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MANUFACTURER REQUIREMENTS

§ 183.550 Fuel tanks: Installation.

(a) Each fuel tank must not be integral with any boat structure or mounted on an engine.

(b) Each fuel tank must not move at the mounting surface more than onefourth inch in any direction.

(c) Each fuel tank must not support a deck, bulkhead, or other structural component.

(d) Water must drain from the top surface of each metallic fuel tank when the boat is in its static floating position.

(e) Each fuel tank support, chock, or strap that is not integral with a metallic fuel tank must be insulated from the tank surface by a nonmoisture absorbing material.

(f) Cellular plastic must not be the sole support for a metallic fuel tank.

(g) If cellular plastic is the sole support of a non-metallic fuel tank, the cellular plastic must meet the requirements of § 183.516 (b) or (c).

(h) Each fuel tank labeled under § 183.514(b)(8) for installation aft of the boat's half length must be installed with its center of gravity aft of the boat's half length.

[CGD 74–209, 42 FR 5950, Jan. 31, 1977, as amended by CGD 81–092, 48 FR 55737, Dec. 15, 1983; USCG–1999–5832, 64 FR 34716, June 29, 1999]

§ 183.552 Plastic encased fuel tanks: Installation.

(a) Each fuel tank encased in cellular plastic foam or in fiber reinforced plastic must have the connections, fittings, and labels accessible for inspection and maintenance.

(b) If a metallic fuel tank is encased in cellular plastic or in fiber reinforced plastic, water must not collect between the plastic and the surface of the tank or be held against the tank by capillary action.

(c) If the plastic is bonded to the surface of a metallic fuel tank, the adhesive strength of the metal to the plastic bond must exceed the cohesive strength of the plastic.

§ 183.554 Fittings, joints, and connections.

Each fuel system fitting, joint, and connection must be arranged so that it can be reached for inspection, removal, or maintenance without removal of permanent boat structure.

§ 183.556 Plugs and fittings.

(a) A fuel system must not have a fitting for draining fuel.

(b) A plug used to service the fuel filter or strainer must have a tapered pipethread or be a screw type fitted with a locking device other than a split lock washer.

§ 183.558 Hoses and connections.

(a) Each hose used between the fuel pump and the carburetor must be ''USCG Type A1'' hose.

(b) Each hose used—

(1) For a vent line or fill line must be:

(i) ''USCG Type A1'' or ''USCG Type A2''; or

(ii) ''USCG Type B1'' or ''USCG Type B2'' if no more than five ounces of fuel is discharged in 2½ minutes when:

(A) The hose is severed at the point where maximum drainage of fuel would occur,

(B) The boat is in its static floating position, and

(C) The fuel system is filled to the capacity market on the tank label under § 183.514(b)(3).

(2) From the fuel tank to the fuel inlet connection on the engine must be:

(i) ''USCG Type A1''; or

(ii) ''USCG Type B1'' if no more than five ounces of fuel is discharged in 2½ minutes when:

(A) The hose is severed at the point where maximum drainage of fuel would occur,

(B) The boat is in its static floating position, and

(C) The fuel system is filled to the capacity marked on the tank label under § 183.514(b)(3).

(c) Each hose must be secured by:

(1) A swaged sleeve;

(2) A sleeve and threaded insert; or

(3) A hose clamp.

(d) The inside diameter of a hose must not exceed the actual minor outside diameter of the connecting spud,