their duty station immediately, copies of the MSDSs for the hazardous materials they will be transporting and using must be carried in the vehicle, regardless of the amount of fuel being transported. Sample MSDSs are included in appendix E.
Do not transport liquid fuels, such as gasoline, mixed gas, drip-torch fuel, or diesel in the same vehicle with:

- Explosives
- Poisonous gases
- Oxidizers, such as plastic spheres filled with potassium permanganate that are used for aerial ignition (figure 34)
- Poisonous liquids

Figure 34—Plastic spheres used for aerial ignition.
Leaking or Damaged Containers

Leaking containers shall not be transported. If a container is damaged in the field, empty the contents of the damaged container into an undamaged container. The damaged container may be transported from the field to a proper disposal location by placing it in a UN 1A2 removable-head drum and installing the drum head or by evaporating the residue. To evaporate the residue from the damaged container, make sure that the container has been emptied as thoroughly as possible into another undamaged container and remove the caps or prop open the spring-loaded lids until the contents evaporate.
A fire extinguisher must be carried on each vehicle transporting fuel or other hazardous materials. The required size of the extinguisher depends on the amount of hazardous materials being transported and the capacity of any tank that is being used.

If the amount of hazardous materials being transported is less than 1,001 pounds or the tank capacity is 119 gallons or less:
- A minimum of one 5–B:C or two 4–B:C fire extinguishers must be carried on the transport vehicle.

If 1,001 pounds or more of hazardous materials are being transported or the tank is larger than 119 gallons:
- A minimum of one 10–B:C (figures 35a and 35b) fire extinguisher must be carried on the transport vehicle.

Monthly inspections—OSHA requires that fire extinguishers be visually inspected monthly by facility personnel (who check the recharge dial and make sure that the pin is in place). Typically, this information is documented on the back of the annual inspection tag or on an additional tag.

Annual inspections—OSHA requires that fire extinguishers be inspected annually by certified personnel. This inspection checks the condition of a variety of the extinguisher’s components including, but not limited to:
- Whether the hose is in good condition
- Whether the extinguishing agent needs to be replaced
- Whether the extinguisher is due for hydrostatic testing

The annual inspection date must be recorded and maintained for at least 1 year. Typically, this information is documented on a tag (figure 36) or sticker secured to the fire extinguisher.

Figures 35a and 35b—A 10–B:C fire extinguisher (35a) and the label (35b) showing that the fire extinguisher is UL listed and that it is rated 10–B:C.

Figure 35a.

Figure 35b.

Figure 35a and 35b—A 10–B:C fire extinguisher (35a) and the label (35b) showing that the fire extinguisher is UL listed and that it is rated 10–B:C.

Figure 36—A fire extinguisher inspection tag.
Training

Training is required for all employees who transport, prepare for transport, load and unload, or are responsible for the safety of hazardous materials that are being transported, such as gasoline, mixed gas, drip-torch fuel, and diesel. The type of training required depends on the amount of hazardous materials being transported.

All training must be completed no later than 12 months from issuance of this guide.

OSHA Hazard Communication Training
All employees who transport, prepare for transport, load and unload, or are responsible for the safety of hazardous materials that are being transported must complete OSHA Hazard Communication training.

DOT Materials of Trade Training To Transport Small Amounts of Hazardous Materials
If fuel is being transported in containers 8 gallons or smaller and the total weight of hazardous materials being transported is 440 pounds or less, employees must have the DOT Materials of Trade training.

A training program designed specifically for Federal land-management agencies will be developed by the Forest Service during Fiscal Year 2006. A thorough reading and understanding of the following topics will fulfill the DOT Materials of Trade training requirement until a formal training program is adopted:

- Identification of common hazardous materials, such as fuels, propane, and plastic spheres filled with potassium permanganate and their associated hazards.
- Container requirements including:
  - Approved containers (page 7)
  - Labeling and marking requirements (page 16)
- Inspection for damage and leakage (page 26, 30, 33, 36, 37, 39, 41, 43)
- Size limitations (maximum size is 8 gallons)
- Weight limitations (maximum weight is 440 pounds for all hazardous materials)
- Requirements to secure containers so they cannot move, protecting them from damage (page 26, 31, 33, 36, 38, 40, 42, 43)
- Identification of materials that should not be transported with liquid fuels (page 20)

Training To Transport Large Amounts of Hazardous Materials
When fuel is transported in any container larger than 8 gallons or when the total weight of hazardous materials being transported is more than 440 pounds, regardless of container size, employees must have additional training. This training consists of general awareness/familiarization, function-specific, safety, security awareness, and driver training. Before handling or transporting gasoline, mixed gas, or drip-torch fuel, DOT regulations require that they:

- Attend this training
- Pass a test
- Be certified

For transporting diesel, this additional training is required only for drivers transporting tanks larger than 119 gallons.

Here’s a little background about each component of the additional training:

- General awareness/familiarization training acquaints employees with the general requirements of the DOT regulations and enables them to recognize and identify hazardous materials.
- Function-specific training addresses the requirements of the DOT regulations and exemptions that apply directly to the tasks employees are performing.
- Safety training provides employees with the emergency response information required by DOT regulations, measures needed to protect them from the hazards of the
materials they will be exposed to, and methods and procedures for avoiding accidents.

- Security awareness training identifies security risks associated with handling hazardous materials and methods designed to enhance transportation security. This training also covers how to recognize and respond to possible security threats.

- Driver training includes:
  - Pretrip safety inspections
  - Use of vehicle controls and equipment
  - Vehicle operation
  - Procedures for maneuvering at tunnels, bridges, and railroad crossings
  - Times when the driver must be present at the vehicle
  - Procedures for loading and unloading materials
  - Specialized requirements for tanks

The requirement for driver training can be met by obtaining a CDL with a hazardous materials or tank endorsement. For drivers who do not need a CDL, driver training must be taken as a separate course.

Training programs required by other Federal or international agencies, such as OSHA Hazard Communication training or Environmental Protection Agency training, may be used to satisfy the referenced training requirements if the training addresses the elements listed. Until a training program is designed specifically for Federal land management agencies, training is available from the DOT training center in Oklahoma City and from commercial vendors.

**Refresher Training**

Employees must receive applicable training at least once every 3 years.

**Training Records**

Keep records of each employee’s training history for the previous 3 years. Retain these records for 90 days beyond the last date of the employee’s employment. Training records shall include:

- Employee’s name
- Date of most recent training
- Description, copy, or location of materials used during training
- Name and address of trainer
- Certification of training
Information About Specific Types of Fuel Containers, Drums, and Tanks

Part Two

Drip Torches

The DOT-specification drip torches (figure 37) became available in April 2003. All new drip torches shall meet Forest Service specification 5100-614. This specification not only meets the DOT specification, but also requires that the container be red and that the breather valve be large enough to operate with a gloved hand. No drip torches manufactured before 2003 meet DOT specifications. Nonspecification drip torches shall be replaced with drip torches that conform to Forest Service specification 5100-614 as nonspecification drip torches wear out or become damaged beyond repair. Only DOT-specification drip torches should be transported full of fuel.

All drip torches that do not meet DOT specifications shall be replaced within 10 years from publication of this guide. Do not interchange parts between DOT-specification drip torches and those that do not meet DOT specifications.

Labeling—
- All drip torches must have the diamond-shaped FLAMMABLE LIQUID label (figure 39) or the DRIP TORCH FUEL tag.
- If more than a total of 440 pounds of hazardous material (including the weight of the containers) is being transported, the diamond-shaped FLAMMABLE LIQUID label must be applied to the box, rack, or crate used to secure the drip torches while they are being transported.

Container Specifications—UN 3B1 (figure 38), UN 1B1, UN 3A1, and others

Marking—The following marking (see page 16 for additional information) is required on the crate, rack, or box (figure 40) used to secure drip torches during transport.


**Drip Torches**

- **Flammable Liquids N.O.S. (Diesel Gasoline Mixture) UN1993.**
- In addition, the box, rack, or holder also may be marked with the words *Drip Torch Fuel* to help employees identify the contents.

Markings must be at least $\frac{1}{2}$ inch high by $\frac{3}{16}$ inch wide and must:
- Be permanent.
- Contrast sharply with the background color of the crate, rack, or box.
- Not be obscured by any labels or attachments.
- Be far enough away from other markings or labels to prevent confusion.

If a closed box is used to secure the drip torches, the box shall be clearly marked with orientation arrows showing *up* (figure 41).

**Placarding**—A **Flammable** placard (see page 17 for additional information) with UN1993 identification number (figure 42) is required on all four sides of the vehicle or trailer only if 1,001 pounds or more of all hazardous materials are being transported. Placarding is required to transport 67 or more full drip torches, assuming no other hazardous materials are transported.

**Inspection Criteria**—Inspect each drip torch before transporting it full of fuel to make sure that the lock ring and plug gaskets are not cut, cracked, or weather checked, and to make sure that neither the body nor the cover of the drip torch has been damaged. Replace or repair drip torches that do not meet these criteria.

**Container Capacity Restrictions**—Do not fill drip torches to more than 90 percent of their capacity to allow room for fuel to expand and to reduce the possibility that they might leak.

**Securing Drip Torches for Transport**—
- Make sure that the lock ring is tight, the vent is closed, the plug is screwed into the cover, and that no closures leak. Do not transport drip torches that leak.
- Wipe any fuel from the outside of each drip torch.
- Drip torches shall not be mounted on the bumper of a vehicle.
- Secure the drip torches so they will not fall over or move during transport by placing them in a crate, rack, or box, or by restraining them in some other way (figure 43). If the drip torches are in a closed box, the box shall be clearly marked with orientation arrows pointing up and the words **Flammable Liquids N.O.S. (Diesel Gasoline Mixture) UN1993**. Secure each crate, rack, or box so it cannot move or tip over while it is being transported.

Figure 41—Orientation arrows that are used to show up on a closed box of fuel containers.

Figure 42—A placard with the UN identification number for drip-torch fuel included. When the identification number is not included in the placard, a separate identification number (see figure 30) must be with the placard.

Figure 43—Drip torches secured in a rack.
Part Two

Information About Specific Types of Fuel Containers, Drums, and Tanks

**Drip Torches**

- Remove or secure loose articles in the vehicle so they cannot damage the drip torches while they are being transported.

**Special Driver’s License Requirements**—
- If the total weight of all hazardous materials being transported is less than 1,001 pounds and no container is larger than 119 gallons:
  - No special licensing is required.
  - Up to 66 full drip torches can be transported, assuming that no other hazardous materials are being transported.
- If the total weight of all hazardous materials being transported is 1,001 pounds or more, or if any container is larger than 119 gallons:
  - A commercial driver’s license with hazardous materials endorsement is required.
  - This requirement must be met if 67 or more full drip torches are being transported.

**Training**—(See page 23 for additional information.)
- If the total weight of all hazardous materials being transported is 440 pounds or less and no fuel container is larger than 8 gallons, the following training is required:
  - OSHA Hazard Communication training.
  - DOT Materials of Trade training.
  - Up to 29 full drip torches can be transported, assuming that no other hazardous materials are being transported.
- If the total weight of all hazardous materials being transported is more than 440 pounds, or if any container is larger than 8 gallons:
  - OSHA Hazard Communication training.
  - DOT general awareness/familiarization, function-specific, safety, security awareness, and driver training.
  - This requirement must be met if 30 or more full drip torches are being transported.

**Shipping Papers and the Emergency Response Guidebook**—(See page 18 for additional information.)
- If the total weight of all transported hazardous materials is less than 440 pounds and no fuel container is larger than 8 gallons:
  - None required.
  - Up to 29 full drip torches can be transported, without shipping papers and the Emergency Response Guidebook, assuming that no other hazardous materials are being transported.
- If the total weight of all hazardous materials being transported is more than 440 pounds or if any container is larger than 8 gallons:
  - Shipping papers and the Emergency Response Guidebook are required.
  - This requirement must be met if 30 or more full drip torches are being transported.

**Fire Extinguishers**—
- If the total weight of hazardous materials being transported is less than 1,001 pounds:
  - A minimum of one 5–B:C or two 4–B:C fire extinguishers are required.
  - Up to 66 drip torches can be transported, assuming that no other hazardous materials are being transported.
- If the total weight of hazardous materials being transported is 1,001 pounds or more:
  - A minimum of one 10–B:C fire extinguisher is required.
  - This requirement must be met if 67 or more drip torches are being transported.
SAFETY TRANSPORT CANS AND METAL AND PLASTIC JERRICANS

Safety Transport Cans and Metal and Plastic Jerricans—Gasoline, mixed gas, and drip-torch fuel may be transported in safety transport cans (figure 44), military-style metal jerricans (figure 45), and plastic jerricans (figure 46).

A redesigned jerrican style safety transport can is available from Safeway Products Inc. This new can is identified by Safeway Products as the Safety Transport LM can. These Safety Transport LM cans have the following features:

- A relocated pour handle to make use of the can easier
- A linkage between the pour handle and the back fill port lid that vents the can during pouring and allows fuel to flow faster (figure 47)
- A quick disconnect flexible pour spout and a clip on the top of the can to store the spout
- A stiffening rib to make the can less prone to damage due to changes in temperature
- A carrying handle spanning the top of the metal collar

See appendix D for ordering information.

Metal jerricans used by Department of the Interior agencies must be equipped with an approved self-closing lid that vents (figure 48). An example of such a lid is Justrite part number 11192 (see appendix D for ordering information).

Plastic jerricans shall be phased out within 3 years from the date this guide is published.
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SAFETY TRANSPORT CANS AND METAL AND PLASTIC JERRICANS

Figure 48—The Department of the Interior requires a self-closing lid for metal jerricans.

Container Specifications—
• UN 3A1 (figure 49), UN 1A1, UN 3H1

OSHA Color Requirements—
• Gasoline, mixed gas, and drip-torch fuel in metal jerricans or safety transport cans:
  – The container shall be red with a yellow band around it or the markings shall be stenciled or painted on the container in yellow (figure 50).

 OSHA Color Requirements—
• Gasoline, mixed gas, and drip-torch fuel in plastic jerricans:
  – No color requirements for the container or the markings.

 Figure 50—Safety transport cans showing the colors required by OSHA and the proper markings.

• Diesel:
  – No color requirements.

Labeling—A diamond-shaped FLAMMABLE LIQUID label (figure 51) shall be on each can.

 Figures 51—A FLAMMABLE LIQUID label.
SAFETY TRANSPORT CANS AND METAL AND PLASTIC JERRICANS

Marking—(See page 16 for additional information.)

- Gasoline or mixed gas:
  - GASOLINE UN1203 (figures 52a and 52b).
- Drip-torch fuel:
  - FLAMMABLE LIQUIDS N.O.S. (DIESEL GASOLINE MIXTURE) UN1993 (figures 53a and 53b).
  - In addition, the container may also be marked with the words DRIP TORCH FUEL to help employees identify the contents.

Placarding—(See page 17 for additional information.)

- Gasoline and mixed gas:
  - A FLAMMABLE placard with UN1203 identification number is required on all four sides of the vehicle or trailer if 1,001 pounds or more of hazardous materials are being transported.
  - Placarding is required to transport 21 or more full safety transport cans, 22 or more full metal jerricans, or 24 or more full plastic jerricans, assuming that no other hazardous materials are being transported.
- Drip-torch fuel:
  - A FLAMMABLE placard with the UN1993 identification number (figure 54) is required on all four sides of the vehicle or trailer if 1,001 pounds or more of hazardous materials are being transported.
  - This requirement must be met if 21 or more full safety transport cans, 22 or more full metal jerricans, or 24 or more full plastic jerricans are being transported.

- Diesel:
  - DIESEL

  - Markings must be at least \(\frac{3}{16}\) inch high by \(\frac{1}{8}\) inch wide and must:
    - Be permanent.
    - Contrast sharply with the background color of the can.
    - Not be obscured by any labels or attachments.

  - Placarding is not required.

Inspection Criteria—Inspect each container before it is transported to make sure that all lid gaskets, pouring valve gaskets, and seals are not cut, cracked, or weather checked. Verify that safety can linkages (see figure 47) operate without binding and that the lids are not deformed. Check the body of the can to make sure there is no damage that could allow it to leak. Replace or repair cans that do not meet these criteria.
Container Capacity Restrictions—Do not fill jerricans or safety transport cans beyond the fill line (figure 55) or 90 percent of capacity to allow fuel to expand and to reduce the possibility that the container might leak.

Figure 55—The fill line on a safety transport can.

Securing Containers for Transport—
- If a jerrican is equipped with a spillproof (CARB-compliant) spout, the spout must be replaced with a bung before the jerrican is transported.
- Make sure that the can is tightly closed and does not leak. Do not transport containers that leak.
- Wipe any fuel from the outside of the can.
- Secure the containers so they will not fall over or move during transport by placing them in a crate, rack, or box or by restraining them in some other way (figure 56). If the containers are in a closed box, the box shall be clearly marked with orientation arrows pointing up and the applicable marking, such as GASOLINE UN1203. Secure each crate, rack, or box so it cannot move or tip over while it is being transported.
- Secure other loose items in the back of the vehicle to prevent them from damaging the cans.

Figure 56—Jerricans secured for transport.

Special Driver’s License Requirements—
Gasoline, mixed gas, and drip-torch fuel:
- If the total weight of all hazardous materials transported is less than 1,001 pounds, and no container is larger than 119 gallons:
  - No special licensing is required.
  - Up to 20 full safety transport cans, 21 full metal jerricans, or 23 plastic jerricans can be transported, assuming that no other hazardous materials are being transported.
- If the total weight of all hazardous materials being transported is 1,001 pounds or more or any container is larger than 119 gallons:
  - A commercial driver’s license with hazardous materials endorsement is required.
  - This licensing requirement must be met if 21 or more full safety transport cans, 22 or more metal jerricans, or 24 or more plastic jerricans are being transported.

Diesel:
- No special licensing is required.

Training—(See page 23 for additional information.)
Gasoline, mixed gas, and drip-torch fuel:
- If the total weight of all hazardous materials being transported is less than 440 pounds, and no fuel container is larger than 8 gallons, the following training is required:
  - OSHA Hazard Communication training.
  - DOT Materials of Trade training.
- Up to 9 full safety transport cans or metal jerricans or 10 plastic jerricans can be transported, assuming that no other hazardous materials are being transported.
- If the total weight of all hazardous materials being transported is more than 440 pounds or any container is larger than 8 gallons, the following training is required:
SAFETY TRANSPORT CANS AND METAL AND PLASTIC JERRICANS

— OSHA Hazard Communication training.
— DOT general awareness/familiarization, function-specific, safety, security awareness, and driver training.
— This requirement must be met if 10 or more full safety transport cans or metal jerricans or 11 plastic jerricans are being transported.

Diesel:
• OSHA Hazard Communication training.

Shipping Papers and the Emergency Response Guidebook—(See page 18 for additional information.)
Gasoline, mixed gas, and drip-torch fuel:
• If the total weight of all hazardous materials being transported is 440 pounds or less and no fuel container is larger than 8 gallons:
  — None required.
• Up to 9 full safety transport cans or metal jerricans or 10 plastic jerricans can be transported, assuming that no other hazardous materials are being transported.
• If the total weight of all hazardous materials being transported is more than 440 pounds or any container is larger than 8 gallons:
  — Shipping papers and copy of the Emergency Response Guidebook are required.
  — This requirement must be met if 10 or more full safety transport cans or metal jerricans or 11 plastic jerricans are being transported, even if no other hazardous materials are being transported.
• Diesel:
  — None required.

Fire Extinguishers—
• If the total weight of hazardous materials being transported is less than 1,001 pounds:
  — At least one 5–B:C or two 4–B:C fire extinguishers are required.
  — Up to 20 jerricans can be transported, assuming that no other hazardous materials are being transported.
• If all the hazardous materials being transported weigh 1,001 pounds or more:
  — At least one 10–B:C fire extinguisher is required.
  — This requirement must be met if 21 or more jerricans are being transported, even if no other hazardous materials are being transported.
Part Two

Information About Specific Types of Fuel Containers, Drums, and Tanks

PUMP FUEL TANKS

Fuel for pumps with detachable fuel tanks, such as the Mark–3 (figure 57), may be transported in the fuel tank provided with the pump. No more than the minimum number of fuel tanks required to operate the pump shall be transported.

Pump fuel tanks shall be used only to transport pump fuel and shall not be used to transport other fuels, such as saw gas, gasoline, and drip-torch fuel.

Container Specifications—
• None.

Labeling—
• Not required for individual tanks.
• Required on boxes, racks, or crates used to secure fuel tanks.

Marking—Fuel tanks shall have a tag indicating the type of fuel (gasoline or mixed gas), the mix ratio, and the date the fuel was mixed (figure 58).

Placarding—
• Not required.

Inspection Criteria—Inspect each fuel tank before it is transported to make sure that all gaskets, seals, and O-rings are not cut, cracked, or weather checked. Inspect all fuel connection and vent fittings and verify that the fuel tank has not been damaged in a way that could allow it to leak. Replace or repair fuel tanks that do not meet these criteria.

Container Capacity Restrictions—Do not fill pump fuel tanks beyond 90 percent of capacity to allow room for the fuel to expand and to reduce the possibility that tank might leak.

Securing Containers for Transport—
• Make sure that the fuel hose is disconnected and the vent is closed.
• Make sure that the fuel tank is tightly closed and does not leak. Do not transport fuel tanks that leak.
• Wipe any fuel from the outside of the fuel tank.
• Secure the fuel tanks so they will not fall over or move during transport by placing them in a crate, rack, or box, or by restraining them in some other way (figure 59). If the containers are in a closed box, the box shall be clearly

Figure 57—A fuel tank attached to a Mark–3 pump that is ready for operation.

Figure 58—A tag identifying mixed fuel in a fuel tank.

Figure 59—Fuel tanks for the Mark–3 pump secured properly for transport.
marked with orientation arrows pointing up and the words GASOLINE UN1203. Secure each crate, rack, or box so it cannot move or tip over while it is being transported.

- Secure other loose items in the back of the vehicle to prevent them from damaging the fuel tanks.

Special Driver’s License Requirements—
- None.

Training—(See page 23 for additional information.)
- OSHA Hazard Communication training.
- DOT Materials of Trade training.

Shipping Papers and the Emergency Response Guidebook—
- None required.

Fire Extinguishers—
- At least one 5-B:C or two 4-B:C fire extinguishers are required.
Limited quantities of metal safety cans that do not meet DOT specifications (figure 60) may be transported. Each safety can must have a UL or FM marking.

Packaging Specifications—
- **UL** (figure 61) or **FM** (figure 62) listed.

OSHA Color Requirements—
- Gasoline, mixed gas, and drip-torch fuel in safety cans:
  - The container shall be red with a yellow band around the can or markings shall be stenciled or painted on the can in yellow.

- Diesel:
  - No color requirements.

Labeling—
- Diamond-shaped **FLAMMABLE LIQUID** label (figure 63).

Marking— (See page 16 for additional information.)
The following marking is required on each container:
- Gasoline or mixed gas:
  - **GASOLINE UN1203**.
- Drip-torch fuel:
  - **FLAMMABLE LIQUIDS N.O.S. (DIESEL GASOLINE MIXTURE) UN1993**.
  - In addition, the container may be marked with the words **DRIP TORCH FUEL** to help employees identify the contents (figure 64).
SAFETY CANS

• Diesel:
  — DIESEL
• Markings must be at least $\frac{3}{16}$ inch high by $\frac{1}{8}$ inch wide and must:
  — Be permanent.
  — Contrast sharply with the background color of the can.
  — Not be obscured by any labels or attachments.
  — Be far enough away from other markings or labels to prevent confusion.

Placarding—
• Not required.

Inspection Criteria—Make sure that all lid gaskets, pouring valve gaskets, and seals are not cut, cracked, or weather checked. Verify that linkages operate without binding and that the lids are not deformed. Make sure that the body of the can has not been damaged in a way that could allow it to leak. Replace or repair cans that do not meet these criteria.

Container Capacity Restrictions—Do not fill safety cans beyond 90 percent of their capacity to leave room for fuel to expand and to reduce the possibility that the cans might leak.

Quantity Limitations—
• Gasoline, mixed gas, and drip-torch fuel:
  — The total weight of hazardous materials being transported (including container weights) must be 440 pounds or less, and no fuel container shall be larger than 8 gallons. Up to nine full 5-gallon safety cans or 17 full $2\frac{1}{2}$-gallon safety cans may be transported, assuming that no other hazardous materials are transported.
• Diesel:
  — None.

Securing Containers for Transport—
• Make sure that all closures do not leak. Do not transport containers that leak.
• Wipe any fuel from the outside of each container.
• Secure the containers so they will not fall over or move during transport by placing them in a crate, rack, or box or by restraining them in some other way. If the containers are in a closed box, the box shall be clearly marked with orientation arrows pointing up and the applicable marking, such as GASOLINE UN1203. Secure each crate, rack, or box so it cannot move or tip over while it is being transported.
• Remove or secure loose articles in the vehicle so they cannot damage the cans while they are being transported.

Special Driver’s License Requirements—
• None.

Training—(See page 23 for additional information.)
• Gasoline, mixed gas, and drip-torch fuel:
  — OSHA Hazard Communication training.
  — DOT Materials of Trade training.
• Diesel:
  — OSHA Hazard Communication training.

Shipping Papers and the Emergency Response Guidebook—
• None required.

Fire Extinguishers—
• At least one 5–B:C or two 4–B:C fire extinguishers are required.
Limited quantities of two-compartment fuel and oil containers, such as Dolmars (figure 65), may be carried. For the 1½-gallon two-compartment container, no more than 23 full containers may be carried per vehicle, assuming that no other hazardous materials are being transported. The total weight of hazardous materials (including the containers) cannot be more than 440 pounds and no fuel container can be larger than 8 gallons. Each container must have a UL marking.

**Packaging Specifications**
- UL (molded into container, figure 66).

**Marking**
- Gasoline (molded into container, no additional markings required, figure 67).

**Placarding**
- Not required.

**Inspection Criteria**—Inspect each container before using it to transport fuel to make sure that the spout closure cap and spout O-rings are in good condition, the vent cap is undamaged, and the body is not damaged. Replace or repair containers that do not meet these criteria.

**Container Capacity Restrictions**—Do not fill the container beyond the fill line (figure 68) or 90 percent of capacity to allow room for fuel to expand and to reduce the possibility that the container might leak.
TWO-COMPARTMENT FUEL AND OIL CONTAINERS

Quantity Limitations—The total weight of hazardous materials being transported (including the containers) must not be more than 440 pounds, and no fuel container shall be larger than 8 gallons. Up to 23 full 1\(\frac{1}{2}\)-gallon containers may be transported, assuming that no other hazardous materials are being transported.

Securing Containers for Transport—
- Make sure that the vent is closed, the spouts are inserted in the container, and the caps that seal the spouts are screwed on (figure 69). Verify that all closures are tight and do not leak. Do not transport containers that leak.

Special Driver’s License Requirements—
- None.

Training—(See page 23 for additional information.)
- OSHA Hazard Communication training.
- DOT Materials of Trade training.

Shipping Papers and the Emergency Response Guidebook—
- None required.

Fire Extinguishers—
- At least one 5–B:C or two 4–B:C fire extinguishers are required.
Limited quantities of consumer plastic containers (figure 70) may be carried. Each container must have a UL marking.

**CONSUMER PLASTIC CONTAINERS**

**Labeling**
- Not required.

**Marking**
- GASOLINE (molded into the container; no additional markings required, figure 72).

**Packaging Specifications**
- UL (figure 71) or FM listed.

**Placarding**
- Not required.

**Inspection Criteria**—Inspect each container before using it to transport fuel to make sure that all seals or O-rings are in good condition, the vent cap is undamaged, and that the body is not damaged. Replace or repair containers that do not meet these criteria.

**Container Capacity Restrictions**—Do not fill the container beyond the fill line (figure 73) or 90 percent of its capacity to leave room for the fuel to expand and to reduce the possibility that the container might leak.

**Quantity Limitations**—The total weight of all hazardous materials being transported (including the containers) must be 440 pounds or less, and no fuel container shall be larger than 8 gallons. Up to 22 full 2½-gallon or 11 full 5-gallon containers may be transported, assuming that no other hazardous materials are being transported.

Consumer plastic containers shall be phased out after a period of 3 years from the date this guide is published.
CONSUMER PLASTIC CONTAINERS

Securing Containers for Transport—

- Make sure that the vent is closed, the spout is inserted in the container, and the cap that seals the spout is screwed on. Verify that all closures are tight and do not leak. Do not transport containers that leak.
- Wipe any fuel from the outside of each container.
- Secure the containers so they will not fall over or move during transport by placing them in a crate, rack, or box or by restraining them in some other way. If the containers are in a closed box, the box shall be clearly marked with orientation arrows pointing up and the applicable marking, such as GASOLINE UN1203. Secure each crate, rack, or box so it cannot move or tip over while it is being transported.
- Remove or secure loose articles in the vehicle so they cannot damage the containers during transport.

Special Driver’s License Requirements—

- None.

Training—(See page 23 for additional information.)

- OSHA Hazard Communication training.
- DOT Materials of Trade training.

Shipping Papers and the Emergency Response Guidebook—

- None required.

Fire Extinguishers—

- At least one 5-B:C or two 4-B:C fire extinguishers are required.
Limited quantities of aluminum (figure 74) and plastic (figure 75) 1-quart fuel bottles may be transported.

Placarding—
• None required.

Inspection Criteria—Before using a bottle to transport fuel, it shall be inspected to make sure there is no damage to the body, cap, or seal and that the bottle does not leak. Replace or repair bottles that do not meet these criteria.

Container Capacity Restrictions—Do not fill the bottle beyond the manufacturer’s fill line (figure 76). If the bottle does not have a fill line, leave 2 inches below the top of the bottle to allow fuel to expand.

Never use red aluminum or plastic fuel bottles as beverage containers!

Plastic fuel bottles shall be phased out within 3 years from the date this guide is published.

Container Specifications—Aluminum fuel bottle, General Services Administration National Stock Number 7240–01–351–2133. The only bottle known to meet these requirements now is marketed by Mountain Safety Research (sometimes known as MSR).

Color Requirements—
• Bottles must be red.

Labeling—
• None required.

Marking—
• Aluminum fuel bottles marked FUEL BOTTLE by the manufacturer do not require additional marking.
• Plastic fuel bottles: none required.

Aluminum fuel bottles filled above the fill line can develop enough pressure to rupture the container or blow the top off (figure 77). A National Wildfire Coordinating Group Safety Warning issued August 22, 2002 provides additional details. See http://safenet.nifc.gov/notice.nsf and click on Safety Warnings.
**ALUMINUM AND PLASTIC FUEL BOTTLES**

**Quantity Limitations**—Up to 40 full fuel bottles plus the remaining hazardous materials (including their containers) must not weigh more than 440 pounds, and no fuel container shall be larger than 8 gallons.

**Securing Containers for Transport**—
- Make sure that caps are tight and that the containers do not leak. Do not transport bottles that leak.
- Wipe any excess fuel from the outside of each bottle.
- Secure the bottles so they will not fall over or move during transport by placing them in a crate (figure 78), rack, or box, or by restraining them in some other way. If a closed box is used, the box shall be clearly marked with orientation arrows pointing up and marked GASOLINE. Secure each crate, rack, or box so it cannot move or tip over while it is being transported.
- Remove or secure loose articles in the vehicle so they cannot damage the bottles while they are being transported.

**Special Driver’s License Requirements**—
- None.

**Training**—(See page 23 for additional information.)
- OSHA Hazard Communication training.
- DOT Materials of Trade training.

**Shipping Papers and the Emergency Response Guidebook**—
- None required.

**Fire Extinguishers**—
- At least one 5–B:C or two 4–B:C fire extinguishers are required.

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Figure 78—Aluminum fuel bottles secured for transport in a milk crate.
MANUFACTURERS’ ORIGINAL CONTAINERS

Limited quantities of fuel in the manufacturer’s original container, such as Coleman fuel cans (figure 79), may be transported.

Figure 79—An example of a manufacturer’s original container.

Container Specifications—
• A manufacturer’s original container.

Labeling—
• A manufacturer’s original label.

Marking—
• A manufacturer’s original marking.

Placarding—
• Not required.

Inspection Criteria—Inspect the container for damage to the body and cap before it is transported. Do not transport leaking containers.

Container Restrictions—
• Containers shall not be refilled.

Quantity Limitations—The total weight of hazardous materials (including their containers) being transported must be 440 pounds or less, and no fuel container shall be larger than 8 gallons.

Securing Containers for Transport—
• Make sure that the caps are tight and do not leak.
• Make sure the outside of each container is free of fuel.
• Secure the containers so they will not fall over or move during transport by placing them in a crate, box, or rack, or by restraining them in some other way (figure 80). If a closed box is used, the box shall be clearly marked with orientation arrows pointing up and with the name of the hazardous material, such as STOVE FUEL. Secure each crate, rack, or box so it cannot move or tip over while it is being transported.

Figure 80—A box containing the manufacturer’s original containers.

• Remove or secure loose articles in the vehicle so they cannot damage the containers.

Special Driver’s License Requirements—
• None.

Training—(See page 23 for additional information)
• OSHA Hazard Communication training.
• DOT Materials of Trade training.

Shipping Papers and the Emergency Response Guidebook—
• None required.

Fire Extinguishers—
• At least one 5–B:C or two 4–B:C fire extinguishers are required.
Gasoline, mixed gas, drip-torch fuel, and diesel may be transported in approved steel drums (figure 81). These drums may range in capacity from 1 to 55 gallons.

**Container Specifications—**
- Transportation of gasoline, mixed gas, drip-torch fuel, and diesel:
  - 1- to 55-gallon drums (UN 1A1/X or Y) (figure 82).

- Transportation of damaged fuel containers:
  - 8- to 55-gallon drums (UN 1A2/X or Y).

- For aerial ignition:
  - 8- to 55-gallon drums (UN 1A1/X or Y or UN 1A2/X or Y).

**Labeling—**
- Gasoline, mixed gas, drip-torch fuel and diesel:
  - Diamond-shaped FLAMMABLE LIQUID label on each drum (figure 83).

**Marking—**
- Gasoline or mixed gas:
  - **GASOLINE UN1203.**

- Drip-torch fuel:
  - **FLAMMABLE LIQUIDS N.O.S. (DIESEL GASOLINE MIXTURE) UN1993** (figure 84).

- Diesel:
  - **DIESEL**

- The markings must:
  - Be permanent.
  - Contrast sharply with the background color of the drum.
  - Not be obscured by any labels or attachments.
  - Be far enough away from other markings or labels to prevent confusion. These markings can be stenciled on the drum.
  - Be at least ½ inch high by 3/16 inch wide.
  - Be applied to the drum where they can be seen easily.
Placarding—(See page 17 for additional information.)

- Gasoline and mixed gas:
  - FLAMMABLE placard with UN1203 identification number required on all four sides of the vehicle or trailer if 1,001 pounds or more of hazardous materials are being transported.
  - Placarding is required to transport three or more 55-gallon drums, even if no other hazardous materials are being transported.

- Drip-torch fuel:
  - FLAMMABLE placard with UN1993 identification number (figure 85) required on all four sides of the vehicle or trailer if 1,001 pounds or more of hazardous materials are being transported.
  - Placarding is required to transport three or more 55-gallon drums, even if no other hazardous materials are being transported.

- Diesel:
  - None required.

Inspection Criteria—

- The bung and head (if the head is removable) seals are in good condition.
- There is no visible rusting or damage to the drum that could allow it to leak.
- The drum does not leak along any seam.
- The head of the drum is not bulged above its rim (figures 86a and 86b).

Replace drums that do not meet these criteria.

Container Capacity Restrictions—Each drum shall be filled to no more than about 90-percent capacity (for instance, no more than 50 gallons of fuel in a 55-gallon drum) to allow fuel to expand and to reduce the possibility that the drum might leak.

Securing Drums for Transport—Remove the pump before transporting drums on public highways. Allow fuel to drain back into the drum from the pump, suction piping, and discharge hose. Protect the pump, suction piping, and discharge nozzle from contamination and secure the pump so that it will not move while it is being transported.

- Make sure that all bungs are tight and do not leak.
- Wipe any fuel from the outside of the drum.

Secure each drum to the vehicle so that it cannot move or tip over while it is being transported (figure 87). Use ratchet straps, tie downs, or other suitable materials to secure the drums.
Information About Specific Types of Fuel Containers, Drums, and Tanks

Part Two

FUEL IN DRUMS

• No part of the drum shall extend above the vehicle’s cab or beyond the vehicle’s body.
• Other loose items in the back of the vehicle shall be secured to prevent them from damaging the drums.

Special Driver’s License Requirements—
Gasoline, mixed gas, and drip-torch fuel:
• If the total weight of hazardous materials being transported (including their containers) is 1,001 pounds or more or if any container is larger than 119 gallons:
  —A commercial driver’s license with hazardous materials endorsement is required. This licensing requirement must be met if three or more 55-gallon drums are being transported, even if no other hazardous materials are being transported.
• Diesel:
  —No special licensing is required.

Training—(See page 23 for additional information.)
• Gasoline, mixed gas, or drip-torch fuel:
  —OSHA Hazard Communication training.
  —DOT general awareness/familiarization, function-specific, safety, security, and driver training sessions are required if any drums larger than 8 gallons are being transported.
• Diesel:
  —OSHA Hazard Communication training.

Shipping Papers and the Emergency Response Guidebook—(See page 18 for additional information.)
• Gasoline, mixed gas, or drip-torch fuel:
  —Shipping papers and the Emergency Response Guidebook are required if any drum is larger than 8 gallons.
• Diesel:
  —None required.

Figure 87—A drum that has been secured for transport.
Pump Requirements—
- The pump shall be listed by UL or FM for dispensing flammable liquids (figure 88).

Dispensing Requirements—
- Drip torches, jerricans, and other approved containers shall be filled on the ground, never in the back of a vehicle.
- The pump nozzle shall contact the container before and during filling to make sure that the container is electrically bonded to the drum (figure 90).

Fire Extinguishers—
- If the total weight of hazardous materials being transported (including their containers) is less than 1,001 pounds:
  — At least one 5–B:C or two 4–B:C fire extinguishers are required. Up to two 55-gallon drums can be transported, assuming that no other hazardous materials are being transported.
- If the total weight of hazardous materials being transported (including their containers) is 1,001 pounds or more:
  — At least one 10–B:C fire extinguisher is required. This requirement must be met if three or more 55-gallon drums are being transported, even if no other hazardous materials are being transported.
Drip-torch fuel, gasoline, or mixed gas shall be transported only in DOT-specification tanks. Most tanks available at general supply stores are designed just to transport diesel and do not meet DOT specifications for transporting drip-torch fuel, gasoline, and mixed gas.

**Do not transport drip-torch fuel, gasoline, or mixed gas in a tank that does not meet DOT specifications.**

Most DOT-specification tanks are larger than 119 gallons (figure 91), requiring the driver to have a CDL with a hazardous materials endorsement. Two manufacturers, Transfer Flow and Custom Metalcraft, manufacture DOT-specification tanks smaller than 119 gallons. A CDL is not required to transport these tanks. The Transfer Flow tank (figure 92) is available in:

- 30-gallon toolbox/tank (Transfer Flow part number 080–01–12975).
- 50 gallon (Transfer Flow part number 080–01–09417).
- 50-gallon toolbox/tank (Transfer Flow part number 080–01–13252).
- 50/50-gallon split tank (Transfer Flow part number 080–01–13244).
- 82 gallon (Transfer Flow part number 080–01–09420).
- 100-gallon L-shaped tank (Transfer Flow part number 080–01–09418).
- 109 gallon (Transfer Flow part number 080–01–09416).

The Custom Metalcraft tank (figure 93) can be manufactured in any capacity specified by the customer.

All tanks that do not meet DOT specifications that are used to transport gasoline or drip-torch fuel shall be replaced within 12 months from publication of this guide.
Part Two

Information About Specific Types of Fuel Containers, Drums, and Tanks

DRIP-TORCH FUEL, GASOLINE, OR MIXED GAS IN TANKS

Tank Specifications—
- DOT–E 11911, UN 31A, MC 306, DOT 406 (figure 94), and others (see 49 CFR 173.242)

Labeling and Placarding—
- If the tank is 119 gallons or smaller, it must be labeled with the diamond-shaped FLAMMABLE LIQUID label (figure 95).

- If the tank’s capacity is more than 119 gallons, the vehicle or trailer must be placarded with the FLAMMABLE placard on all four sides (figure 96).
  —See page 17 for additional information.

Markings for Tanks 119 Gallons or Smaller—(See page 16 for additional information.)
- Gasoline or mixed gas:
  — GASOLINE UN1203
- Drip-torch fuel:
  — FLAMMABLE LIQUIDS N.O.S. (DIESEL GASOLINE MIXTURE) UN1993 (figure 97).

- The markings must:
  — Be permanent.
  — Contrast sharply with the background color of the tank.
  — Not be obscured by any labels or attachments.
  — Be far enough away from other markings or labels to prevent confusion.
  — Be at least \( \frac{3}{4} \) inch high by \( \frac{3}{16} \) inch wide.
  — Be applied on the tank where they can be seen easily.

Identification Numbers for Tanks Larger than 119 Gallons—(See page 17 for additional information.) UN identification numbers must be displayed on all four sides of the tank or transport vehicle. UN identification numbers can be displayed as part of the placard or on a separate orange panel in addition to the placard.
- Gasoline or mixed gas:
  — UN1203.
- Drip-torch fuel:
  — UN1993.
Inspection Criteria for Tanks 119 Gallons or Smaller—Small tanks, such as the Transfer Flow and Custom Metalcraft tanks, must be inspected by a DOT-registered cargo tank inspector at the following intervals:

- A “leakproofness test” and external visual inspection shall be conducted every 2½ years.
- An internal visual inspection shall be conducted every 5 years.
- Records must be kept of tank inspections. These records must include the:
  - Tank’s design type and specification.
  - Inspection date.
  - Name and address of the inspection facilities.
  - Name of the inspector.
  - Inspection and test results.
- Keep the records in a secure location at the unit responsible for the tank as long as the tank is in service.

Inspection Criteria for DOT–406 and MC–306 Tanks—DOT–406 and MC–306 tanks must be inspected by a DOT-registered cargo tank inspector. The tank’s inspection history is coded (figure 98) with letters indicating the type of inspections, two numbers indicating the month, and two numbers indicating the year.

- An external visual inspection shall be performed every year. The letter V indicates that this inspection has been completed.
- An internal visual inspection shall be performed every 5 years. The letter I indicates that this inspection has been completed.
- The “leakage test” shall be performed every year. The letter K indicates that this inspection has been completed.
- The pressure test shall be performed every 5 years. The letter P indicates that this inspection has been completed.
- Keep records of the inspections in a secure location at the unit responsible for the tank as long as the tank is in service. These records must include the:
  - Tank’s design type and specification.
  - Inspection date.
  - Name and address of the inspection facilities.
  - Name of the inspector.
  - Inspection and test results.

Tank Capacity Restrictions—Tanks shall not be filled to more than 90 percent of the capacity to leave room for fuel to expand and to reduce the possibility that the tank might leak.

Securing Tanks for Transport in Pickup Trucks—Tanks 119 gallons or smaller must be mounted as close to the front of the bed as possible.

- Mount the tank in accordance with manufacturer’s instructions. Do not exceed the vehicle GVWR (gross vehicle weight rating) with a full tank.
- Loose items in the vehicle shall be removed or secured so they cannot damage the tank during transport.
- All valves must be closed.
- If the tank is to be transported with an electric or manual pump installed, no part of the pump or its piping shall extend above the vehicle’s cab or beyond the vehicle’s body.

Special Driver’s License Requirements—

- For tanks 119 gallons or smaller:
  - None.
- For tanks larger than 119 gallons:
  - CDL with hazmat endorsement. Some States also may require a tank endorsement.
Training—(See page 23 for additional information.) OSHA Hazard Communication and DOT general familiarization awareness, function-specific, safety, drivers training and security training sessions are required.

Shipping Papers and the Emergency Response Guidebook—(See page 18 for additional information.)
- Required.

Pump Requirements—
- The pump shall be approved by UL or FM for dispensing flammable liquids (figures 99a and 99b).

Dispensing Requirements—
- When dispensing fuel, do not leave the tank unattended.
- Drip torches, jerricans, and other approved containers shall be filled on the ground, never in the back of a vehicle.
- The pump nozzle shall contact the container before and during filling to make sure that the container is electrically bonded to the tank (figure 101).

Fire Extinguishers—
- If the tank is 119 gallons or smaller:
  — At least one 5–B:C or two 4–B:C fire extinguishers are required.
- If the tank is larger than 119 gallons:
  — At least one 10–B:C fire extinguisher is required.
Part Two

Diesel may be transported in tanks that do not meet DOT specifications (figure 102). These tanks are readily available at farm and ranch supply stores. Do not transport drip-torch fuel, gasoline, or mixed gas in these tanks.

Tank Specifications—
• None.

Labeling and Placarding—
• If the tank is 119 gallons or smaller:
  —The diamond-shaped FLAMMABLE LIQUID label (figure 103).
  —See page 16 for additional information on labeling.
• If tank is larger than 119 gallons:
  —The vehicle or trailer must be placarded with the FLAMMABLE placard on all four sides (figure 104, UN identification number included in this example).
  —See page 17 for additional information on placarding.

Identification Numbers (Only for Tanks Larger than 119 Gallons)—(See page 17 for additional information.)
• The identification number 1202 must be displayed on all four sides of the tank or transport vehicle.
**Part Two**

### Diesel in Tanks

- The identification number can be displayed as part of the placard or on a separate orange panel near the placard.

**Inspection Criteria—**
- Visually inspect the outside of the tank before each use to ensure there is no leakage.

**Tank Capacity Restrictions—** Tanks shall not be filled to more than 90-percent capacity to leave room for fuel to expand and to reduce the possibility that the tank might leak.

**Securing Tanks for Transport in Pickup Trucks—**
- Tanks 119 gallons or smaller must be mounted as close to the front of the bed as possible.
- Mount the tank in accordance with manufacturer’s instructions. Do not exceed the vehicle GVWR (gross vehicle weight rating), even when the tank is full.
- Loose items in the vehicle shall be removed or secured so they cannot damage the tank during transport.
- All valves must be closed.
- If the tank is to be transported with an electric or manual pump installed, no part of the pump or its piping shall extend above the vehicle’s cab or beyond the vehicle’s body.

**Special Driver’s License Requirements—**
- For tanks 119 gallons or smaller: —None.
- For tanks larger than 119 gallons: —CDL with hazmat endorsement. Some States also may require a tank endorsement.

**Training—** (See page 23 for additional information.)
- For tanks 119 gallons or smaller: —OSHA *Hazard Communication* training.
- For tanks larger than 119 gallons: —OSHA *Hazard Communication* training. —DOT general awareness/familiarization, function-specific, safety, security, and driver training.

**Shipping Papers and the Emergency Response Guidebook—** (See page 18 for additional information.)
- For tanks 119 gallons or smaller: —Not required.
- For tanks larger than 119 gallons: —Required.

**Pump Requirements—**
- The pump shall be approved by UL or FM for dispensing flammable liquids (figures 106a and 106b).

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**Figure 106a.**

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**Figure 106b.**

Figures 106a and 106b—Examples of manual (106a) and electric (106b) fuel pumps
Part Two

Information About Specific Types of Fuel Containers, Drums, and Tanks

DIESEL IN TANKS

• The pump’s hose shall be approved for transferring flammable liquids and shall have an internal bonding wire or a conductive cover (figure 107). The entire hose assembly, including the ends of the hose, shall be electrically conductive.

Dispensing Requirements—
• When dispensing fuel, do not leave the tank unattended.
• Containers shall be filled on the ground, never in the back of a vehicle.
• The pump nozzle shall contact the container before and during filling to make sure that the container is electrically bonded to the tank.

Fire Extinguishers—
• If the tank is 119 gallons or smaller:
  — At least one 5–B:C or two 4–B:C fire extinguishers are required.
• If the tank is larger than 119 gallons:
  — At least one 10–B:C fire extinguisher is required.

Figure 107—An example of an approved hose.
Part Two

Fuel and other hazardous materials shall not be transported in a crew carrier (figure 108) if other options are available.

All drip torches that do not meet DOT specifications shall be replaced 10 years from publication of this guide.

Fuel and other hazardous materials shall not be transported in a crew carrier (figure 108) if other options are available.

Figure 108—A crew carrier.

Under no circumstances shall fuel be carried in the crew compartment.

If fuel must be transported in a crew carrier, helitender, or engine, the following conditions shall be met:

Allowable Containers and Their Specifications—
- Metal jerricans and safety transport cans (UN 3A1 and UN 1A1).
- Drip torches (UN 3B1, UN 1B1, UN 3A1, and those that do not meet DOT specifications).

All drip torches that do not meet DOT specifications shall be replaced 10 years from publication of this guide.

- Metal safety cans (UL or FM listed).
- Two-compartment fuel and oil containers (often called Dolmars, UL listed).

• Aluminum fuel bottles (National Stock Number 7240–01–351–2133).
• Plastic fuel bottles.

Plastic fuel bottles shall be phased out 3 years after the date this guide is published.

Labeling—
- Metal jerricans, safety transport cans, drip torches, and metal safety cans:
  — Diamond-shaped FLAMMABLE LIQUID label
- Two-compartment fuel and oil containers, aluminum fuel bottles, and plastic fuel bottles:
  — Not required.

Marking—
- Metal jerricans, safety transport cans, and metal safety cans, gasoline or mixed gas:
  — GASOLINE UN1203.
- Drip-torch fuel:
  — FLAMMABLE LIQUIDS N.O.S. (DIESEL GASOLINE MIXTURE) UN1993. In addition, the container also may be marked with the words DRIP TORCH FUEL to help employees identify the contents.
- Two-compartment fuel and oil containers:
  — GASOLINE molded into the container (no additional markings required).
- Drip torches, aluminum fuel bottles, and plastic fuel bottles:
  — None.
- For all of these containers, the markings must:
  — Be permanent.
  — Contrast sharply with the container’s background color.
  — Not be obscured by any labels or attachments.
  — Be far enough away from other markings or labels to prevent confusion.
  — Be at least $\frac{3}{16}$ inch high by $\frac{1}{8}$ inch wide.
  — Be applied on the container where they are easily visible.
Inspection Criteria—
- Drip torches: Inspect each drip torch before transporting it full of fuel to make sure that the lock ring and plug gaskets are not cut, cracked, or weather checked, and that neither the body nor the cover of the torch has been damaged. Replace or repair drip torches that do not meet these criteria.
- Metal jerricans: Make sure that the lid’s gasket is not cut, cracked, or weather checked. Check the body of the can to make sure there is no damage that could allow the can to leak. Replace or repair cans that do not meet these criteria.
- Safety transport cans and safety cans: Make sure that all lid gaskets and pouring valve gaskets and seals are not cut, cracked, or weather checked. Verify that the safety can’s linkages operate without binding and that the lids are not deformed. Check the body of the can to make sure there is no damage that could allow the can to leak. Replace or repair cans that do not meet these criteria.
- Two-compartment fuel and oil containers: Make sure that the spout’s closure cap and spout O-rings are in good condition, the vent cap is undamaged, and that the container’s body has not been damaged. Replace or repair containers that do not meet these criteria.
- Aluminum and plastic fuel bottles: Make sure the body, cap, and seal are not damaged and the bottle does not leak. Replace or repair bottles that do not meet these criteria.

Container Capacity Requirements—
- Containers shall not be larger than 8 gallons.
- Containers shall not be filled more than 90 percent to allow fuel to expand and to reduce the possibility that the container might leak.

Quantity Limitations—The total weight of all hazardous materials being transported (including their containers) must be 440 pounds or less, and no fuel container shall be larger than 8 gallons.

Securing Containers for Transport—
- If a jerrican is equipped with a spillproof (CARB-compliant) spout, the spout must be replaced with a bung before the jerrican is transported.
- Make sure that all closures are tight and do not leak. Do not transport leaking containers.
- Wipe any excess fuel from the outside of all containers.
- Containers shall be secured so that they will not fall over or move while they are being transported.
- Loose articles in the fuel storage compartment shall be removed or secured so they cannot damage the containers while they are being transported.
- Drip torches shall not be mounted on a vehicle’s bumper.

Incompatible Items—Fuel shall be transported in a separate compartment from other hazardous materials such as fusees, flares, explosives, oxidizers, poisonous gases, and poisonous liquids.

Design of Fuel Storage Compartments—
If fuel containers will be transported in a vehicle storage compartment, the storage compartment shall be:
- Separated from the crew compartment by a fireproof boundary, such as a metal floor or walls. The fuel compartment and passenger compartment shall not be connected by any openings.
- As far as possible from the crew compartment doors or exits.
- As far as possible from the vehicle’s exhaust system.
- Vented to allow fumes to escape. Expanded metal mesh in the sides or floor of the compartment, louvered doors, or a vent pipe may be used for venting (figures 109a and 109b). The compartment shall not be vented near the exhaust system.
FUEL IN CREW CARRIERS, HELITENDERS, AND ENGINES

Information About Specific Types of Fuel Containers, Drums, and Tanks

Labeling Fuel Storage Compartments—
- A diamond-shaped *FLAMMABLE LIQUID* label shall be applied to the outside of a storage compartment for flammable liquids (figure 110).

- This label shall be applied where it is visible and it must be maintained in good condition.

Special Driver’s License Requirements—
- None.

Training—(See page 23 for additional information.)
- OSHA *Hazard Communication* training.
- DOT *Materials of Trade* training.

Shipping Papers and the *Emergency Response Guidebook*—
- None required.

Fire Extinguishers—
- At least one 5–B:C or two 4–B:C fire extinguishers are required.
When fuel is transported on trailers, the container and tank specifications, labeling, marking, placarding, training, and driver’s licensing requirements are the same as those in previous sections of this guide. Additional trailer-specific requirements also must be followed.

Mounting the Tank Properly—Tanks shall be bolted to metal cross bracing on the trailer—not to expanded metal mesh or wooden decking.

Roll Protection—Roll protection is not required.

Pump Installation—The pump shall be removed before the tank is transported on public roads. It is not necessary to remove the pump when repositioning the trailer at the burn site.

Trailer Brakes (Forest Service only)—Trailers with a gross trailer weight rating of 1,500 pounds or more shall be equipped with trailer brakes that can stop and hold the trailer. The trailer brakes must be designed so the operator can activate them independently of the vehicle’s foot brakes. This requirement is based on the trailer’s capacity, not on the load the trailer will be carrying. See Forest Service Handbook FSH 7109.19, section 31.3 for more details.

Trailer Inspections—The trailer shall be inspected before each use. A more thorough inspection should be performed annually. See appendix B for sample trailer inspection checklists.

Fire Extinguishers—If the tank is:
• 119 gallons or smaller:
  —At least one 5–B:C or two 4–B:C fire extinguishers must be carried on the towing unit.
• Larger than 119 gallons:
  —A minimum of one 10–B:C fire extinguisher must be carried on the towing unit.
### Appendix A—Examples of Shipping Papers

**Shipping Paper for Tanks Larger Than 119 Gallons Containing Gasoline**

<table>
<thead>
<tr>
<th>MOTOR CARRIER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>U.S. Department of Agriculture</strong></td>
</tr>
<tr>
<td><strong>Forest Service</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NUMBER and TYPE</th>
<th>DESCRIPTION OF HAZARDOUS MATERIALS (Proper shipping name, Hazard class, ID no., Packing group)</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 tank</td>
<td>GASOLINE, 3, UN1203, PG II</td>
<td>1 tank</td>
</tr>
</tbody>
</table>

*Emergency response telephone number: (xxx)–xxx–xxx*
Shipping Paper for Tanks Larger Than 119 Gallons Containing Diesel

<table>
<thead>
<tr>
<th>MOTOR CARRIER</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Department of Agriculture</td>
</tr>
<tr>
<td>Forest Service</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NUMBER and TYPE</th>
<th>DESCRIPTION OF HAZARDOUS MATERIALS (Proper shipping name, Hazard class, ID no., Packing group)</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 tank</td>
<td>DIESEL FUEL, 3, UN1202, PGIII</td>
<td>1 tank</td>
</tr>
</tbody>
</table>

Emergency response telephone number:
(xxx)–xxx–xxx
## Shipping Paper for Tanks Smaller Than 119 Gallons Containing Drip-Torch Fuel

### MOTOR CARRIER

**U.S. Department of Agriculture**

**Forest Service**

<table>
<thead>
<tr>
<th>NUMBER and TYPE</th>
<th>DESCRIPTION OF HAZARDOUS MATERIALS (Proper shipping name, Hazard class, ID no., Packing group)</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 tank</td>
<td>FLAMMABLE LIQUIDS, N.O.S. DIESEL GASOLINE MIXTURE, 3, UN1993, PGII</td>
<td>100 gallons</td>
</tr>
</tbody>
</table>

**Emergency response telephone number:**

(***)-***-***
### Shipping Paper for Jerricans Containing Gasoline and for Drums and Drip Torches Containing Drip-Torch Fuel

<table>
<thead>
<tr>
<th>MOTOR CARRIER</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Department of Agriculture</td>
</tr>
<tr>
<td>Forest Service</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number and Type</th>
<th>Description of Hazardous Materials</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 jerricans</td>
<td>GASOLINE, 3, UN1203, PG II</td>
<td>50 gallons</td>
</tr>
<tr>
<td>2 drums</td>
<td>FLAMMABLE LIQUIDS, N.O.S. (DIESEL GASOLINE MIXTURE), 3, UN1993, PGII</td>
<td>110 gallons</td>
</tr>
<tr>
<td>30 drip torches</td>
<td>FLAMMABLE LIQUIDS, N.O.S. (DIESEL GASOLINE MIXTURE), 3, UN1993, PGII</td>
<td>38 gallons</td>
</tr>
</tbody>
</table>

Emergency response telephone number:

(XXX)–XXX–XXX
Appendix B—Trailer Inspection Checklists

Pretrip Trailer Inspection Checklist

_____Wheel bearing play within acceptable limits
_____Tires and wheels in good condition
_____Lug nuts tight
_____Lights operational
_____Trailer brake operation satisfactory
_____Fenders and mud flaps (if equipped) secure and undamaged
_____Springs and shackles in good condition
_____Trailer floor undamaged
_____Safety chains in good condition
_____Warning equipment (such as reflective triangles) in the vehicle or trailer

Annual Trailer Inspection Checklist

Chassis—

_____Frame
_____Axle beam
_____Springs
_____U bolts
_____Shackles
_____Wheel bearings repacked
_____Hub bolts
_____Wheels
_____Tires
_____Trailer hitch
_____Safety chain

Lights—

_____Clearance
_____Stop and tail lights
_____Turn signals

Electric Brakes—

_____Lining
_____Shoe adjustment
_____Backing plate bolts
_____Drum condition
_____Electromagnet
_____Armature disc
_____Wiring
_____Terminals
_____Connection plug

Brake Controls—

_____Electric controller unit
_____Proper voltage
_____Connector plug
_____Wiring
_____Manual brake controls
_____Hydraulic brake controls
This chart assumes that no other hazardous materials are being transported. *CDL* stands for commercial driver’s license.

<table>
<thead>
<tr>
<th>Container type</th>
<th>Weight when full (pounds)</th>
<th>Maximum number allowed without additional training or shipping papers</th>
<th>Maximum number allowed without placarding or CDL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drip torch</td>
<td>15</td>
<td>29</td>
<td>66</td>
</tr>
<tr>
<td>Safe-T-Way safety transport can (5 gallons)</td>
<td>49</td>
<td>9</td>
<td>20</td>
</tr>
<tr>
<td>Metal jerrican (5 gallons)</td>
<td>46</td>
<td>9</td>
<td>21</td>
</tr>
<tr>
<td>Plastic jerrican (5 gallons)</td>
<td>43</td>
<td>10</td>
<td>23</td>
</tr>
<tr>
<td>Plastic consumer (2 1/2 gallons)</td>
<td>20</td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>Plastic consumer (5 gallons)</td>
<td>39</td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>Two-compartment container (1 1/2 gallons gasoline + 2 1/2 quarts oil)</td>
<td>19</td>
<td></td>
<td>23</td>
</tr>
<tr>
<td>Metal safety can (2 1/2 gallons)</td>
<td>26</td>
<td></td>
<td>17</td>
</tr>
<tr>
<td>Metal safety can (5 gallons)</td>
<td>46</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>Aluminum fuel bottle (1 quart)</td>
<td>2 1/2</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>Plastic fuel bottle (1 quart)</td>
<td>2 1/2</td>
<td></td>
<td>40</td>
</tr>
</tbody>
</table>
Plastic Marking Tags for Fuel Containers
• ASP Inc.
  Redmond WA 98073–0010
  Phone: 425–556–1900

Labels, Markings, and Placards
• LabelMaster
  5724 North Pulaski Rd.
  Chicago, IL 60646–6797
  Phone: 800–621–5808
  Web site: http://www.labelmaster.com

• J.J. Keller and Associates, Inc.
  3003 West Breezewood Lane
  P.O. Box 368
  Neenah, WI 54957–0368
  Phone: 800–327–6868
  Web site: http://www.jjkeller.com

• Lab Safety Supply
  P.O. Box 1368
  Janesville, WI 53547–1368
  Phone: 800–356–0783
  Web site: http://www.lss.com

• HAZMATPAC Inc.
  5301 Polk St., Bldg. 18
  Houston, TX 77023
  Phone: 800–923–9123
  Web site: http://www.hazmatpac.com

Self-Closing Lids
• Justrite Manufacturing Co.
  2454 Dempster St.
  Des Plaines, IL 60016–5315
  Phone: 800–798–9250
  Web site: http://www.justritemfg.com

Gas Cans
• Safeway Products, Inc.
  1810 15th Ave.
  Rockford, IL 61104
  Phone: 800–894–7233
  Web site: http://www.safewayproductsinc.com

• Lab Safety Supply
  P.O. Box 1368
  Janesville, WI 53547–1368
  Phone: 800–356–0783
  Web site: http://www.lss.com

• Grainger
  Web site: http://www.grainger.com (Log on to the Web site to find the branch nearest you.)

• McMaster-Carr
  P.O. Box 54960
  Los Angeles, CA 90054–0960
  Phone: 562–692–5911
  Web site: http://www.mcmaster.com

Drums
• Lab Safety Supply
  P.O. Box 1368
  Janesville, WI 53547–1368
  Phone: 800–356–0783
  Web site: http://www.lss.com

• Grainger
  Web site: http://www.grainger.com (Log on to the Web site to find the branch nearest you.)

• McMaster-Carr
  P.O. Box 54960
  Los Angeles, CA 90054–0960
  Phone: 562–692–5911
  Web site: http://www.mcmaster.com
Appendix D—Procurement Sources

Part Two

- HAZMATPAC Inc.
  5301 Polk St., Bldg. 18
  Houston, TX 77023
  Phone: 800–923–9123
  Web site: http://www.hazmatpac.com

- LabelMaster
  5724 North Pulaski Rd.
  Chicago, IL 60646–6797
  Phone 800–621–5808
  Web site: http://www.labelmaster.com

- Transfer Flow, Inc.
  1444 Fortress St.
  Chico, CA 95973
  Phone: 800–442–0056
  Web site: http://www.transferflow.com

- Custom Metalcraft
  2332 East Division
  P.O. Box 10587
  Springfield, MO 65808–0587
  Phone: 417–862–0707
  Web site: http://www.custom-metalcraft.com

- Delta Consolidated Industries, Inc.
  2728 Capital Blvd.
  Raleigh, NC 27604
  Phone: 800–643–0084
  Web site: http://www.deltastorage.com

Pumps (UL and FM Listed)
- Grainger
  Web site: http://www.grainger.com—Log on to the Web site to find the branch nearest you.

- McMaster-Carr
  P.O. Box 54960
  Los Angeles, CA 90054–0960
  Phone: 562–692–5911
  Web site: http://www.mcmaster.com

- Lab Safety Supply
  P.O. Box 1368
  Janesville, WI 53547–1368
  Phone: 800–356–0783
  Web site: http://www.lss.com

ERG, DOT Regulations, and Training Materials
- LabelMaster
  5724 North Pulaski Rd.
  Chicago, IL 60646–6797
  Phone: 800–621–5808
  Web site: http://www.labelmaster.com

- J.J. Keller and Associates, Inc.
  3003 West Breezewood Lane
  P.O. Box 368
  Neenah, WI 54957–0368
  Phone: 800–327–6868
  Web site: www.jjkeller.com

CARB-Compliant Spouts for Metal Jerricans
- McMaster-Carr
  P.O. Box 54960
  Los Angeles, CA 90054–0960
  Phone: 562–692–5911
  Web site: http://www.mcmaster.com
Material Safety Data Sheet

SECTION 1  PRODUCT AND COMPANY IDENTIFICATION

REGULAR UNLEADED GASOLINE

Product Number(s):
Synonyms:
Company Identification
Transportation Emergency Response
CHEMTREC: (800) 424-9300 or (703) 527-3887
Health Emergency
Product Information

SPECIAL NOTES: This MSDS applies to: Federal Reformulated Gasoline, California Reformulated Gasoline, Wintertime Oxygenated Gasoline, Low RVP Gasoline and Conventional Gasoline.

SECTION 2  COMPOSITION/ INFORMATION ON INGREDIENTS

<table>
<thead>
<tr>
<th>COMPONENTS</th>
<th>CAS NUMBER</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>86290-81-5</td>
<td>100 %volume</td>
</tr>
<tr>
<td>Benzene</td>
<td>71-43-2</td>
<td>0.1 - 4.9 %volume</td>
</tr>
<tr>
<td>Ethyl benzene</td>
<td>100-41-4</td>
<td>0.1 - 3 %volume</td>
</tr>
<tr>
<td>Naphthalene</td>
<td>91-20-3</td>
<td>0.1 - 2 %volume</td>
</tr>
<tr>
<td>Ethanol</td>
<td>64-17-5</td>
<td>0 - 10 %volume</td>
</tr>
<tr>
<td>Methyl tert-butyl ether (MTBE)</td>
<td>1634-04-4</td>
<td>0 - 15 %volume</td>
</tr>
<tr>
<td>Tertiary amyl methyl ether (TAME)</td>
<td>994-05-8</td>
<td>0 - 17 %volume</td>
</tr>
<tr>
<td>Ethyl tert-butyl ether (ETBE)</td>
<td>637-92-3</td>
<td>0 - 18 %volume</td>
</tr>
</tbody>
</table>

Motor gasoline is considered a mixture by EPA under the Toxic Substances Control Act (TSCA). The refinery streams used to blend motor gasoline are all on the TSCA Chemical Substances...
Inventory. The appropriate CAS number for refinery blended motor gasoline is 86290-81-5. The product specifications of motor gasoline sold in your area will depend on applicable Federal and State regulations.

SECTION 3 HAZARDS IDENTIFICATION

*******************************************************************************************************

EMERGENCY OVERVIEW

- EXTREMELY FLAMMABLE LIQUID AND VAPOR. VAPOR MAY CAUSE FLASH FIRE
- HARMFUL OR FATAL IF SWALLOWED - MAY CAUSE LUNG DAMAGE IF SWALLOWED
- VAPOR HARMFUL
- CAUSES SKIN IRRITATION
- CAUSES EYE IRRITATION
- LONG-TERM EXPOSURE TO VAPOR HAS CAUSED CANCER IN LABORATORY ANIMALS
- KEEP OUT OF REACH OF CHILDREN
- TOXIC TO AQUATIC ORGANISMS

*******************************************************************************************************

IMMEDIATE HEALTH EFFECTS

Eye: Contact with the eyes causes irritation. Symptoms may include pain, tearing, reddening, swelling and impaired vision.

Skin: Contact with the skin causes irritation. Skin contact may cause drying or defatting of the skin. Symptoms may include pain, itching, discoloration, swelling, and blistering. Contact with the skin is not expected to cause an allergic skin response. Not expected to be harmful to internal organs if absorbed through the skin.

Ingestion: Because of its low viscosity, this material can directly enter the lungs, if swallowed, or if subsequently vomited. Once in the lungs it is very difficult to remove and can cause severe injury or death.

Inhalation: The vapor or fumes from this material may cause respiratory irritation. Symptoms of respiratory irritation may include coughing and difficulty breathing. Breathing this material at concentrations above the recommended exposure limits may cause central nervous system effects. Central nervous system effects may include headache, dizziness, nausea, vomiting, weakness, loss of coordination, blurred vision, drowsiness, confusion, or disorientation. At extreme exposures, central nervous system effects may include respiratory depression, tremors or convulsions, loss of consciousness, coma or death.

DELAYED OR OTHER HEALTH EFFECTS:

Reproduction and Birth Defects: This material is not expected to cause birth defects or other harm to the developing fetus based on animal data.
Cancer: Prolonged or repeated exposure to this material may cause cancer. Gasoline has been classified as a Group 2B carcinogen (possibly carcinogenic to humans) by the International Agency for Research on Cancer (IARC).

Contains benzene, which has been classified as a carcinogen by the National Toxicology Program (NTP) and a Group 1 carcinogen (carcinogenic to humans) by the International Agency for Research on Cancer (IARC). Contains ethylbenzene which has been classified as a Group 2B carcinogen (possibly carcinogenic to humans) by the International Agency for Research on Cancer (IARC). Contains naphthalene, which has been classified as a Group 2B carcinogen (possibly carcinogenic to humans) by the International Agency for Research on Cancer (IARC).

Whole gasoline exhaust has been classified as a Group 2B carcinogen (possibly carcinogenic to humans) by the International Agency for Research on Cancer (IARC).

Risk depends on duration and level of exposure. See Section 11 for additional information.

SECTION 4 FIRST AID MEASURES

Eye: Flush eyes with water immediately while holding the eyelids open. Remove contact lenses, if worn, after initial flushing, and continue flushing for at least 15 minutes. Get medical attention if irritation persists.

Skin: Wash skin with water immediately and remove contaminated clothing and shoes. Get medical attention if any symptoms develop. To remove the material from skin, use soap and water. Discard contaminated clothing and shoes or thoroughly clean before reuse.

Ingestion: If swallowed, get immediate medical attention. Do not induce vomiting. Never give anything by mouth to an unconscious person.

Inhalation: Move the exposed person to fresh air. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Get medical attention if breathing difficulties continue.

Note to Physicians: Ingestion of this product or subsequent vomiting may result in aspiration of light hydrocarbon liquid, which may cause pneumonitis.

SECTION 5 FIRE FIGHTING MEASURES

See Section 7 for proper handling and storage.

FIRE CLASSIFICATION:

NFPA RATINGS: Health: 1  Flammability: 3  Reactivity: 0
Part Two

Appendix E—Sample Material Safety Data Sheets for Gasoline and No. 2 Diesel Fuel

FLAMMABLE PROPERTIES:
Flashpoint: (Tagliabue Closed Cup) < -45 °C (< -49 °F)
Autoignition: > 280 °C (> 536 °F)
Flammability (Explosive) Limits (% by volume in air): Lower: 1.4 Upper: 7.6

EXTINGUISHING MEDIA: Dry Chemical, CO2, AFFF Foam or alcohol resistant foam if >15% volume polar solvents (oxygenates).

PROTECTION OF FIRE FIGHTERS:
Fire Fighting Instructions: Use water spray to cool fire-exposed containers and to protect personnel. For fires involving this material, do not enter any enclosed or confined fire space without proper protective equipment, including self-contained breathing apparatus.
Combustion Products: Highly dependent on combustion conditions. A complex mixture of airborne solids, liquids, and gases including carbon monoxide, carbon dioxide, and unidentified organic compounds will be evolved when this material undergoes combustion.

SECTION 6 ACCIDENTAL RELEASE MEASURES

Protective Measures: Eliminate all sources of ignition in the vicinity of the spill or released vapor. If this material is released into the work area, evacuate the area immediately. Monitor area with combustible gas indicator.
Spill Management: Stop the source of the release if you can do it without risk. Contain release to prevent further contamination of soil, surface water or groundwater. Clean up spill as soon as possible, observing precautions in Exposure Controls/Personal Protection. Use appropriate techniques such as applying non-combustible absorbent materials or pumping. All equipment used when handling the product must be grounded. A vapor suppressing foam may be used to reduce vapors. Use clean non-sparking tools to collect absorbed material. Where feasible and appropriate, remove contaminated soil. Place contaminated materials in disposable containers and dispose of in a manner consistent with applicable regulations.
Reporting: Report spills to local authorities and/or the U.S. Coast Guard’s National Response Center at (800) 424-8802 as appropriate or required. This material is covered by EPA’s Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Petroleum Exclusion. Therefore, releases to the environment may not be reportable under CERCLA.

SECTION 7 HANDLING AND STORAGE

Precautionary Measures: READ AND OBSERVE ALL PRECAUTIONS ON PRODUCT LABEL. This product presents an extreme fire hazard. Liquid very quickly evaporates, even at low temperatures, and forms vapor (fumes) which can catch fire and burn with explosive violence. Invisible vapor spreads easily and can be set on fire by many sources such as pilot lights, welding equipment, and electrical motors and switches. Never siphon gasoline by mouth.
Appendix E—Sample Material Safety Data Sheets for Gasoline and No. 2 Diesel Fuel

Use only as a motor fuel. Do not use for cleaning, pressure appliance fuel, or any other such use. Do not store in open or unlabeled containers. Do not get in eyes, on skin, or on clothing. Do not taste or swallow. Do not breathe vapor or fumes. Wash thoroughly after handling. Keep out of the reach of children.

**Unusual Handling Hazards:** WARNING! Do not use as portable heater or appliance fuel. Toxic fumes may accumulate and cause death.

**General Handling Information:** Avoid contaminating soil or releasing this material into sewage and drainage systems and bodies of water.

**Static Hazard:** Electrostatic charge may accumulate and create a hazardous condition when handling this material. To minimize this hazard, bonding and grounding may be necessary but may not, by themselves, be sufficient. Review all operations which have the potential of generating an accumulation of electrostatic charge and/or a flammable atmosphere (including tank and container filling, splash filling, tank cleaning, sampling, gauging, switch loading, filtering, mixing, agitation, and vacuum truck operations) and use appropriate mitigating procedures. For more information, refer to OSHA Standard 29 CFR 1910.106, ‘Flammable and Combustible Liquids’, National Fire Protection Association (NFPA 77, ‘Recommended Practice on Static Electricity’, and/or the American Petroleum Institute (API) Recommended Practice 2003, ‘Protection Against Ignitions Arising Out of Static, Lightning, and Stray Currents’. Improper filling of portable gasoline containers creates danger of fire. Only dispense gasoline into approved and properly labeled gasoline containers. Always place portable containers on the ground. Be sure pump nozzle is in contact with the container while filling. Do not use a nozzle’s lock-open device. Do not fill portable containers that are inside a vehicle or truck/trailer bed.

**General Storage Information:** DO NOT USE OR STORE near heat, sparks or open flames. USE AND STORE ONLY IN WELL VENTILATED AREA. Keep container closed when not in use.

**Container Warnings:** Container is not designed to contain pressure. Do not use pressure to empty container or it may rupture with explosive force. Empty containers retain product residue (solid, liquid, and/or vapor) and can be dangerous. Do not pressurize, cut, weld, braze, solder, drill, grind, or expose such containers to heat, flame, sparks, static electricity, or other sources of ignition. They may explode and cause injury or death. Empty containers should be completely drained, properly closed, and promptly returned to a drum reconditioner or disposed of properly.

**SECTION 8  EXPOSURE CONTROLS/PERSONAL PROTECTION**

**GENERAL CONSIDERATIONS:**
Consider the potential hazards of this material (see Section 3), applicable exposure limits, job activities, and other substances in the work place when designing engineering controls and selecting personal protective equipment. If engineering controls or work practices are not adequate to prevent exposure to harmful levels of this material, the personal protective equipment listed below is recommended. The user should read and understand all instructions and limitations supplied with the equipment since protection is usually provided for a limited time or under certain circumstances.
ENGINEERING CONTROLS:
Use process enclosures, local exhaust ventilation, or other engineering controls to control airborne levels below the recommended exposure limits.

PERSONAL PROTECTIVE EQUIPMENT
Eye/Face Protection: No special eye protection is normally required. Where splashing is possible, wear safety glasses with side shields as a good safety practice.

Skin Protection: No special protective clothing is normally required. Where splashing is possible, select protective clothing depending on operations conducted, physical requirements and other substances in the workplace. Suggested materials for protective gloves include: Chlorinated Polyethylene (or Chlorosulfonated Polyethylene), Nitrile Rubber, Polyurethane, Viton.

Respiratory Protection: Determine if airborne concentrations are below the recommended exposure limits. If not, wear an approved respirator that provides adequate protection from measured concentrations of this material, such as: Air-Purifying Respirator for Organic Vapors.
When used as a fuel, this material can produce carbon monoxide in the exhaust. Determine if airborne concentrations are below the occupational exposure limit for carbon monoxide. If not, wear an approved positive-pressure air-supplying respirator. Use a positive pressure air-supplying respirator in circumstances where air-purifying respirators may not provide adequate protection.

Occupational Exposure Limits:

<table>
<thead>
<tr>
<th>Component</th>
<th>Limit</th>
<th>TWA</th>
<th>STEL</th>
<th>Ceiling</th>
<th>Notation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benzene</td>
<td>ACGIH_TLV</td>
<td>.5 ppm</td>
<td>2.5 ppm</td>
<td></td>
<td>Skin_A1</td>
</tr>
<tr>
<td>Benzene</td>
<td>OSHA_PEL</td>
<td>1 ppm</td>
<td>5 ppm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Benzene</td>
<td>OSHA_Z2</td>
<td>10 ppm</td>
<td>25 ppm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ethanol</td>
<td>ACGIH_TLV</td>
<td>1000 ppm</td>
<td></td>
<td>A4</td>
<td></td>
</tr>
<tr>
<td>Ethanol</td>
<td>OSHA_PEL</td>
<td>1000 ppm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ethyl benzene</td>
<td>ACGIH_TLV</td>
<td>100 ppm</td>
<td>125 ppm</td>
<td>A3</td>
<td></td>
</tr>
<tr>
<td>Ethyl benzene</td>
<td>OSHA_PEL</td>
<td>100 ppm</td>
<td>125 ppm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ethyl tert-butyl ether (ETBE)</td>
<td>ACGIH_TLV</td>
<td>5 ppm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gasoline</td>
<td>ACGIH_TLV</td>
<td>300 ppm</td>
<td>500 ppm</td>
<td>A3</td>
<td></td>
</tr>
<tr>
<td>Gasoline</td>
<td>OSHA_PEL</td>
<td>300 ppm</td>
<td>500 ppm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Methyl tert-butyl ether (MTBE)</td>
<td>ACGIH_TLV</td>
<td>50 ppm</td>
<td></td>
<td>A3</td>
<td></td>
</tr>
</tbody>
</table>
Appendix E—Sample Material Safety Data Sheets for Gasoline and No. 2 Diesel Fuel

<table>
<thead>
<tr>
<th>Naphthalene</th>
<th>ACGIH_TLV</th>
<th>10 ppm</th>
<th>15 ppm</th>
<th>Skin A4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naphthalene</td>
<td>OSHA_PEL</td>
<td>10 ppm</td>
<td>15 ppm</td>
<td></td>
</tr>
<tr>
<td>Tertiary amyl methyl ether (TAME)</td>
<td>CHEVRON</td>
<td></td>
<td>50 ppm</td>
<td></td>
</tr>
</tbody>
</table>

Refer to the OSHA Benzene Standard (29 CFR 1910.1028) and Table Z-2 for detailed training, exposure monitoring, respiratory protection and medical surveillance requirements before using this product.

SECTION 9 PHYSICAL AND CHEMICAL PROPERTIES

Attention: the data below are typical values and do not constitute a specification.

- **Color:** Colorless to yellow
- **Physical State:** Liquid
- **Odor:** Petroleum odor
- **pH:** NA
- **Vapor Pressure:** 5 psi - 15 psi (Typical) @ 37.8°C (100°F)
- **Vapor Density (Air = 1):** 3 - 4 (Typical)
- **Boiling Point:** 37.8°C (100°F) - 204.4°C (400°F) (Typical)
- **Solubility:** Insoluble in water; miscible with most organic solvents.
- **Freezing Point:** NA
- **Melting Point:** NA
- **Specific Gravity:** 0.7 g/ml - 0.8 g/ml @ 15.6°C (60.1°F)
- **Viscosity:** <1 SUS @ 37.8°C (100°F)

SECTION 10 STABILITY AND REACTIVITY

- **Chemical Stability:** This material is considered stable under normal ambient and anticipated storage and handling conditions of temperature and pressure.
- **Incompatibility With Other Materials:** May react with strong oxidizing agents, such as chlorates, nitrates, peroxides, etc.
- **Hazardous Decomposition Products:** None known (None expected)
- **Hazardous Polymerization:** Hazardous polymerization will not occur.
IMMEDIATE HEALTH EFFECTS

**Eye Irritation:** The Draize eye irritation mean score in rabbits for a 24-hour exposure was: 0/110.

**Skin Irritation:** For a 4-hour exposure, the Primary Irritation Index (PII) in rabbits is: 4.8/8.0.

**Skin Sensitization:** This material did not cause sensitization reactions in a Modified Buehler guinea pig test.

**Acute Dermal Toxicity:** 24 hour(s) LD50: >3.75g/kg (rabbit).

**Acute Oral Toxicity:** LD50: >5 ml/kg (rat)

**Acute Inhalation Toxicity:** 4 hour(s) LD50: >2000ppm (rat).

ADDITIONAL TOXICOLOGY INFORMATION:

Gasolines are highly volatile and can produce significant concentrations of vapor at ambient temperatures. Gasoline vapor is heavier than air and at high concentrations may accumulate in confined spaces to present both safety and health hazards. When vapor exposures are low, or short duration and infrequent, such as during refuelling and tanker loading/unloading, neither total hydrocarbon nor components such as benzene are likely to result in any adverse health effects. In situations such as accidents or spills where exposure to gasoline vapor is potentially high, attention should be paid to potential toxic effects of specific components. Information about specific components in gasoline can be found in Sections 2, 8 and 15 of this MSDS.

**NEUROTOXICITY:** Pathological misuse of solvents and gasoline, involving repeated and prolonged exposure to high concentrations of vapor is a significant exposure on which there are many reports in the medical literature. As with other solvents, persistent abuse involving repeated and prolonged exposures to high concentrations of vapor has been reported to result in central nervous system damage and eventually, death. In a study in which ten human volunteers were exposed for 30 minutes to approximately 200, 500 or 1000 ppm concentrations of gasoline vapor, irritation of the eyes was the only significant effect observed, based on both subjective and objective assessments. In an inhalation study, groups of 6 Fischer rats (3 male. 3 female) were exposed to 2056 ppm of wholly vaporized unleaded gasoline for 6 hours per day, 5 day per week for up to 18 months. Histopathology of the peripheral nervous system and spinal cord revealed no distal axonal neuropathy of the type associated with exposure to n-hexane even though gasoline contained 1.9% n-hexane. The authors concluded that gasoline treatment may have amplified the incidence and prominence of some naturally occurring age-related (subclinical) in the nervous system.

**BIRTH DEFECTS AND REPRODUCTIVE TOXICITY:** An inhalation study with rats exposed to 0, 400 and 1600 ppm of wholly vaporized unleaded gasoline, 6 hours per day on day 6 through 16 of gestation, showed no teratogenic effects nor indication of toxicity to either the mother or the fetus. Another inhalation study in rats exposed to 3000, 6000, or 9000 ppm of gasoline vapor, 6 hours per day on day 6 through 20 of gestation, also showed no teratogenic effects nor indications of toxicity to either the mother or the fetus.
CHRONIC TOXICITY/CANCER: Wholly vaporized unleaded gasoline was used in a 3 month inhalation study. Groups of 40 rats (20 males, 20 female) and 8 squirrel monkeys (4 male, 4 female) were exposed 6 hours per day and 5 days per week for 13 weeks to 384 or 1552 ppm gasoline. One group of each species served as unexposed controls. The initial conclusion of this study was that inhalation of gasoline at airborne concentrations of up to 1522 ppm caused no toxicity in rats or monkeys. However, further histopathological examination of male rat kidneys on the highest dose group revealed an increased incidence and severity of regenerative epithelium and dilated tubules containing proteinaceous deposits. Lifetime inhalation of wholly vaporized unleaded gasoline at 2056 ppm has caused increased liver tumors in female mice. The mechanism of this response is still being investigated but it is thought to be an epigenetic process unique to the female mouse.

This exposure also caused kidney damage and eventually kidney cancer in male rats. No other animal model studied has shown these adverse kidney effects and there is no physiological reason to believe that they would occur in man. EPA has concluded that mechanism by which wholly vaporized unleaded gasoline causes kidney damage is unique to the male rat. The effects in that species (kidney damage and cancer) should not be used in human risk assessment. In their 1988 review of carcinogenic risk from gasoline, The International Agency for Research on Cancer (IARC) noted that, because published epidemiology studies did not include any exposure data, only occupations where gasoline exposure may have occurred were reviewed. These included gasoline service station attendants and automobile mechanics. IARC also noted that there was no opportunity to separate effects of combustion products from those of gasoline itself. Although IARC allocated gasoline a final overall classification of Group 2B, i.e. possibly carcinogenic to humans, this was based on limited evidence in experimental animals plus supporting evidence including the presence in gasoline of benzene and 1, 3-butadiene. The actual evidence for carcinogenicity in humans was considered inadequate.

MUTAGENICITY: Gasoline was not mutagenic, with or without activation, in the Ames assay (Salmonella typhimurium), Saccharomyces cerevisiae, or mouse lymphoma assays. In addition, point mutations were not induced in human lymphocytes. Gasoline was not mutagenic when tested in the mouse dominant lethal assay. Administration of gasoline to rats did not cause chromosomal aberrations in their bone marrow cells. EPIDEMIOLOGY: To explore the health effects of workers potentially exposed to gasoline vapors in the marketing and distribution sectors of the petroleum industry, the American Petroleum Institute sponsored a cohort mortality study (Publication 4555), a nested case-control study (Publication 4551), and an exposure assessment study (Publication 4552). Histories of exposure to gasoline were reconstructed for cohort of more than 18,000 employees from four companies for the time period between 1946 and 1985. The results of the cohort mortality study indicated that there was no increased mortality from either kidney cancer or leukemia among marketing and marine distribution employees who were exposed to gasoline in the petroleum industry, when compared to the general population. More importantly, based on internal comparisons, there was no association between mortality from kidney cancer or leukemia and various indices of gasoline exposure. In particular, neither duration
of employment, duration of exposure, age at first exposure, year of first exposure, job category, cumulative exposure, frequency of peak exposure, nor average intensity of exposure had any effect on kidney cancer or leukemia mortality. The results of the nested case-control study confirmed the findings of the original cohort study. That is, exposure to gasoline at the levels experienced by this cohort of distribution workers is not a significant risk factor for leukemia (all cell types), acute myeloid leukemia, kidney cancer or multiple myeloma.

SECTION 12  ECOLOGICAL INFORMATION

ECOTOXICITY
The 96 hour(s) LC50 for rainbow trout (Oncorhynchus mykiss) is 2.7 mg/l.
The 48 hour(s) LC50 for water flea (Daphnia magna) is 3.0 mg/l.
The 96 hour(s) LC50 for sheepshead minnow (Cyprinodon variegatus) is 8.3 mg/l.
The 96 hour(s) LC50 for mysid shrimp (Mysidopsis bahia) is 1.8 mg/l.
This material is expected to be toxic to aquatic organisms. Gasoline studies have been conducted in the laboratory under a variety of test conditions with a range of fish and invertebrate species. An even more extensive database is available on the aquatic toxicity of individual aromatic constituents. The majority of published studies do not identify the type of gasoline evaluated, or even provide distinguishing characteristics such as aromatic content or presence of lead alkyls. As a result, comparison of results among studies using open and closed vessels, different ages and species of test animals and different gasoline types, is difficult.

The bulk of the available literature on gasoline relates to the environmental impact of monoaromatic (BTEX) and diaromatic (naphthalene, methyl napthalenes) constituents. In general, non-oxygenated gasoline exhibits some short-term toxicity to freshwater and marine organisms, especially under closed vessel or flow-through exposure conditions in the laboratory. The components which are the most prominent in the water soluble fraction and cause aquatic toxicity, are also highly volatile and can be readily biodegraded by microorganisms.

ENVIRONMENTAL FATE
This material is expected to be readily biodegradable. Following spillage, the more volatile components of gasoline will be rapidly lost, with concurrent dissolution of these and other constituents into the water. Factors such as local environmental conditions (temperature, wind, mixing or wave action, soil type, etc), photo-oxidation, biodegradation and adsorption onto suspended sediments, can contribute to the weathering of spilled gasoline.
The aqueous solubility of non-oxygenated unleaded gasoline, based on analysis of benzene, toluene, ethylbenzene+xylenes and naphthalene, is reported to be 112 mg/l. Solubility data on individual gasoline constituents also available.

SECTION 13 DISPOSAL CONSIDERATIONS

Use material for its intended purpose or recycle if possible. This material, if it must be discarded, may meet the criteria of a hazardous waste as defined by US EPA under RCRA (40 CFR 261) or other State and local regulations. Measurement of certain physical properties and analysis for regulated components may be necessary to make a correct determination. If this material is classified as a hazardous waste, federal law requires disposal at a licensed hazardous waste disposal facility.

SECTION 14 TRANSPORT INFORMATION

The description shown may not apply to all shipping situations. Consult 49CFR, or appropriate Dangerous Goods Regulations, for additional description requirements (e.g., technical name) and mode-specific or quantity-specific shipping requirements.

DOT Shipping Name: GASOLINE
DOT Hazard Class: 3 (Flammable Liquid)
DOT Identification Number: UN1203
DOT Packing Group: II

SECTION 15 REGULATORY INFORMATION

SARA 311/312 CATEGORIES:

1. Immediate (Acute) Health Effects: YES
2. Delayed (Chronic) Health Effects: YES
3. Fire Hazard: YES
4. Sudden Release of Pressure Hazard: NO
5. Reactivity Hazard: NO

REGULATORY LISTS SEARCHED:

4_I1=IARC Group 1 15=SARA Section 313
4_I2A=IARC Group 2A 16=CA Proposition 65
The following components of this material are found on the regulatory lists indicated.

Benzene 15, 16, 17, 18, 20, 4_I2B, 5, 6
Ethanol 17, 18, 20
Ethyl benzene 15, 17, 18, 20, 4_I2B
Gasoline 17, 18, 20
Methyl tert-butyl ether (MTBE) 15, 17, 18, 20, 9
Naphthalene 15, 16, 17, 18, 20, 4_I2B
Tertiary amyl methyl ether (TAME) 9

CERCLA REPORTABLE QUANTITIES(RQ)/SARA 302 THRESHOLD PLANNING QUANTITIES(TPQ):

<table>
<thead>
<tr>
<th>Component</th>
<th>Component RQ</th>
<th>Component TPQ</th>
<th>Product RQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benzene</td>
<td>10 lbs</td>
<td>None</td>
<td>186 lbs</td>
</tr>
<tr>
<td>Ethanol</td>
<td>100 lbs</td>
<td>None</td>
<td>1961 lbs</td>
</tr>
<tr>
<td>Ethyl benzene</td>
<td>1000 lbs</td>
<td>None</td>
<td>34964 lbs</td>
</tr>
<tr>
<td>Methyl tert-butyl ether (MTBE)</td>
<td>1000 lbs</td>
<td>None</td>
<td>7513 lbs</td>
</tr>
<tr>
<td>Naphthalene</td>
<td>100 lbs</td>
<td>None</td>
<td>4000 lbs</td>
</tr>
</tbody>
</table>

CHEMICAL INVENTORIES:
CANADA: All the components of this material are on the Canadian DSL or have been notified under the New Substance Notification Regulations, but have not yet been published in the Canada Gazette.
UNITED STATES: All of the components of this material are on the Toxic Substances Control Act (TSCA) Chemical Inventory.

**WHMIS CLASSIFICATION:**
Class B, Division 2: Flammable Liquids
Class D, Division 2, Subdivision A: Very Toxic Material - Carcinogenicity
Class D, Division 2, Subdivision B: Toxic Material - Skin or Eye Irritation

**SECTION 16 OTHER INFORMATION**

**NFPA RATINGS:**
Health: 1  Flammability: 3  Reactivity: 0

(0-Least, 1-Slight, 2-Moderate, 3-High, 4-Extreme, PPE:- Personal Protection Equipment Index recommendation, *- Chronic Effect Indicator) These values are obtained using the guidelines or published evaluations prepared by the National Fire Protection Association (NFPA) or the National Paint and Coating Association (for HMIS ratings).

**Additional Product Number(s):**

**REVISION STATEMENT:** This revision updates the following sections of this Material Safety Data Sheet: Section 1 (Product Codes). This Material Safety Data Sheet has been prepared using the ProSteward MSDS system.

**ABBREVIATIONS THAT MAY HAVE BEEN USED IN THIS DOCUMENT:**

- TLV - Threshold Limit Value
- TWA - Time Weighted Average
- STEL - Short-term Exposure Limit
- PEL - Permissible Exposure Limit
- CAS - Chemical Abstract Service Number
- NDA - No Data Available
- NA - Not Applicable
- <= - Less Than or Equal To
- => - Greater Than or Equal To

Prepared according to the OSHA Hazard Communication Standard (29 CFR 1910.1200) and the ANSI MSDS Standard (Z400.1).
The above information is based on the data of which we are aware and is believed to be correct as of the date hereof. Since this information may be applied under conditions beyond our control and with which we may be unfamiliar and since data made available subsequent to the date hereof may suggest modifications of the information, we do not assume any responsibility for the results of its use. This information is furnished upon condition that the person receiving it shall make his own determination of the suitability of the material for his particular purpose.
Material Safety Data Sheet

SECTION 1 PRODUCT AND COMPANY IDENTIFICATION

DIESEL FUEL No. 2

Product Use: Fuel
Product Number(s):
Synonyms:
Company Identification

Transportation Emergency Response
CHEMTREC: (800) 424-9300 or (703) 527-3887

Health Emergency

Product Information
SPECIAL NOTES: The sulfur content is less than 0.5% (mass). Red dye is added to non-taxable fuel. (MSDS 6894)

SECTION 2 COMPOSITION/ INFORMATION ON INGREDIENTS

<table>
<thead>
<tr>
<th>COMPONENTS</th>
<th>CAS NUMBER</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Fuel No. 2</td>
<td>68476-34-6</td>
<td>100 %wt/wt</td>
</tr>
<tr>
<td>Distillates, hydrodesulfurized, middle</td>
<td>64742-80-9</td>
<td>0 - 100 %wt/wt</td>
</tr>
<tr>
<td>Distillates, straight run middle (gas oil, light)</td>
<td>64741-44-2</td>
<td>0 - 100 %wt/wt</td>
</tr>
<tr>
<td>Kerosine</td>
<td>8008-20-6</td>
<td>0 - 25 %wt/wt</td>
</tr>
<tr>
<td>Kerosine, hydrodesulfurized</td>
<td>64742-81-0</td>
<td>0 - 25 %wt/wt</td>
</tr>
<tr>
<td>Distillates (petroleum), light catalytic cracked</td>
<td>64741-59-9</td>
<td>0 - 50 %wt/wt</td>
</tr>
<tr>
<td>Naphthalene</td>
<td>91-20-3</td>
<td>0.02 - 0.2 %wt/wt</td>
</tr>
<tr>
<td>Total sulfur</td>
<td>None</td>
<td>0 - 0.5 %wt/wt</td>
</tr>
</tbody>
</table>

SECTION 3 HAZARDS IDENTIFICATION

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EMERGENCY OVERVIEW

- COMBUSTIBLE LIQUID AND VAPOR
- HARMFUL OR FATAL IF SWALLOWED - MAY CAUSE LUNG DAMAGE IF SWALLOWED
- CAUSES SKIN IRRITATION
- MAY CAUSE CANCER BASED ON ANIMAL DATA
- TOXIC TO AQUATIC ORGANISMS

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Appendix E—Sample Material Safety Data Sheets for Gasoline and No. 2 Diesel Fuel
IMMEDIATE HEALTH EFFECTS

**Eye:** Not expected to cause prolonged or significant eye irritation.

**Skin:** Contact with the skin causes irritation. Skin contact may cause drying or defatting of the skin. Symptoms may include pain, itching, discoloration, swelling, and blistering. Contact with the skin is not expected to cause an allergic skin response. Not expected to be harmful to internal organs if absorbed through the skin.

**Ingestion:** Because of its low viscosity, this material can directly enter the lungs, if swallowed, or if subsequently vomited. Once in the lungs it is very difficult to remove and can cause severe injury or death. May be irritating to mouth, throat, and stomach. Symptoms may include pain, nausea, vomiting, and diarrhea.

**Inhalation:** Mists of this material may cause respiratory irritation. Symptoms of respiratory irritation may include coughing and difficulty breathing. Breathing this material at concentrations above the recommended exposure limits may cause central nervous system effects. Central nervous system effects may include headache, dizziness, nausea, vomiting, weakness, loss of coordination, blurred vision, drowsiness, confusion, or disorientation. At extreme exposures, central nervous system effects may include respiratory depression, tremors or convulsions, loss of consciousness, coma or death.

DELAYED OR OTHER HEALTH EFFECTS:

**Cancer:** Prolonged or repeated exposure to this material may cause cancer. Whole diesel engine exhaust has been classified as a Group 2A carcinogen (probably carcinogenic to humans) by the International Agency for Research on Cancer (IARC). Diesel exhaust particulate has been classified as reasonably anticipated to be a human carcinogen in the National Toxicology Program’s Ninth Report on Carcinogens. The National Institute of Occupational Safety and Health (NIOSH) has recommended that whole diesel exhaust be regarded as potentially causing cancer. Diesel engine exhaust is known to the State of California to cause cancer. Contains naphthalene, which has been classified as a Group 2B carcinogen (possibly carcinogenic to humans) by the International Agency for Research on Cancer (IARC).

See Section 11 for additional information. Risk depends on duration and level of exposure.

### SECTION 4 FIRST AID MEASURES

**Eye:** No specific first aid measures are required. As a precaution, remove contact lenses, if worn, and flush eyes with water.

**Skin:** Wash skin with water immediately and remove contaminated clothing and shoes. Get medical attention if any symptoms develop. To remove the material from skin, use soap and water. Discard contaminated clothing and shoes or thoroughly clean before reuse.
**Ingestion:** If swallowed, get immediate medical attention. Do not induce vomiting. Never give anything by mouth to an unconscious person.

**Inhalation:** Move the exposed person to fresh air. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Get medical attention if breathing difficulties continue.

**Note to Physicians:** Ingestion of this product or subsequent vomiting may result in aspiration of light hydrocarbon liquid, which may cause pneumonitis.

**SECTION 5 FIRE FIGHTING MEASURES**

See Section 7 for proper handling and storage.

**FIRE CLASSIFICATION:**

**NFPA RATINGS:** Health: 0 Flammability: 2 Reactivity: 0

**FLAMMABLE PROPERTIES:**
- **Flashpoint:** (Pensky-Martens Closed Cup) 52 °C (125 °F) (Min)
- **Autoignition:** 257 °C (494 °F)
- **Flammability (Explosive) Limits (% by volume in air):** Lower: 0.6 Upper: 4.7

**EXTINGUISHING MEDIA:** Use water fog, foam, dry chemical or carbon dioxide (CO2) to extinguish flames.

**PROTECTION OF FIRE FIGHTERS:**
- **Fire Fighting Instructions:** For fires involving this material, do not enter any enclosed or confined fire space without proper protective equipment, including self-contained breathing apparatus.
- **Combustion Products:** Highly dependent on combustion conditions. A complex mixture of airborne solids, liquids, and gases including carbon monoxide, carbon dioxide, and unidentified organic compounds will be evolved when this material undergoes combustion.

**SECTION 6 ACCIDENTAL RELEASE MEASURES**

**Protective Measures:** Eliminate all sources of ignition in the vicinity of the spill or released vapor. If this material is released into the work area, evacuate the area immediately. Monitor area with combustible gas indicator.

**Spill Management:** Stop the source of the release if you can do it without risk. Contain release to prevent further contamination of soil, surface water or groundwater. Clean up spill as soon as possible, observing precautions in Exposure Controls/Personal Protection. Use appropriate techniques such as applying non-combustible absorbent materials or pumping. All equipment used when handling the product must be grounded. A vapor suppressing foam may be used to reduce
vapors. Use clean non-sparking tools to collect absorbed material. Where feasible and appropriate, remove contaminated soil. Place contaminated materials in disposable containers and dispose of in a manner consistent with applicable regulations.

**Reporting:** Report spills to local authorities and/or the U.S. Coast Guard’s National Response Center at (800) 424-8802 as appropriate or required.

**SECTION 7 HANDLING AND STORAGE**

**Precautionary Measures:** Liquid evaporates and forms vapor (fumes) which can catch fire and burn with explosive force. Invisible vapor spreads easily and can be set on fire by many sources such as pilot lights, welding equipment, and electrical motors and switches. Fire hazard is greater as liquid temperature rises above 29°C (85°F). Do not get in eyes, on skin, or on clothing. Do not taste or swallow. Do not breathe vapor or fumes. Do not breathe mist. Wash thoroughly after handling. Keep out of the reach of children.

**Unusual Handling Hazards:** WARNING! Do not use as portable heater or appliance fuel. Toxic fumes may accumulate and cause death.

**General Handling Information:** Avoid contaminating soil or releasing this material into sewage and drainage systems and bodies of water.

**Static Hazard:** Electrostatic charge may accumulate and create a hazardous condition when handling this material. To minimize this hazard, bonding and grounding may be necessary but may not, by themselves, be sufficient. Review all operations which have the potential of generating and accumulating an electrostatic charge and/or a flammable atmosphere (including tank and container filling, splash filling, tank cleaning, sampling, gauging, switch loading, filtering, mixing, agitation, and vacuum truck operations) and use appropriate mitigating procedures. For more information, refer to OSHA Standard 29 CFR 1910.106, ‘Flammable and Combustible Liquids’, National Fire Protection Association (NFPA 77, ‘Recommended Practice on Static Electricity’, and/or the American Petroleum Institute (API) Recommended Practice 2003, ‘Protection Against Ignitions Arising Out of Static, Lightning, and Stray Currents’.

**General Storage Information:** DO NOT USE OR STORE near heat, sparks, flames, or hot surfaces. USE AND STORE ONLY IN WELL VENTILATED AREA. Keep container closed when not in use.

**Container Warnings:** Container is not designed to contain pressure. Do not use pressure to empty container or it may rupture with explosive force. Empty containers retain product residue (solid, liquid, and/or vapor) and can be dangerous. Do not pressurize, cut, weld, braze, solder, drill, grind, or expose such containers to heat, flame, sparks, static electricity, or other sources of ignition. They may explode and cause injury or death. Empty containers should be completely drained, properly closed, and promptly returned to a drum reconditioner or disposed of properly.
SECTION 8 EXPOSURE CONTROLS/PERSONAL PROTECTION

GENERAL CONSIDERATIONS:
Consider the potential hazards of this material (see Section 3), applicable exposure limits, job activities, and other substances in the work place when designing engineering controls and selecting personal protective equipment. If engineering controls or work practices are not adequate to prevent exposure to harmful levels of this material, the personal protective equipment listed below is recommended. The user should read and understand all instructions and limitations supplied with the equipment since protection is usually provided for a limited time or under certain circumstances.

ENGINEERING CONTROLS:
Use process enclosures, local exhaust ventilation, or other engineering controls to control airborne levels below the recommended exposure limits.

PERSONAL PROTECTIVE EQUIPMENT
**Eye/face protection:** No special eye protection is normally required. Where splashing is possible, wear safety glasses with side shields as a good safety practice.

**Skin protection:** Wear protective clothing to prevent skin contact. Selection of protective clothing may include gloves, apron, boots, and complete facial protection depending on operations conducted. Suggested materials for protective gloves include: Chlorinated Polyethylene (or Chlorosulfonated Polyethylene), Nitrile Rubber, Polyurethane, Viton.

**Respiratory protection:** Determine if airborne concentrations are below the recommended occupational exposure limits for jurisdiction of use. If airborne concentrations are above the acceptable limits, wear an approved respirator that provides adequate protection from this material, such as: Air-Purifying Respirator for Organic Vapors.

When used as a fuel, this material can produce carbon monoxide in the exhaust. Determine if airborne concentrations are below the occupational exposure limit for carbon monoxide. If not, wear an approved positive-pressure air-supplying respirator.

Use a positive pressure air-supplying respirator in circumstances where air-purifying respirators may not provide adequate protection.
Occupational Exposure Limits:

<table>
<thead>
<tr>
<th>Component</th>
<th>Agency</th>
<th>TWA</th>
<th>STEL</th>
<th>Ceiling</th>
<th>Notation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Fuel No. 2</td>
<td>ACGIH</td>
<td>100 mg/m³</td>
<td>--</td>
<td>--</td>
<td>Skin A3 total hydrocarbon</td>
</tr>
<tr>
<td>Diesel Fuel No. 2</td>
<td>CVX</td>
<td>--</td>
<td>1000 mg/m³</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Kerosine</td>
<td>ACGIH</td>
<td>200 mg/m³</td>
<td>--</td>
<td>--</td>
<td>Skin A3 Total hydrocarbon vapor</td>
</tr>
<tr>
<td>Kerosine</td>
<td>CVX</td>
<td>--</td>
<td>1000 mg/m³</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Kerosine, hydrodesulfurized</td>
<td>ACGIH</td>
<td>200 mg/m³</td>
<td>--</td>
<td>--</td>
<td>Skin A3 Total hydrocarbon vapor</td>
</tr>
<tr>
<td>Kerosine, hydrodesulfurized</td>
<td>CVX</td>
<td>--</td>
<td>1000 mg/m³</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Naphthalene</td>
<td>ACGIH</td>
<td>10 ppm (weight)</td>
<td>15 ppm (weight)</td>
<td>--</td>
<td>Skin</td>
</tr>
<tr>
<td>Naphthalene</td>
<td>OSHA Z-1</td>
<td>50 mg/m³</td>
<td>--</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

SECTION 9 PHYSICAL AND CHEMICAL PROPERTIES

Attention: the data below are typical values and do not constitute a specification.

**Color**: Varies depending on specification

**Physical State**: Liquid

**Odor**: Petroleum odor

**pH**: Not Applicable

**Vapor Pressure**: 0.04 kPa (Approximate) @ 40 °C (104 °F)

**Vapor Density (Air = 1)**: >1

**Boiling Point**: 175.6°C (348°F) - 370°C (698°F)

**Solubility**: Soluble in hydrocarbons; insoluble in water

**Freezing Point**: Not Applicable

**Melting Point**: Not Applicable

**Specific Gravity**: 0.8 - 0.88 @ 15.6°C (60.1°F) (Typical)

**Viscosity**: 1.9 cSt - 4.1 cSt @ 40°C (104°F)

SECTION 10 STABILITY AND REACTIVITY

**Chemical Stability**: This material is considered stable under normal ambient and anticipated storage and handling conditions of temperature and pressure.

**Incompatibility With Other Materials**: May react with strong acids or strong oxidizing agents, such as chlorates, nitrates, peroxides, etc.

**Hazardous Decomposition Products**: None known (None expected)

**Hazardous Polymerization**: Hazardous polymerization will not occur.
**SECTION 11 TOXICOLOGICAL INFORMATION**

**IMMEDIATE HEALTH EFFECTS**

**Eye Irritation:** The eye irritation hazard is based on evaluation of data for similar materials or product components.

**Skin Irritation:** The skin irritation hazard is based on evaluation of data for similar materials or product components.

**Skin Sensitization:** This material did not cause skin sensitization reactions in a Buehler guinea pig test.

**Acute Dermal Toxicity:** LD50: >5ml/kg (rabbit).

**Acute Oral Toxicity:** LD50: > 5 ml/kg (rat)

**Acute Inhalation Toxicity:** 4 hour(s) LC50: > 5mg/l (rat).

**ADDITIONAL TOXICOLOGY INFORMATION:**

This product contains gas oils.

CONCAWE (product dossier 95/107) has summarized current health, safety and environmental data available for a number of gas oils, typically hydrotreated middle distillates, CAS 64742-80-9, straight-run middle distillates, CAS 64741-44-2, and/or light cat-cracked distillate CAS 64741-59-9. **CARCINOGENICITY:** All materials tested have caused the development of skin tumors in mice, but all featured severe skin irritation and sometimes a long latency period before tumors developed. Straight-run and cracked gas oil samples were studied to determine the influence of dermal irritation on the carcinogenic activity of middle distillates. At non-irritant doses the straight-run gas oil was not carcinogenic, but at irritant doses, weak activity was demonstrated. Cracked gas oils, when diluted with mineral oil, demonstrated carcinogenic activity irrespective of the occurrence of skin irritation. Gas oils were tested on male mice to study tumor initiating/promoting activity. The results demonstrated that while a straight-run gas oil sample was neither an initiator or promoter, a blend of straight-run and FCC stock was both a tumor initiator and a promoter.

**GENOTOXICITY:** Hydrotreated & hydrodesulfurized gas oils range in activity from inactive to weakly positive in in-vitro bacterial mutagenicity assays. Mouse lymphoma assays on straight-run gas oils without subsequent hydodesulphurization gave positive results in the presence of S9 metabolic activation. In-vivo bone marrow cytogenetics and sister chromatic exchange assay exhibited no activity for straight-run components with or without hydodesulphurization. Thermally or catalytically cracked gas oils tested with in-vitro bacterial mutagenicity assays in the presence of S9 metabolic activation were shown to be mutagenic. In-vitro sister chromatic exchange assays on cracked gas oil gave equivocal results both with and without S9 metabolic activation. In-vivo bone marrow cytogenetics assay was inactive for two cracked gas oil samples. Three hydrocracked gas oils were tested with in-vitro bacterial mutagenicity assays with S9, and one of the three gave positive results.
Twelve distillate fuel samples were tested with in-vitro bacterial mutagenicity assays & with S9 metabolic activation and showed negative to weakly positive results. In one series, activity was shown to be related to the PCA content of samples tested. Two in-vivo studies were also conducted. A mouse dominant lethal assay was negative for a sample of diesel fuel. In the other study, 9 samples of No 2 heating oil containing 50% cracked stocks caused a slight increase in the number of chromosomal aberrations in bone marrow cytogenetics assays.

DEVELOPMENTAL TOXICITY: Diesel fuel vapor did not cause fetotoxic or teratogenic effects when pregnant rats were exposed on days 6-15 of pregnancy. Gas oils were applied to the skin of pregnant rats daily on days 0-19 of gestation. All but one (coker light gas oil) caused fetotoxicity (increased resorptions, reduced litter weight, reduced litter size) at dose levels that were also maternally toxic.

This product contains naphthalene.

GENERAL TOXICITY: Exposure to naphthalene has been reported to cause methemoglobinemia and/or hemolytic anemia, especially in humans deficient in the enzyme glucose-6-phosphate dehydrogenase. Laboratory animals given repeated oral doses of naphthalene have developed cataracts.

REPRODUCTIVE TOXICITY AND BIRTH DEFECTS: Naphthalene did not cause birth defects when administered orally to rabbits, rats, and mice during pregnancy, but slightly reduced litter size in mice at dose levels that were lethal to the pregnant females. Naphthalene has been reported to cross the human placenta. GENETIC TOXICITY: Naphthalene caused chromosome aberrations and sister chromatid exchanges in Chinese hamster ovary cells, but was not a mutagen in several other in-vitro tests.

CARCINOGENICITY: In a study conducted by the National Toxicology Program (NTP), mice exposed to 10 or 30 ppm of naphthalene by inhalation daily for two years had chronic inflammation of the nose and lungs and increased incidences of metaplasia in those tissues. The incidence of benign lung tumors (alveolar/bronchiolar adenomas) was significantly increased in the high-dose female group but not in the male groups. In another two-year inhalation study conducted by NTP, exposure of rats to 10, 30, and 60 ppm naphthalene caused increases in the incidences of a variety of nonneoplastic lesions in the nose. Increases in nasal tumors were seen in both sexes, including olfactory neuroblastomas in females at 60 ppm and adenomas of the respiratory epithelium in males at all exposure levels. The relevance of these effects to humans has not been established. No carcinogenic effect was reported in a 2-year feeding study in rats receiving naphthalene at 41 mg/kg/day.
This product may contain significant amounts of Polynuclear Aromatic Hydrocarbons (PAH’s) which have been shown to cause skin cancer after prolonged and frequent contact with the skin of test animals. Brief or intermittent skin contact with this product is not expected to have serious effects if it is washed from the skin. While skin cancer is unlikely to occur in human beings following use of this product, skin contact and breathing, of mists, vapors or dusts should be reduced to a minimum.

SECTION 12 ECOLOGICAL INFORMATION

ECOTOXICITY
96 hour(s) LC50: 21-210 mg/l (Salmo gairdneri)
48 hour(s) EC50: 20-210 mg/l (Daphnia magna)
72 hour(s) EC50: 2.6-25 mg/l (Raphidocellus subcapitata)
This material is expected to be toxic to aquatic organisms.

ENVIRONMENTAL FATE
On release to the environment the lighter components of diesel fuel will generally evaporate but depending on local environmental conditions (temperature, wind, mixing or wave action, soil type, etc.) the remainder may become dispersed in the water column or absorbed to soil or sediment. Diesel fuel would not be expected to be readily biodegradable. In a modified Strum test (OECD method 301B) approximately 40% biodegradation was recorded over 28 days. However, it has been shown that most hydrocarbon components of diesel fuel are degraded in soil in the presence of oxygen. Under anaerobic conditions, such as in anoxic sediments, rates of biodegradation are negligible.

SECTION 13 DISPOSAL CONSIDERATIONS
Use material for its intended purpose or recycle if possible. This material, if it must be discarded, may meet the criteria of a hazardous waste as defined by US EPA under RCRA (40 CFR 261) or other State and local regulations. Measurement of certain physical properties and analysis for regulated components may be necessary to make a correct determination. If this material is classified as a hazardous waste, federal law requires disposal at a licensed hazardous waste disposal facility.

SECTION 14 TRANSPORT INFORMATION
The description shown may not apply to all shipping situations. Consult 49CFR, or appropriate Dangerous Goods Regulations, for additional description requirements (e.g., technical name) and mode-specific or quantity-specific shipping requirements.
**DOT Shipping Description:** GAS OIL, Combustible Liquid, UN1202,III

**IMO/IMDG Shipping Description:** GAS OIL, 3, UN1202, III, FLASH POINT SEE SECTION 5

**ICAO/IATA Shipping Description:** GAS OIL, 3, UN1202, III,

### SECTION 15 REGULATORY INFORMATION

**EPCRA 311/312 CATEGORIES:**
1. Immediate (Acute) Health Effects: YES
2. Delayed (Chronic) Health Effects: YES
3. Fire Hazard: YES
4. Sudden Release of Pressure Hazard: NO
5. Reactivity Hazard: NO

**REGULATORY LISTS SEARCHED:**

<table>
<thead>
<tr>
<th>Component</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Fuel No. 2</td>
<td>07</td>
</tr>
<tr>
<td>Distillates, straight run middle (gas oil, light)</td>
<td>06</td>
</tr>
<tr>
<td>Kerosine</td>
<td>05, 06, 07</td>
</tr>
<tr>
<td>Naphthalene</td>
<td>01-2B, 02, 03, 04, 05, 06, 07</td>
</tr>
</tbody>
</table>

The following components of this material are found on the regulatory lists indicated.

**CERCLA REPORTABLE QUANTITIES (RQ)/EPCRA 302 THRESHOLD PLANNING QUANTITIES (TPQ):**

<table>
<thead>
<tr>
<th>Component</th>
<th>RQ</th>
<th>Component Type</th>
<th>Product RQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naphthalene</td>
<td>100 lbs</td>
<td>None</td>
<td>55556 lbs</td>
</tr>
</tbody>
</table>

**CHEMICAL INVENTORIES:**
All components comply with the following chemical inventory requirements: AICS (Australia), DSL (Canada), EINECS (European Union), IECSC (China), KECl (Korea), PICCS (Philippines), TSCA (United States).

**NEW JERSEY RTK CLASSIFICATION:**
Refer to components listed in Section 2. Under the New Jersey Right-to-Know Act L. 1983 Chapter 315 N.J.S.A. 34:5A-1 et. seq., the product is to be identified as follows: DIESEL FUEL
WHMIS CLASSIFICATION:
Class B, Division 3: Combustible Liquids
Class D, Division 2, Subdivision A: Very Toxic Material - Carcinogenicity
Class D, Division 2, Subdivision B: Toxic Material - Skin or Eye Irritation

SECTION 16 OTHER INFORMATION

NFPA RATINGS: Health: 0 Flammability: 2 Reactivity: 0

(0-Least, 1-Slight, 2-Moderate, 3-High, 4-Extreme, PPE:- Personal Protection Equipment Index recommendation, *- Chronic Effect Indicator). These values are obtained using the guidelines or published evaluations prepared by the National Fire Protection Association (NFPA) or the National Paint and Coating Association (for HMIS ratings).

Additional Product Number(s):

REVISION STATEMENT: This revision updates the following sections of this Material Safety Data Sheet: 1,8
Revision Date: 02/14/2006

ABBREVIATIONS THAT MAY HAVE BEEN USED IN THIS DOCUMENT:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Full Form</th>
</tr>
</thead>
<tbody>
<tr>
<td>TLV</td>
<td>Threshold Limit Value</td>
</tr>
<tr>
<td>STEL</td>
<td>Short-term Exposure Limit</td>
</tr>
<tr>
<td>TWA</td>
<td>Time Weighted Average</td>
</tr>
<tr>
<td>PEL</td>
<td>Permissible Exposure Limit</td>
</tr>
<tr>
<td>CAS</td>
<td>Chemical Abstract Service Number</td>
</tr>
<tr>
<td>ACGIH</td>
<td>American Conference of Government Industrial Hygienists</td>
</tr>
<tr>
<td>IMO/IMDG</td>
<td>International Maritime Dangerous Goods Code</td>
</tr>
<tr>
<td>API</td>
<td>American Petroleum Institute</td>
</tr>
<tr>
<td>CVX</td>
<td>ChevronTexaco</td>
</tr>
<tr>
<td>NFPA</td>
<td>National Fire Protection Association (USA)</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation (USA)</td>
</tr>
<tr>
<td>NTP</td>
<td>National Toxicology Program (USA)</td>
</tr>
<tr>
<td>IARC</td>
<td>International Agency for Research on Cancer</td>
</tr>
<tr>
<td>OSHA</td>
<td>Occupational Safety and Health Administration</td>
</tr>
</tbody>
</table>

The above information is based on the data of which we are aware and is believed to be correct as of the date hereof. Since this information may be applied under conditions beyond our control and with which we may be unfamiliar and since data made available subsequent to the date hereof may suggest modifications of the information, we do not assume any responsibility for the results of its use. This information is furnished upon condition that the person receiving it shall make his own determination of the suitability of the material for his particular purpose.
**About the Authors**

**Wes Throop** is a project engineer at MTDC. He received his bachelor’s degree in mechanical engineering from the University of Idaho in 1983. Throop has worked as a smokechaser, hotshot, and engine foreman for the Forest Service, and as a civilian mechanical engineer for the U.S. Department of the Navy. Before coming to MTDC in 1999, he worked as a mechanical engineer at the test reactor area of the Idaho National Engineering and Environmental Laboratory near Idaho Falls, ID.

**Tory Henderson** is the branch chief equipment and chemicals at the National Interagency Fire Center in Boise, ID. She also is the chair of the National Wildfire Coordinating Group’s Equipment Technology Committee.

Henderson received her bachelor’s degree in natural resources management, forestry, from California Polytechnic State University, San Luis Obispo, in 1979. She began her Forest Service career as a temporary employee in timber in 1979. She moved into silviculture before being hired permanently in 1984. Her duties have included land management planning, program analysis, budget and finance, and financial management. She joined a Type 2 Incident Management Team in 1989.

Henderson transferred to the National Interagency Fire Center in 1995 as administrative manager dealing with international fire programs and the military. She continued to serve on incident management teams as a finance section chief. In 2003 she became branch chief for equipment and chemicals. She is responsible for the wildland fire chemicals and equipment used by the Forest Service.

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**Library Card**


This document establishes interagency guidance for the ground transportation of gasoline, mixed gas, drip-torch fuel, and diesel in Government vehicles driven by Government employees. The guide is based as closely as practical on the U.S. Department of Transportation and U.S. Department of Labor, Occupational Safety and Health Administration regulations.

Participating agencies include the U.S. Department of the Interior, Bureau of Land Management and National Park Service and the U.S. Department of Agriculture, Forest Service.

**Keywords:** bottles, containers, Dolmars, licenses, drums, fire extinguishers, fuel bottles, identification numbers, inspections, jerricans, labels, markings, placards, shipping papers, Sigg bottles, specifications, tags, tanks, training