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**Standard
for the**

**Storage and Handling of
LIQUEFIED PETROLEUM GASES**

**May
1961**



Seventy-five Cents*

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NATIONAL FIRE PROTECTION ASSOCIATION
International

60 Batterymarch Street, Boston 10, Mass.

National Fire Protection Association

International

The National Fire Protection Association was organized in 1896 to promote the science and improve the methods of fire protection. Its membership includes national and regional societies and associations (list on outside back cover) and over eighteen thousand individuals, corporations, and organizations. Anyone interested may become a member; the annual dues are \$15.00. Full membership information is available on request.

This is one of a large number of publications on fire safety issued by the Association. All NFPA standards and recommended practices, including this text, are prepared by the technical committees of the NFPA and adopted at an Annual Meeting of the Association. They are intended to prescribe reasonable measures for minimizing losses of life and property by fire.

This text and most other NFPA standards and recommended practices are published in the **National Fire Codes**, a compilation of NFPA's official technical material, issued in seven clothbound volumes. Full information on the availability of these Codes and other NFPA publications can be secured from the Association.

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SHALL is intended to indicate requirements.

SHOULD is intended to indicate recommendations, or that which is advised but not required.

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Liquefied Petroleum Gases

NFPA No. 58 — May 1961

The NFPA Committee on Gases has been preparing good practice recommendations and standards on the use of liquefied petroleum gases for 37 years, having been active in this field since 1924. In 1940, various separate standards involving the use of LP-Gas were consolidated under this standard. Since that time further revisions were adopted by the NFPA in editions published in 1943, 1946, 1948, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, and 1961. The present edition, drafted by the Sectional Committee on Liquefied Petroleum Gases, and approved by the Committee on Gases, was adopted by the National Fire Protection Association on May 17, 1961. The changes in the present edition are shown on page 58-3.

NFPA COMMITTEE ON GASES

Franklin R. Fetherston, *Chairman, Executive Committee*,
Compressed Gas Assn., Inc., 500 Fifth Ave., New York, N. Y.

Clark F. Jones, *† Secretary*,
National Fire Protection Assn., 60 Batterymarch St., Boston 10, Mass.

- | | |
|--|---|
| Orville L. Baublitz , Public Housing Administration. | J. W. Morris, Jr. , South-Eastern Underwriters Assn. |
| Morris Bengal , New York Bureau of State Building Codes. | Robert T. Palmer , Fire Marshals Assn. of North America. |
| W. M. Cline , American Iron & Steel Institute. | Robert E. Poethig , Liquefied Petroleum Gas Assn., Inc. |
| John J. Crowe , Compressed Gas Assn. | George H. Pope , Underwriters' Laboratories, Inc. |
| E. C. Curtis , Industrial Truck Assn. | W. H. Richardson , National Park Service. |
| H. L. DeCamp , Conference of Special Risk Underwriters. | C. G. Segeler , American Gas Association. |
| W. H. Doyle , Factory Insurance Assn. | Myron Snell , Association of Casualty & Surety Cos. |
| A. F. Dyer , American Petroleum Institute. | E. C. Sommer , American Petroleum Institute. |
| W. K. Estep , Middle Department Association of Fire Underwriters. | H. Emerson Thomas , Westfield, N. J. (Personal) |
| L. H. Flanders , Factory Mutual Engineering Division. | John L. Thompson , Kentucky Inspection Bureau. |
| L. B. Hansén , Factory Insurance Assn. | Wm. H. Van Arnum , National Board of Fire Underwriters. |
| Ed. J. Herron , Fire Marshals Assn. of North America. | Lewis W. Vaughan , Underwriters' Laboratories of Canada. |
| Raymond M. Hill , Fire Marshals Assn. of North America. | Lucius E. Vaughn , Fire Marshals Assn. of North America. |
| K. E. Kamholz , Federation of Mutual Fire Insurance Cos. | C. C. Westmoreland , American Gas Association. |
| H. V. Keepers , Fire Prevention and Engineering Bureau of Texas. | |
| L. G. Matthews , International Acetylene Assn. | |

†Non-voting Member.

Alternates.

- | | |
|--|---|
| Dale K. Auck , Federation of Mutual Fire Insurance Cos. (Alternate to K. E. Kamholz.) | E. O. Mattocks , American Petroleum Institute. (Alternate to A. F. Dyer and E. C. Sommer.) |
| Russell Hastings , Industrial Truck Assn. (Alternate to E. C. Curtis.) | C. B. Wade , South-Eastern Underwriters Assn. (Alternate to J. W. Morris, Jr.) |

SECTIONAL COMMITTEE ON LIQUEFIED PETROLEUM GAS.

Harold L. DeCamp, *Chairman*,Dale K. Auck
(alternate to K. E.
Kamholz)

J. J. Crowe

E. C. Curtis

W. H. Doyle
(alternate to L. B.
Hansen)

A. F. Dyer

W. K. Estep

F. R. Fetherston

L. H. Flanders

L. B. Hansen

Russell Hastings
(alternate to E. C. Curtis)

Ed. J. Herron

Raymond M. Hill

K. E. Kamholz

H. V. Keepers

E. O. Mattocks
(alternate to A. F. Dyer
and E. C. Sommer)

J. W. Morris, Jr.

Robert T. Palmer

Robert E. Poethig

George H. Pope

W. H. Richardson

Myron Snell

E. C. Sommer

H. E. Thomas

W. H. Van Arnum

L. W. Vaughan

Lucius E. Vaughn

Clay B. Wade
(alternate to J. W.
Morris, Jr.)

Interpretation Procedure of the Committee on Gases

Those desiring an interpretation shall supply the Chairman with five identical copies of a statement in which shall appear specific reference to a single problem, paragraph, or section. Such a statement shall be on the business stationery of the inquirer and shall be duly signed.

When applications involve actual field situations they shall so state and all parties involved shall be named.

The Interpretations Committee will reserve the prerogative to refuse consideration of any application that refers specifically to proprietary items of equipment or devices. Generally inquiries should be confined to interpretation of the literal text or the intent thereof.

Requests for interpretations should be addressed to the National Fire Protection Association, 60 Batterymarch Street, Boston 10, Mass.

Summary of Principal Changes from the 1960 Edition

1. "Introduction" revised editorially.
2. "Application of Rules" and "Definitions" revised editorially to include present changes and recognize NFPA Standard No. 54 as it applies to gas piping and appliances operating at not more than $\frac{1}{2}$ pound pressure.
3. Paragraphs B.3(a), 2.1(a), 3.1(a), 4.2(a) and 8.1 revised to prohibit construction of containers under API-ASME Code after July 1, 1961.
4. Paragraph B.6(e) revised to provide total storage capacity in a group of containers to 180,000 gallons.
5. Paragraphs B.7(a) and B.8(f) revised to refer to 1956 ASTM specifications relating to Nodular Iron.
6. Paragraph B.7(b) to read "container" instead of tank.
7. Section B.8 complete revision.
8. Section B.9 complete revision.
9. Section B.11 revised in Subparagraphs (a)2, (a)6, (c)3, (c)10 and added (e) for vaporizer-burners of dehydrators and dryers.
10. Section B.12 revised table on specific gravity. Now covers range of .496 to .600.
11. Section B.14 revised by addition of new Paragraphs (i) and (j).
12. Paragraph B.18(b) revised to require a fixed liquid level gauge in all containers of 2,000 gallons water capacity or less after July 1, 1961.
13. Section B.19 completely revised to include industrial appliances.
14. Paragraph 2.2(h) added to provide for liquid evacuation on all containers over 125 gallons water capacity after July 1, 1961.
15. Section 2.10 was deleted.
16. Division III completely revised. Includes truck transportation of cylinders and portable tanks as well as cargo tanks. Also new provisions on garaging vehicles.
17. Section 4.2 revised editorially in Paragraphs (a) and (d).
18. Paragraph 4.5(a) revised to require at least Schedule 80 pipe.
19. Section 4.11 on Garaging Vehicles added.
20. Division V completely revised.
21. Division VI completely revised.
22. New Division VII added pertaining to use of LP-Gas on Commercial Vehicles.
23. Renumbered former Division VII as new Division VIII.
24. In Appendix A editorially revised explanatory paragraph preceding "Air Conversion Factors."
25. Numerous editorial changes.

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Standard for the Storage and Handling of Liquefied Petroleum Gases

NFPA No. 58 — May 1961

INTRODUCTION.

The terms "liquefied petroleum gases," "LPG" and "LP-Gas" as used in this standard shall mean and include any material which is composed predominantly of any of the following hydrocarbons, or mixtures of them; propane, propylene, butanes (normal butane or iso-butane), and butylenes.

In the interest of safety it is important that persons engaged in handling liquefied petroleum gases understand the properties of these gases, and that they be thoroughly trained in safe practices for handling, distribution and operation.

Under moderate pressure the gases liquefy, but upon release of the pressure are readily converted into the gaseous phase. Advantages of this characteristic is taken by the industry, and for convenience the gases are shipped and stored under pressure as liquids. When in the gaseous state, these gases present a hazard comparable to any flammable natural or manufactured gas, except that being heavier than air, ventilation requires added attention. The range of combustibility is considerably narrower and lower than that of natural or manufactured gas.

In the case of pure product at atmospheric pressure and below 31 F., normal butane is a liquid. Propane is a liquid at atmospheric pressure at temperatures below minus 44 F. and normally does not present a flammable liquid hazard.

Rapid vaporization takes place at temperatures above the boiling points (normal butane about 31 F.; propane about minus 44 F.). Normal storage of these gases is as a liquid under pressure.

Application of Rules

(a) The following standard covering the items listed below is intended to apply to the design, construction, location, and operation of liquefied petroleum gas installations, except as provided in paragraphs (b) and (c):

1. "Basic Rules" apply to all divisions except Division V, and unless noted in "Basic Rules."

2. Division I—"bottled gas"—applies to installations utilizing containers constructed in accordance with Interstate Commerce Commission specifications.

3. Division II applies to installations utilizing containers other than those constructed in accordance with Interstate Commerce Commission specifications.

4. Division III applies to containers and pertinent equipment mounted on trucks, semi-trailers and trailers used for the transportation of liquefied petroleum gases.

5. Division IV applies to fuel containers for the use of liquefied petroleum gases as motor fuel; or with easily movable, readily portable or self-propelled internal combustion engines (*i.e.*, highway vehicles, trucks, buses, tractors, automobiles, etc.; farm machinery, construction and miscellaneous machinery; industrial plant tractors, locomotives, similar mobile or semi-mobile units; etc.).

6. Division V applies to the storage of containers awaiting use or resale.

7. Division VI applies to cylinder systems for cooking, heating and refrigerating installations in mobile homes and travel trailers.

8. Division VII applies to LP-Gas equipment installed on commercial vehicles.

9. Division VIII applies to liquefied petroleum gas service stations where fuel is dispensed into containers of self-propelled internal combustion engines complying with Division IV.

(b) This standard does not apply to:

1. Marine or pipeline terminals, natural gasoline plants, refineries or tank farms, where tank farms do not include storage located in industrial locations.

2. Chemical plants where specific approval of construction and installation plans is obtained from the authority having jurisdiction, provided such approval is based on substantially equivalent requirements.

3. LP-Gas refrigerated storage systems.

4. LP-Gas when used with oxygen. The Standard for the Installation and Operation of Gas Systems for Welding and Cutting (NFPA No. 51) shall apply.

5. LP-Gas when used in utility gas plants. The Standard for the Storage and Handling of Liquefied Petroleum Gases at Utility Gas Plants (NFPA No. 59) shall apply.

(c) This standard does not apply to low pressure (not in excess of $\frac{1}{2}$ pound per square inch or 14 inches water column) LP-Gas piping systems and the installation and operation of residential and commercial appliances, including their inlet connections, supplied through such systems. For details of such systems, see the Standard for the Installation of Gas Appliances and Gas Piping (NFPA No. 54) which shall apply. See Division VI of this standard for systems on mobile homes or travel trailers.

Definitions:

1. When reference is made to gas in this standard it shall refer to liquefied petroleum gases in either the liquid or gaseous state.

2. The term "containers" includes all vessels such as tanks, cylinders or drums used for transportation or storing liquefied petroleum gases.

3. The term "Container Assembly" as used in this standard refers to an assembly consisting essentially of the container and fittings for all container openings including shut-off valves, excess flow valves, liquid level gauging devices, safety relief devices and protective housings.

4. The term "systems" as used in this standard refers to an assembly of equipment consisting essentially of the container or containers, major devices such as vaporizers, safety relief valves, excess flow valves, regulators and piping connecting such parts.

5. The abbreviations "psig" and "psia" as used in this standard refer to pounds per square inch gauge and pounds per square inch absolute, respectively.

6. ICC refers to the Interstate Commerce Commission.

7. VAPORIZER-BURNER: An integral vaporizer-burner unit, dependent upon the heat generated by the burner as the source of heat to vaporize the liquid used for dehydrators or dryers.

8. MOVABLE FUEL STORAGE TENDERS or FARM CARTS are defined as containers not in excess of 1200 gallons water capacity, equipped with wheels to be towed from one location of usage to another. They are basically non-highway vehicles, but may occasionally be moved over public roads or highways. They are used as a fuel supply for farm tractors, construction machinery and similar equipment.

Submittal of Plans.

For industrial installations utilizing storage containers of over 2000 gallons water capacity, plans shall be submitted to the authority having jurisdiction before construction.

BASIC RULES.

B.1. Odorizing Gases.

(a) All liquefied petroleum gases shall be effectively odorized by an approved agent of such character as to indicate positively, by distinct odor, the presence of gas down to concentration in air of not over one-fifth the lower limit of flammability. Odorization, however, is not required if harmful in the use or further processing of the liquefied petroleum gas, or if odorization will serve no useful purpose as a warning agent in such use or further processing.

NOTE: The lower flammable limits of the more commonly used LP-Gases are: Propane, 2.15 per cent; Butane, 1.55 per cent. These figures represent volumetric percentages of gas in gas-air mixtures.

(b) The odorization requirement of B.1 (a) shall be considered to be met by the use of 1.0 pounds of ethyl mercaptan, 1.0 pounds of thiophane or 1.4 pounds of amyl mercaptan per 10,000 gallons of LP-Gas. However, this listing of odorants and quantities shall not exclude the use of other odorants that meet the odorization requirement of B.1 (a).

B.2. Approval of Equipment and Systems.

(a) Each system utilizing ICC containers shall have their container valves, connectors, manifold valve assemblies, and regulators (bases, hoods or cabinets if desired) :

1. Listed by Underwriters' Laboratories, Inc., or,
2. Listed by a nationally recognized testing laboratory, or,
3. Inspected and approved by the authority having jurisdiction.

(b) Each system for domestic or commercial use utilizing containers of 2000 gallons or less water capacity, other than those constructed in accordance with ICC specifications, shall consist of a container assembly and one or more regulators, and may include other parts. The system as a unit or the container assembly as a unit, and the regulator or regulators shall be individually:

1. Listed by Underwriters' Laboratories, Inc., or,
2. Listed by a nationally recognized testing laboratory, or,
3. Inspected and approved by the authority having jurisdiction.

NOTE: Where necessary to alter, or to repair such listed systems in the field in order to provide for different operating pressures, change from

vapor to liquid withdrawal, and the like, such changes may be made by use of component parts which have been individually listed by one of the above for use with LP-Gas.

(c) In systems utilizing containers of over 2,000 gallons water capacity, each regulator, container valve, excess flow valve, gauging device and relief valve installed on or at the container, shall have its correctness as to design, construction, and performance determined by:

1. Listing by Underwriters' Laboratories, Inc., or,
2. Listing by a nationally recognized testing laboratory, or,
3. Inspected and approved by the authority having jurisdiction.

B.3. Requirement for Construction and Original Test of Containers.

(a) Containers used with systems embodied in Divisions II, III, IV, VI and VII, except as provided in 4.2(d) and 6.1(a), shall be designed, constructed and tested in accordance with the Unfired Pressure Vessel Code sponsored by either the American Society of Mechanical Engineers (ASME)* or the American Petroleum Institute and the American Society of Mechanical Engineers (API-ASME)** or in accordance with the rules of the authority under which the containers are installed, provided such rules are in substantial conformity with the rules of the ASME Code or the API-ASME Code.

1. Containers constructed according to the 1949 and earlier editions of the ASME Code do not have to comply with paragraphs U-2 to U-10 inclusive and U-19. Containers constructed according to paragraph U-70 in the 1949 and earlier editions are not authorized.

2. Containers constructed according to API-ASME Code do not have to comply with Section I or with appendix to Section I. Paragraphs W-601 to W-606 inclusive in the 1943 and earlier editions do not apply.

(b) The provisions of paragraph B.3(a) shall not be construed as prohibiting the continued use or reinstallation of containers constructed and maintained in accordance with the standards established for the Storage and Handling of Liquefied Petroleum Gases (No. 58) in effect at the time of fabrication.

*See Appendix G, page 58-96, for availability.

**Construction of containers under the API-ASME Code is not authorized after July 1, 1961.

(c) Containers used with systems embodied in Division I, in paragraph 4.2(d) of Division IV, and in Division VI, except as provided in 6.1(b), shall be constructed, tested and stamped in accordance with Interstate Commerce Commission Specifications* effective at the date of their manufacture.

B.4. Welding on Containers.

(a) Welding to the shell, head, or any other part of the container subject to internal pressure, shall be done in compliance with the code under which the tank was fabricated. Other welding is permitted only on saddle plates, lugs or brackets attached to the container by the tank manufacturer.

(b) Where repair or modification involving welding of ICC containers is required, the container shall be returned to a qualified manufacturer making containers of the same type, and the repair or modification made in compliance with ICC regulations.

B.5. Markings on Containers.

(a) Each container covered in Divisions II, III and IV, except as provided in Par. 4.2(d) and Division VII, shall be marked as specified in the following:

1. With a marking identifying compliance with, and other markings required by, the rules of the Code under which the container is constructed; or with the stamp and other markings required by the National Board of Boiler and Pressure Vessel Inspectors.

2. With notation as to whether container is designed for underground or aboveground installation or both. If intended for both and different style hoods are provided, the marking shall indicate the proper hood for each type of installation.

3. With the name and address of the supplier of the container, or with the trade name of the container.

4. With the water capacity of the container in pounds or gallons, U. S. Standard.

5. With the pressure in psig, for which the container is designed.

6. With the wording "This container shall not contain a product having a vapor pressure in excess of — psig at 100 F." See Par. B.14(f).

*See Appendix G, page 58-96, for availability.

7. With the tare weight in pounds or other identified unit of weight for containers with a water capacity of 300 pounds or less.

8. With marking indicating the maximum level to which the container may be filled with liquid at temperatures between 20 F. and 130 F., except on containers provided with fixed maximum level indicators or which are filled by weighing. Markings shall be in increments of not more than 20 F. This marking may be located on liquid level gauging device.

9. With the outside surface area in square feet.

(b) Markings specified shall be on a metal nameplate attached to the container and located in such a manner as to remain visible after the container is installed.

B.6. Location of Containers and Regulating Equipment.

(a) Containers and first stage regulating equipment shall be located outside of buildings other than buildings especially provided for this purpose, except containers and regulating equipment may be used indoors under the following conditions:

1. If temporarily used for demonstration purposes and the container has a maximum water capacity of 12 pounds.

2. If used with a completely self-contained gas hand torch or similar equipment, and the container has a maximum water capacity of 2½ pounds.

3. As provided in 1.7 and in Divisions IV and V.

(b) Each individual container shall be located with respect to the nearest important building or group of buildings or line of adjoining property which may be built on in accordance with the following table:

Water Capacity Per Container	Minimum Distances		
	Containers		Bet. Above- ground con- tainers
	Under- ground	Above- ground	
Less than 125 gallons.....	10 feet	None	None
125 to 500 gallons.....	10 feet	10 feet	3 ft.
501 to 2,000 gallons.....	25 feet*	25 feet*	3 ft.
Over 2,000 gallons.....	50 feet	50 feet	5 ft.

*NOTE: The above distance requirements may be reduced to not less than 10 feet for a single container of 1200 gallons water capacity or less, providing such a container is at least 25 feet from any other LP-Gas container of more than 125 gallons water capacity.

(c) No containers while installed for use shall be stacked one above the other.

(d) In cases of bulk storage in heavily populated or congested areas, the authority having jurisdiction shall determine restrictions of individual tank capacity, total storage, and distance to line of adjoining property which may be built on and other reasonable protective methods.

(e) In industrial installations involving containers of 180,000 gallons aggregate water capacity or more, where serious mutual exposures between the container and adjacent properties prevail, the authority having jurisdiction may require fire walls or other means of special protection designed and constructed in accordance with good engineering practices.

(f) In the case of buildings devoted exclusively to gas manufacturing and distributing operations the above distances may be reduced provided that in no case shall containers of water capacity exceeding 500 gallons be located closer than 10 ft. to such gas manufacturing and distributing buildings.

(g) Any container used in domestic or commercial service, where transfer of liquid is made from such containers into portable containers such as on tractors, skid tanks, or similar applications shall be located not less than 50 feet from nearest important building except as provided in paragraph 8.5(a)1. Special attention shall be given to maintaining the above distances on such transferring in trailer camps with respect to any trailer, except as provided in paragraph 6.13.

(h) Readily ignitable material such as weeds and long dry grass shall be removed within ten feet of any container.

(i) The minimum separation between liquefied petroleum gas containers and flammable liquid tanks shall be 20 feet, and the minimum separation between a container and the center line of the dike shall be 10 feet. The foregoing provision shall not apply when LP-Gas containers of 125 gallons or less capacity are installed adjacent to Class III flammable liquid tanks of 275 gallons or less capacity.

(j) Suitable means shall be taken to prevent the accumulation of flammable liquids under adjacent liquefied petroleum gas containers, such as by diking, diversion curbs or grading.

(k) When dikes are used with flammable liquid tanks, no liquefied petroleum gas containers shall be located within the diked area.

B.7. Container Valves and Container Accessories.

(a) All valves, fittings and accessories connected directly to the container including primary shut-off valves, shall have a rated working pressure of at least 250 psig and shall be of material and design suitable for LP-Gas service. Cast iron shall not be used for container valves, fittings, and accessories. This does not prohibit the use of container valves made of malleable or nodular iron*.

(b) All connections to containers, except safety relief connections, liquid level gauging devices and plugged openings, shall have shut-off valves located as close to the container as practicable.

(c) Excess flow valves where required by these standards shall close automatically at the rated flows of vapor or liquid as specified by the manufacturer. The connections or line including valves, fittings, etc., being protected by an excess flow valve shall have a greater capacity than the rated flow of the excess flow valve.

(d) Liquid level gauging devices which are so constructed that outward flow of container contents shall not exceed that passed by a No. 54 drill size opening, need not be equipped with excess flow valves.

(e) Openings from container or through fittings attached directly on container to which pressure gauge connection is made, need not be equipped with shut-off or excess flow valves if such openings are restricted to not larger than No. 54 drill size opening.

(f) Excess flow and back pressure check valves where required by this Standard shall be located inside of the container or at a point outside where the line enters the container; in the latter case, installation shall be made in such manner that any undue strain beyond the excess flow or back pressure check valve will not cause breakage between the container and such valve. (See Div. III for tank truck requirements.)

*For information as to the suitability of malleable or nodular iron for this use, refer to Standards of the American Society of Testing Materials (A47-52 or A395-56T). See Appendix G, page 58-96, for availability.

(g) Excess flow valves shall be designed with a by-pass, not to exceed a No. 60 drill size opening to allow equalization of pressures.

B.8 Piping, Tubing and Fittings.

(a) Piping, except as provided in Division III, Par. 3.3(c), Division IV, Par. 4.5(a), Division VI, Par. 6.9(c) and Division VII, Par. 7.8(c), shall be wrought iron or steel (black or galvanized), brass, copper, or aluminum alloy pipe; or seamless copper, brass, steel or aluminum alloy tubing.

1. Vapor piping and tubing with operating pressures not exceeding 125 psig shall be suitable for a working pressure of at least 125 psig. Piping shall be at least Schedule 40 (ASTM A-53, Grade B Electric Resistance Welded and Electric Flash Welded Pipe or equal).

2. Vapor piping and tubing with operating pressures over 125 psig and all liquid piping and tubing shall be suitable for a working pressure of at least 250 psig. Pipe shall be at least Schedule 80 if joints are threaded or at least Schedule 40 (ASTM A-53, Grade B Electric Resistance Welded and Electric Flash Welded Pipe or equal) if joints are welded or welded and flanged.

(b) Aluminum alloy pipe shall be in accordance with specification ASTM B-241 except that the use of alloy 5456 is prohibited. Copper tubing may be of the standard grade K or L, or equivalent. Aluminum alloy tubing shall be of standard type A or B, or equivalent as covered in specification ASTM B-318. Aluminum alloy pipe and tubing shall be suitably marked every 18 inches indicating compliance with appropriate ASTM specifications. Copper and aluminum alloy tubing shall have a minimum wall thickness of 0.032 inches. Aluminum alloy tubing and piping shall be protected against external corrosion when (a) it is in contact with dissimilar metals other than galvanized steel, (b) its location is subject to repeated wetting by such liquids as water (except rain water), detergents, sewage or leakage from other piping, (c) it passes through flooring, plaster, masonry, or insulation. Galvanized sheet steel or pipe galvanized inside and out may be considered suitable protection. Aluminum alloy pipe and tubing shall be limited to $\frac{5}{8}$ inch nominal tubing size or $\frac{3}{4}$ inch nominal pipe size and shall not be used for pressure in excess of 20 psig. Aluminum alloy pipe or tubing shall not be installed within six inches of the ground,

(c) In systems where the gas in liquid form without pressure reduction enters the building [see B.13(a)] only heavy walled seamless brass or copper tubing with an internal diameter not greater than 3/32 inch, and a wall thickness of not less than 3/64 inch shall be used. This requirement shall not apply to research and experimental laboratories, buildings or separate fire divisions of buildings used exclusively for housing internal combustion engines, and to commercial gas plants or bulk stations where containers are charged, nor to industrial vaporizer buildings.

(d) Pipe joints may be screwed, flanged, welded, soldered or brazed with a material having a melting point exceeding 1000 F. Joints on seamless copper, brass, steel or aluminum alloy gas tubing shall be made by means of approved gas tubing fittings, or soldered or brazed with a material having a melting point exceeding 1000 F.

(e) For operating pressures of 125 psig or less, fittings shall be designed for a pressure of at least 125 psig, except for tank truck requirements, see Par. 3.3(b). For operating pressures above 125 psig, fittings shall be designed for a minimum of 250 psig.

(f) The use of threaded cast iron pipe fittings such as elbows, tees, crosses, couplings and unions is prohibited. Aluminum alloy fittings shall be used with aluminum alloy pipe and tubing. Insulated fittings shall be used where aluminum alloy pipe or tubing connects with a dissimilar metal.

(g) Strainers, regulators, meters, compressors, pumps, etc. are not to be considered as pipe fittings. This does not prohibit the use of malleable, nodular or higher strength gray iron for such equipment*.

(h) All materials such as valve seats, packing, gaskets, diaphragms, etc., shall be of such quality as to be resistant to the action of liquefied petroleum gas under the service conditions to which they are subjected.

(i) All piping, tubing, or hose shall be tested after assembly and proved free from leaks at not less than normal oper-

*For information as to the suitability of malleable, nodular or high strength gray iron for use, refer to Standards of the American Society of Testing Materials (A47-52, A395-56T, or A126-42 Class B or C). See Appendix G, page 58-96, for availability.

ating pressures. After installation, piping and tubing of all domestic and commercial systems shall be tested and proved free of leaks using a manometer or equivalent device that will indicate a drop in pressure. Test shall not be made with a flame.

(j) Provision shall be made to compensate for expansion, contraction, jarring and vibration, and for settling. This may be accomplished by flexible connections.

(k) Piping outside buildings may be buried, above ground, or both, but shall be well supported and protected against physical damage. Where soil conditions warrant, all piping shall be protected against corrosion. Where condensation may occur, the piping shall be pitched back to the container, or suitable means shall be provided for revaporization of the condensate.

B.9 Hose Specifications.

(a) Hose shall be fabricated of materials that are resistant to the action of LP-Gas in the liquid and vapor phases.

(b) Hose subject to container pressure shall be marked "LP-Gas" or "LPG" at not greater than 10 foot intervals.

(c) Hose subject to container pressure shall be designed for a bursting pressure of not less than 1250 psig.

(d) Hose subject to container pressure shall have its correctness as to design, construction and performance determined by:

1. Listing by Underwriters' Laboratories, Inc., or
2. Listing by a nationally recognized testing laboratory, or
3. Approval by the authority having jurisdiction,

(e) Hose connections subject to container pressure shall be capable of withstanding, without leakage, a test pressure of not less than 500 psig.

(f) Hose and hose connections on the low pressure side of the regulator or reducing valve shall be designed for a bursting pressure of not less than 125 psig or five times the set pressure of the relief devices protecting that portion of the system, whichever is higher.

(g) Hose may be used on the low pressure side of regulators to connect to other than domestic and commercial gas appliances under the following conditions:

1. The appliances connected with hose shall be portable and need a flexible connection.
2. The hose shall be of the minimum length, but shall not exceed six feet, and shall not extend from one room to another, nor pass through any walls, partitions, ceilings or floors. Such hose shall not be concealed from view or used in a concealed location.
3. The hose shall be of the listed type, used in accordance with its listing, and not used where it is likely to be subject to temperatures above 125 F. The hose shall be securely connected to the appliance and the use of rubber slip ends shall not be permitted.
4. The shut-off valve for an appliance connected by hose shall be in the metal pipe or tubing and not at the appliance end of the hose. When shut-off valves are installed close to each other, precautions shall be taken to prevent operation of the wrong valve.
5. Hose used for connecting to wall outlets shall be protected from physical damage.

B.10. Safety Devices.

(a) Every container except those constructed in accordance with ICC specifications and every vaporizer [except motor fuel vaporizers and except vaporizers described in B.11(b)3 and 2.3 (e)1] whether heated by artificial means or not, shall be provided with one or more safety relief valves of spring-loaded or equivalent type. These valves shall be arranged to afford free vent to the outer air with discharge not less than 5 feet horizontally away from any opening into the building which is below such discharge. The rate of the discharge shall be in accordance with the provisions of Appendix A, or Appendix B in the case of vaporizers.

(b) Container and vaporizer safety relief valves shall be set to start to discharge as follows, with relation to the design pressure of the container:

Containers	Minimum	Maximum*
ASME Code; Par. U-68, U-69—1949 and earlier editions	110%	125%
ASME Code; Par. U-200, U-201—1949 edition	88	100
ASME Code—1950, 1952, 1956 and 1959 editions	88	100
API-ASME Code—All editions	88	100
ICC.....	As approved by Bureau of Explosives	

*Note: A plus tolerance of 10% is permitted.

(c) Safety relief devices used with systems employing containers other than those constructed according to ICC specifications shall be so constructed as to discharge at not less than the rates shown in Appendix A, before the pressure is in excess of 120 per cent of the maximum [not including the 10 per cent referred to in B.10(b)] permitted start to discharge pressure setting of the device.

(d) In certain locations sufficiently sustained high temperatures prevail which will require the use of a lower vapor pressure product to be stored or the use of a higher designed pressure vessel in order to prevent the safety valves opening as the result of these temperatures. As an alternative the tanks may be protected by cooling devices such as by spraying, by shading or other effective means.

(e) Safety relief valves shall be so arranged that the possibility of tampering will be minimized; if pressure setting or adjustment is external, the relief valves shall be provided with approved means for sealing adjustment.

(f) Shut-off valves shall not be installed between the safety relief devices and the container, or the equipment or piping to which the safety relief device is connected except that a shut-off valve may be used where the arrangement of this valve is such that full required capacity flow through the safety relief device is always afforded.

NOTE: The above exception is made to cover such cases as a three-way valve installed under two safety relief valves, each of which has the required rate of discharge and is so installed as to allow either of the safety relief valves to be closed off but does not allow both safety valves to be closed off at the same time. Another exception to this may be where two separate relief valves are installed with individual shut-off valves. In this case the two shut-off valve stems shall be mechanically interconnected in a manner which will allow full required flow of one relief valve at all times.

(g) Safety relief valves shall have direct communication with the vapor space of the container at all times except as permitted in Par. 3.18(a)1.

(h) Each container safety relief valve used with systems covered by Divisions II, III, IV, VI, VII and VIII, except as provided in 4.2(c) and 6.1(a), shall be plainly and permanently

marked with the following: "Container Type" of the pressure vessel on which the valve is designed to be installed; the pressure in psig at which the valve is set to start to discharge; the actual rate of discharge of the valve in cubic feet per minute of air at 60 F. and 14.7 psia; and the manufacturer's name and catalogue number, for example: T200-250-4050 AIR— indicating that the valve is suitable for use on a Type 200 container, that it is set to start to discharge at 250 psig; and that its rate of discharge [see Section B.10(b) and (c)] is 4050 cubic feet per minute of air as determined in Appendix A.

NOTE 1: Valves not marked "Air" are flow rated in LP-Gas and can be converted to their air capacity ratings by applying the air conversion factors given in the table following Appendix A.

NOTE 2: Frequent testing of safety relief valves, as would be required where there is a probable increase or decrease of the releasing pressure of the valve due to clogging, sticking, corrosion or exposure to elevated temperatures, is not necessary for such valves on liquefied petroleum gas containers for the following reasons:

(a) The gases are so-called "sweet gases," i.e. they have no corrosive effect on the metal of the container or valve; the valves are constructed of materials not readily subject to corrosion and are installed in pressure vessels so as to be protected against the weather. Further, the temperature variations are not sufficient to bring about any permanent set of the valve springs. Another reason is that the gases are odorized and instant warning is given of any escape of gas. Although general storage of these gases has been on a widespread scale for more than 20 years, industry experience has not shown any case of these safety valves not functioning properly.

(b) It is recognized, however, that like all mechanical devices, these valves cannot be expected to remain in reliable operative condition forever, hence it is suggested that in the case of containers exceeding 2000 gallons water capacity, they be tested at approximately 5-year intervals. When valve is of type necessitating removal for testing, container must first be emptied. When type of valve permits, testing may be accomplished by an external lifting device equipped with an indicator to show the pressure equivalent at which it opens.

(i) Safety relief valve assemblies, including their connections, shall be of sufficient size so as to provide the rate of flow required for the container on which they are installed.

(j) A hydrostatic relief valve shall be installed between each pair of shut-off valves on liquefied petroleum gas liquid piping so as to relieve into a safe atmosphere. The start-to-discharge pressure setting of such relief valves shall not be in excess of 500 psig. The minimum setting on relief valves installed in piping connected to other than ICC containers shall not be lower than 140% of the container relief valve setting and in piping connected to ICC containers not lower than 400 psig. Such a relief valve should not be installed in the pump discharge piping if the same protection can be provided by installing the relief valve in the suction piping. The start-to-discharge pressure setting of such a relief valve, if installed on the discharge side of a pump, shall be greater than the maximum pressure permitted by the recirculation device in the system.

(k) The discharge from any safety relief device shall not terminate in or beneath any building, except relief devices covered by B.6(a)1, 2, and 3, or 1.3(a) or 1.7.

B.11. Vaporizer and Housing.

NOTE: B.11 does not apply to motor fuel vaporizers (see Division IV, Section 4.7), nor to integral vaporizer-burners used for such purposes as weed burners or tar kettles.

(a) Indirect fired vaporizers utilizing steam, water or other heated medium shall be constructed and installed as follows:

1. Vaporizers shall be constructed in accordance with the requirements of the ASME Unfired Pressure Vessel Code or API-ASME Unfired Pressure Vessel Code and shall be permanently marked as follows:

With the code marking signifying the specifications to which vaporizer is constructed.

With the allowable working pressure and temperature for which the vaporizer is designed.

With the sum of the outside surface area and the inside heat exchange surface area expressed in square feet. (See Appendix B.)

With the name or symbol of the manufacturer.

2. Vaporizers having an inside diameter of 6 inches or less exempted by the ASME Unfired Pressure Vessel Code shall have a design pressure not less than 250 psig and need not be permanently marked.

3. Heating or cooling coils shall not be installed inside a storage container.

4. Vaporizers may be installed in buildings, rooms, sheds, or lean-tos used exclusively for gas manufacturing or distribution, or in other structures of light, noncombustible construction or equivalent, well ventilated near the floor line and roof.

5. Vaporizers shall have at or near the discharge, a safety relief valve providing an effective rate of discharge in accordance with Appendix B, except as provided in Section 2.3(e)(1).

6. The heating medium lines into and leaving the vaporizer shall be provided with suitable means for preventing the flow of gas into the heat systems in the event of tube rupture in the vaporizer. Vaporizers shall be provided with suitable automatic means to prevent liquid passing through the vaporizers to the gas discharge piping.

7. The device that supplies the necessary heat for producing steam, hot water, or other heating medium may be installed in a building, compartment, room or lean-to which shall be ventilated near the floor line and roof to the outside. This device location shall be separated from all compartments or rooms containing liquefied petroleum gas vaporizers, pumps and central gas mixing devices by a wall of substantially fire resistant material and vapor tight construction. This requirement does not apply to the domestic water heaters which may supply heat for a vaporizer in a domestic system.

8. Gas-fired heating systems supplying heat exclusively for vaporization purposes shall be equipped with automatic safety devices to shut off the flow of gas to main burners, if pilot light should fail.

9. Vaporizers may be an integral part of a fuel storage container directly connected to the liquid section or gas section or both.

10. Vaporizers shall not be equipped with fusible plugs.

11. Vaporizer houses shall not have unprotected drains to sewers or sump pits.

(b) Atmospheric vaporizers employing heat from the ground or surrounding air shall be installed as follows:

1. Buried underground, or

2. Located inside building close to a point at which pipe enters the building provided capacity of unit does not exceed one quart.

3. Vaporizers of less than one quart capacity heated by the ground or surrounding air, need not be equipped with safety relief valves provided that adequate tests certified by any of the authorities listed in B.2 demonstrate that the assembly is safe without safety relief valves.

4. Vaporizers designed primarily for domestic service shall be protected against tampering and physical damage.

(c) Direct gas-fired vaporizers shall be constructed, marked, and installed as follows:

1. (a) With the requirements of the ASME Code that are applicable to the maximum working conditions for which the vaporizer is designed. (See Section B.3.)

(b) With the name of the manufacturer; rated Btu input to the burner; the area of the heat exchange surface in square feet; the outside surface of the vaporizer in square feet; and the maximum vaporizing capacity in gallons per hour.

2. (a) Vaporizers may be connected to the liquid section or the gas section of the storage container, or both; but in any case there shall be at the container a manually-operated valve in each connection to permit completely shutting off when desired, of all flow of gas or liquid from container to vaporizer.

(b) Vaporizers with capacity not exceeding 35 gallons per hour shall be located at least 5 feet from container shut-off valves. Vaporizers having capacity of more than 35 gallons but not exceeding 100 gallons per hour shall be located at least 10 feet from the container shut-off valves. Vaporizers having a capacity greater than 100 gallons per hour shall be located at least 15 feet from container shut-off valves.

3. Vaporizers may be installed in buildings, rooms, housings, sheds, or lean-tos used exclusively for vaporizing or mixing of liquefied petroleum gas. Vaporizing housing structures shall be of noncombustible construction, well ventilated near the floor line and the highest point of the roof. See Section B.10(a) for venting of relief valves.

4. Vaporizers shall have at or near the discharge, a safety relief valve providing an effective rate of discharge in accordance with Appendix B. Relief valve shall be so located as not to be subjected to temperatures in excess of 140 F.

5. Vaporizers shall be provided with suitable automatic means to prevent liquid passing from the vaporizer to the gas discharge piping of the vaporizer.

6. Vaporizers shall be provided with means for manually turning off the gas to the main burner and pilot.

7. Vaporizers shall be equipped with automatic safety devices to shut off the flow of gas to main burners if pilot light should fail. When flow through pilot exceeds 2000 Btu per hour, the pilot also shall be equipped with automatic safety device to shut off the flow of gas to the pilot should the pilot flame be extinguished.

8. Pressure regulating and pressure reducing equipment if located within 10 feet of a direct fired vaporizer shall be separated from the open flame by a substantially air-tight non-combustible partition or partitions.

9. Except as provided in Sec. B.11(c)3 the following minimum distances shall be maintained between direct fired vaporizers and nearest important building or group of buildings or line of adjoining property which may be built upon:

10 ft. for vaporizers having a capacity of 15 gallons per hour or less vaporizing capacity.

25 ft. for vaporizers having a vaporizing capacity of 16 to 100 gallons per hour.

50 ft. for vaporizers having a vaporizing capacity exceeding 100 gallons per hour.

10. Direct fired vaporizers shall not raise the product pressure above the design pressure of the vaporizer equipment nor shall they raise the product pressure within the storage container above the pressure shown in the second column of the table in Section 2.1(a).

11. No direct fired vaporizer shall be connected to a container that has a storage capacity in gallons, less than 10 times the hourly capacity of the vaporizer in gallons.

12. Vaporizers shall not be provided with fusible plugs.

13. Vaporizers shall not have unprotected drains to sewers or sump pits.

(d) Direct gas-fired tank heaters shall be constructed and installed as follows:

1. Direct gas-fired tank heaters, and tanks to which they are applied, shall only be installed aboveground.

2. Tank heaters shall be permanently marked with the name of the manufacturer, the rated Btu input to the burner, and the maximum vaporizing capacity in gallons per hour.

3. Tank heaters may be an integral part of a fuel storage container directly connected to the container liquid section, or vapor section, or both.

4. Tank heaters shall be provided with a means for manually turning off the gas to the main burner and pilot.

5. Tank heaters shall be equipped with an automatic safety device to shut off the flow of gas to main burners, if pilot light should fail. When flow through pilot exceeds 2000 Btu per hour, the pilot also shall be equipped with automatic safety device to shut off the flow of gas to the pilot should the pilot flame be extinguished.

6. Pressure regulating and pressure reducing equipment if located within 10 feet of a direct fired tank heater shall be separated from the open flame by a substantially airtight noncombustible partition.

7. The following minimum distances shall be maintained between a storage tank heated by a direct fired tank heater and nearest important building or group of buildings or line of adjoining property which may be built upon:

10 ft. for storage containers of less than 500 gallons water capacity.

25 ft. for storage containers of 500 to 1200 gallons water capacity.

50 ft. for storage containers of over 1200 gallons water capacity.

8. No direct fired tank heater shall raise the product pressure within the storage container over 75 per cent of the pressure set out in the second column of the table of Section 2.1(a).

9. No direct fired tank heater shall be connected to a container that has a storage capacity in gallons, less than 10 times the hourly vaporizing capacity of the tank heater in gallons.

(e) The vaporizer section of vaporizer-burners used for dehydrators or dryers shall be located outside of buildings. They shall be constructed and installed as follows:

1. Vaporizer-burners shall have a minimum design pressure of 250 psig with a factor of safety of five.

2. Manually operated positive shut-off valves shall be located at the containers to shut off all flow to the vaporizer-burners.

3. Minimum distances between storage containers and vaporizer-burners shall be as follows:

Water Capacity Per Container	Minimum Distances
Less than 501 gallons	10 feet
501 to 2,000 gallons	25 feet
Over 2,000 gallons	50 feet

4. The vaporizer section of vaporizer-burners shall be protected by a hydrostatic relief valve. (See B.10(j).) The relief valve shall be located so as not to be subjected to temperatures in excess of 140 F. The discharge of the relief valve shall be directed away from component parts of the equipment and operating personnel.

5. Vaporizer-burners shall be provided with means for manually turning off the gas to the main burner and pilot.

6. Vaporizer-burners shall be equipped with automatic safety devices to shut off the flow of gas to the main burner and pilot in the event the pilot is extinguished. (See NFPA No. 93.*)

7. Pressure regulating and control equipment shall be located so that the temperatures surrounding this equipment shall not exceed 140 F. If necessary, the equipment shall be separated from the open flame by a noncombustible partition.

8. Pressure regulating and control equipment when located downstream of the vaporizer shall be designed to withstand the maximum discharge temperature of the vapor.

9. The vaporizer section of vaporizer-burners shall not be provided with fusible plugs.

10. Vaporizer coils or jackets shall be made of ferrous metal or high temperature alloys.

11. Equipment utilizing vaporizer-burners shall be equipped with automatic shut-off devices upstream and downstream of the vaporizer section connected so as to operate in the event of excessive temperature, flame failure and, if applicable, insufficient air flow. (See Standard for Dehydrators and Dryers for Agricultural Products, NFPA No. 93.*)

B.12. Filling Densities.

(a) The "filling density" is defined as the per cent ratio of the weight of the gas in a container to the weight of water the container will hold at 60 F. All containers shall be filled according to the following filling densities:

*See Appendix G, page 58-96, for availability.

MAXIMUM PERMITTED FILLING DENSITY.

Specific Gravity at 60 F. (15.6 C.)	Aboveground Containers		Underground Containers All Capacities
	0 to 1200 U.S. Gals. (1000 Imp. gal., 4550 liters)	Over 1200 U.S. Gals. (1000 Imp. gal., 4550 liters)	
	Total Water Cap.	Total Water Cap.	
.496—.503	41%	44%	45%
.504—.510	42	45	46
.511—.519	43	46	47
.520—.527	44	47	48
.528—.536	45	48	49
.537—.544	46	49	50
.545—.552	47	50	51
.553—.560	48	51	52
.561—.568	49	52	53
.569—.576	50	53	54
.577—.584	51	54	55
.585—.592	52	55	56
.593—.600	53	56	57

(b) The maximum liquid volume in per cent of the total container capacity may be determined for LP Gases at any liquid temperature by using the formula shown in Appendix C.

(c) The maximum liquid volume in per cent of total container capacity shown in Appendix D may be used in lieu of the preceding Table B.12(a) to determine the maximum quantity that may be placed in a container.

(d) Except as provided in paragraph (e), any container including mobile cargo tanks and portable tank containers regardless of size or construction, shipped under ICC jurisdiction or constructed in accordance with ICC Specifications shall be charged according to ICC requirements.

(e) Portable containers which are not subject to ICC jurisdiction, when used as motor fuel tanks on industrial trucks (including lift trucks) or farm tractors covered in Division IV, may be filled either by weight or liquid level gauging device of the fixed length dip tube type.

B.13. Liquid Inside Building.

(a) No gas in the liquid phase shall be piped into any building for fuel purposes except:

1. Buildings devoted exclusively to housing equipment for vaporization, pressure reduction, gas mixing, gas manufacturing or distribution.

2. Buildings, or separate fire divisions of buildings, used exclusively for housing internal combustion engines.

3. In domestic installations no liquid or gas shall be piped into a building at more than 20 psig pressure. The initial pressure reducing devices shall be installed outside the building.

4. Buildings, or in separate fire divisions of buildings, used exclusively for research and experimental laboratories.

B.14. Transfer of Liquids.

(a) At least one attendant shall remain close to the transfer connection from the time the connections are first made until they are finally disconnected, during the transfer of product.

(b) Containers shall be filled or used only upon authorization of the owner.

(c) Containers manufactured in accordance with specifications of ICC and authorized by ICC Regulations as a "single trip" or "nonrefillable container" shall not be refilled or reused in LP-Gas service.

(d) Gas or liquid shall not be vented to the atmosphere to assist in transferring contents of one container to another, except as provided in 4.4(d) and except that this shall not preclude the use of listed pumps utilizing LP-Gas in the vapor phase as a source of energy and venting such gas to the atmosphere at a rate not to exceed that from a No. 31 drill size opening and provided that such venting and liquid transfer shall be located not less than 50 feet from the nearest important building.

(e) Fuel supply containers shall be gauged and charged only in the open air or in buildings especially provided for that purpose.

(f) The maximum vapor pressure of the product at 100 F. which may be transferred into a container shall be in accordance with Section 2.1, 3.1, and 4.2. (For ICC containers use ICC requirements.)

(g) Marketers and users shall exercise precaution to assure that only those gases for which the system is designed, examined, and listed, are employed in its operation, particularly with regard to pressures.

(h) Pumps or compressors shall be designed for use with LP-Gas. When compressors are used they shall normally take suction from the vapor space of the container being filled and discharge to the vapor space of the container being emptied. When low temperatures so reduce the vapor pressure that the compressor will not function satisfactorily, the compressor may take suction directly from the air and discharge through a suitable moisture removing medium to the container being emptied.

(i) Pump installations shall include a recirculation device which shall limit the discharge pressure to not over 125 psi greater than the safety relief valve setting for the container supplying the pump unless the pump is not capable of exceeding this pressure. If a manual shut-off valve is provided in the recirculation line, such valve shall remain in the open position except during an emergency or when repairs are being made to the system.

(j) Where hose is to be used for transferring liquid from one container to another, wet hose is recommended. Such hose shall be equipped with suitable shut-off valves at discharge end. Provision shall be made to prevent excessive hydrostatic pressure in the hose.

(k) When necessary, unloading piping or hoses shall be provided with suitable bleeder valves for relieving pressure before disconnection.

B.15. Tank Car or Transport Truck Unloading Points and Operations.

(a) The track of tank car siding shall be relatively level.

(b) A TANK CAR CONNECTED sign, as covered by ICC (Interstate Commerce Commission) rules, shall be installed at the active end or ends of the siding while the tank car is connected for unloading.

(c) While cars are on sidetrack for unloading, the wheels at both ends shall be blocked on the rails. For transport truck loading or unloading see Paragraph 3.15.

(d) A man shall be in attendance at all times while the tank car, cars or trucks are being unloaded.

(e) The pipe line to which the unloading hoses are connected shall be equipped with a back flow check valve to prevent discharge of the LP-Gas from the receiving container and line in case of line hose and fittings rupture.

(f) The tank car or transport truck unloading point should be located with due consideration to the following:

1. Proximity to railroads and highway traffic.
2. The distance of such unloading point from adjacent property.
3. With respect to buildings on installer's property.
4. Nature of occupancy.
5. Topography.
6. Type of construction of buildings.
7. Number of tank cars or transport trucks that may be safely unloaded at one time.
8. Frequency of unloading.

(g) Where practical, the distance of the unloading point should conform to the distances in B.6(b), except that lesser distances may be used, keeping in mind the above items and upon approval of the authority having jurisdiction.

B.16. Instructions.

(a) Personnel performing installation, removal, operation and maintenance work shall be properly trained in such function.

B.17. Electrical Connections and Open Flames.

(a) All electrical equipment in vaporizer houses (except those housing direct fired vaporizers), pump houses and cylinder filling rooms, or other similar locations shall be of the type approved for use in Class I, Group D, Hazardous Locations of the National Electrical Code.

(b) Open flames or other sources of ignition shall not be permitted in vaporizer rooms (except those housing direct-fired vaporizers), pump houses, container charging rooms or other similar locations. Direct-fired vaporizers shall not be permitted in pump houses or container charging rooms.

B.18. Liquid Level Gauging Device.

(a) Containers, including ICC cylinders, with water capacity less than 200 pounds shall be charged by weight, except containers covered by Div. IV and Par. B.12(e).

(b) Each container, except containers charged by weight, shall be equipped with a liquid level gauging device of approved design. Each container of 2,000 gallons water capacity or less, manufactured after JULY 1, 1961, which is filled by volume and gauged by a magnetic type gauging device, shall also be equipped with a fixed liquid level gauge to determine the maximum allowable filling point. These gauges shall be used in charging containers as required in B.12.

(c) All gauging devices shall be arranged so that the maximum liquid level for butane, for a 50-50 mixture of butane and propane, and for propane, to which the container may be charged is readily determinable. The gallonage capacity (B.12), whether for cylindrical or spherical containers, and whether for use with aboveground or underground containers shall be marked on either the system nameplate or gauging device or part may be on the system nameplate and part on the gauging device.

(d) Gauging devices that require bleeding of the product to the atmosphere, such as the rotary tube, fixed tube and slip tube, shall be so designed that the bleed valve maximum opening is not

larger than a No. 54 drill size, unless provided with excess flow valve.

(e) Gauging devices shall have a design working pressure of at least 250 psig.

(f) Length of fixed tube device shall be designed to indicate the maximum level to which the container may be filled for the product contained. This level shall be based on the volume of the product at 40 F. at its maximum permitted filling density for aboveground containers and at 50 F. for buried containers. Refer to Appendix E for calculating filling point for which tube shall be designed.

(g) Fixed tube devices used on containers other than ICC shall be stamped on the exterior of the device with the letters "DT" followed by the vertical distance (expressed in inches and carried out to one decimal place) from the top of container to the end of the dip tube or to the centerline of the device when it is located on the maximum permitted filling level. For ICC containers, the stamping shall be placed both on the exterior of the device and on the container.

(h) Gauge glasses of the columnar type shall be restricted to charging plants where the fuel is withdrawn in the liquid phase only. They shall be equipped with valves having metallic handwheels, with excess-flow valves, and with extra heavy glass adequately protected with a metal housing applied by the gauge manufacturer. They shall be shielded against the direct rays of the sun. Gauge glasses of the columnar type are prohibited on tank trucks, and on motor fuel tanks, and on containers used in domestic, commercial and industrial installations.

(i) Gauging devices of the float, or equivalent type which do not require flow for their operation and having connections extending to a point outside the container do not have to be equipped with excess flow valves provided the piping and fittings are adequately designed to withstand the container pressure and are properly protected against physical damage and breakage.

B.19 Requirements for Appliances.

(a) Except as provided in B.19(b) new domestic, commercial and industrial LP-Gas consuming appliances (See Paragraph C of Application of Rules) shall not be installed unless their correctness as to design, construction and performance is certified by one of the following:

1. Determined by a nationally recognized testing agency adequately equipped and competent to perform such services and shall be evidenced by the attachment of its seal or label to such gas appliances. This agency shall be one which maintains a program of national inspection of production models of gas appliances at least once each year on the manufacturer's premises. Approval by the American Gas Association Laboratories, as evidenced by the attachment of its listing symbol or Approval Seal to gas appliances and a certificate or letter certifying approval under the above-mentioned requirements, or listing by Underwriters' Laboratories, Inc., shall be considered as constituting compliance with the provisions of this section.

2. Approval by the authority having jurisdiction.

(b) In cases where no applicable standard has been developed for a given class of appliance or accessory, approval of the authority having jurisdiction may be required before the appliance or accessory is installed.

(c) Any appliance that was originally manufactured for operation with a gaseous fuel other than LP-Gas and is in good condition may be used with LP-Gas only after it is properly converted, adapted and tested for performance with LP-Gas before the appliance is placed in use.

DIVISION I.
CYLINDER SYSTEMS.
(Sometimes called Bottled Gas.)

Division I applies specifically to systems utilizing containers constructed in accordance with the Interstate Commerce Commission Specifications. All Basic Rules apply to this Division unless otherwise noted in the Basic Rules.

1.1. Marking of Containers.

(a) All containers shall be marked in accordance with the Interstate Commerce Commission regulations. Additional markings not in conflict with the Interstate Commerce Commission regulations may be used.

(b) Except as provided in 1.1(c) each container shall be marked with its water capacity in pounds or other identified unit of weight.

(c) If a container is filled and maintained only by the owner or his representative and if the water capacity of each container is identified by a code, compliance with paragraph 1.1(b) is not required.

(d) Each container shall be marked with its tare weight in pounds or other identified unit of weight including all permanently attached fittings but not the cap.

1.2. Description of a Division I System.

(a) A Division I system shall include the container base or bracket, containers, container valves, connectors, manifold valve assembly, regulators and relief valves.

1.3. Location of Containers and Regulating Equipment.

(a) Containers shall not be buried below ground. However, this shall not prohibit the installation in a compartment or recess below grade level, such as a niche in a slope or terrace wall which is used for no other purpose, providing that the container and regulating equipment are not in contact with the ground and the com-

partment or recess is drained and ventilated horizontally to the outside air from its lowest level, with the outlet at least three feet away from any building opening which is below the level of such outlet. Except as provided in B.10(k), the discharge from safety relief devices shall be located not less than three feet horizontally away from any building opening which is below the level of such discharge and shall not terminate beneath any building unless such space is well ventilated to the outside and is not enclosed on more than two sides.

(b) Containers shall be set upon firm foundation or otherwise firmly secured; the possible effect on the outlet piping of settling shall be guarded against by a flexible connection or special fitting.

1.4. Container Valves and Accessories.

(a) Valves in the assembly of multiple container systems shall be arranged so that replacement of containers can be made without shutting off the flow of gas in the system.

NOTE: This provision is not to be construed as requiring an automatic change-over device.

(b) Regulators and low pressure relief devices shall be rigidly attached to the cylinder valves, cylinders, supporting standards, the building walls or otherwise rigidly secured, and shall be so installed that the elements will not affect their operation.

NOTE: The use of other than frangible shank type locks is not desirable because it prevents access to gas controls in case of emergency.

(c) Valves and connections to the containers shall be protected while in transit, in storage, and while being moved into final utilization, as follows:

1. By setting into recess of container to prevent possibility of their being struck if container is dropped upon a flat surface, or

2. By ventilated cap or collar, fastened to container capable of withstanding blow from any direction equivalent to that of a 30-pound weight dropped 4 feet. Construction must be such that a blow will not be transmitted to valve or other connection.

(d) When containers are not connected to the system, the outlet valves shall be kept tightly closed or plugged, even though containers are considered empty.

(e) Containers which are recharged at the installation shall be provided with excess flow or back flow check valves to prevent the discharge of container contents in case of failure of the filling or equalizing connections.

1.5 Safety Devices.

(a) Containers shall be provided with safety devices as required by the Interstate Commerce Commission regulations.

(b) When the delivery pressure from the final stage regulator is not more than 5 psig the low pressure side shall be equipped with a relief valve, set to start to discharge at not less than two times, and not more than three times the delivery pressure, but not more than 5 psi in excess of the delivery pressure. When the delivery pressure is more than 5 psi the relief valve shall be set to start to discharge at not less than $1\frac{1}{4}$ times and not more than two times the delivery pressure. This requirement may be waived on liquid feed systems utilizing tubing specified in B.8(b). When a regulator or pressure relief valve is used inside a building for other than purposes outlined in Par. B.6(a), 1, 2, and 3, the relief valve and the space above the regulator and relief valve diaphragms shall be vented to the outside air with the discharge outlet located not less than three feet horizontally away from any building opening which is below such discharge. (These provisions do not apply to individual appliance regulators when protection is otherwise provided; nor to Par. 1.7 and B.10(k). In buildings devoted exclusively to gas distribution purposes, the space above the diaphragm need not be vented to the outside.)

1.6. Reinstallation of Containers.

(a) Containers shall not be reinstalled unless they are re-qualified in accordance with currently effective regulations of the Interstate Commerce Commission.

1.7. Use of Gas for Industrial Applications Where Oxygen Is Not Required.

(a) Where portability of containers is necessary making their location outside the building or structure impracticable, containers may be located for use but not for storage inside the building or

structure, only: where gas is to be used for industrial processing or repair work in an industrial building or structure being employed for industrial purposes; or where it is to be used in the construction, repair or improvement of buildings or structures and their fixtures and equipment. Such installations are subject to the following additional rules:

1. The regulator employed may be connected directly to the cylinder valve or located on a manifold which is connected to the cylinder valve. The regulator must be of a type suitable for use with liquefied petroleum gas.

2. The aggregate capacity of the containers connected to each portable manifold shall not exceed 300 pounds of gas by weight, and not more than one such manifold with containers may be located in the same room unless separated by at least 50 feet.

3. Manifolds and fittings connecting containers to the pressure reducing regulator inlets shall be designed to withstand without rupture at least 500 psig.

4. Containers, regulating equipment and manifolds, shall be located where they are not subjected to excessive rise in temperature, physical damage or tampering by unauthorized persons.

1.8. Permissible Product.

- (a) A product shall not be placed in a container marked with a service pressure less than four fifths of the maximum vapor pressure of product at 130 F.

DIVISION II.

SYSTEMS UTILIZING CONTAINERS OTHER
THAN I.C.C.

Division II applies specifically to systems utilizing storage containers other than those constructed in accordance with Interstate Commerce Commission specifications. All basic rules apply to this Division unless otherwise noted in the Basic Rules.

2.1. Design Pressure and Classification of Storage Containers.

(a) Storage containers shall be designed and classified as follows:

Container Type	For Gases with Vapor Press. Not to Exceed lb. per sq. in. gauge at 100 F. (37.8 C.)	Minimum Design Pressure of Container lb. per sq. in. gauge	
		1949 and earlier editions of ASME Code (Par. U-68, U-69)	1949 edition of ASME Code (Par. U-200, U-201); 1950, 1952, 1956 and 1959 editions of ASME Code; All editions of API-ASME Code†
80*	80*	80*	100*
100	100	100	125
125	125	125	156
150	150	150	187
175	175	175	219
200**	215	200	250

*New storage containers of the 80 type have not been authorized since Dec. 31, 1947.

**Container type may be increased by increments of 25. The minimum design pressure of containers shall be 100% of the container type designation when constructed under 1949 or earlier editions of the ASME Code (Par. U-68 and U-69). The minimum design pressure of containers shall be 125% of the container type designation when constructed under: (1) the 1949 ASME Code (Par. U-200 and U-201), (2) 1950, 1952, 1956 and 1959 editions of the ASME Code, and (3) all editions of the API-ASME Code.

†Construction of containers under the API-ASME Code is not authorized after July 1, 1961.

NOTE: Because of low soil temperature usually encountered, and the insulating effect of the earth, the average vapor pressure of products stored in underground containers will be materially lower than when stored aboveground. This reduction in actual operating pressure there-

fore provides a substantial corrosion allowance for these containers when installed underground.

(b) The shell or head thickness of any container shall not be less than 3/16 inch.

2.2. Container Valves and Accessories, Filler Pipes and Discharge Pipes.

(a) The filling pipe inlet terminal shall not be located inside a building. For containers with a water capacity of 125 gallons or more, such terminals shall be located not less than 10 feet from any building, see B.6(b), and preferably not less than 5 feet from any driveway, and shall be located in a protective housing built for the purpose.

(b) The filling connection shall be fitted with one of the following:

1. Combination back-pressure check valve and excess flow valve,
2. One double or 2 single back-pressure check valves,
3. A positive shut-off valve, in conjunction with either:
 - (a) An internal back-pressure valve, or
 - (b) An internal excess flow valve.

(c) All openings in a container shall be equipped with approved automatic excess flow valves except in the following: filling connections as provided in 2.2(b); safety relief connections, liquid level gauging devices as provided in B.7(d), B.18(d) and B.18(i); pressure gauge connections as provided in B.7(e), as provided in 2.2(d) and (f) and (g).

(d) No excess flow valve is required in the withdrawal service line providing the following are complied with:

1. Such systems' total water capacity does not exceed 2,000 U. S. gallons.
2. The discharge from the service outlet is controlled by a suitable manually operated shut-off valve:
 - (a) threaded directly into the service outlet of the container; or
 - (b) is an integral part of a substantial fitting threaded into or on the service outlet of the container; or
 - (c) threaded directly into a substantial fitting threaded into or on the service outlet of the container.
3. The shut-off valve is equipped with an attached handwheel or the equivalent.

4. The controlling orifice between the contents of the container and the outlet of the shut-off valve does not exceed $\frac{1}{8}$ in. in diameter for vapor withdrawal systems and $\frac{1}{8}$ in. in diameter for liquid withdrawal systems.

5. An approved pressure-reducing regulator is directly attached to the outlet of the shut-off valve and is rigidly supported, or that an approved pressure-reducing regulator is attached to the outlet of the shut-off valve by means of a suitable flexible connection, provided the regulator is adequately supported and properly protected on or at the tank (see 2.8).

(e) All inlet and outlet connections except safety relief valves, liquid level gauging devices and pressure gauges on containers of 2,000 gallons water capacity, or more, and on any container used to supply fuel directly to an internal combustion engine, shall be labeled to designate whether they communicate with vapor or liquid space. Labels may be on valves.

(f) In lieu of an excess flow valve; openings may be fitted with a quick-closing internal valve which except during operating periods shall remain closed. The internal mechanism for such valves may be provided with a secondary control which shall be equipped with a fusible plug (not over 220 F. melting point) which will cause the internal valve to close automatically in case of fire.

(g) Not more than two plugged openings shall be permitted on a container of 2,000 gallons or less water capacity.

(h) Containers of 125 gallons water capacity or more manufactured after JULY 1, 1961, shall be provided with an approved device for liquid evacuation, the size of which shall be $\frac{3}{4}$ inch National Pipe Thread minimum. A plugged opening will not satisfy this requirement.

2.3. Safety Devices.

(a) GENERAL: All safety devices shall comply with the following:

1. All container safety relief devices shall be located on the containers and shall have direct communication with the vapor space of the container.

2. In industrial and gas manufacturing plants, discharge pipe from safety relief valves on pipe lines within a building shall discharge vertically upward and shall be piped to a point outside a building.

3. Safety relief device discharge terminals shall be so located as to provide protection against physical damage and such discharge pipes shall be fitted with loose raincaps. Return bends and restrictive pipe fittings shall not be permitted.

4. If desired, discharge lines from two or more safety relief devices located on the same unit, or similar lines from two or more different units, may be run into a common discharge header, provided that the cross-sectional area of such header be at least equal to the sum of the cross-sectional area of the individual discharge lines, and that the setting of safety relief valves are the same.

5. Each storage container of over 2,000 gallons water capacity shall be provided with a suitable pressure gauge.

6. When the delivery pressure from the final stage regulator is not more than 5 psig, the low pressure side shall be equipped with a relief valve, set to start to discharge at not less than two times, and not more than three times the delivery pressure, but not more than 5 psi in excess of the delivery pressure. When the delivery pressure is more than 5 psi, the relief valve shall be set to not less than $1\frac{1}{4}$ times and not more than two times the delivery pressure. This requirement may be waived on liquid feed systems utilizing tubing specified in B.8(b). When a regulator or pressure relief valve is installed inside a building, the relief valve and the space above the regulator and relief valve diaphragms shall be vented to the outside air with the discharge outlet located not less than 5 feet horizontally away from any opening into the building which is below such discharge. (These provisions do not apply to individual appliance regulators when protection is otherwise provided. In buildings devoted exclusively to gas distribution purposes, the space above the diaphragm need not be vented to the outside.)

(b) ABOVEGROUND CONTAINERS: Safety devices for above-ground containers shall be provided as follows:

1. Containers of 1,200 gallons water capacity or less which may contain liquid fuel when installed aboveground shall have the rate of discharge required by Appendix A provided by spring loaded relief valve or valves. In addition to the required spring loaded relief valve(s), suitable fuse plug(s) may be used provided the total discharge area of the fuse plug(s) for each container does not exceed 0.25 square inch.

2. The fusible metal of the fuse plugs shall have a yield temperature of 208 F. minimum and 220 F. maximum. Relief valves and fuse plugs shall have direct communication with the vapor space of the container.

3. On a container having a water capacity greater than 125 gallons, but not over 2,000 gallons, the discharge from the safety relief valves

shall be vented away from the container vertically upwards and unobstructed to the open air in such a manner as to prevent any impingement of escaping gas upon the container; loose fitting rain caps shall be used. Suitable provision shall be made for draining condensate which may accumulate in the relief valve or its discharge pipe [see B.10(i)].

4. On containers of 125 gallons water capacity or less, the discharge from safety relief devices shall be located not less than 5 feet horizontally away from any opening into the building below the level of such discharge.

5. On a container having a water capacity greater than 2,000 gallons, the discharge from the safety relief valves shall be vented away from the container vertically upwards to a point at least seven feet above the container, and unobstructed to the open air in such a manner as to prevent any impingement of escaping gas upon the container; loose fitting rain caps shall be used. Suitable provision shall be made so that any liquid or condensate that may accumulate inside of the safety relief valve or its discharge pipe will not render the valve inoperative. If a drain is used, a means shall be provided to protect the container, adjacent containers, piping or equipment against impingement of flame resulting from ignition of product escaping from the drain [see B.10(i)].

(c) **UNDERGROUND CONTAINERS:** On all containers, which are installed underground and which contain no liquid fuel until buried and covered, the rate of discharge of spring loaded relief valve installed thereon may be reduced to minimum of 30 per cent of the specified rate of discharge in Appendix A. Containers so protected shall not be uncovered after installation until the liquid fuel has been removed therefrom. Containers which may contain liquid fuel before being installed underground and before being completely covered with earth are to be considered aboveground containers when determining the rate of discharge requirement of the relief valves.

(d) On underground containers of more than 2,000 gallons water capacity, the discharge from safety relief devices shall be piped vertically and directly upward to a point at least 7 feet above the ground.

1. Where there is a probability of the manhole or housing becoming flooded, the discharge from regulator vent lines shall be above the highest probable water level. All manholes or housings shall be provided with ventilated louvers of their equivalent, the area of such openings equalling or exceeding the combined discharge areas of the safety relief valves and other vent lines which discharge their content into the manhole housing.

(e) **VAPORIZERS:** Safety devices for vaporizers shall be provided as follows:

1. Vaporizers of less than one quart total capacity, heated by the ground or the surrounding air, need not be equipped with safety relief valves provided that adequate tests certified by any of the authorities listed in B.2, demonstrate that the assembly is safe without safety relief valves.

2. No vaporizer shall be equipped with fusible plugs.

3. In industrial and gas manufacturing plants, safety relief valves on vaporizers within a building shall be piped to a point outside the building and be discharged upward.

2.4. Reinstallation of Containers.

Containers may be reinstalled if they do not show any evidence of harmful external corrosion or other damage. Where containers are reinstalled underground, the corrosion resistant coating shall be put in good condition; see Par. 2.6(f). Where containers are reinstalled aboveground the requirements for safety devices and gauging devices shall comply with Sections 2.3 and B.18 respectively for aboveground containers.

2.5. Capacity of Liquid Containers.

No liquid storage container shall exceed 30,000 standard U. S. gallons water capacity.

2.6. Installation of Storage Containers.

(a) Containers installed aboveground except as provided in Par. 2.6(g) shall be provided with substantial masonry or noncombustible structural supports on firm masonry foundation.

(b) Aboveground containers shall be supported as follows:

1. Horizontal containers shall be mounted on saddles in such a manner as to permit expansion and contraction. Structural metal supports may be employed when they are protected against fire in an approved manner. Suitable means of preventing corrosion shall be provided on that portion of the container in contact with the foundations or saddles.

2. Containers of 1,200 gallons water capacity or less may be installed with non-fireproofed ferrous metal supports if mounted on concrete pads or footings, and if the distance from the outside bottom of the container shell to the ground does not exceed 24 in.

(c) Any container may be installed with non-fireproofed ferrous metal supports if mounted on concrete pads or footings, and if the distance from the outside bottom of the container to the ground does not exceed five (5) feet, provided the container is in an isolated location and such installation is approved by the authority having jurisdiction.

(d) Containers may be partially buried providing the following requirements are met:

1. The portion of the container below the surface and for a vertical distance not less than 3 inches above the surface of the ground is protected to resist corrosion, and the container is protected against settling and corrosion as required for fully buried containers [see 2.6(f)].

2. Spacing requirements shall be as specified for underground tanks in B.6(b).

3. Relief valve capacity shall be as required for aboveground containers.

4. Container is located so as not to be subject to vehicular damage, or is adequately protected against such damage.

5. Filling densities shall be as required for aboveground containers.

(e) Containers buried underground shall be placed so that the top of the container is not less than 6 inches below grade. Where an underground container might be subject to abrasive action or physical damage due to vehicular traffic or other causes, then it shall be:

1. placed not less than 2 feet below grade, or
2. otherwise protected against such physical damage.

It will not be necessary to cover the portion of the container to which manhole and other connections are affixed; however, where necessary, protection shall be provided against vehicular damage. When necessary to prevent floating, containers shall be securely anchored or weighted.

(f) Underground containers shall be set on a firm foundation (firm earth may be used) and surrounded with soft earth or sand well tamped in place. As a further means of resisting corrosion, the container, prior to being placed underground, shall be given a protective coating satisfactory to the authority having jurisdiction. Such protective coating shall be equivalent to hot dip galvanizing, or to two preliminary coatings of red lead followed by a heavy coating of coal tar or asphalt, and the container thus coated shall be so lowered into place as to prevent abrasion or other damage to the coating.

(g) Containers with foundations attached (portable or semi-portable containers with suitable steel "runners" or "skids" and popularly known in the industry as "skid tanks") shall be designed, installed and used in accordance with these rules subject to the following provisions: (See also Para. 3.19.)

1. If they are to be used at a given general location for a temporary period not to exceed 6 months they need not have fire-resisting foundations or saddles but shall have adequate ferrous metal supports.
2. They shall not be located with the outside bottom of the container shell more than 5 feet above the surface of the ground unless fire-resisting supports are provided.
3. The bottom of the skids shall not be less than 2 inches or more than 12 inches below the outside bottom of the container shell.
4. Flanges, nozzles, valves, fittings and the like, having communication with the interior of the container shall be protected against physical damage.

NOTE: It is recommended that such containers should have outlets only in the heads.

5. When not permanently located on fire-resisting foundations, piping connections shall be sufficiently flexible to minimize possibility of breakage or leakage of connections if container settles, moves, or is otherwise displaced.

6. Skids, or lugs for attachment of skids, shall be secured to container in accordance with the code or rules under which the container is designed and built (with a minimum factor of safety of four) to withstand loading in any direction equal to four times the weight of the container and attachments when filled to the maximum permissible loaded weight.

(h) Field welding where necessary shall be made only on saddle plates or brackets which were applied by manufacturer of tank.

(i) For aboveground containers secure anchorage or adequate pier height shall be provided against possible container flotation wherever sufficiently high flood water might occur.

(j) When permanently installed containers are interconnected, provision shall be made to compensate for expansion, contraction, vibration and settling of containers and interconnecting piping. Where flexible connections are used, they shall be of an approved type and shall be designed for a bursting pressure of not less than five times the vapor pressure of the product at 100 F. The use of non-metallic hose is prohibited for permanently interconnecting such containers.

(k) Container assemblies listed for interchangeable installation aboveground or underground shall conform to the requirements for aboveground installations with respect to safety relief capacity and filling density. For installation aboveground all other requirements for aboveground installations shall apply. For installation underground all other requirements for underground installations shall apply.

2.7. Dikes and Embankments.

(a) Because of the pronounced volatility of liquefied petroleum gases, dikes are not normally necessary, hence their general requirement is not justified as in the case of gasoline or similar flammable liquids. It should be borne in mind that the heavy construction of the storage containers makes failure unlikely.

NOTE: When in the opinion of the authority having jurisdiction, due to local conditions, the contents of aboveground containers are liable in case of container failure to endanger adjacent property, dikes may be specified of such capacity as may be considered necessary to meet the needs of the situation under consideration by the aforesaid authority.

2.8. Protection of Container Accessories.

(a) Valves, regulating, gauging and other container accessory equipment shall be protected against tampering and physical damage. Such accessories shall also be so protected during the transit of containers intended for installation underground.

NOTE: The use of other than frangible shank type locks is not desirable because it prevents access to gas controls in case of emergency.

(b) All connections to underground containers shall be located within a substantial dome, housing or manhole and with access thereto protected by a substantial cover.

2.9. Drips for Condensed Gas.

Where vaporized gas on low-pressure side of system may condense to a liquid at normal operating temperatures and pressures, suitable means shall be provided for re-vaporization of the condensate.

2.10. Damage from Vehicles.

When damage to LP-Gas systems from vehicular traffic is a possibility, precautions against such damage shall be taken.

2.11. Pits and Drains.

Every effort should be made to avoid the use of pits, except pits fitted with automatic flammable vapor detecting devices. No drains or blow-off lines shall be directed into or in proximity to sewer systems used for other purposes.

2.12. General Provisions Applicable to Bulk Filling Plants and to Systems in Industrial Plants.

(a) Where standard watch service is provided it shall be extended to the LP-Gas installations and personnel properly trained,

(b) Adequate lights shall be provided to illuminate storage containers, control valves and other equipment.

(c) Suitable roadways or means of access for extinguishing equipment such as wheeled extinguishers or fire department apparatus shall be provided.

(d) To minimize trespassing or tampering the area which includes container appurtenances, pumping equipment, loading and unloading facilities and cylinder filling facilities shall be enclosed with at least a six foot high industrial type fence unless otherwise adequately protected. There shall be at least two means of emergency access.

2.13. Container Charging Plants.

(a) The container charging room shall be located not less than:

1. 10 ft. from bulk storage containers.
2. 25 ft. from line of adjoining property which may be built upon.

(b*) Tank truck filling station outlets shall be located not less than:

1. 25 ft. from line of adjoining property which may be built upon.
2. 10 ft. from pumps and compressors if housed in one or more separate buildings.

(c) The pumps or compressors may be located in the container charging room or building, in a separate building, or outside of buildings. When housed in a separate building, such building (a small noncombustible weather cover is not to be construed as a building) shall be located not less than:

1. 10 ft. from bulk storage tanks.
2. 25 ft. from line of adjoining property which may be built upon.
3. 25 ft. from sources of ignition.

(d) Where a part of the container charging building is to be used for a boiler room or where open flames or similar sources of

*Distances given may be reduced when approved by the authority having jurisdiction.

ignition exist or are employed, the space to be so occupied shall be separated from container charging room by a partition wall or walls of fire resistant construction continuous from floor to roof or ceiling. Such separation walls shall be without openings and shall be joined to the floor, other walls and ceiling or roof in a manner to effect a permanent gas tight joint.

2.14. Fire Protection.

(a) Each bulk plant shall be provided with at least one approved portable fire extinguisher having a minimum rating of 12-B,C. Ratings shall be in accordance with the Standard for Installation, Maintenance, and Use of Portable Fire Extinguishers,* NFPA No. 10.

(b) In industrial installations involving containers of 150,000 gallons aggregate water capacity or more, provision shall be made for an adequate supply of water at the container site for fire protection in the container area, unless other adequate means for fire control are provided. Water hydrants shall be readily accessible and so spaced as to provide water protection for all containers. Sufficient lengths of fire hose shall be provided at each hydrant location on a hose cart, or other means provided to facilitate easy movement of the hose in the container area. It is desirable to equip the outlet of each hose line with a combination fog nozzle. A shelter shall be provided to protect the hose and its conveyor from the weather.

(c) If in the opinion of the authority having jurisdiction, the use of fixed water spray nozzles will better serve to protect the containers and area, these may be specified. The method of release of water spray and alarm facilities shall be at the discretion of the authority having jurisdiction.

2.15. Painting.

(a) Aboveground containers shall be kept properly painted.

*See Appendix G, page 58-96, for availability.

2.16. Lighting.

(a) At the discretion of the authority having jurisdiction, industrial installations shall be illuminated.

2.17. Vaporizers for Internal Combustion Engines.

(a) The provisions of Section 4.7 shall apply.

2.18. Gas Regulating and Mixing Equipment for Internal Combustion Engines.

(a) The provisions of Section 4.8 shall apply.

DIVISION III.

TRUCK TRANSPORTATION OF LIQUEFIED
PETROLEUM GASES.

Division III applies to the equipment for and requirements for the transportation of liquefied petroleum gas by truck, semi-trailer and trailers. This Division also covers design and construction of cargo tanks permanently mounted on trucks, semi-trailers and trailers, and of skid tanks used as combination transport and storage units. The design and construction of other liquefied petroleum gas containers which are not permanently attached to the truck, semi-trailer, or trailers are not covered. All basic rules apply to this Division unless otherwise noted in the Basic Rules.

Cargo tanks and pertinent equipment for tank vehicles for the transportation of liquefied petroleum gas, in addition to complying with the requirements of these standards, should also comply with the regulations of the Interstate Commerce Commission and those of any other regulatory body which may apply.

3.1. Design Pressure and Classification of Cargo Tanks.

(a) Containers shall be designed and classified as follows:

Container Type	For Gases with Vapor Press. Not to Exceed lb. per sq. in. gauge at 100 F. (37.8 C.)	1949 and earlier editions of ASME Code (Par. U-68, U-69)	Minimum Design Pressure of Container lb. per sq. in. gauge
			1949 edition of ASME Code (Par. U-200, U-201); 1950, 1952, 1956 and 1959 editions of ASME Code; All editions of API-ASME Code†
80*	80*	80*	100*
100	100	100	125
125	125	125	156
150	150	150	187
175	175	175	219
200**	215	200	250

*New containers of 80 type have not been authorized since Dec. 31, 1947.

**Container type may be increased by increments of 25. The minimum design pressure of containers shall be 100% of the container type designation when constructed under 1949 or earlier editions of the ASME Code (Par. U-68 and U-69). The minimum design pressure of containers shall be 125% of the container type designation when constructed under: (1) the 1949 ASME Code (Par. U-200 and U-201), (2) 1950, 1952, 1956 and 1959 editions of the ASME Code, and (3) all editions of the API-ASME Code.

†Construction of containers under the API-ASME Code is not authorized after July 1, 1961.

(b) The shell or head thickness of any container shall not be less than 3/16 inch.

3.2. Cargo Tank Valves and Accessories.

(a) Non-recessed container fittings and appurtenances shall be protected against damage by either: (1) their location, (2) the vehicle frame or bumper, or (3) a protective housing. The protective housing, if used, shall comply with the requirements under which the tanks are fabricated with respect to design and construction and shall be designed to withstand static loadings in any direction equal to twice the weight of the tank and attachments when filled with the lading using a safety factor of not less than four, based on the ultimate strength of the material to be used. The housing shall be provided with a weather cover if necessary to insure proper operation of valves and safety devices.

(b) Filling connections shall be provided with approved automatic back pressure check valves, excess flow check valves or quick closing internal valves to prevent excessive escape of gas in case the filling connection is broken, except that where the filling and discharge connect on a common opening in the container shell, and that opening is fitted with a quick-closing internal valve as specified in Par. 3.2(c), the automatic valve shall not be required. In addition every inlet and outlet connection shall be equipped with a manually or automatically operated shut-off valve.

(c) All other connections to containers, except those used for safety relief valve and liquid level gauge connections, shall be provided with suitable automatic excess flow valves, or in lieu thereof may be fitted with quick-closing internal valves, which, except during delivery operations, shall remain closed. The control mechanism for such valves may be provided with a secondary control remote from the delivery connections and such control mechanism shall be provided with a fusible section (melting point not over 220 F.) which will cause the internal valve to close automatically in case of fire.

(d) Container inlets and outlets, except those used for safety relief valves, liquid level gauging devices, and pressure gauges, shall be labeled to designate whether they communicate with vapor or liquid space when the container is filled to maximum permitted filling density. Labels may be on valves.

(e) Each cargo tank shall be equipped with a suitable pressure gauge.

(f) Any gauging device used to determine the maximum allowable filling limit of a cargo tank of a trailer or semi-trailer shall be located as near the mid-point (front-to-rear) of the cargo tank as practical. If a gauging device, such as a rotary gauge or a slip tube gauge, is used for the above purpose, a fixed tube gauge set in the range of 85-90 per cent of the water capacity of the tank shall be provided, in addition, as a means of checking the accuracy of the variable gauge. The capacity indicated by this fixed gauge shall be marked on or adjacent to this gauge which shall be secured to prevent tampering with the setting.

3.3. Piping and Fittings.

(a) Piping, tubing and fittings shall be securely mounted and protected against damage and breakage.

(b) Ferrous threaded fittings shall be designed for a minimum pressure of 250 psig. Threaded pipe shall be not less than Schedule 80.

(c) The use of aluminum alloy pipe or tubing is prohibited.

3.4. Cargo Tank Safety Relief Devices.

(a) The discharge from safety relief valves shall be vented away from the container upward and unobstructed to the open air in such a manner as to prevent any impingement of escaping gas upon the container; loose fitting rain caps shall be used. Size of discharge lines from safety relief valves shall not be smaller than the nominal size of the relief valve outlet connection. Suitable provision shall be made for draining condensate which may accumulate in the discharge pipe.

(b) Any portion of piping between tank and pump inlet or any wet hose which at any time may be closed at each end should be provided with relief valve to prevent excessive pressure developing.

3.5. Tank Truck Fuel Systems.

In the event liquefied petroleum gas is used in the truck engine, the fuel system shall be installed in accordance with Division IV.

3.6. Transfer of Liquids.

(a) The determination of the maximum permitted filling

when loading cargo tanks on trucks, trailers or semi-trailers shall be by the use of suitable liquid level gauge or by weighing whether or not a meter is used (see B.12 and B.18).

(b) Pumps or compressors shall be designed for use with LP-Gas; they shall be properly protected and may be mounted upon liquefied petroleum gas tank trucks, trailers, or semi-trailers and may be driven by the truck motor power take-off or internal combustion engine, hand, mechanical, hydraulic or electrical means. On electrical means of pumping, the electrical installation shall be in accordance with the requirements of the National Electrical Code for Class I, Group D, Hazardous Locations.

(c) When hose is carried connected to truck liquid pump discharge piping, an automatic device such as a differential regulator or equivalent device shall be installed between the pump discharge and the hose connection to prevent liquid discharge when the pump is not running. When a meter is used, the device shall be installed between the meter outlet and the hose connection. An excess flow valve may also be used but shall not be used as the exclusive means to accomplish the requirements of this paragraph.

3.7. Mounting Cargo Tanks on Vehicles.

(a) The means of attachment of any tank to the cradle, frame or chassis of a vehicle shall be designed to withstand static loading in any direction equal to twice the weight of the tank and attachments when filled with the lading using a safety factor of not less than four, based on the ultimate strength of the material to be used.

(b) "Hold-down" devices, when used, shall anchor the tank to the cradle, frame or chassis in a suitable and safe manner that will not introduce undue concentration of stresses. These devices shall incorporate positive means for drawing the tank down tight and suitable stops or anchors shall be provided to prevent relative movement between tank and framing due to stopping, starting, or changes in direction.

(c) Whenever any vehicle is designed and constructed so that cargo tanks constitute in whole or in part the stress member used in lieu of a frame, such cargo tanks shall be designed to withstand the stresses thereby imposed in addition to those covered by the code under which the cargo tank was designed.

3.8. Electrical Equipment and Lighting.

Trucks, trailers, and semi-trailers shall not be equipped with any artificial light other than electrical. Lighting circuits shall have suitable over-current protection (fuses or automatic circuit breakers); the wiring shall have sufficient carrying capacity and mechanical strength, and shall be suitably secured, insulated and protected against physical damage.

3.9. Trailers and Semi-Trailers.

(a) Trailers shall be firmly and securely attached to the vehicle drawing them by means of suitable drawbars, supplemented by safety chains.

(b) Every trailer or semi-trailer shall be equipped with a reliable system of brakes, and adequate provision shall be made for its efficient operation from the driver's seat of the vehicle drawing the trailer.

(c) Every trailer or semi-trailer shall be provided with side lights and a tail light.

(d) Four-wheeled trailers shall be of a type of construction which will prevent the towed vehicle from whipping or swerving from side to side dangerously and will cause it to follow substantially in the path of the towing vehicle.

(e) Where a fifth wheel is employed, it shall be ruggedly designed, securely fastened to both units, and equipped with a positive locking mechanism which will prevent separation of the two units, except by manual release.

(f) Any loaded cargo tank trailer or cargo tank semi-trailer when parked shall be so positioned that the safety relief valve shall communicate with the vapor space of the container.

3.10. Metallic Connections.

Cargo tank, chassis, axles and springs shall be metallically connected.

3.11. Exhaust Systems.

(a) The exhaust system, including muffler and exhaust line, shall have ample clearance from the fuel system and combustible materials. Truck exhaust discharge shall be directed away from any tank and appurtenances and to the outside of the frame and any skirting.

(b) Muffler cut-out shall not be used.

3.12. Extinguishers Required.

Each tank truck or tractor shall be provided with at least one approved portable fire extinguisher having at least a 12-B,C rating or when more than one is provided, each extinguisher shall have at least a 6-B,C rating. Each truck transporting cylinders shall have at least one extinguisher having an 8-B,C rating. Ratings shall be in accordance with the Standard for Installation, Maintenance, and Use of Portable Fire Extinguishers,* NFPA No. 10.

3.13. Smoking Prohibited.

Truck drivers and their helpers shall not smoke or allow smoking around the truck on the road, while making deliveries, filling the trucks or making any repairs to truck or trailer.

3.14. Protection Against Collision.

Each truck and trailer shall be provided with properly attached steel bumpers or chassis extension which shall be so arranged as to protect any tank, piping, valves and fittings in case of collision.

3.15. Chock Blocks for Tank Vehicles.

Each tank truck and trailer shall carry chock blocks which shall be used to prevent rolling of the vehicle whenever it is parked, including when loading and unloading.

3.16. Painting Cargo Tanks on Vehicles.

At least the upper two-thirds of cargo tanks shall be painted with a light reflecting paint for the finish coat except for lettering.

3.17. Marking Cargo Vehicles.

Every tank vehicle used for the transportation of liquefied petroleum gas shall be marked on each side and rear, thereof, on a sharply contrasting background, with FLAMMABLE COMPRESSED GAS or FLAMMABLE GAS in block letters at least three inches high, and in block letters at least two inches high, LIQUEFIED PETROLEUM GAS, or BUTANE or PROPANE as appropriate.

*See Appendix G, page 58-96, for availability.

3.18. Transportation of Portable Containers.

(a) Portable containers transported in vehicles shall be secured to prevent movement, tipping over, or physical damage. Valves shall be safeguarded against physical damage due to collision or overturning.

1. Containers not exceeding 200 pounds water capacity may be transported in other than upright position.

2. Containers in excess of 200 pounds water capacity shall be transported with relief valves in direct communication with the vapor space of the container.

3.19. Transportation of Division II Containers or Systems.

(a) Containers not considered portable which are not designed for transportation and not permanently attached to the vehicle, shall be properly secured against movement during transportation. Such containers shall contain no more LP-Gas than 5 per cent of their water capacity during transportation. The containers shall be braced or otherwise secured on the vehicle to prevent relative motion while in transit. However, containers which contain more LP-Gas than five per cent of their water capacity may be transported subject to such limitations as may be specified by the authority having jurisdiction.

(b) Valves, regulating, and other tank accessory equipment shall be adequately protected against physical damage during transportation.

(c) Lifting lugs on containers covered by 3.19(a) shall not be used as the exclusive means of lifting such containers.

3.20. Movable Fuel Storage Tenders or Farm Carts.

(a) Applicable Basic Rules shall apply to these units.

(b) Valves, piping, fittings and accessories shall be adequately safeguarded against physical damage due to collision or upset.

(c) Threaded piping shall be not less than Schedule 80 and fittings shall be designed for not less than 250 psig.

(d) These units shall not be refilled on a public road or highway.

3.21. Parking and Garaging LP-Gas Tank Vehicles.

(a) Except in an emergency tank vehicles containing LP-Gas shall not be left unattended on any street, highway, avenue or alley, provided that this shall not prevent a driver from the necessary absence from the vehicle in connection with a delivery, nor shall it prevent stops for meals or rest stops during the day or night if the vehicle is well lighted at point of parking.

(b) Tank vehicles containing LP-Gas shall not be stored, parked or garaged in any building unless the building is specifically approved for such use by the authority having jurisdiction or is designed for such use.

(c) The following essential precautions shall be followed when it is necessary to garage LP-Gas tank vehicles for service on the chassis or engine:

1. All primary shut-off valves shall be closed and liquid and vapor in the hose and piping vented to a safe location prior to moving the vehicle into the building.

2. The system shall be checked for any leaks and any found shall be repaired before the vehicle is moved inside of the building.

3. The cargo container shall be gauged to determine that it is not filled beyond maximum filling capacity according to Paragraph B.12(a). If over-filled, it shall be corrected before the vehicle is moved inside of the building.

4. The vehicle shall not be parked near a source of heat, open flames or similar sources of ignition or within the path of hot air being blown from a blower type heater.

5. Unless the product is removed from the cargo tank and the pressure reduced to atmospheric, the driver shall instruct the responsible people in the garage of the nature of the cargo contents and instruct them not to tamper with the tank valves or fittings.

(d) Repair work shall not be done on the cargo container or primary shut-off valves while the vehicle is in the garage if the cargo container contains product.

DIVISION IV.

LIQUEFIED PETROLEUM GAS AS A MOTOR FUEL.

Division IV applies to internal combustion engines, fuel containers and pertinent equipment for the use of liquefied petroleum gases as a motor fuel on easily movable, readily portable units including self-propelled vehicles.

Fuel containers and pertinent equipment for internal combustion engines using liquefied petroleum gas where installation is of the stationary type are covered by Division II of these Standards. Division IV does not apply to containers for transportation of liquefied petroleum gases nor to marine fuel use. All Basic Rules apply to this Division, unless otherwise noted in the Basic Rules.

4.1. General.

(a) Fuel may be used from the cargo tank of a truck while in transit, but not from cargo tanks on trailers or semi-trailers. The use of fuel from the cargo tanks to operate stationary engines is permitted providing wheels are securely blocked.

(b) Passenger carrying vehicles shall not be fueled while passengers are on board.

(c) Industrial trucks (including lift trucks) equipped with permanently mounted fuel containers shall be charged outdoors. Charging equipment shall comply with the provisions of Division VII.

4.2. Design Pressure and Classification of Fuel Containers.

(a) Except as covered in 4.2(b) and 4.2(d) containers shall be classified as follows:

Container Type	For Gases with Vapor Press. Not to Exceed lb. per sq. in. gauge at 100 F. (37.8 C.)	Minimum Design Pressure of Container lb. per sq. in. gauge	
		1949 and earlier editions of ASME Code (Par. U-68, U-69)	1949 edition of ASME Code (Par. U-200, U-201); 1950, 1952, 1956 and 1959 editions of ASME Code; All editions of API-ASME Code†
200*	215	200	250

*Container type may be increased by increments of 25. The minimum design pressure of containers shall be 100% of the container type designation when

constructed under 1949 or earlier editions of the ASME Code (Par. U-68 and U-69). The minimum design pressure of containers shall be 125% of the container type designation when constructed under: (1) the 1949 ASME Code (Par. U-200 and U-201), (2) 1950, 1952 and 1956 editions of the ASME Code, and (3) all editions of the API-ASME Code.

†Construction of containers under the API-ASME Code is not authorized after July 1, 1961.

(b) Fuel containers for use in industrial trucks (including lift trucks) shall be either ICC containers authorized for LP-Gas service having a minimum service pressure of 240 psig or minimum Container Type 250*.

(c) Containers manufactured and maintained under Interstate Commerce Commission specifications and regulations may be used as fuel containers. When so used they shall conform to all rules in this Division.

(d) All container inlets and outlets, except safety relief valves and gauging devices shall be labeled to designate whether they communicate with vapor or liquid space. Labels may be on valves.

4.3. Location of Fuel Supply Containers.

(a) Containers shall be located in a place and in a manner to minimize the possibility of damage to the container. Containers located in the rear of trucks and buses, when protected by substantial bumpers, will be considered in conformance with this requirement. Fuel containers on passenger carrying vehicles shall be installed as far from the engine as practicable, and the passenger space shall be sealed from the container space to prevent direct seepage of gas to the passenger space. The container compartment shall be vented to the outside. In case the fuel container is mounted near the engine or the exhaust system, the container shall be shielded against direct heat radiation.

(b) Containers shall be installed with as much clearance as practicable but never less than the minimum road clearance of the vehicle under maximum spring deflection. This minimum clearance shall be to the bottom of the container or to the lowest fitting on the container or housing, whichever is lower.

(c) Removable fuel containers shall be securely mounted to prevent jarring loose, slipping, or rotating. Fuel containers on buses shall be permanently installed.

*Refer to footnote on preceding page for increasing container type.

(d) Containers shall be secured in place on the vehicle by fastenings designed and constructed with minimum factor of safety of four to withstand loadings in any direction equal to four times the filled weight of the container. Field welding where necessary shall be made only on saddle plates, lugs, or brackets, originally attached to the container by the tank manufacturer.

(e) Containers from which vapor only is to be withdrawn shall be installed and equipped with suitable connections to minimize the accidental withdrawal of liquid.

4.4. Valves and Accessories.

(a) Container valves and accessories shall have a rated working pressure of at least 250 psig, and shall be of a type suitable for liquefied petroleum gas service.

(b) The filling connection* shall be fitted with an approved double back-pressure check valve, or a positive shut-off in conjunction with an internal back-pressure check valve. On a removable container the filler valve may be a hand operated shut-off valve with an internal excess flow valve. Main shut-off valves on the container on liquid and vapor lines must be readily accessible.

(c) With the exceptions of 4.4(d)3, filling connections equipped with approved automatic back-pressure check valves, and safety relief valves, all connections to containers having openings for the flow of gas in excess of a No. 54 drill size shall be equipped with approved automatic excess flow valves to prevent discharge of content in case connections are broken. This requirement may be waived when such exception is recognized by the testing and listing of the containers and fittings by any of the authorities listed in paragraph B.2.

(d) Liquid level gauging devices:

1. Variable liquid level gauges which require the venting of fuel to the atmosphere shall not be used on fuel containers of industrial trucks (including lift trucks).

2. Permanently mounted fuel containers shall be equipped with a fixed length dip tube gauge, in accordance with Appendix E.

*To minimize pressure build-up while filling the container, it is recommended that the fueling connection terminate in the vapor space of the container.

3. In the case of containers used solely in farm tractor service, and charged at a point at least 50 feet from any important building, the fixed liquid level gauging device may be so constructed that the outward flow of container content exceeds that passed by a No. 54 drill size opening, but in no case shall the flow exceed that passed by a No. 31 drill size opening. An excess flow valve is not required. Fittings equipped with such restricted drill size opening and container on which they are used shall be marked to indicate the size of the opening.

(e) All valves and connections on containers shall be adequately protected to prevent damage due to accidental contact with stationary objects or from loose objects thrown up from the road, and all valves shall be safeguarded against damage due to collision, overturning or other accident. For farm tractors where parts of the vehicle provide such protection to valves and fittings, the foregoing requirements shall be considered fulfilled. However, on removable type containers the protection for the fittings shall be permanently attached to the container.

(f) Exchange of removable fuel containers preferably should be done outdoors but may be done indoors. When removable fuel containers are used, means shall be provided in the fuel system to minimize the escape of fuel when the containers are exchanged. This may be accomplished by either of the following methods:

1. Using an approved automatic quick-closing coupling (a type closing in both directions when uncoupled) in the fuel line, or
2. Closing the valve at the fuel container and allowing the engine to run until the fuel in the line is consumed.

4.5. Piping, Tubing and Fittings.

(a) Piping from fuel container to first stage regulator shall be not less than Schedule 80 wrought iron or steel (black or galvanized), brass or copper pipe; or seamless copper, brass or steel tubing. Steel tubing shall have a minimum wall thickness of 0.049 inches. Steel pipe or tubing shall be adequately protected against exterior corrosion. Copper tubing shall be Type K or L or equivalent having a minimum wall thickness of 0.032 inches. Approved flexible connections (see B.9) may be used between container and regulator or between regulator and gas-air mixer within the limits of approval by any of the authorities listed in B.2(a). The use of aluminum piping or tubing is prohibited. In the case of removable con-

tainers an approved flexible connection shall be used between the container and the fuel line.

(b) All piping shall be installed, braced and supported so as to reduce to a minimum the possibility of vibrations, strains or wear.

4.6. Safety Devices (Refer also to B.10).

(a) Spring-loaded internal type safety relief valves shall be used on all motor fuel containers.

(b) The discharge outlet from safety relief devices shall be located on the outside of enclosed spaces and as far as practicable from possible sources of ignition, and vented upward in such a manner as to prevent impingement of escaping gas upon containers, or parts of vehicle, or on vehicles in adjacent lines of traffic. Loose fitting raincaps shall be used.

(c) When a discharge line from the container safety relief device is used, it shall be sized and located and maintained so as not to interfere with the required flow of gas from the safety relief device. Such discharge line shall be able to withstand the pressure resulting from the discharge of vapor when the safety relief valve is in the full open position.

4.7. Vaporizers.

(a) Vaporizers and any part thereof and other devices that may be subjected to container pressure, shall have a design pressure of at least 250 psig.

(b) Each vaporizer shall have a valve or suitable plug which will permit substantially complete draining of the vaporizer. It shall be located at or near the lowest portion of the section occupied by the water or other heating medium.

(c) Vaporizers shall be securely fastened so as to minimize the possibility of becoming loosened.

(d) Each vaporizer shall be permanently marked at a visible point as follows:

(1) With design pressure of the fuel containing portion in psig.

(2) With the water capacity of the fuel containing portion of the vaporizer in pounds.

(e) Devices to supply heat directly to a fuel container shall be equipped with an automatic device to cut off the supply of heat before the pressure inside the fuel container reaches 80 per cent of the start to discharge pressure setting of the safety relief device on the fuel container.

(f) Exhaust gases shall not be used as a direct means of heat supply for the vaporization of fuel.

(g) Vaporizers shall not be equipped with fusible plugs.

4.8. Gas Regulating and Mixing Equipment.

(a) Approved automatic pressure reducing equipment shall be installed in a secure manner between the fuel supply container and gas-air mixer for the purpose of reducing the pressure of the fuel delivered to the gas-air mixer.

(b) An approved automatic shut-off valve shall be provided in the fuel system at some point ahead of the inlet of the gas-air mixer, designed to prevent flow of fuel to the mixer when the ignition is off and the engine is not running. In the case of industrial trucks and engines operating in buildings other than those used exclusively to house engines, the automatic shut-off valve shall be designed to operate if the engine should stop. Atmospheric type regulators (zero governors) shall be considered adequate as an automatic shut-off valve only in cases of outdoor operation such as farm tractors, construction equipment, irrigation pump engines, and other outdoor stationary engine installations.

(c) The source of the air for combustion shall be completely isolated from the passenger compartment, ventilating system or air conditioning system.

4.9. Capacity of Containers.

(a) No single fuel container used on passenger carrying vehicles, shall exceed 200 gallons water capacity. No single fuel container on other vehicles normally operating on the highway shall exceed 300 gallons water capacity except as provided in 4.1(a).

4.10. Stationary or Portable Engines in Buildings.

(a) All engine rooms shall be well ventilated at the floor level.

(b) When engines are installed below grade level, suitable floor level mechanical exhaust ventilation shall be provided and operated continuously or adequate means shall be provided to purge the room before the engine is started. In any case the mechanical ventilation shall be in operation when the engine is running. Before and during any repairs to the engine the room shall be ventilated.

(c) Automatic fire doors shall be provided at openings in the engine room that open into other sections of the building.

(d) Exhaust gases shall be discharged outside the building in a manner that will not create a fire or any other hazard.

(e) Regulators and pressure relief valves installed in buildings and engine rooms shall be vented to the outside and discharge at least five feet away from any building opening. Such venting will not be required for combination engine fuel vaporizing—fuel reducing—fuel metering devices providing the automatic shut-off valve required in 4.8(b) is installed immediately ahead of such devices.

(f) An approved flexible hose connection not exceeding 3 feet in length shall be installed at the engine end of the fuel line. The flexible connection shall be installed in a manner so as to eliminate the possibility of damage from vibration.

4.11. Garaging LP-Gas Fueled Vehicles. (See also 3.21.)

(a) LP-Gas fueled vehicles may be stored or serviced inside garages provided there are no leaks in the fuel system and the fuel tanks are not filled beyond the maximum filling capacity of Par. B.12(a).

(b) LP-Gas fueled vehicles being repaired in garages shall have the container shut-off valve closed except when fuel is required for engine operation.

(c) Such vehicles shall not be parked near sources of heat, open flames or similar sources of ignition or near open pits unless such pits are adequately ventilated.

DIVISION V.

STORAGE OF CONTAINERS AWAITING USE OR RESALE.

This Division shall apply to the storage of portable containers not in excess of 1000 lbs. water capacity, filled or partially filled, at user location but not connected for use, or in storage for resale by dealers or resellers. This Division shall not apply to containers stored at charging plants or at plants devoted primarily to the storage and distribution of LP-Gas or other petroleum products.

5.1. General.

(a) Containers in storage shall be located so as to minimize exposure to excessive temperature rise, physical damage, or tampering by unauthorized persons.

(b) Containers when stored inside shall not be located near exits, stairways or in areas normally used or intended for the safe exit of people.

(c) Containers (empty or filled) which require valve protecting caps shall have such caps in place while in storage.

(d) The outlet valves of containers in storage shall be closed.

(e) Empty containers which have been in LP-Gas service should preferably be stored in the open. When stored inside, they shall be considered as full containers for the purpose of determining the maximum quantity of LP-Gas permitted by this Division.

5.2. Storage within Buildings Frequented by the Public.

(a) ICC specification containers having a maximum water capacity of 2½ pounds each, such as those used with completely self-contained hand torches and similar application, may be stored or displayed in such buildings. The display of such containers shall be limited to a total of 24 units of each brand and size.

(b) The total quantity of LP-Gas on display and in storage shall not exceed 200 pounds in such buildings.

(c) Storage as provided in Par. 5.4 shall not be permitted within or attached to such buildings.

5.3. Storage within Buildings not Frequented by the Public (such as industrial buildings).

(a) The quantity of LP-Gas stored shall not exceed 300 pounds (approximately 2550 cubic feet in vapor form) except as provided in Par. 5.4.

(b) Containers carried as a part of service equipment on highway mobile vehicles are not to be considered in the total storage capacity in 5.3(a) above provided such vehicles are stored in private garages, and are limited to one container per vehicle with an LP-Gas capacity of not more than 100 pounds. All container valves shall be closed.

5.4. Storage within Special Buildings or Rooms.

(a) The quantity of LP-Gas stored in special buildings or rooms shall not exceed 10,000 pounds.

(b) The walls, floors and ceilings of container storage rooms that are within or adjacent to other parts of the building shall be constructed of material having at least a two hour fire resistance rating.

(c) A portion of the exterior walls or roof having an area not less than 10 per cent of that of the combined area of the enclosing walls and roof, shall be of single strength glass or other similar explosion relieving construction. See Guide for Explosion Venting,* NFPA No. 68, for details.

(d) Each opening from such storage rooms to other parts of the building shall be protected by a 1½ hour (B) listed fire door. See Standard for Fire Doors and Windows,* NFPA No. 80.

(e) Such rooms shall have no open flames for heating or lighting.

(f) Such rooms shall be adequately ventilated both top and bottom to the outside only. The openings from such vents shall be at least 5 feet away from any other opening into any building.

(g) The floors of such rooms shall not be below ground level. Any space below the floor shall be of solid fill or properly ventilated to the open air.

*See Appendix G, page 58-96, for availability.

(h) Such storage rooms shall not be located adjoining the line of property occupied by schools, churches, hospitals, athletic fields or other points of public gathering.

(i) The electrical installation within the room shall be in accordance with the National Electrical Code Articles 500 and 501 Class I Division 2 locations.

5.5 Storage Outside of Buildings.

(a) Where the quantity of storage exceeds 10,000 pounds of LP-Gas, such storage shall be located at least 25 feet from important buildings, or busy thoroughfares. Such storage shall not be located adjoining the line of property occupied by schools, churches, hospitals, athletic fields or other points of public gathering.

(b) Containers shall be in a suitable enclosure or otherwise protected against tampering.

(c) Valves and safety relief devices shall be protected against accumulations of ice and snow. Protective caps shall be deemed adequate.

5.6 Fire Protection.

Storage locations other than supply depots separated and located apart from dealer, reseller, or user establishment, shall be provided with at least one approved portable fire extinguisher having a minimum rating of 8-B,C. Ratings shall be in accordance with the Standard for Installation, Maintenance and Use of Portable Fire Extinguishers,* NFPA No. 10.

*See Appendix G, page 58-96, for availability.

DIVISION VI.

LP-GAS SYSTEM INSTALLATIONS ON TRAVEL TRAILERS OR MOBILE HOMES.

Division VI applies to LP-Gas system installations on travel trailers or mobile homes. All Basic Rules apply to Division VI unless otherwise noted.

When such a vehicle is permanently parked and LP-Gas is supplied from a system not mounted on and secured to the unit, Division I or II shall apply.

6.1. Construction of Containers.

(a) Containers shall be constructed in accordance with the specifications of the Interstate Commerce Commission except as provided in (b).

(b) Containers fabricated and marked prior to July 1, 1949, according to the requirements of the ASME or the API-ASME Unfired Pressure Vessel Code, shall be acceptable provided they comply with all other requirements set forth in this Division.

6.2. Marking of Containers.

All containers except those included in 6.1(b) shall be marked in accordance with the Interstate Commerce Commission regulations. Additional markings not in conflict with Interstate Commerce Commission regulations may be used.

6.3. Description of a Division VI System.

A Division VI system shall include: housing, container bracket or support, containers, container valves, manifold valve assembly (two-cylinder systems), regulator and relief valves.

6.4. Location of Containers and Systems.

(a) Containers shall not be installed, transported, or stored (even temporarily) inside any vehicle covered by Division VI except for listed, completely self-contained hand

torches, lanterns or similar equipment with containers having a water capacity not exceeding 2½ pounds.

(b) Containers, control valves, and regulating equipment comprising a complete system shall be mounted:

1. On the chassis as close to the hitch as practicable, or

2. In a recess that is gastight to the inside of the mobile home or travel trailer and accessible only from the outside. The recess shall be ventilated at top and bottom to facilitate diffusion of vapors.

6.5. Container Valves and Accessories.

(a) Valves in the assembly of a two-cylinder system shall be arranged so that replacement of containers can be made without shutting off the flow of gas to the appliances.

NOTE: This provision is not to be construed as requiring an automatic change-over device.

(b) Shut-off valves on the containers shall be protected in transit, in storage, and while being moved into final utilization as follows:

1. By setting into a recess of the container to prevent possibility of being struck if container is dropped upon a flat surface, or

2. By a ventilated cap or collar fastened to the container capable of withstanding a blow from any direction equivalent to that of a 30 pound weight dropped 4 feet. Construction must be such that a blow will not be transmitted to the valve.

6.6. Safety Relief Devices.

(a) ICC Containers shall be provided with safety relief devices as required by the Regulations of the Interstate Commerce Commission.

(b) Containers constructed in accordance with the rules of the ASME or the API-ASME shall be provided with safety relief devices as required by B.10.

(c) The delivery side of the gas pressure regulator shall be equipped with a safety relief device set to start to discharge at a pressure not less than 2 times and not more than 3 times the delivery pressure of the regulator.

6.7. System Design and Service Line Pressure.

(a) Systems shall be of the vapor-withdrawal type.

(b) Pressure of the vapor in piping downstream of the regulator supplying appliances shall not exceed 18 inches water column.

6.8. System Enclosure and Mounting.

(a) Housings or enclosures shall be designed to provide proper ventilation.

(b) Doors, hoods, domes, or portions of cabinets, required to be removed or opened for replacement of containers shall incorporate means for clamping them firmly in place, and prevent them from working loose during transit.

NOTE: Locks, if used, should be of the frangible shank type.

(c) Provisions shall be incorporated in the assembly to hold the containers firmly in position and prevent their movement during transit.

(d) Containers shall be mounted on a substantial support or base secured firmly to the vehicle chassis. Neither the container nor its support shall extend below the frame.

6.9. Piping, Tubing and Fittings.

(a) Regulators shall be connected directly to cylinder valve outlets or mounted securely by means of a support bracket and connected to the cylinder valve or valves with listed high pressure flexible connections.

(b) Provision shall be made between the regulator outlet and the gas service line by either a flexible connector or a tubing loop to provide for expansion, contraction, jarring and vibration.

(c) Piping, tubing and fittings shall conform to B.8(a) except that the use of aluminum tubing other than listed aluminum appliance connectors is prohibited. Steel tubing shall have a minimum wall thickness of 0.049 inches. Steel pipe or tubing shall be adequately protected against exterior corrosion.

(d) Listed gas tubing fittings shall be employed for making tubing connections.

(e) The gas line shall be firmly fastened in a protected location under the vehicle and outside and below any insulation or false bottom. Fastenings shall be such as to prevent abrasion or damage to the fuel line from vibration. Where the gas line passes through structural members or floors, a rubber grommet or equivalent shall be installed to prevent chafing.

(f) The gas line shall be installed to enter the vehicle through the floor directly beneath or adjacent to the appliance which it serves. Where a branch line is required, the tee connection shall be in the main gas line and located under the vehicle.

(g) All parts of the system assembly shall be so designed and secured as to preclude such parts working loose during transit.

6.10. Test of Piping for Tightness.

(a) Before appliances are connected, piping systems shall stand a pressure of at least six inches mercury or three pounds gauge for a period of not less than ten minutes without showing any drop in pressure. Pressure shall be measured with a mercury manometer or slope gauge, or an equivalent device calibrated so as to be read in increments of not greater than one-tenth pound. The source of pressure shall be isolated before the pressure tests are made.

(b) When appliances are connected to the piping system, the entire system shall stand a pressure of not less than ten inches water column for a period of not less than ten minutes without showing any drop in pressure. Pressure shall be measured with a water manometer or an equivalent device calibrated so as to be read in increments of not greater than one-tenth inch water column. The source of pressure shall be isolated before the pressure tests are made.

6.11. Appliances.

(a) All gas consuming appliances shall have their correctness as to design, construction, and performance for use in a travel trailer or mobile home, certified as follows:

1. Determined by a nationally recognized testing agency adequately equipped and competent to perform such services and shall be evidenced by the attachment of its seal or label to such gas appliances. This agency shall be one which maintains a program of national inspection of production models of gas appliances at least once each year on the manufacturer's premises. Approval by the American Gas Association Laboratories, as evidenced by the attachment of its Listing Symbol or Approval Seal to gas appliances and a certificate or letter certifying approval under the above-mentioned requirements, or listing by Underwriters' Laboratories, Inc., shall be considered as constituting compliance with the provisions of this section, or

2. Approval by the authority having jurisdiction.

(b) All gas-fired heating appliances and water heaters shall be of the fully vented type, vented to the outside of the vehicle. All air for combustion shall be taken from outside the vehicle.

(c) Except for rangetop burner sections and gas lights all gas-fired appliances shall be provided with an automatic pilot device. Such automatic pilot devices, except range oven and broiler units, shall be of the complete shut-off type.

(d) Appliances shall be located inside a vehicle in such a manner that a fire at an appliance will not block egress of persons therefrom.

6.12. General Precautions.

(a) Containers, except those covered in 6.1(b), shall be marked, maintained and requalified in accordance with the regulations of the Interstate Commerce Commission.

(b) Requalification of containers for continued service is the responsibility of the owner; containers shall be stamped with the date of requalification. When ICC cylinders are requalified by retesting, such retests shall be made with approved* equipment.

(c) Containers shall not be charged with fuel unless they bear the proper markings of the code under which they were fabricated, and are marked with the water capacity and tare weight in pounds.

(d) ICC containers which have been involved in a fire shall not be refilled until they have been requalified for service according to ICC Regulations.

(e) ASME or API-ASME containers which have been involved in a fire shall not be refilled until they have been retested in accordance with the requirements for their original hydrostatic test and found to be suitable for continued service.

(f) Containers shall not be charged without the consent of the owner thereof.

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(g) A permanent metal caution plate shall be provided adjacent to the cylinders, outside of any enclosure. Each tag shall be legibly inscribed with the information shown below:

This gas piping system is designed for use of liquefied petroleum gas only. DO NOT CONNECT NATURAL GAS TO THIS SYSTEM. CONTAINER SHUT-OFF VALVES SHALL BE CLOSED DURING TRANSIT. SECURELY CAP THIS INLET WHEN NOT IN USE. AFTER TURNING ON GAS, TEST GAS PIPING AND APPLIANCES FOR LEAKAGE WITH SOAPY WATER.

6.13. Charging of Containers.

(a) Containers shall be charged in accordance with B.18(a) and one of the following:

1. At a properly equipped container charging plant which complies with all applicable requirements of this standard.
2. At a trailer court location directly from a tank truck into the container or containers installed at any one vehicle with the following limitations. Vapor or liquid shall not be vented to the atmosphere. The container charging operation shall be performed only by qualified personnel. When containers are accumulated at the tank truck for charging, such charging shall not be done within 50 feet of the nearest building, trailer, or group of buildings nor within 25 feet of public streets or highways. Private streets, roads or rights of way shall not be classed as public streets or highways.

DIVISION VII.

LP-GAS SYSTEM INSTALLATIONS ON COMMERCIAL VEHICLES.

Division VII applies to LP-Gas system installations on vehicles used for commercial, construction or public service purposes such as mobile libraries and clinics. It does not apply to:

1. Travel trailers or mobile homes (see Div. VI).
2. LP-Gas motor fuel systems (covered by Div. IV).
3. Tank trucks and similar units designed to transport LP-Gas as cargo (covered by Div. III).

All Basic Rules apply to Division VII unless otherwise noted.

7.1. Construction and Marking of Containers.

Containers shall be constructed in accordance with B.3, and marked in accordance with the applicable requirements of B.5, and must also meet the following:

(a) Containers designed for use as portable cylinders shall be constructed in accordance with ICC specifications, and as covered by B.3(c).

(b) All other containers whether designed for permanent mounting, or for portable or semi-portable use (such as skid tanks), shall be constructed as provided for by B.3(a) and (b). Mounting, securing and protection of such containers shall be as follows:

1. Permanently installed containers shall meet the requirements of 3.2(a) to (d) inclusive with regard to container valves and accessories, and 3.7 as to mounting.

2. Portable or semi-portable containers shall meet with the requirements of 3.2(a) to (d) inclusive with regard to container valves and accessories, 3.7 as to mounting, 2.6(g) as to construction, and 3.19 as to use.

7.2. Description of a Division VII System.

(a) A Division VII system consists of an assembly of equipment as defined by Item 4 under "Definitions."

7.3. Location of Containers and Systems.

(a) Containers shall not be installed, transported, or stored (even temporarily), inside any vehicle covered by this Division except as provided by the applicable regulations of the Interstate Commerce Commission or the authority having jurisdiction.

(b) Containers, control valves and regulating equipment comprising a complete system shall be suitably protected against damage and weather. Systems may be installed in a recess vapor tight to the inside of the vehicle and accessible from and vented to the outside.

(c) There shall be no fuel connection between tractor and trailer or other vehicle units.

(d) Container or container carrier shall be secured in place by fastenings designed and constructed with a minimum safety factor of four to withstand loading in any direction equal to four times the weight of the container when filled to normal capacity with LP-Gas.

7.4. Container Valves and Accessories.

Container valves and accessories shall be provided, protected and mounted as follows:

(a) Systems utilizing ICC cylinders in accordance with Par. 1.4.

(b) All other systems in accordance with Par. 2.2(b) through (g).

(c) Portable, semi-portable and permanently mounted containers shall be mounted and protected as provided under Par. 7.1(b).

7.5. Safety Relief Devices.

(a) ICC containers shall be provided with safety relief devices as required by the Regulations of the Interstate Commerce Commission.

(b) Containers constructed in accordance with the rules of the ASME or the API-ASME shall be provided with safety relief devices as required by Par. B.10.

(c) The delivery side of the gas pressure regulator shall be equipped with a safety relief device as follows:

1. When the delivery pressure from the final stage regulator is not more than 5 psig, the low pressure side shall be equipped with a relief valve, set to start to discharge at not less than 2 times, and not more than 3 times the delivery pressure, but not more than 5 psi in excess of the delivery pressure. When the delivery pressure is more than 5 psi, the relief valve shall be set to start to discharge at not less than $1\frac{1}{4}$ times and not more than 2 times the delivery pressure. This requirement may be waived on liquid feed systems utilizing tubing specified in Par. B.8(b). The relief valve and the relief valve diaphragm shall be vented to the outside air and terminate at a position to minimize the possibility of vapors accumulating at sources of ignition.

(d) Whenever equipment such as a cargo heater or cooler on commercial vehicles is a type designed to be in operation while in transit, suitable means to stop the flow, such as an excess flow valve or other device, shall be installed. This device will be actuated to stop the flow in the event of a break in fuel supply line. All excess flow valves shall comply with Par. B.7(c).

7.6. System Design and Line Pressure.

Systems may be of either vapor withdrawal or liquid withdrawal type and shall comply with the applicable requirements for the type of usage involved.

7.7. System Enclosure and Mounting.

(a) Housing or enclosures shall be designed to provide proper ventilation.

(b) Hoods, domes, or removable portions of cabinets shall be provided with means to keep them firmly in place during transit.

(c) Provision shall be incorporated in the assembly to hold the containers firmly in position and prevent their movement during transit.

(d) Containers shall be mounted on a substantial support or base secured firmly to the vehicle chassis. Neither the container nor its support shall extend below the frame.

7.8. Piping, Tubing and Fittings.

(a) Regulators shall be connected directly to the container valve outlet or mounted securely by means of a support bracket and connected to the container valve or valves with a listed high pressure flexible connector.

(b) Provision shall be made between the regulator outlet and the gas service lines by either a flexible connector or a tubing loop to provide for expansion, contraction, jarring and vibration.

(c) Piping, tubing and fittings shall conform to Par. B.8(a) except that the use of aluminum tubing is prohibited. Steel tubing shall have a minimum wall thickness of 0.049 inches. Steel pipe or tubing shall be adequately protected against exterior corrosion.

(d) Listed gas tubing fittings shall be employed for making tubing connections.

(e) The fuel line shall be firmly fastened in a protected location and where under the vehicle and outside and below any insulation or false bottom, fastenings shall be such as to prevent abrasion or damage to gas line due to vibration. Where the fuel line passes through structural members or floors, a rubber grommet or equivalent shall be installed to prevent chafing.

(f) The fuel line shall be installed to enter the vehicle through the floor directly beneath or adjacent to the appliance which it serves. When a branch line is required the tee connection shall be in the main fuel line and located under the floor and outside the vehicle.

(g) All parts of the system assembly shall be so designed and secured as to preclude such parts working loose during transit.

7.9. Appliances.

(a) Gas consuming appliances shall have their correctness as to design, construction and performance for use on commercial vehicles, certified as follows:

1. Determined by a nationally recognized testing agency adequately equipped and competent to perform such services and shall be evidenced by the attachment of its seal or label to such gas appliances. This agency shall be one which maintains a program of national inspection of production models of gas appliances at least once each year on the manufacturer's premises. Approval by the American Gas Association Laboratories, as evidenced by the attachment of its Listing Symbol or Approval Seal to gas appliances and a certificate or letter certifying approval under the above-mentioned requirements, or listing by Underwriters' Laboratories, Inc., shall be considered as constituting compliance with the provisions of this section, or

2. Approval by the authority having jurisdiction.

(b) In the case of vehicles not intended for human occupancy and where the gas-fired heating appliance is used to protect the cargo, such heater may be of the unvented type but provision shall be made to dispose of the products of combustion to the outside.

(c) In the case of vehicles intended for human occupancy all gas-fired heating appliances and water heaters shall be of the fully-vented type vented to the outside of the vehicle.

(d) Provision shall be made to insure an adequate supply of outside air for combustion.

(e) All gas-fired heating appliances and water heaters shall be equipped with an approved automatic device designed to shut off the flow of gas to the main burner and to the pilot in the event the pilot flame is extinguished.

(f) Gas-fired appliances installed in the cargo space shall be located so they are readily accessible.

(g) Appliances shall be constructed or protected to reduce to a minimum possible damage or impaired operation resulting from cargo shifting or handling.

(h) Appliances inside the vehicle shall be located so that a fire at an appliance will not block egress of persons therefrom.

7.10. General Precautions.

(a) ICC containers shall be marked, maintained and re-qualified for use in accordance with the currently effective regulations of the Interstate Commerce Commission.

(b) Requalification of containers for continued service is the responsibility of the owner; containers shall be stamped with the date of requalification. When ICC cylinders are re-qualified by retesting, such retests shall be made with approved* equipment.

(c) Containers shall not be charged with fuel unless they bear the proper markings of the code or specification under which they were constructed, and in addition with their water capacity. In the case of cylinders or portable containers filled by weight, the container shall be marked with its tare weight.

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(d) ICC containers which have been involved in a fire shall not be recharged until they have been requalified for service according to ICC regulations.

(e) ASME or API-ASME containers which have been involved in a fire shall not be recharged until they have been retested in accordance with the requirements for their original hydrostatic test and found to be suitable for continued service.

(f) Containers shall not be charged without the consent of the owner.

(g) A permanent caution plate shall be provided on the appliance or adjacent to the container outside of any enclosure. It shall include the following items:

CAUTION.

1. Be sure all appliance valves are closed before opening container valve.

2. Connections at the appliances, regulators and containers shall be checked periodically for leaks with soapy water or its equivalent.

3. Never use a match or flame to check for leaks.

4. Container valves shall be closed when the equipment is not in use.

7.11. Charging of Containers.

Containers shall be charged as provided in Par. B.12 and B.18.

7.12. Fire Extinguisher.

Mobile cooking units shall be provided with at least one approved portable fire extinguisher having a minimum rating of 8-B,C. Ratings shall be in accordance with the Standard for Installation, Maintenance, and Use of Portable Fire Extinguishers,* NFPA No. 10.

*See Appendix G, page 58-96, for availability.