

NFPA[®] 52

Vehicular Gaseous Fuel Systems Code

2013 Edition



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NFPA® 52

Vehicular Gaseous Fuel Systems Code

2013 Edition

This edition of NFPA 52, *Vehicular Gaseous Fuel Systems Code*, was prepared by the Technical Committee on Vehicular Alternative Fuel Systems. It was issued by the Standards Council on November 27, 2012, with an effective date of December 17, 2012, and supersedes all previous editions.

This edition of NFPA 52 was approved as an American National Standard on December 17, 2012.

Origin and Development of NFPA 52

While compressed natural gas (CNG) vehicles have been used extensively in other countries since the late 1940s, it was not until the late 1970s that their use in the United States became extensive enough to warrant preparation of a national standard.

Between 1980 and 1982, a committee of the American Gas Association (AGA) developed a draft of a fire safety standard for vehicular fuel systems. This was based on existing worldwide standards and current U.S. practice.

In late 1981, the AGA petitioned the NFPA to establish a technical committee project on the subject. The normal NFPA solicitation of comments revealed sufficient response from various interested parties, and the Committee on Compressed Natural Gas Vehicular Fuel Systems was established by the Standards Council in July 1982.

The first edition of NFPA 52 was issued in 1984, and it was revised in 1988, 1992, 1995, and 1998.

The 2002 edition of NFPA 52 contained minor revisions, most of these in the chapter on engine fuel systems. There also were some changes made to comply with the *Manual of Style for NFPA Technical Committee Documents*. The most significant of these were reordering of chapters and numbering of definitions.

The 2006 edition of NFPA 52 was a complete revision. NFPA 57, *LNG Vehicular Fuel Systems Code*, was incorporated into NFPA 52. Additionally, the scope of the committee was expanded to include hydrogen, and new chapters were added that addressed general gaseous hydrogen requirements and equipment qualifications; service and maintenance of gaseous hydrogen engine fuel systems; gaseous hydrogen compression, gas processing, storage, and dispensing systems; and liquefied hydrogen fueling facilities.

The 2010 edition of NFPA 52 revised the committee scope so that it better coordinated with the responsibilities of NFPA 55, *Compressed Gases and Cryogenic Fluids Code*, with regard to hydrogen storage systems. A large number of changes were also made to the chapters concerning hydrogen, to update to current material in NFPA documents, the *Manual of Style for NFPA Technical Committee Documents*, and acceptable performance criteria.

Paragraphs extracted from NFPA 55 were shown with the extract reference in brackets [] at the end of the paragraph. In some cases, modifications were made to the extracted text to use terminology appropriate for this standard, such as the term *cryogenic fluid* instead of *compressed gas*. In those instances, brackets encase the modified terms.

The 2013 edition removes the requirements for hydrogen systems, the responsibility for which has been transferred to NFPA 2, *Hydrogen Technologies Code*. A chapter on general fueling requirements has been added, and changes have been made to the onboard gas detection requirements for LNG-fueled vehicles. The installation requirements for ASME Tanks for LNG have been updated to coordinate with NFPA 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)*.

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NOTE: Membership on a committee shall not in and of itself constitute an endorsement of the Association or any document developed by the committee on which the member serves.

Committee Scope: This Committee shall have primary responsibility for documents on fire and explosion hazards associated with compressed natural gas (CNG), liquefied natural gas (LNG) engine fuel systems, on vehicles of all types and for refueling stations and associated storage.

The Committee shall coordinate its documents with the Committee on the National Fuel Gas Code with respect to natural gas piping within the scope of that Committee; with the Committees on Industrial Trucks, Fire Safety for Recreational Vehicles, and Marine Fire Protection with respect to engine fuel systems and refueling stations within their scopes; and the Liquefied Natural Gas Committee with respect to storage of LNG within its scope.

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Changes other than editorial are indicated by a vertical rule beside the paragraph, table, or figure in which the change occurred. These rules are included as an aid to the user in identifying changes from the previous edition. Where one or more complete paragraphs have been deleted, the deletion is indicated by a bullet (•) between the paragraphs that remain.

A reference in brackets [] following a section or paragraph indicates material that has been extracted from another NFPA document. As an aid to the user, the complete title and edition of the source documents for extracts in mandatory sections of the document are given in Chapter 2 and those for extracts in informational sections are given in Annex D. Extracted text may be edited for consistency and style and may include the revision of internal paragraph references and other references as appropriate. Requests for interpretations or revisions of extracted text shall be sent to the technical committee responsible for the source document.

Information on referenced publications can be found in Chapter 2 and Annex D.

Chapter 1 Administration

1.1* Scope.

1.1.1 This code shall apply to the design, installation, operation, and maintenance of compressed natural gas (CNG) and liquefied natural gas (LNG) engine fuel systems on vehicles of all types and for fueling vehicle (dispensing) systems and associated storage, including the following:

- (1) Original equipment manufacturers (OEMs)
- (2) Final-stage vehicle integrator/manufacturer (FSVIM)
- (3) Vehicle fueling (dispensing) systems

1.1.2 This code shall apply to the design, installation, operation, and maintenance of liquefied natural gas (LNG) engine fuel systems on vehicles of all types, to their associated fueling (dispensing) facilities, and to LNG to CNG facilities with LNG storage in ASME containers of 70,000 gal (265 m³) or less.

1.1.3 Vehicles and fuel supply containers complying with federal motor vehicle safety standards (FMVSSs) covering the installation of CNG fuel systems on vehicles and certified by the respective manufacturer as meeting these standards shall not be required to comply with Sections 5.4, 5.8, 5.9, and 5.10 and Chapter 6 (except Sections 6.9, 6.11, 6.12, 6.13, and 6.14).

1.1.4 This code shall include marine, highway, rail, off-road, and industrial vehicles.

1.1.5 Vehicles that are required to comply with applicable federal motor vehicle safety standards covering the installation of LNG fuel systems on vehicles and that are certified by the manufacturer as meeting these standards shall not be required to comply with Chapter 9, except 9.12.8.

1.1.6 Where conflicts occur between provisions of this code and referenced codes and standards, the provisions of this code shall apply.

1.1.7 Where, in any specific case, different sections of this code specify different materials, methods, or other requirements, the most restrictive shall govern.

1.1.7.1 Where there is a conflict between a general requirement and a specific requirement, the specific requirement shall be applicable.

1.1.8 Manufacturer specifications shall equal or surpass the applicable requirements of this code.

1.2 Purpose. The purpose of this code shall be to provide fundamental safeguards against fire and explosion hazards associated with compressed natural gas (CNG) and liquefied natural gas (LNG) engine fuel systems on vehicles of all types and for refueling stations and associated storage.

1.3 Retroactivity. The provisions of this code reflect a consensus of what is necessary to provide an acceptable degree of protection from the hazards addressed in this code at the time the code was issued.

1.3.1 Unless otherwise specified, the provisions of this code are not intended to require upgrading facilities, equipment, structures, or installations that existed or were approved for construction or installation prior to the effective date of the code. Where specified, the provisions of this code shall be retroactive.

1.3.2 In those cases where the authority having jurisdiction determines that the existing situation presents an unacceptable degree of risk, the authority having jurisdiction shall be permitted to apply retroactively any portions of this code deemed appropriate.

1.3.3 The retroactive requirements of this code shall be permitted to be modified if their application clearly would be impractical in the judgment of the authority having jurisdiction, and only where a reasonable degree of safety is provided and is clearly evident.

1.4 Alternate Provisions.

1.4.1 Advancements in technology and improvements in system design and equipment shall be permitted to result in equipment fabrication methods, component design requirements, and installation and operating practices that differ from those specified in this code.

1.4.1.1 Such deviations or improvements shall be permitted to provide equivalent safety and compatible operation that meet the intent of this code.

1.4.1.2 Such deviations shall be permitted where the authority having jurisdiction has seen evidence that a special investigation of all factors has been made and, based on sound experience and engineering judgment, has concluded that the proposed deviations meet the intent of this code.

1.4.2 Designers, fabricators, and constructors of LNG fueling facilities shall be competent and have expertise in the design, fabrication, and construction of LNG containers, cryogenic

equipment, loading and unloading systems, fire protection equipment, detection, siting, containment, piping systems, and other components of the facility.

1.4.3 The installation of LNG and CNG systems shall be supervised by personnel familiar with proper practices with reference to their construction and use.

1.4.4 LNG, L/CNG, CNG, and other gaseous/cryogenic installations shall be permitted to use alternate site distances, operating requirements, and equipment locations with validation by a qualified engineer(s) with proven expertise in mechanical systems, electrical systems, gaseous storage systems, cryogenic storage systems, fire protection, and gas detection.

1.4.4.1 The validation shall at a minimum include the following:

- (1) Process safety analysis and hazard and operability studies (HAZOPS)
- (2) Mitigating fire protection measures such as suppression systems
- (3) Aboveground or belowground systems or vaults for the containers
- (4) Fire and gas detection systems designed to interface with an emergency shutdown device (ESD)
- (5) Ventilation and other facility features
- (6) Drainage and impounding for the individual site as administered by qualified engineer(s) with proven expertise in these fields

1.4.5 Vehicles compliant with FMVSS for on-road use are compliant with this code at the point in time of original manufacture.

1.5 Units.

1.5.1 Metric units in this code are based on ANSI SI 10, *Standard for Use of the International System of Units (SI): The Modern Metric System*.

1.5.2 All pressures in this document are gauge pressures, unless otherwise indicated.

1.6 Enforcement. This code shall be administered and enforced by the authority having jurisdiction designated by the governing authority. (*See Annex B for sample wording for enabling legislation.*)

1.7 Training. Persons engaged in the handling and storage of LNG, CNG, and L/CNG shall be trained in the hazards and properties of these materials.

Chapter 2 Referenced Publications

2.1 General. The documents or portions thereof listed in this chapter are referenced within this code and shall be considered part of the requirements of this document.

2.2 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02169-7471.

- NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages*, 2012 edition.

NFPA 37, *Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines*, 2010 edition.

NFPA 51B, *Standard for Fire Prevention During Welding, Cutting, and Other Hot Work*, 2009 edition.

NFPA 54, *National Fuel Gas Code*, 2012 edition.

NFPA 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)*, 2013 edition.

- NFPA 70[®], *National Electrical Code*[®], 2011 edition.
- NFPA 80, *Standard for Fire Doors and Other Opening Protectives*, 2013 edition.
- NFPA 101[®], *Life Safety Code*[®], 2012 edition.
- NFPA 259, *Standard Test Method for Potential Heat of Building Materials*, 2013 edition.
- NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*, 2010 edition.
- NFPA 303, *Fire Protection Standard for Marinas and Boatyards*, 2011 edition.
- NFPA 496, *Standard for Purged and Pressurized Enclosures for Electrical Equipment*, 2013 edition.
- NFPA 5000[®], *Building Construction and Safety Code*[®], 2012 edition.

2.3 Other Publications.

2.3.1 ANSI Publications. American National Standards Institute, Inc., 25 West 43rd Street, 4th Floor, New York, NY 10036.

- ANSI SI 10, *Standard for Use of the International System of Units (SI): The Modern Metric System*, 1997.

ANSI Z87.1, *Practice for Occupational and Educational Eye and Face Protection*, 1979.

ANSI Z89.1, *Personal Protection — Protective Headwear for Industrial Workers — Requirements*, 1997.

2.3.2 API Publication. American Petroleum Institute, 1220 L Street, NW, Washington, DC 20005-4070.

API 620, *Design and Construction of Large, Welded, Low-Pressure Storage Tanks*, 1996.

2.3.3 ASCE Publications. American Society of Civil Engineers, 1801 Alexander Bell Drive, Reston, VA 20191-4400.

ASCE 7, *Minimum Design Loads for Buildings and Other Structures*, 2010.

2.3.4 ASME Publications. American Society of Mechanical Engineers, Three Park Avenue, New York, NY 10016-5990.

ANSI/ASME B31.3, *Process Piping*, 2004.

ASME Boiler and Pressure Vessel Code, Section VIII, X, 2004.

2.3.5 ASTM Publications. ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428-2959.

ASTM A 47/A 47M, *Standard Specification for Ferritic Malleable Iron Castings*, 1999 (2009).

ASTM A 395/A 395M, *Standard Specification for Ferritic Ductile Iron Pressure-Retaining Castings for Use at Elevated Temperatures*, (1999) 2009.

ASTM A 536, *Standard Specification for Ductile Iron Castings*, 1984 (2009).

ASTM E 84, *Standard Test Method for Surface Burning Characteristics of Building Materials*, 2012.

ASTM E 136, *Standard Test Method for Behavior of Materials in a Vertical Tube at 750°C*, 2011.

ASTM E 2652, *Standard Test Method for Behavior of Materials in a Tube Furnace with a Cone-shaped Airflow Stabilizer, at 750 Degrees C*, 2009a.



2.3.6 CGA Publications. Compressed Gas Association, 4221 Walney Road, 5th Floor, Chantilly, VA 20151-2923.

CGA S-1.1, *Pressure Relief Device Standards — Part 1 — Cylinders for Compressed Gases*, 2007.

CGA S-1.3, *Pressure Relief Device Standards — Part 3 — Stationary Storage Containers for Compressed Gases*, 2008.

CGA 341, *Standard for Insulated Cargo Tank Specification for Nonflammable Cryogenic Liquids*, 2006 (reaffirmed 2011).

2.3.7 CSA Publications. Canadian Standards Association, 5060 Spectrum Way, Mississauga, ON, L4W 5N6, Canada.

CSA B51, *Boiler, Pressure Vessel and Pressure Piping Code*, 2009.

CSA 12.54, *Breakaway Devices for Dispensing Systems*, 1999.

2.3.8 FMCSA Publication. Federal Motor Carrier Safety Administration, United States Department of Transportation, 1200 New Jersey Avenue, SE, Washington, DC 20590.

Commercial driver's license standards; requirements and penalties; 383.5 definitions, 2012.

2.3.9 IAS-CSA Publications. Canadian Standards Association, 8503 East Pleasant Valley Road, Cleveland, OH 44131.

ANSI NGV1/CSA NGV1, *Standard for Compressed Natural Gas Vehicle (NGV) Fueling Connection Devices*, 2006.

ANSI NGV2, *Compressed Natural Gas Vehicle (NGV) Fuel Containers*, 2007.

ANSI/IAS NGV 4.4/CSA 12.54, *Breakaway Devices for Natural Gas Dispensing Hoses and Systems*, 1999.

ANSI/IAS PRD 1, *Pressure Relief Devices for Natural Gas Vehicle (NGV) Fuel Containers*, 1998 (Reaffirmed 2006).

ANSI/IAS PRD 1a, *Addenda to ANSI/IAS PRD 1-1998, Pressure Relief Devices for Natural Gas Vehicle (NGV) Fuel Containers*, 1999 (Reaffirmed 2006).

ANSI/CSA PRD 1b, *Addenda to ANSI/IAS PRD 1-1998, Pressure Relief Devices for Natural Gas Vehicle (NGV) Fuel Containers*, 2007.

2.3.10 NACE Publication. National Association of Corrosion Engineers, 1440 South Creek Drive, Houston, TX 77084.

NACE RP0169, *Control of External Corrosion of Underground or Submerged Metallic Piping Systems*, 2007.

2.3.11 NB Publication. National Board of Boiler and Pressure Vessel Inspectors, 1055 Crupper Avenue, Columbus, OH 43229-1183.

NB-23, *National Board Inspection Code*, 2004.

2.3.12 SSPC Publications. Steel Structures Painting Council, 4516 Henry Street, Pittsburgh, PA 15213.

SSPC-PA 1, *Shop, Field and Maintenance Painting*, 1991.

SSPC-PA 2, *Measurement of Dry Paint Thickness with Magnetic Gages*, 1991.

SSPC-SP 6, *Commercial Blast Cleaning*, 1991.

2.3.13 UL Publications. Underwriters Laboratories Inc., 333 Pflugsten Road, Northbrook, IL 60062-2096.

ANSI/UL 723, *Standard for Test for Surface Burning Characteristics of Building Materials*, 2010.

2.3.14 U.S. Department of Transportation Publications 1200 New Jersey Avenue, SE, Washington, DC 20590.

DOT Specification 4L.

2.3.15 U.S. Government Publications. U.S. Government Printing Office, Washington, DC 20402.

Title 29, Code of Federal Regulations, Part 1910.

Title 49, Code of Federal Regulations, Part 571.304.

2.3.16 Other Publications.

Merriam-Webster's Collegiate Dictionary, 11th edition, Merriam-Webster, Inc., Springfield, MA, 2003.

2.4 References for Extracts in Mandatory Sections.

NFPA 30, *Flammable and Combustible Liquids Code*, 2012 edition.

NFPA 55, *Compressed Gases and Cryogenic Fluids Code*, 2013 edition.

NFPA 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)*, 2013 edition.

NFPA 96, *Standard for Ventilation Control and Fire Protection of Commercial Cooking Operations*, 2011 edition.

NFPA 101[®], *Life Safety Code*[®], 2012 edition.

NFPA 1925, *Standard on Marine Fire-Fighting Vessels*, 2013 edition.

NFPA 5000[®], *Building Construction and Safety Code*[®], 2012 edition.

Chapter 3 Definitions

3.1 General. The definitions contained in this chapter shall apply to the terms used in this code. Where terms are not defined in this chapter or within another chapter, they shall be defined using their ordinarily accepted meanings within the context in which they are used. *Merriam-Webster's Collegiate Dictionary*, 11th edition, shall be the source for the ordinarily accepted meaning.

3.2 NFPA Official Definitions.

3.2.1* Approved. Acceptable to the authority having jurisdiction.

3.2.2* Authority Having Jurisdiction (AHJ). An organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure.

3.2.3* Code. A standard that is an extensive compilation of provisions covering broad subject matter or that is suitable for adoption into law independently of other codes and standards.

3.2.4 Labeled. Equipment or materials to which has been attached a label, symbol, or other identifying mark of an organization that is acceptable to the authority having jurisdiction and concerned with product evaluation, that maintains periodic inspection of production of labeled equipment or materials, and by whose labeling the manufacturer indicates compliance with appropriate standards or performance in a specified manner.

3.2.5* Listed. Equipment, materials, or services included in a list published by an organization that is acceptable to the authority having jurisdiction and concerned with evaluation of products or services, that maintains periodic inspection of production of listed equipment or materials or periodic evaluation of services, and whose listing states that either the equipment, material, or

service meets appropriate designated standards or has been tested and found suitable for a specified purpose.

3.2.6 Shall. Indicates a mandatory requirement.

3.2.7 Should. Indicates a recommendation or that which is advised but not required.

3.3 General Definitions.

3.3.1 ANSI. American National Standards Institute.

3.3.2 Area.

3.3.2.1 Impounding Area. An area that can be defined through the use of containment or the topography at the site for the purpose of containing any accidental spill of LNG or flammable refrigerants.

3.3.2.2 Indoor Area. An area that is within a building or structure having overhead cover, other than a structure qualifying as “weather protection.” (See also 3.3.2.3, *Outdoor Area.*) [55, 2013]

3.3.2.3 Outdoor Area. An area that is not an indoor area. [55, 2013]

3.3.3 ASME Code. The American Society of Mechanical Engineers *Boiler and Pressure Vessel Code*.

3.3.4 Buildings. Structures, usually enclosed by walls and a roof, constructed to provide support or shelter for an intended occupancy. [5000, 2012]

3.3.4.1* Important Building. A building that is considered nonexpendable in an exposure fire. [30, 2012]

3.3.5 Capacity. The water volume of a container in liters (gallons).

3.3.6* Cathodic Protection. A technique to resist the corrosion of a metal surface by making the surface the cathode of an electrochemical cell. [55, 2013]

3.3.7 Cathodic Protection Tester. A person who demonstrates an understanding of the principles and measurements of all common types of cathodic protection systems applicable to metal piping and container systems who has education and experience in soil resistivity, stray current, structure-to-soil potential, and component electrical isolation measurements of metal piping and container systems. [55, 2013]

3.3.8 Certified. A formally stated recognition and approval of an acceptable level of competency, acceptable to the AHJ. [96, 2011]

3.3.9 Container. A pressure vessel, cylinder, or cylinder(s) permanently manifolded together used to store CNG or LNG.

3.3.9.1 Cargo Transport Container. A mobile unit designed to transport LNG or CNG.

3.3.9.2 Composite Container. A container consisting of an inner metal or plastic gas-containing component, reinforced with a filament and resin outer layer.

3.3.9.3 Fuel Supply Container. A container mounted on a vehicle to store LNG or CNG as the fuel supply to the vehicle.

3.3.9.4 Fueling Facility Container. Primary storage for vehicular fueling.

3.3.10 Container Appurtenances. Devices connected to container openings for safety, control, or operating purposes.

3.3.11 Container Valve. See 3.3.58.1.

3.3.12 Corrosion Expert. A person who, by reason of knowledge of the physical sciences and the principles of engineering acquired through professional education and related practical experience is qualified to engage in the practice of corrosion control of container systems. [55, 2013]

3.3.13 Corrosion Protection. Protecting a container, piping, or system to resist degradation of the metal through oxidation or reactivity with the environment in which it is installed. [55, 2013]

3.3.14 Cylinder. A container constructed, inspected, and maintained in accordance with DOT and Transport Canada regulations or ANSI NGV2, *Compressed Natural Gas Vehicle (NGV) Fuel Containers*.

3.3.15 Device.

3.3.15.1 Emergency Shutdown Device (ESD). A device that closes all operations within the fueling facility from either local or remote locations.

3.3.15.2 Fixed Liquid Level Device. A device that indicates when the container is filled to its maximum permitted filling volume.

3.3.15.3 Pressure Relief Device (PRD). A device designed to open to prevent a rise of internal pressure in excess of a specified value due to emergency or abnormal conditions. The device can be of the reclosing or other type, such as one having a rupture disk or fusible plug that requires replacement after each use.

3.3.16* Dew Point (at Container Pressure). The dew point value of the gas at the maximum anticipated container pressure of the CNG or vehicular fuel system usually measured in the container prior to pressure reduction.

3.3.17 Dike. A structure used to establish an impounding area or containment.

3.3.18 Dispensing Station. A natural gas installation that dispenses CNG or LNG from storage containers or a distribution pipeline into vehicular fuel supply containers or into portable cylinders by means of a compressor, reformer, vaporizer, or pressure booster.

3.3.19 DOT. U.S. Department of Transportation.

3.3.20 Enclosure. A structure that protects equipment from the environment or provides noise attenuation.

3.3.20.1 Dispenser Enclosure. A cabinet that contains process piping and equipment for dispensing fuel.

3.3.21 Engine Compartment (on a marine vessel). An engine space on a marine vessel that is too small for an individual to enter.

3.3.22 Fail-Safe. A design feature that provides for the maintenance of safe operating conditions in the event of a malfunction of control devices or an interruption of an energy source.

3.3.23 Flame Spread Index. A comparative measure, expressed as a dimensionless number, derived from visual measurements of the spread of flame vs. time for a material tested in accordance with ASTM E 84, *Standard Test Method for Surface Burning Characteristics of Building Materials*, or with ANSI/UL 723, *Tests for Surface Burning Characteristics of Building Materials*.

3.3.24 Fuel Line. The pipe, tubing, or hose on a vehicle, including all related fittings, through which natural gas passes.



3.3.25 Fueling Nozzle. A mating device at the refueling station, including shutoff valves, that connects the fueling dispenser hose to the vehicle fuel filling system receptacle for the transfer of liquid or vapor.

3.3.26 Fueling Receptacle. The mating part of the fueling connector mounted on a vehicle.

3.3.27 Gaseous Fuels. All combinations of gaseous natural gas, propane, ethane, and butane commonly used as automotive fuels as they pertain to refueling sites, onboard fuel systems, safety, dispensing, and vehicle onboard use regardless of the fuel combinations.

3.3.28 Ignition Source. Any item or substance capable of an energy release of type and magnitude sufficient to ignite any flammable mixture of gases or vapors that could occur at the site or onboard the vehicle.

3.3.29* Installation. A system that includes natural gas containers, pressure booster, compressors, vaporizers, and all attached valves, piping, and appurtenances.

3.3.30 Liquefied Natural Gas (LNG). A fluid in the cryogenic liquid state that is composed predominantly of methane.

3.3.30.1* Saturated LNG Gas. Preheated LNG held under pressure and released to atmosphere as a gas.

3.3.31 Lower Flammability Limit (LFL). That concentration of a combustible material in air below which ignition will not occur.

3.3.32 Material.

3.3.32.1 Combustible Material. A building material that, in the form in which it is used and under the design conditions, will ignite and burn; a material that is neither non-combustible nor limited-combustible.

3.3.32.2* Limited-Combustible Material. See Section 5.5.

3.3.32.3 Noncombustible Material. See Section 5.5.

3.3.33 Maximum Filling Volume. The maximum volume to which a liquid-containing vessel could be filled.

3.3.34 Metallic Hose. A hose whose strength depends primarily on the strength of its metallic parts; it can have metallic liners or covers, or both.

3.3.35 Mobile Refueling. The use of a DOT-approved vehicle or mobile equipment on site with tank(s) and/or pump(s) that dispenses engine fuel directly to vehicles, storage vessels/cylinders, or secondary refueling equipment.

3.3.36 Natural Gas. Mixtures of hydrocarbon gases and vapors consisting principally of methane in gaseous form.

3.3.36.1 Compressed Natural Gas (CNG). Mixtures of hydrocarbon gases and vapors consisting principally of methane in gaseous form that has been compressed for use as a vehicular fuel.

3.3.37 Operating Company. The individual, partnership, corporation, public agency, or other entity that owns or operates a plant or site.

3.3.38 Original Component Manufacturer (OCM). One who provides components, performance data, and engineering specifications for individual components within a system.

3.3.39* Original Equipment Manufacturer (OEM). Any vehicle manufacturer that is subject to DOT regulations and first introduces a vehicle for sale, including any manufacturer that

performs final stage manufacturer processes for the assembly and/or sale of natural gas vehicles.

3.3.40 Overhead (Marine). The unfinished area in the top of a room or compartment but not a ceiling.

3.3.41 Overpressure. The pressure in a blast wave above atmospheric pressure, or a pressure within a containment structure that exceeds the maximum allowable working pressure of the containment structure.

3.3.42 Piping. A means of transporting natural gas. This term applies to refueling facilities.

3.3.43* Point of Transfer. The location where connections and disconnections are made.

3.3.44 Pressure.

3.3.44.1 Compression Discharge Pressure. The varying pressure at the point of discharge from the compressor.

3.3.44.2 Maximum Allowable Working Pressure (MAWP). The maximum pressure to which any component or portion of the pressure system can be subjected over the entire range of design temperatures. This value is $1.1 \times 1.25 \times$ the service pressure.

3.3.44.3 Operating Pressure. The varying pressure in a fuel supply container during normal container use.

3.3.44.3.1* Maximum Operating Pressure. The steady-state gauge pressure at which a part or system normally operates. This value is $1.25 \times$ the pressure.

3.3.44.4 Service Pressure. The settled gas pressure at a uniform gas temperature of 70°F (21°C) in CNG systems when the equipment is fully charged with gas.

3.3.44.5 Set Pressure. The start-to-discharge pressure for which a relief valve is set and marked.

3.3.44.6 Settled Pressure. The pressure in a container after the temperature of the gas reaches equilibrium.

3.3.44.7 Storage Pressure. The varying pressure in the storage containers.

3.3.45 Pressure Regulator. A device, either adjustable or non-adjustable, for controlling and maintaining, within acceptable limits, a uniform outlet pressure.

3.3.46 Pressure Relief Device Channels. The passage or passages beyond the operating parts of the pressure relief device through which fluid passes to reach the atmosphere.

3.3.47 Pressure Vessel. A container or other component designed in accordance with the ASME *Boiler and Pressure Vessel Code* or CSA B51, *Boiler, Pressure Vessel and Pressure Piping Code*.

3.3.48 Remotely Located, Manually Activated Shutdown Control. A control system that is designed to initiate shutdown of the flow of gases or liquids and that is manually activated from a point located some distance from the delivery system.

3.3.49 Residential CNG Fueling Facility (RFF-CNG). An assembly with a capacity not exceeding 5 scf/min (0.14 SCM/min) of natural gas, that can be used for fueling a vehicle at a home or residence.

3.3.50 Room.

3.3.50.1 Engine Room (on a marine vessel). An engine space on a marine vessel that is large enough for an individual to enter.

3.3.50.2 Tank Room. A space on a marine vessel dedicated for fuel tanks that is large enough for an individual to enter.

3.3.51 Standard Cubic Foot (scf) of Gas. An amount of gas that occupies one cubic foot when measured at an absolute pressure of 14.7 psi (101 kPa) and a temperature of 70°F (21°C). [55, 2013]

3.3.52 Space.

3.3.52.1 Accommodation Space. Space designed for human occupancy as living space for persons aboard a vessel.

3.3.52.2 Control Space. Space on a marine vessel in which the vessel's radio, the main navigation equipment, or the emergency source of power is located or in which the fire control equipment, other than fire-fighting control equipment, is centralized.

3.3.52.3 Gas-Dangerous Space. An enclosed or semi-enclosed space on a marine vessel in which piping contains compressed natural gas or where fuel containers or the engine room or compartment is located.

3.3.52.4 Gas-Safe Space. Any space on a marine vessel that is not a gas-dangerous space.

3.3.52.5 Service Space. Space on a marine vessel outside the cargo area that is used for a galley; a pantry containing cooking appliances, lockers, or storerooms; workshops (except those workshops located in machinery spaces); and other similar spaces and access trunk to those spaces.

3.3.53 System.

3.3.53.1 Cascade Storage System. Storage in multiple pressure vessels, cylinders, or containers, which can be at different pressures, such that fueling is normally done initially from lower pressure containers and completed from higher pressure containers.

3.3.53.2 Fuel Dispenser System. All the pumps, meters, piping, hose, and controls used for the delivery of fuel to, and the removal of vapor from, a vehicle.

3.3.53.3 Gas Detection System. One or more sensors capable of detecting natural gas at specified concentrations and activating alarms and safety systems.

3.3.53.4 Piping System. Interconnected piping consisting of mechanical components suitable for joining or assembly into pressure-tight fluid-containing system. Components include pipe, tubing, fittings, flanges, bolting, valves, and devices such as expansion joints, flexible joints, pressure hoses, in-line portions of instruments, and wetted components other than individual pieces or stages of equipment. [55, 2013]

3.3.54 Tank Compartment. A space on a marine vessel that is dedicated for fuel tanks and is too small for an individual to enter.

3.3.55 TC. Transport Canada.

3.3.56 Temperature Compensation. A process that allows the gauge pressure in a container at the actual present gas temperature to be calculated so that the quantity of gas contained is the same as will be in the container at a specified settled pressure at a specified temperature.

3.3.57 Validation. Verification by responsible individuals as indicated in the code text where the requirement appears.

3.3.58 Valve.

3.3.58.1 Container Valve. A valve connected directly to a container outlet.

3.3.59 Vaporizer. A device other than a container that receives LNG in liquid form and adds sufficient heat to convert the liquid to a gaseous state, or a device used to add heat to LNG for the purpose of saturating LNG.

3.3.59.1 Ambient Vaporizer. A vaporizer that derives heat for vaporization from a naturally occurring heat source such as the atmosphere, seawater, or geothermal waters. If the naturally occurring heat source is separated from the actual vaporizing heat exchanger and a controllable heat transport medium is used between the heat source and the vaporizing exchanger, the vaporizer shall be considered to be a remote heated vaporizer.

3.3.59.2 Heated Vaporizer. A vaporizer that derives heat for vaporization from the combustion of fuel, electric power, or waste heat, such as from boilers or internal combustion engines.

3.3.59.2.1 Integral Heated Vaporizer. A vaporizer, including submerged combustion vaporizers, in which the heat source is integral to the actual vaporizing exchanger.

3.3.59.2.2 Remote Heated Vaporizer. A vaporizer in which the primary heat source is separated from the actual vaporizing exchanger and an intermediate fluid (e.g., water, steam, isopentane, and glycol) is used as the heat transport medium.

3.3.60 Vehicle. A device or structure for transporting persons or things; a conveyance (e.g., automobiles, trucks, marine vessels, railroad trains).

3.3.60.1 Commercial Motor Vehicle. A motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle has a gross combination weight rating of 11,794 kilograms or more (26,001 pounds or more) inclusive of a towed unit(s) with a gross vehicle weight rating of more than 4,536 kilograms (10,000 pounds), or has a gross vehicle weight rating of 11,794 or more kilograms (26,001 pounds or more), or is designed to transport 16 or more passengers, including the driver, or is of any size and is used in the transportation of hazardous materials as defined in this section. [FMCSA 383.5]

3.3.61 Vehicle Fueling Appliance (VEA). A listed, self-contained system that compresses natural gas and dispenses the natural gas to a vehicle's engine fueling system.

3.3.62 Vehicular Fuel. Fuel stored on board a vehicle.

3.3.63 Water Capacity. The amount of water at 60°F (16°C) required to fill a container.

3.3.64 Weather Deck. Any deck that is exposed to the weather and normally accessible to personnel and that permits walking or moving around outboard of the superstructure. [1925, 2013]

Chapter 4 General Fueling Station Requirements

4.1 Installer Qualifications. Designers, fabricators, and constructors of LNG fueling facilities shall be competent and have expertise in the design, fabrication, and construction of LNG containers, cryogenic equipment, loading and unloading systems, fire protection equipment, detection, siting, containment, piping systems, and other components of the facility.



4.2 Installation Supervision. The installation of LNG and CNG systems shall be supervised by qualified personnel with reference to their construction and use.

4.3 Alternate Design. LNG, L/CNG, CNG, and other gaseous/cryogenic installations shall be permitted to use alternate site distances, operating requirements, and equipment locations with validation by qualified engineer(s) with proven expertise in mechanical systems, electrical systems, gaseous storage systems, cryogenic storage systems, fire protection, and gas detection.

4.4 Installation Validation. The refueling station and associated storage equipment shall be validated per the specifics of 4.4.1 when a change is made to the fundamental design, or not less than every 4 years.

4.4.1 The validation shall at a minimum include the following:

- (1) Process safety analysis and hazard and operability studies (HAZOPS)
- (2) Mitigating fire protection measures such as suppression systems
- (3) Aboveground or belowground systems or vaults for the containers
- (4) Fire and gas detection systems designed to interface with an emergency shutdown device (ESD)
- (5) Ventilation and other facility features
- (6) Drainage and impounding for the individual site as administered by qualified engineer(s) with proven expertise in these fields

4.4.1.1 Validation shall be kept on site and provided to the AHJ upon request.

4.5* Building Construction Materials.

4.5.1* Noncombustible Material. A material that complies with any of the following shall be considered a noncombustible material: [101:4.6.13.1]

- (1)*A material that, in the form in which it is used and under the conditions anticipated, will not ignite, burn, support combustion, or release flammable vapors, when subjected to fire or heat. [101:4.6.13.1(1)]
- (2) A material that is reported as passing ASTM E 136, *Standard Test Method for Behavior of Materials in a Vertical Tube Furnace at 750° C*. [101:4.6.13.1(2)]
- (3) A material that is reported as complying with the pass/fail criteria of ASTM E 136 when tested in accordance with the test method and procedure in ASTM E 2652, *Standard Test Method for Behavior of Materials in a Tube Furnace with a Cone-shaped Airflow Stabilizer, at 750 Degrees C*. [101:4.6.13.1 (3)]

4.5.2* Limited-Combustible Material. A material shall be considered a limited-combustible material where all the conditions of 4.5.2.1 and 4.5.2.2, and the conditions of either 4.5.2.3 or 4.5.2.4, are met. [101:4.6.14.2]

4.5.2.1 The material shall not comply with the requirements for noncombustible material, in accordance with 4.5.1. [101:4.6.14.2.1]

4.5.2.2 The material, in the form in which it is used, shall exhibit a potential heat value not exceeding 3500 Btu/lb (8141 kJ/kg), where tested in accordance with NFPA 259, *Standard Test Method for Potential Heat of Building Materials*. [101:4.6.14.2]

4.5.2.3 The material shall have the structural base of a noncombustible material with a surfacing not exceeding a thickness of 1/8 in.

(3.2 mm) where the surfacing exhibits a flame spread index not greater than 50 when tested in accordance with ASTM E 84, *Standard Test Method for Surface Burning Characteristics of Building Materials*, or ANSI/UL 723, *Standard for Test for Surface Burning Characteristics of Building Materials*. [101:4.6.14.3]

4.5.2.4 The material shall be composed of materials that, in the form and thickness used, exhibit neither a flame spread index greater than 25 nor evidence of continued progressive combustion when tested in accordance with ASTM E 84 or ANSI/UL 723, and shall be of such composition that all surfaces that would be exposed by cutting through the material on any plane would exhibit neither a flame spread index greater than 25 nor exhibit evidence of continued progressive combustion when tested in accordance with ASTM E 84 or ANSI/UL 723. [101:4.6.14.4]

4.5.2.5 Where the term *limited-combustible* is used in this code, it shall also include the term *noncombustible*. [101:4.6.14.5]

Chapter 5 General CNG Requirements and Equipment Qualifications

5.1* Application. This chapter applies only to pressurized system components handling CNG.

5.2* Composition. Natural gas composition in the container shall comply with 5.2.1.

5.2.1 The contained natural gas shall be composed of the following:

- (1) Hydrogen sulfide and soluble sulfides, 1 gr/100 scf (23 mg/m³), maximum
- (2) Water (GH₂O), 7.0 lb/MMScf (110 mg/m³), maximum
- (3) Carbon dioxide, 3.0 volume percent, maximum
- (4) Oxygen, 0.5 volume percent, maximum
- (5) Where the dew point of the natural gas entering the cylinder is below the lowest anticipated container temperature at the maximum anticipated container pressure, none of the above limits in 5.2.1(1) through 5.2.1(4) shall apply.

5.2.1.1 Natural gas introduced into any system covered by this code shall have a distinctive odor potent enough for its presence to be detected down to a concentration in air of not over one-fifth of the lower limit of flammability.

5.2.1.1.1 Natural gas or blends not meeting this definition shall have site and onboard methane detection systems installed and certified by a qualified engineer with expertise in methane detection or fire protection.

5.2.1.2 Methanol and/or glycol shall not be deliberately added to the natural gas at the fueling station.

5.2.1.3 When natural gas is not supplied to the vehicle in accordance with 5.2.1, containers shall be designed to tolerate being filled with natural gas meeting both of the following conditions:

- (1) Dry gas in which water vapor is limited to less than 2 lb/MMScf (32 mg/m³) and having a pressure dew point of 7°F (-14°C) at 3000 psi (20,700 kPa), with no maximum constituent limits for dry gas, except for the following:
 - (a) GH₂S, 1 gr/100 scf (23 mg/m³)
 - (b) O₂, 1 percent by volume

- (2) Wet gas in which gas that contains 2 lb/MMScf (32 mg/m³) of water or more, meeting the maximum constituent limits, as follows:
- GH₂S and other soluble sulfides, 1 gr/100 scf (23 mg/m³)
 - Total sulfur, 5 gr/100 scf (115 mg/m³)
 - O₂, 1 percent by volume
 - CO₂, 3 percent by volume
 - Hydrogen, 0.1 percent by volume

5.2.1.4 Under wet gas conditions, a minimum of 0.007 grains of compressor oil per pound of gas (1 mg of compressor oil per kilogram of gas) shall be considered necessary to protect metallic containers, liners, and bosses.

5.3 System Approvals.

5.3.1* The following systems and system components shall be listed or approved:

- Pressure relief devices, including pressure relief valves
- Pressure gauges
- Pressure regulators
- Valves
- Hose and hose connections
- Vehicle fueling connections (nozzle and receptacle)
- Engine fuel systems
- Electrical equipment related to CNG systems
- Gas detection equipment and alarms
- Fire protection and suppression equipment
- Vehicle fueling appliances (VFAs)

5.3.1.1 Vehicles certified by the manufacturer to be in compliance with applicable federal motor vehicle safety standards shall not be subject to 5.3.1.

5.3.2 Devices not otherwise specifically provided for shall be constructed to provide safety equivalent to that required for other parts of a system.

5.4* Design and Construction of Containers.

5.4.1 Containers shall be fabricated of steel, aluminum, or composite materials.

5.4.2 The container shall be designed for CNG service.

5.4.2.1 The container shall be permanently marked "CNG" by the manufacturer.

5.4.3 Containers manufactured prior to the effective date of this code shall be permitted to be used in CNG service if recommended for CNG service by the container manufacturer or if approved by the authority having jurisdiction.

5.4.4* Cylinders shall be manufactured, inspected, marked, tested, retested, equipped, and used in accordance with the following:

- U.S. Department of Transportation (DOT) or Transport Canada (TC) regulations, exemptions, or special permits
- ANSI NGV2, *Compressed Natural Gas Vehicle (NGV) Fuel Containers*, specifically for CNG service
- CSA B51, *Boiler, Pressure Vessel and Pressure Piping Code*
- U.S. Federal Motor Vehicle Safety Standard, 49 CFR 571.304, *Compressed Natural Gas Fuel Container Integrity*

5.4.4.1 Cylinders that have reached the labeled expiration date shall be removed from service.

5.4.4.2* Composite reinforced cylinders or other cylinders marked with exemption or special permit numbers shall be

removed from service at the end of the service life designated in the exemption or special permit.

5.4.5 ASME Compliance.

5.4.5.1 Pressure vessels shall be manufactured, inspected, marked, and tested in accordance with ASME *Boiler and Pressure Vessel Code*, Section VIII or Section X.

5.4.5.2 Adherence to applicable ASME *Boiler and Pressure Vessel Code* case interpretations and addenda shall be considered as compliant with the ASME *Boiler and Pressure Vessel Code*.

5.4.5.3* Pressure vessels manufactured to the requirements of the ASME *Boiler and Pressure Vessel Code* shall be registered with the National Board of Boiler and Pressure Vessel Inspectors.

5.4.6 The + (plus) and * (star) markings on DOT and TC cylinders shall not apply in accordance with DOT and TC regulations for cylinders for flammable compressed gases.

5.4.6.1 The star marking shall be removed or obliterated.

5.4.6.2 The removal of the star marking shall be by peening and otherwise be in accordance with DOT or TC regulations.

5.4.6.3 Grinding shall be prohibited.

5.4.7 The repair or alteration of an ASME pressure vessel shall comply with the requirements of the NB-23, *National Board Inspection Code*.

5.4.7.1 Other welding or brazing shall be permitted only on saddle plates, lugs, or brackets attached to the pressure vessel by the pressure vessel manufacturer.

5.4.7.2 The exchange or interchange of pressure vessel appurtenances intended for the same purpose shall not be considered a repair or alteration.

5.5 Pressure Relief Devices (PRDs). (See Annex C.)

5.5.1 Each cylinder complying with 5.4.4 shall be fitted with one or more pressure relief devices (PRDs) with the number, location, and part number as specified by the cylinder manufacturer and OEM for CNG service for a new vehicle, in accordance with the following:

- For a retrofitted vehicle, each cylinder complying with 5.4.4 shall be of the number, location, and part number as specified by the cylinder manufacturer.
- A PRD shall be in accordance with one of the following standards:
 - CGA S-1.1, *Pressure Relief Device Standards — Part 1 — Cylinders for Compressed Gases*
 - ANSI/IAS PRD 1, *Pressure Relief Devices for Natural Gas Vehicle (NGV) Fuel Containers*
 - ANSI/IAS PRD 1a, *Addenda to ANSI/IAS PRD 1, Pressure Relief Devices for Natural Gas Vehicle (NGV) Fuel Containers*
 - ANSI/CSA PRD 1b, *Addenda to ANSI/IAS PRD 1, Pressure Relief Devices for Natural Gas Vehicle (NGV) Fuel Containers*
- The PRD shall be in direct communication with the fuel and vented to the atmosphere by a method that withstands the maximum pressure that results.

5.5.1.1 The discharge flow rate of the PRD shall not be reduced below that required for the capacity of the container upon which the device is installed.



5.5.1.2 PRDs shall be located so that the temperature to which they are subjected is representative of the temperature to which the fuel supply container is subjected.

5.5.1.3 Where parts of the vehicular fuel container are exposed to higher temperatures than the PRD during a localized fire, the fuel container shall be protected by any of the following:

- (1) Noncombustible heat-insulating shielding to retard localized heating of the container
- (2) Installation of a thermally sensitive “fusing” system to trigger the PRD in a fire situation
- (3) Other design for venting of the fuel container in a fire situation

5.5.2 Pressure vessels complying with 5.4.5 or cylinders used for stationary storage without temperature compensation of the storage pressure shall be protected with one or more spring-loaded pressure relief valves in accordance with the ASME *Boiler and Pressure Vessel Code*.

5.5.2.1 The minimum rate of discharge of PRDs on containers shall be in accordance with CGA S-1.1, *Pressure Relief Device Standards — Part 1 — Cylinders for Compressed Gases*, or the ASME *Boiler and Pressure Vessel Code*, whichever is applicable.

5.5.2.2 Pressure relief valves (PRVs) for CNG service shall not be fitted with lifting devices.

5.5.2.2.1 The adjustment, if external, shall be provided with a means for sealing the adjustment to prevent tampering.

5.5.2.2.2 If at any time it is necessary to break such a seal, the valve shall be removed from service until it has been reset and sealed.

5.5.2.2.3 Adjustments shall be made only by the manufacturer or other companies having competent personnel and facilities for the repair, adjustment, and testing of such valves.

5.5.2.2.4 The organization making such adjustment shall attach a permanent tag with the setting, capacity, and date.

5.5.2.3 PRVs protecting ASME pressure vessels shall be repaired, adjusted, and tested in accordance with NB-23, *National Board Inspection Code*.

5.5.3 Containers and pressure vessels not constructed in accordance with 5.4.4 or 5.4.5 shall be provided with PRDs approved by the authority having jurisdiction.

5.6 Pressure Gauges. A pressure gauge, if provided, shall be capable of reading at least 1.2 times the system design pressure.

5.7 Pressure Regulators.

5.7.1 A pressure regulator inlet and each chamber shall be designed for its service pressure with a pressure safety factor of at least 4.

5.7.2 Low-pressure chambers shall provide for overpressure relief or be able to withstand the service pressure of the upstream pressure chamber.

5.8 Fuel Lines.

5.8.1 Pipe, tubing, fittings, gaskets, and packing material shall be compatible with the fuel under the maximum service conditions.

5.8.2 Pipe, tubing, fittings, and other components shall be designed with a minimum safety factor of 3.

5.8.3 Natural gas piping shall be fabricated and tested in accordance with ANSI/ASME B31.3, *Process Piping*.

5.8.4 The following components shall not be used for CNG service:

- (1) Fittings, street els, and other piping components of cast irons other than those complying with ASTM A 47, *Standard Specification for Ferritic Malleable Iron Castings (Grade 35018)*; ASTM A 395, *Standard Specification for Ferritic Ductile Iron Pressure-Retaining Castings for Use at Elevated Temperatures*; and ASTM A 536, *Standard Specification for Ductile Iron Castings (Grade 60-40-18)*
- (2) Plastic pipe, tubing, and fittings for high-pressure service
- (3) Galvanized pipe and fittings
- (4) Aluminum pipe, tubing, and fittings
- (5) Pipe nipples for the initial connection to a container
- (6) Copper alloy with copper content exceeding 70 percent

5.8.4.1 The refueling connection shall be permitted to be made of nonsparking wrought aluminum alloy designed for the pressure employed.

5.8.4.2 Aluminum pipe, tubing, and fittings shall be permitted to be used downstream of the first-stage pressure regulator in an engine fuel system.

5.8.5 Piping components such as strainers, snubbers, and expansion joints shall be permanently marked by the manufacturer to indicate the service ratings.

5.9 Valves.

5.9.1 Valves, valve packing, and gaskets shall be designed or selected for the fuel over the full range of pressures and temperatures to which they are subjected under operating conditions.

5.9.1.1 Shutoff valves shall have a rated service pressure not less than the rated service pressure of the entire system and shall be capable of withstanding a hydrostatic test of at least four times the rated service pressure without rupture.

5.9.1.2 Leakage shall not occur at less than 1½ times the rated service pressure.

5.9.2 Valves of cast irons other than those complying with ASTM A 47, *Standard Specification for Ferritic Malleable Iron Castings (Grade 35018)*; ASTM A 395, *Standard Specification for Ferritic Ductile Iron Pressure-Retaining Castings for Use at Elevated Temperatures*; and ASTM A 536, *Standard Specification for Ductile Iron Castings (Grade 60-40-18)*, shall not be used as primary stop valves.

5.9.3 Valves of a design that allows the valve stem to be removed without removal of the complete valve bonnet or without disassembly of the valve body shall not be used.

5.9.4 The manufacturer shall stamp or otherwise permanently mark the valve body to indicate the service ratings.

5.9.4.1 Container valves incorporating integral PRDs complying with 5.5.1 shall not require additional marking.

5.10 Hose and Hose Connections.

5.10.1 Hose and metallic hose shall be constructed of or lined with materials that are resistant to corrosion and exposure to natural gas.

5.10.2 Hose, metallic hose, flexible metal hose, tubing, and their connections shall be designed or selected for the most severe pressures and temperatures under normal operating

conditions with a burst pressure of at least four times the service pressure.

5.10.3 Prior to use, hose assemblies shall be tested by the OEM or its designated representative at a pressure at least twice the service pressure.

5.10.4 Hose and metallic hose shall be distinctly marked by the OEM or component manufacturer, either by the manufacturer's permanently attached tag or by distinct markings indicating the manufacturer's name or trademark, applicable service identifier, and design pressure.

5.11 Vehicle Fueling Connection.

5.11.1 CNG vehicle fueling connection devices shall be listed in accordance with ANSI/IAS NGV1, *Standard for Compressed Natural Gas Vehicle (NGV) Fueling Connection Devices*.

5.11.2 The use of adapters shall be prohibited.

Chapter 6 CNG Engine Fuel Systems

6.1* Application.

6.1.1 This chapter applies to the design, installation, inspection, and testing of CNG fuel supply systems for vehicular internal combustion engines.

6.1.2* Final-Stage Vehicle Integrator/Manufacturer.

6.1.2.1* The FSVIM shall have the responsibility for integration of the engine, fuel system, and gaseous detection system, where required, onto the vehicle chassis and for the operation of the vehicle.

6.1.2.2 The FSVIM shall obtain, when available, documented approval of the chassis original equipment and component manufacturers of the onboard fuel and detection systems components, proper installation, and application from each of the following:

- (1) Vehicle
- (2) Chassis
- (3) Engine
- (4) Gas detection
- (5) Fuel system

6.1.2.3 Modifications of a vehicle gaseous fuel system shall conform with, when available, the engineering recommendations of the original specifications of the original chassis vehicle manufacturer.

6.2 System Component Qualifications.

6.2.1 System components shall comply with the applicable provisions of Chapter 5 and this section.

6.2.2 Temperature Range.

6.2.2.1 Components in the engine compartment shall be designed or selected for a minimum temperature range of -40°F to 250°F (-40°C to 121°C).

6.2.2.2 All other components shall be designed or selected for service per the OEM's engineering requirements.

6.2.3 Aluminum or copper pipe, tubing, or fittings shall not be used between the fuel container and the first-stage pressure regulator.

6.2.4 Fuel-carrying components, with the exception of container valves, tubing, and fittings, shall be labeled or stamped with the following:

- (1) Manufacturer's name or symbol
- (2) Model designation
- (3) Design service pressure
- (4) Direction of fuel flow where necessary for correct installation
- (5) Capacity or electrical rating, as applicable

6.3 Installation of Fuel Supply Containers.

6.3.1 Fuel supply containers shall be installed in accordance with the instructions of the container manufacturer and the requirements in 6.3.2 through 6.3.10.

6.3.2 Fuel supply containers on vehicles shall be permitted to be located within, below, or above the driver or passenger compartment, provided all connections to the container(s) are external to, or sealed and vented from, these compartments.

6.3.2.1 Fuel supply containers shall be protected with a means to prevent damage that occurs due to road hazards, loading, unloading, direct sunlight, exhaust heat, and vehicle use, including accidental cargo leakage.

6.3.2.2 Shields, if present, shall be installed in a manner that prevents damage to the shield or coating in the following occurrences:

- (1) Direct contact between the shield and the fuel supply container
- (2) Trapping of solid materials or liquids between the shield and fuel supply container

6.3.2.3 The fuel supply container shall be positioned to prevent contact with vehicle components such as, but not limited to, frame members, body panels, or brake lines that leads to container fretting or abrasion over time.

6.3.3 Vehicle fuel supply containers shall be mounted in a location to minimize damage from collision.

6.3.3.1 Containers shall be protected by covers from accidental contact with overhead electrical wiring.

6.3.3.2* The fuel system, including containers, shall be installed with as much road clearance as practical.

6.3.3.3 This minimum clearance shall be measured from the road to the container, its housing, or its fittings, whichever is lowest, and shall not, with the vehicle loaded to its gross weight rating, allow any component to touch the road surface in the event of a flat tire or the removal of any tire.

6.3.3.4 No portion of a fuel supply container or container appurtenance mounted on the undercarriage of the vehicle shall be located ahead of the front axle or behind the point of attachment of the rear bumper to the vehicle.

6.3.3.4.1 Container valves shall be protected from physical damage using the vehicle structure, valve protectors, or a metal shield.

6.3.3.5 No part of the fuel supply container or its appurtenances shall protrude beyond the sides or top of any vehicle to prevent the container from being struck or punctured.

6.3.4 Each fuel supply container rack shall be secured to the vehicle body, bed, or frame to prevent damage from road hazards, slippage, loosening, or rotation using a method capable

of withstanding a static force in the six principal directions shown in Figure 6.3.4 of eight times the weight of a fully pressurized container(s).

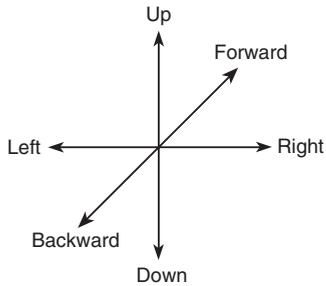


FIGURE 6.3.4 The Six Principal Directions.

6.3.5 Each fuel supply container in the rack shall be secured to its cradle in a manner that it is capable of withstanding a static force, applied in the six principal directions (see Figure 6.3.4), of eight times the weight of the fully pressurized container with a maximum displacement of 0.50 in. (13 mm).

6.3.6 The fuel supply container weight shall not be supported by outlet valves, manifolds, or other fuel connections.

6.3.7 Fuel supply containers located less than 8 in. (200 mm) from the exhaust system shall be shielded against direct heat.

6.3.8 The mounting system shall minimize fretting corrosion between the fuel supply container and the mounting system.

6.3.9 Fuel supply containers shall not be installed so as to adversely affect the driving characteristics of the vehicle.

6.3.10 Metal clamping bands and their supports shall not be in direct contact with a fuel supply container.

6.3.10.1 A resilient gasket that does not retain water shall be installed between the clamping bands and their supports and a container.

6.3.10.2 The resilient gasket shall provide insulation to protect clamping bands from galvanic corrosion in contact with the containers.

6.4* Installation of Venting Systems.

6.4.1* All pressure relief devices and connections between pressure-carrying components installed within driver, passenger, or a closed compartment (see 6.4.7) shall be vented to the outside of the vehicle.

6.4.1.1 This requirement shall not include plugs in the ends of containers with openings in each end.

6.4.2 The venting system shall be secured at intervals in such a manner as to minimize the possibility of damage, corrosion, breakage, or dislocation due to gas flow forces during venting, expansion, contraction, vibration, strains, or wear and to preclude any loosening while in operation.

6.4.3 The vent or vents for the venting system shall not exit into a wheel well.

6.4.4 A vent shall not restrict the operation of a container pressure relief device or pressure relief device channel.

6.4.5 Means shall be provided to prevent water, dirt, insects, and any foreign objects from collecting in the vent lines or pressure relief devices.

6.4.6 Protective devices in 6.4.5 shall not restrict the flow of gas.

6.4.7 Gastight Enclosures.

6.4.7.1 The neck of the container and all CNG fittings within the compartment shall be enclosed in a gastight enclosure made of linear, low-density polyethylene having a minimum thickness of 8 mils (0.20 mm) or an equally gastight alternate enclosure that is vented directly to the outside of the vehicle.

6.4.7.2 The gastight enclosure shall not be constructed of fire-resistant material.

6.4.8 Where located in a vehicle compartment capable of accumulating natural gas, a container shall be installed so that the following conditions are met:

- (1) The pressure relief device (PRD) for the protection of the container is installed in the same vehicle compartment as the container.
- (2) The discharge from the PRD is vented to the outside through an electrically conductive tube or hose, which shall be in accordance with the following:
 - (a) The tube or hose is secured at intervals in such a manner as to minimize the possibility of damage, corrosion, or breakage of either the vent line or the pressure relief device due to expansion, contraction, vibration, strains, or wear and to preclude any loosening while in operation.
 - (b) The tube or hose has a burst pressure of at least 1½ times the pressure in the vent that results from activation of the PRD.
- (3) The vent opening is not blocked by debris thrown up from the road, such as snow, ice, mud, and so forth, or otherwise affected by the elements.

6.5 Installation of Piping.

6.5.1 Manifolds connecting fuel containers shall be fabricated to minimize vibration.

6.5.1.1 Manifolds shall be installed in a protected location or shielded to prevent damage from unsecured objects.

6.5.2 Manifolds connecting containers or container pressure relief devices shall be designed to vent gas from the individual container(s) exposed to a fire so that all containers meet the requirements of Section 5.5.

6.5.3 A pipe thread jointing material impervious to the action of the natural gas used in the system shall be applied to all male pipe threads prior to assembly.

6.5.4 Piping and fittings shall be clear and free from cutting or threading burrs and scales.

6.5.4.1 The ends of all piping shall be reamed.

6.5.5 Where necessary to prevent abrasion, fuel lines passing through a panel shall be protected by grommets or other protective devices.

6.5.6 Fuel lines shall have clearance from the engine exhaust system to protect the fuel lines from excessive heat by durable and effective means.

6.5.7 Fuel lines shall be mounted, braced, and supported to minimize vibration.

6.5.7.1 Fuel lines shall be protected against damage, corrosion, or breakage due to strain or wear.

6.5.8 A bend in piping or tubing shall be prohibited where such a bend weakens the piping or tubing.

6.5.9 Joints or connections on piping systems shall be located in an accessible location.

6.5.10 Where a fuel supply container is located on a trailer, the fuel supply line shall contain an emergency breakaway device designed to retain CNG on both sides of the breakaway point.

6.6 Installation of Valves.

6.6.1 Every cylinder shall be equipped with either of the following:

- (1) A manual valve
- (2) A normally closed, remotely actuated shutoff valve connected directly to the cylinder and equipped to bleed the cylinder manually

6.6.1.1 Vehicles with more than one fuel supply container, where each container is equipped with a normally closed remotely actuated shutoff valve, shall have an automatic system to detect the failure of any one of the valves.

6.6.2 In addition to the valve required by 6.6.1, a manual shutoff valve or a normally closed, automatically actuated shutoff valve shall be installed that allows isolation of the container(s) from the remainder of the fuel system.

6.6.2.1 An additional manual shutoff valve shall not be required on vehicles that are not normally operated on public streets, that have a single fuel supply cylinder, and that are equipped with an accessible manual cylinder shutoff valve.

6.6.2.2 The valve shall be mounted and shielded or installed in a protected location to minimize damage from vibration and unsecured objects.

6.6.2.3 Where a manual shutoff valve is used, it shall be in an accessible location.

6.6.2.3.1 The manual shutoff valve shall have not more than 90 degrees rotation (quarter turn fuel delivery valve) from the open to the closed positions.

6.6.2.4 Access to the manual shutoff valves shall not require the use of any key or tool.

6.6.2.5 Where a manual valve is used, the valve location shall be indicated by means of a decal or label containing the words "MANUAL SHUTOFF VALVE."

6.6.2.6 A weather-resistant decal or label with red, blue, or black letters on a white or silver reflective background shall be used.

6.6.2.7 The valve required by 6.6.2 shall not be used to introduce high-pressure gas to downstream components of the fuel system that have previously been depressurized.

6.6.3 A valve that automatically prevents the flow of gaseous fuel to the engine when the engine is not running, even if the ignition is switched on, shall be provided in the system.

6.6.4* Where multiple fuel systems are installed on the vehicle, automatic valves shall be provided, as necessary, to shut off the fuel not being used.

6.6.5 The fueling system shall be equipped with a backflow check valve that prevents the return flow of gas from the container(s) to the filling connection.

6.6.5.1 The backflow check valve shall be mounted to withstand the breakaway force specified in 7.11.6.2.

6.6.5.2 A second check valve shall be located between the fueling receptacle and the fuel supply containers.

6.7 Installation of Pressure Gauges.

6.7.1 Pressure gauges located within a driver or passenger compartment shall be installed in such a manner that no gas flows into the passenger compartment in the event of failure.

6.7.2 Pressure gauges installed outside a driver or passenger compartment shall be equipped with a limiting orifice, a shatterproof lens, and a body relief.

6.7.3 Pressure gauges shall be mounted, shielded, and installed in a protected location to prevent damage from vibration and unsecured objects.

6.8 Installation of Pressure Regulators.

6.8.1 An automatic pressure-reducing regulator(s) shall be installed to reduce the fuel container pressure to a level consistent with the service pressure required by the gas-air mixer, throttle body, or fuel injectors.

6.8.2 Means shall be provided to prevent regulator malfunctions due to refrigeration effects.

6.8.3 Regulators shall be installed so that their weight is not placed on, or supported by, the attached gas lines.

6.9 Installation of Fueling Connection.

6.9.1 Fueling connections installed on vehicles less than 10,000 lb (4500 kg) gross vehicle weight rating (GVWR) shall be in accordance with Section 5.11.

6.9.1.1 Larger vehicles such as buses and trucks shall be permitted to use fueling connections that are designed to prevent the connection of a lower service pressure vehicle to a higher service pressure source.

6.9.2 The fueling connection receptacle shall be mounted to withstand the breakaway force specified in 7.11.6.2.

6.9.3 The receptacle shall be installed in accordance with the manufacturer's instructions.

6.9.4 The clearance around the fueling connection shall be free of interference that prevents the connection of the fueling nozzle.

6.9.5 Service Pressure.

6.9.5.1 The service pressure of the fueling connection receptacle shall not exceed the marked service pressure of the fuel supply cylinders.

6.9.5.2 The service pressure of the fueling receptacle shall not exceed 80 percent of the set pressure of any relief valves installed on fuel supply containers in the vehicle.

6.10 Wiring Installation.

6.10.1 Wiring shall be secured and protected from abrasion and corrosion to the same standard as the original wiring on the vehicle.

6.10.2 All wiring shall be sized according to the Society of Automotive Engineers (SAE) and fuse-protected.

6.11 Labeling.

6.11.1 A vehicle equipped with a CNG fuel system shall bear the following durable labels:

- (1) A label readily visible and located in the engine compartment shall include the following:
 - (a) Identification as a CNG-fueled vehicle
 - (b) System service pressure
 - (c) Installer's name or company
 - (d) Fuel container life expires (insert date for limited-life fuel containers. This label item not required for containers with unlimited life.)
 - (e) Total container water volume in gallons (liters)
 - (f) Date by which fuel containers are to be inspected (insert date) and every (insert number) months thereafter
- (2) A label located at the fueling connection receptacle shall include the following:
 - (a) Identification as a CNG-fueled vehicle
 - (b) System service pressure
 - (c) Fuel container life expires (insert date for limited-life fuel containers. This label item not required for containers with unlimited life.)
 - (d) Fuel containers are to be inspected by (insert date) and each (insert number) months thereafter.

6.11.1.1 The fuel container inspection dates shall be changed after each required container inspection to denote the next required inspection date and shall be permitted on a separate additional label.

6.11.2 If both labels are located in one of the above areas, the labels shall be permitted to be combined into a single label.

6.11.3 In addition to the label(s) required by 6.11.1, each vehicle shall be identified with a weather-resistant, diamond-shaped label located on the exterior vertical surface or near-vertical surface on the lower right rear of the vehicle other than on the bumper of the vehicle.

6.11.3.1 The labels for vehicles less than Class 6 shall be a minimum of 4.72 in. long × 3.27 in. high (120 mm × 83 mm).

6.11.3.2 The labels for Class 6 vehicles and greater shall be a minimum of 5.7 in. long × 4.2 in. high (145 mm × 107 mm).

6.11.3.3 The marking in the label required by 6.11.3.1 shall consist of a border and the letters "CNG" [1 in. (25 mm) minimum height centered in the diamond] of silver or white reflective luminous material on a blue background.

6.11.3.4 The marking in the label required by 6.11.3.2 shall consist of a border and the letters "CNG" [1.2 in. (30 mm) minimum height centered in the diamond] of silver or white reflective luminous material on a blue background.

6.11.4 Each assembly of CNG containers shall be permanently labeled near the container valve as follows:

DANGER. Venting of the pressure from this system requires the use of special instructions or tools that can be obtained from the manufacturer [Insert the name, telephone number, and email address of the vehicle manufacturer or system installer].

6.12 System Testing.

6.12.1* The completed fuel system assembly shall be leak tested using natural gas or inert gas.

6.12.2 Before use, every connection shall be verified leak free with a noncorrosive leak detector solution or a leak detector instrument after the equipment is connected and pressurized to its service pressure.

6.12.3 If the completed assembly is leak tested with natural gas, the testing shall be done under ventilated conditions.

6.12.4* Where a vehicle is involved in an accident or fire causing damage to the CNG container, or if the container is subjected to a pressure greater than 125 percent of service pressure, the CNG container shall be replaced or removed, inspected, and retested in accordance with the document under which it was originally manufactured before being returned to service.

6.12.5 Where a vehicle is involved in an accident or fire causing damage to any part of the CNG fuel system, the system shall be repaired and retested (*see Section 6.13*) before being returned to service.

6.12.6 Where a CNG container is removed from a vehicle in order to be installed within a different vehicle, it shall be inspected or retested in accordance with the inspection or requalification procedures of the standard under which it was originally manufactured before it is reinstalled.

6.13 System Maintenance and Repair.

6.13.1 Damaged fuel lines shall be replaced and not repaired.

6.13.2 All containers, container appurtenances, piping systems, venting systems, and other components shall be maintained in accordance with the manufacturer's requirements.

6.13.3 Vehicle fuel supply containers shall be inspected in accordance with the vehicle label required in 6.11.1 and one of the following:

- (1) Vehicle manufacturer's instructions
- (2) Container manufacturer's instructions

6.13.3.1 Fuel containers whose service life has expired shall be removed from service.

6.13.3.2 After periodic container inspection, a label showing the next required inspection date shall be affixed as required in 6.11.1.

6.13.4 Pressure relief devices on fuel containers shall be maintained in accordance with the following:

- (1) Pressure relief device channels or other parts that interfere with the functioning of the device shall not be plugged by paint or accumulation of dirt.
- (2) Only qualified personnel shall be permitted to service pressure relief devices.
- (3) Only assemblies or original manufacturer's parts shall be used in the repair of pressure relief devices unless the interchange of parts has been proved by tests.
- (4) No pressure relief device that has been in service shall be reinstalled on another fuel cylinder.

6.13.5 The following shall be done during vehicle maintenance:

- (1) Ensure the engine is isolated from the fuel supply unless engine operation is required. If a manual isolation valve is used, it shall comply with 6.6.2.
- (2) Prohibit torches, welding, or grinding equipment on or near high-pressure fuel lines and containers.
- (3) Prevent damage to containers, including actions such as dropping, dragging, or rolling of the container.
- (4) Prevent exposure of containers to strong chemicals such as battery acid or metal-cleaning solvents.
- (5) Store CNG containers in a manner to avoid damage.
- (6) Reinstall containers to their original configuration using approved gaskets, bolts, nuts, washers, and parts in accordance with the recommendations of the container manufacturer.
- (7) Prevent hoists or jacks from coming into direct contact with containers.
- (8) Prohibit personnel from walking on roof-mounted containers.

6.14 Discharge from Vehicle Containers.

6.14.1 The venting or depressurization of a CNG container shall be performed only by trained personnel using written procedures.

6.14.1.1 The gas to be removed from the container shall be discharged into a closed transfer system or vented by an approved method of atmospheric venting.

6.14.1.2 A valve shall be used to control the discharge of gas from high-pressure systems to a venting system.

6.14.2 Personnel performing container depressurization shall do the following:

- (1) Use grounding to prevent static electrical charge buildup.
- (2) Limit the rate of gas release from plastic-lined containers to a value not greater than that specified by the container manufacturer.
- (3) Restrain containers during depressurization to prevent container movement.

6.14.3 Direct gas venting shall be done through a vent tube that diverts the gas flow to atmosphere.

6.14.3.1 The vent tube shall have a gastight connection to the container prior to venting.

6.14.3.1.1 All components of the vent tube shall be grounded.

6.14.3.2 The vent tube shall be constructed of Schedule 80 pipe of at least 2 in. (51 mm) diameter.

6.14.3.3 The vent tube shall not be provided with any feature that limits or obstructs gas flow.

6.14.4* All vehicles shall be provided with a venting system to allow the high pressure portion of the CNG fuel system to be vented for service.

6.14.4.1 It shall not be required to break any connections while under pressure in order to vent the high pressure portion of the CNG fuel system.

6.14.4.1.1 A connection for an external vent system shall be provided.

6.14.4.2 The venting function shall be manually controlled.

6.14.4.3 All high pressure portions of the CNG fuel system shall be capable of being vented.

6.14.4.4 The vehicle manufacturer or system installer shall provide written venting instructions and specify any special tools needed for venting.

Chapter 7 CNG Compression, Gas Processing, Storage, and Dispensing Systems

7.1 Application.

7.1.1 This chapter applies to the design, construction, installation, and operation of containers, pressure vessels, compression equipment, buildings and structures, and associated equipment used for storage and dispensing of CNG as an engine fuel in fleet and public dispensing operations.

7.1.2 Mobile refueling vehicles, temporary trailers (with or without tractors), and other means of providing vehicle refueling or onsite storage shall be subject to the same requirements as a permanent refueling or storage installation, with the exception of vessel requirements.

7.1.3 Mobile refueling equipment shall meet the requirements of DOT or TC.

7.2 System Component Qualifications. System components shall comply with the applicable provisions of Chapter 5 and with Sections 7.5 through 7.13.

7.3 General System Requirements.

7.3.1 Where systems are served by a gas utility, the utility shall be notified of all CNG installations.

7.3.2 Equipment related to a compression, storage, or dispensing installation shall be protected to prevent damage from vehicles and minimize the possibilities of physical damage and vandalism.

7.3.3* Control devices shall be installed so that internal or external icing or hydrate formation does not cause vehicle or fueling station malfunction.

7.3.4 Vehicles shall not be considered a source of ignition with respect to the provisions of this chapter.

7.3.4.1 Vehicles containing fuel-fired equipment (e.g., recreational vehicles and catering trucks) shall be considered a source of ignition unless this equipment is shut off completely before entering an area in which ignition sources are not permitted.

7.3.5 The fueling connection shall prevent the escape of gas where the connector is not engaged or becomes separated.

7.3.6 Fueling nozzles installed on vehicles less than 10,000 lb (4500 kg) GVWR shall comply with Section 5.11.

7.3.6.1 Larger vehicles such as buses and trucks shall be permitted to use fueling nozzles that are designed to prevent the connection of a lower service pressure vehicle to a higher service pressure source.

7.3.7 Compression equipment shall be designed for use with CNG and for the pressures and temperatures to which it is subjected under operating conditions.

7.3.8 Compression equipment shall have pressure relief devices that limit each stage pressure to the maximum allowable

service pressure for the compression cylinder and piping associated with that stage of compression.

7.3.9 Where CNG compression equipment is operated unattended, it shall be equipped with a high discharge and a low suction pressure automatic shutdown control.

7.3.10 Control circuits that shut down shall remain down until manually activated or reset after a safe shutdown is performed.

7.3.11 Engine-driven compressor installations shall conform, where applicable, to NFPA 37, *Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines*.

7.3.12* Compression equipment shall incorporate a means to minimize liquid carryover to the storage system.

7.3.13 Modifications to fuel stations including, but not limited to, increases in working pressure or dispensing pressures shall be subject to a complete review in accordance with that required for a new installation to include a notification of any supplying utility (see 7.3.1).

7.3.13.1 A hazard analysis of the proposed modification and the startup plan shall be required and prepared prior to the modification and operation of the facility.

7.4 System Siting.

7.4.1 General.

7.4.1.1 CNG compression, storage, and dispensing shall be located and conducted outdoors or indoors in compliance with this section.

7.4.1.2 This equipment shall be installed on foundations with anchoring systems designed to meet the requirements of the adopted building code for the applicable seismic and wind conditions.

7.4.2 Outdoors.

7.4.2.1 CNG storage containers charged with CNG not connected for use shall be located outdoors.

7.4.2.2 A facility in which CNG compression, storage, and dispensing equipment are sheltered by weather protection constructed in accordance with the requirements of the building code and by a roof designed for ventilation and dispersal of escaped gas shall be considered to be located outdoors.

7.4.2.3 Compression, storage, and dispensing equipment located outdoors shall be above ground.

7.4.2.3.1 Compression, storage, and dispensing equipment located outdoors shall not be beneath electric power lines or where exposed by their failure.

7.4.2.3.2 Compression, storage, and dispensing equipment located outdoors shall be a minimum of 10 ft (3 m) from the nearest important building or line of adjoining property that is able to be built upon or from any source of ignition.

7.4.2.4 Compression, storage, and dispensing equipment located outdoors shall be not less than 10 ft (3 m) from the nearest public street or sidewalk line and at least 50 ft (15 m) from the nearest rail of any railroad main track.

7.4.2.5 A clear space of at least 3 ft (1 m) shall be provided for access to all valves and fittings of multiple groups of containers.

7.4.2.6 Combustible material shall not be permitted within 10 ft (3 m) of any stationary container.

7.4.2.7 The minimum separation between containers and aboveground tanks containing flammable or combustible liquids shall be 20 ft (6 m).

7.4.2.8 During outdoor fueling operations, the point of transfer shall be located at least 10 ft (3 m) from any important building, mobile home, public sidewalk, highway, street, or road and at least 3 ft (1 m) from storage containers.

7.4.2.8.1 The point of transfer shall be permitted to be located at a lesser distance from buildings or walls constructed of concrete or masonry materials or of other material having a fire resistance rating of at least 2 hours, but at least 10 ft (3 m) from any building openings.

7.4.2.9 Areas for compression, storage, and dispensing shall be classified in accordance with Table 7.4.2.9 for installations of electrical equipment.

7.4.3 Indoors.

7.4.3.1 General. Compression, dispensing equipment, and storage containers connected for use shall be permitted to be located inside of buildings reserved exclusively for these purposes or in rooms within or attached to buildings used for other purposes in accordance with this section.

7.4.3.2 Limits of Storage in Buildings. Storage shall be limited to not more than 10,000 scf (283 m³) of natural gas in each building or room.

7.4.3.2.1 CNG stored in vehicle-mounted fuel supply containers shall not be subject to 7.4.3.2.

7.4.3.3* Deflagration Venting.

7.4.3.3.1 Deflagration (explosion) venting shall be provided in exterior walls or roof only.

7.4.3.3.2 Vents shall be permitted to consist of any one or any combination of the following:

- (1) Walls of light material
- (2) Lightly fastened hatch covers
- (3) Lightly fastened, outward opening doors in exterior walls
- (4) Lightly fastened walls or roofs

7.4.3.3.3 Where applicable, snow loads shall be considered.

7.4.3.4 Rooms Within Buildings.

7.4.3.4.1 Rooms within or attached to other buildings shall be constructed of noncombustible or limited-combustible materials.

7.4.3.4.1.1 Window glazing shall be permitted to be plastic.

7.4.3.4.2 Interior walls or partitions shall be continuous from floor to ceiling, be anchored in accordance with the requirements of the building code, and have a fire resistance rating of at least 2 hours.

7.4.3.4.3 At least one wall shall be an exterior wall.

7.4.3.4.4 Explosion venting shall be provided in accordance with 7.4.3.3.

7.4.3.4.5 Access to the room shall be from outside the primary structure.

7.4.3.4.6 If access to the room from outside the primary structure is not possible, access from within the primary structure

Table 7.4.2.9 Electrical Installations

Location	Division or Zone	Extent of Classified Area
Containers (other than mounted fuel supply containers)	2	Within 10 ft (3 m) of container
Area containing compression and ancillary equipment	2	Up to 15 ft (4.6 m) from equipment
Dispensing equipment outdoors	1	Inside the dispenser enclosure
Outdoors	2	From 0 to 5 ft (0 to 1.5 m) from the dispenser
Indoors	1	Inside the dispenser enclosure
Indoors	2	Entire room, with adequate ventilation (<i>see</i> 7.4.3)
Discharge from relief valves or vent		
Outdoors	1	5 ft (1.5 m) in all directions from the point source
Outdoors	2	Beyond 5 ft (1.5 m) but within 15 ft (4.6 m) in all directions from point of discharge
Valves, flanges of screwed fittings	None	Unclassified
Discharge from relief valves within 15 degrees of the line of discharge	1	15 ft (4.6 m)

shall be permitted where such access is made through a barrier space having two vapor-sealing, self-closing fire doors rated for the location where installed.

7.4.3.5 Ventilation Inlets and Outlets.

7.4.3.5.1 Indoor locations shall be ventilated utilizing air supply inlets and exhaust outlets arranged to provide uniform air movement throughout the space.

7.4.3.5.2 Inlets shall be uniformly arranged on exterior walls near floor level.

7.4.3.5.3 Outlets shall be located in exterior walls at the high point of the room or in the roof.

7.4.3.5.4 Ventilation.

7.4.3.5.4.1 Ventilation shall be by a continuous mechanical ventilation system or by a mechanical ventilation system activated by a continuously monitoring natural gas detection system where a gas concentration of not more than one-fifth of the lower flammable limit is present.

7.4.3.5.4.2 In either case in 7.4.3.5.4.1, the system shall immediately shut down the fueling system in the event of detection of an alarm condition or failure of the ventilation system, the detection system, or the controls.

7.4.3.5.5* The ventilation rate shall be at least $1 \text{ ft}^3/\text{min} \cdot 12 \text{ ft}^3$ ($0.03 \text{ m}^3/\text{min} \cdot 0.34 \text{ m}^3$) of room volume.

7.4.3.5.6 A ventilation system for a room within or attached to another building shall be separate from any ventilation system for the other building.

7.4.3.6 Where installed, a gas detection system shall be equipped to sound a latched alarm and visually indicate when a maximum of one-fifth of the lower flammable limit is reached.

7.4.3.7 Reactivation of the fueling system shall be by manual restart that is conducted by trained personnel.

7.4.3.8 Buildings and rooms used for compression, storage, and dispensing shall be classified in accordance with Table 7.4.2.9 for installations of electrical equipment.

7.4.3.9 Nonelectrical sources of ignition shall not be permitted.

7.4.3.10 Pressure relief devices on storage systems shall have pressure relief device channels [*see* 5.5.1(3)] to convey escaping gas to the outdoors and then upward to a safe area to prevent impinging on buildings, other equipment, or areas open to the public (e.g., sidewalks).

7.4.3.11 Warning Signs.

7.4.3.11.1 Access doors shall have warning signs with the words "WARNING — NO SMOKING — FLAMMABLE GAS."

7.4.3.11.2 The wording shall be in plainly legible, bright red letters not less than 1 in. (25 mm) high on a white background.

7.4.3.12 Indoor Fast-Fill Fueling, Outdoor Storage, and Compression. Fast-fill fueling indoors shall be permitted where storage and compression equipment is located outdoors complying with 7.4.2.1 through 7.4.2.7 and 7.4.2.9.

7.4.3.12.1 Where attended fast-fill fueling is performed indoors, the following shall be installed:

- (1) An emergency manual shutdown device shall be installed as required by 7.11.5.
- (2) A gas detection system equipped to sound a latched alarm and visually indicate when a maximum of one-fifth of the lower flammable limit is reached shall be installed.

7.4.3.12.2 The actuation of the gas detection system shall shut down the compressor and stop the flow of gas into the structure.

7.5 Installation of Containers and Container Appurtenances (Other than Pressure Relief Devices).

7.5.1* Storage containers shall be installed above ground on stable, noncombustible foundations or in vaults with ventilation and drainage. (*See Section 4.5 for noncombustible.*)



7.5.1.1 Horizontal containers shall have no more than two points of support longitudinally.

7.5.1.2 In areas subject to flooding, each container shall be anchored to prevent floating.

7.5.2 Containers shall be protected by painting or other equivalent means where necessary to inhibit corrosion.

7.5.2.1 Composite containers shall not be painted without prior permission from the container manufacturer.

7.5.2.2 Horizontally installed containers shall not be in direct contact with each other.

7.5.2.3 Composite containers shall be protected from UV radiation as required by the manufacturer.

7.5.3 Means shall be provided to prevent the flow or accumulation of flammable or combustible liquids under containers, such as by grading, pads, or diversion curbs.

7.6 Installation of Pressure Relief Devices.

7.6.1 Pressure relief valves shall be arranged so that they discharge to a location where escaping gas does not impinge on buildings, other equipment, or areas that are occupiable by the public (*see 7.4.3.10*).

7.6.2 Pressure relief valves on pressure vessels shall be installed so that any discharge is in a vertical position.

7.6.2.1 Pressure relief valves shall be fitted with rain caps.

7.6.3 A pressure relief valve other than a rupture disc shall be installed in the fueling transfer system to prevent pressures in excess of 125 percent of the vehicle service pressure from being supplied to the vehicle.

7.6.3.1 The pressure relief valve shall be redundant to and independent from any operating control system used to control the supplied fuel pressure during dispenser operation.

7.6.4 The set pressure of the overpressure protection device shall not exceed 125 percent of the service pressure of the fueling nozzle it supplies.

7.6.5 If approved, full port block valves shall be permitted to be installed between the relief valves and the storage vessel or fueling transfer system.

7.6.6 The block valves shall be locked open.

7.7 Installation of Pressure Regulators.

7.7.1 Regulators shall be designed, installed, or protected so that their operation is not affected by freezing rain, sleet, snow, ice, mud, insects, or debris.

7.7.2 Regulator protection of 7.7.1 shall be permitted to be integral with the regulator.

7.8 Installation of Pressure Gauges. Gauges or other readout devices shall be installed to indicate compression discharge pressure, storage pressure, and dispenser discharge pressure.

7.9 Installation of Piping and Hoses.

7.9.1* Piping and hose shall be run directly with provisions for expansion, contraction, jarring, vibration, and settling.

7.9.1.1 Exterior piping shall be either buried or installed above ground and shall be supported and protected against mechanical damage.

7.9.1.2 Underground piping shall be buried not less than 18 in. (460 mm) below the surface of the ground unless otherwise protected from damage by movement of the ground.

7.9.1.3 Underground and aboveground piping shall be protected from corrosion in compliance with recognized practices.

7.9.1.4 Threaded pipe and fittings shall not be used underground.

7.9.1.5 Piping Connections.

7.9.1.5.1 Manifolds connecting fuel containers shall be fabricated to minimize vibration.

7.9.1.5.1.1 Manifolds shall be installed in a protected location or shielded to prevent damage from unsecured objects.

7.9.1.5.2 A pipe thread jointing material impervious to the action of the natural gas used in system shall be applied to all male pipe threads prior to assembly.

7.9.1.5.3 Threaded piping and fittings shall be clear and free from cutting or threading burrs and scales.

7.9.1.5.3.1 The ends of all piping shall be reamed.

7.9.1.5.4 A bend in piping or tubing shall be prohibited where such a bend weakens the pipe or tubing.

7.9.1.5.5 A joint or connection shall be located in an accessible location.

7.9.1.5.6 The number of joints shall be minimized and placed in a location considering personnel safety.

7.9.2 Natural gas shall be vented only to a safe point of discharge.

7.9.2.1 A vent pipe or stack shall have the open end protected to prevent entrance of rain, snow, and solid material.

7.9.2.2 Vertical vent pipes and stacks shall have provision for drainage.

7.9.3 The use of hose in an installation shall be limited to the following:

- (1) Vehicle fueling hose
- (2) Inlet connection to compression equipment
- (3) Section of metallic hose not exceeding 36 in. (910 mm) in length in a pipeline to provide flexibility where necessary

7.9.3.1 Each section shall be installed so that it is protected against mechanical damage and is visible for inspection.

7.9.3.2 The manufacturer's identification shall be retained in each section.

7.9.4 At fueling stations, gas used for calibration and testing shall be vented to a safe location.

7.10 System Testing.

7.10.1 Piping, tubing and hose, and hose assemblies shall be leak tested after assembly to prove them free from leaks at a pressure equal to at least the normal service pressure of that portion of the system.

7.10.2 Pressure relief valves shall be tested at least every 3 years.

7.11 Installation of Emergency Shutdown Equipment.

7.11.1 Manually Operated Container Valve.

7.11.1.1 A manually operated container valve shall be provided for each DOT or TC storage cylinder.

7.11.1.2 Individual groups of manifolded ASME storage vessels without individual storage vessel valves shall be limited to a maximum of 10,000 scf (283 m³).

7.11.1.2.1 Manifolds serving each group of ASME storage vessels shall be provided with a manually operated shutoff valve.

7.11.1.3 Individual ASME pressure vessels of any size, not part of a manifold system, shall have a manual shutoff valve.

7.11.1.4 A manually operated shutoff valve shall be installed at the outlet from the manifold.

7.11.1.5 The valve in 7.11.1.3 shall be located downstream of the backflow check valve specified in 7.11.2.

7.11.2 The fill line on a storage container shall be equipped with a backflow check valve to prevent discharge of natural gas from the container in case of the rupture of the line, hose, fittings, or other equipment upstream of the storage containers.

7.11.3 Where excess-flow check valves are used, the closing flow shall be greater than the maximum system design flow rate and less than the flow rating of the piping system that results from a complete line failure between the excess-flow valve and the equipment downstream of the excess-flow check valve.

7.11.4 Gas piping from an outdoor compressor or storage system into a building shall be provided with shutoff valves located outside the building.

7.11.5 An emergency manual shutdown device shall be provided within 10 ft (3.0 m) of the dispensing area and also greater than 25 ft (7.6 m) from the dispensing area.

7.11.5.1 This device, when activated, shall shut off the power supply and gas supply to the compressor and the dispenser.

7.11.5.2 Emergency shutdown devices shall be distinctly marked for easy recognition with a permanently affixed legible sign.

7.11.6 Breakaway protection shall be provided in a manner that, in the event of a pullaway, natural gas ceases to flow at any separation.

7.11.6.1 A breakaway device shall be installed at every dispensing point.

7.11.6.2 A breakaway device shall be arranged to separate using a force not greater than 150 lb (68 kg) when applied in any direction that the vehicle would move.

7.11.6.3 Breakaway devices shall comply with ANSI/IAS NGV 4.4, *Breakaway Devices for Natural Gas Dispensing Hoses and Systems*.

7.11.7 Control circuits shall be arranged so that, when an emergency shutdown device is activated or electric power is cut off, systems that shut down remain off until manually activated or reset after a safe condition is restored.

7.11.8 Fast-Fill Station.

7.11.8.1 Each line between a gas storage facility and a dispenser at a fast-fill station shall have a valve that closes when one of the following occurs:

(1) The power supply to the dispenser is cut off.

(2) Any emergency shutdown device at the refueling station is activated.

7.11.8.2 A fast-closing, "quarter turn" manual shutoff valve shall be provided at a fast-fill station upstream of the breakaway device specified in 7.11.6, where it is accessible to the person dispensing natural gas, unless one of the following occurs:

(1) The self-closing valve referred to in 7.11.8.1 is located immediately upstream of the dispenser.

(2) The dispenser is equipped with a self-closing valve that closes each time the control arm is turned to the OFF position or when an emergency device is activated.

7.11.9 A self-closing valve shall be provided on the inlet of the compressor that shuts off the gas supply to the compressor when one of the following occurs:

(1) An emergency shutdown device is activated.

(2) A power failure occurs.

(3) The power to the compressor is switched to the OFF position.

7.12* Installation of Electrical Equipment.

7.12.1 Fixed electrical equipment and wiring within areas specified in Table 7.4.2.9 shall comply with Table 7.4.2.9 and be installed in accordance with *NFPA 70, National Electrical Code*.

7.12.1.1 Electrical equipment on internal combustion engines installed in accordance with NFPA 37, *Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines*, shall not be subject to 7.12.1.

7.12.2 With the approval of the AHJ, classified areas specified in Table 7.4.2.9 shall be permitted to be reduced or eliminated by positive pressure ventilation from a source of clean air or inert gas in conjunction with effective safeguards against ventilator failure by purging methods recognized in NFPA 496, *Standard for Purged and Pressurized Enclosures for Electrical Equipment*.

7.12.3 Classified areas shall not extend beyond an unpierced wall, roof, or vaportight partition.

7.12.3.1 Listed dispensers shall be permitted to be installed using classified areas in accordance with the terms of the listing.

7.12.4 Space around welded pipe and equipment without flanges, valves, or fittings shall be a nonhazardous location.

7.13 Stray or Impressed Currents and Bonding.

7.13.1* Where stray or impressed currents, such as those from cathodic protection, are used or present on dispensing systems, protective measures shall be taken to prevent ignition.

7.13.2* Static protection shall not be required where CNG is transferred by conductive or nonconductive hose, flexible metallic tubing, or pipe connections where both halves of the metallic couplings are in continuous contact.

7.14 System Operation.

7.14.1 A cylinder shall not be charged in excess of the design pressure at the normal temperature for that cylinder.

7.14.1.1 DOT, TC, and ANSI/IAS NGV2 cylinders shall be charged in accordance with DOT, TC, and ANSI/IAS NGV2 regulations.

7.14.1.2 DOT, TC, and ANSI/IAS NGV2 cylinders shall not be subjected to pressure in excess of 125 percent of the

marked service pressure even if, on cooling, the pressure settles to the marked service pressure.

7.14.2 A fuel supply container shall not have a settled pressure above the service pressure that is stamped on the container and displayed on a label near the filling connection, corrected for the ambient temperature at the time of filling.

7.14.3 CNG dispensing systems shall be equipped to stop fuel flow automatically when a fuel supply container reaches the temperature-corrected fill pressure (*see* 7.6.3).

7.14.4 The dispenser shall be designed to detect any malfunction that fills the vehicle fuel container in excess of the limits specified, or causes the relief valve required in 7.6.3 to open.

7.14.4.1 After any such malfunction, the dispenser shall be repaired and calibrated in accordance with Section 7.16 before continued operation.

7.14.4.1.1 The excess fuel shall be removed from the vehicle.

7.14.4.2 If the vehicle fuel system has been pressurized in excess of 1.25 times the service pressure of the fueling connection, the dispenser shall be shut down until repaired and calibrated, and the vehicle operator shall be notified to contact the container manufacturer for approval before continued operation.

7.14.5 The transfer of CNG into a fuel supply container shall be performed in accordance with instructions posted at the dispensing station.

7.14.6 Where CNG is being transferred to or from a motor vehicle, the engine shall be turned off.

7.14.7 During the transfer of CNG to or from cargo vehicles, the hand or emergency brake of the vehicle shall be set and chock blocks used to prevent rolling of the vehicle.

7.14.8 Transfer systems shall be capable of depressurizing to facilitate disconnection.

7.14.9 Bleed connections shall lead to a safe point of discharge.

7.14.10 CNG shall not be used to operate any device or equipment that has not been designed or modified for CNG service.

7.14.11 Sources of ignition shall not be permitted within 10 ft (3.0 m) of any filling connection during a transfer operation.

7.14.12* A warning sign(s) shall be posted at the dispensing points with the following words:

A. STOP MOTOR.

B. NO SMOKING.

C. FLAMMABLE GAS.

**D. NATURAL GAS VEHICLE FUEL CYLINDERS
SHALL BE INSPECTED AT INTERVALS
NOT EXCEEDING 3 YEARS TO ENSURE
SAFE OPERATION OF THE VEHICLE.**

**E. NATURAL GAS FUEL CYLINDERS PAST THEIR
END-OF-LIFE DATE SHALL NOT BE REFUELED
AND SHALL BE REMOVED FROM SERVICE.**

7.14.12.1 A warning sign with the words “NO SMOKING, FLAMMABLE GAS” shall be posted in all compressor and storage areas.

7.14.12.2 The location of signs shall be determined by local conditions.

7.14.12.3 The lettering on the sign shall be large enough to be visible and legible from each point of transfer.

7.14.12.4 The service pressure of each dispenser shall be posted in view of the operator.

7.15 Fire Protection. A portable fire extinguisher having a rating of not less than 20-B:C shall be provided at the dispensing area.

7.16* System Maintenance.

7.16.1 Containers and their appurtenances, piping systems, compression equipment, controls, and detection devices shall be maintained in safe operating condition and according to manufacturers’ instructions.

7.16.2 Written instructions shall be provided for CNG dispensing systems to include the following:

- (1) Operating instructions
- (2) Emergency shutdown instructions
- (3) Maintenance and repair instructions
- (4) Instructions for pressure and temperature calibrations and functional checks to assure that the dispenser continues to satisfy the requirements of Section 7.14

7.16.3 Dispensing systems shall be maintained in accordance with the instructions required in 7.16.2 to verify pressure control and pressure relief valves.

7.16.3.1 A written record of maintenance shall be provided.

7.16.4 Hose Assemblies. After the original installation, vehicle fueling hoses shall be examined visually according to the manufacturers’ recommendations or at least monthly to ensure that they are safe for use.

7.16.5 Hoses shall be tested for leaks in accordance with manufacturers’ requirements.

7.16.5.1 Any leakage or surface cracks shall be reason for rejection and replacement.

7.16.6 While in transit, fueling hose and flexible metal hose on a cargo vehicle to be used in a transfer operation, including their connections, shall be depressurized and protected from wear and injury.

7.16.7* PRVs shall be maintained in safe operating condition.

7.16.8 Maintenance personnel shall be trained in leak detection procedures and equipment in accordance with manufacturers’ recommendations.

7.17 Vehicle Fueling Appliances in Nonresidential Occupancies.

7.17.1 VFAs shall not exceed a gas flow of 10 scf/min (0.28 SCM/min).

7.17.2 VFAs shall be listed.

7.17.3 The installation of VFAs shall be exempt from the requirements of Sections 5.5 through 5.10, 7.2 through 7.4, 7.6, and 7.8 through 7.16.

7.17.4 VFAs shall be permitted to be used to fill stationary containers at vehicle fueling locations.

7.17.4.1 The method of connecting the VFA to such storage shall comply with the provisions of Chapters 5 and 7 and shall be approved.

7.17.4.2 The provisions of 7.17.3 shall apply to the VFA where connected to stationary containers at vehicle fueling locations.

7.17.5 The installation of VFAs shall comply with the requirements of Chapter 8.

7.17.5.1 The requirements of 8.1.2 and 8.1.3 shall not apply to the installation of VFAs.

7.17.5.2 Gas detectors shall be located in accordance with good engineering practice.

7.17.6 VFAs shall not be installed within 10 ft (3.0 m) of any flammable gas or liquid storage.

7.17.6.1 Storage in the vehicle fuel supply container shall not be subject to 7.17.6.

7.17.7 Where installed indoors in public assembly and educational occupancies, a VFA shall be located in a portion of the occupancy where NFPA 101, *Life Safety Code*, or the local building code permits the installation of hazardous equipment.

7.17.7.1 Where the VFA is located outdoors, the dispensing point shall be permitted to be located indoors without the need for a separate room.

Chapter 8 CNG Residential Fueling Facilities (RFF-CNGs)

8.1 Application.

8.1.1 This chapter applies to the design, construction, installation, and operation of a residential fueling facility (RFF-CNG).

8.1.2 The capacity of an RFF-CNG shall not exceed 5 scf/min (0.14 SCM/min) of natural gas.

8.1.3 Storage of CNG shall be prohibited.

8.1.3.1 CNG shall be permitted to be stored in the vehicle fuel supply container.

8.2 System Component Qualifications.

8.2.1 System components not part of a listed VFA shall comply with the appropriate provisions in Chapter 5.

8.2.2* VFAs shall be listed.

8.2.3 VFAs shall be exempt from the requirements of Sections 5.5 through 5.9, 7.2 through 7.4, 7.6, and 7.8 through 7.16.

8.3 General Safety Requirements.

8.3.1 All equipment related to an RFF-CNG installation shall be protected to minimize the possibility of physical damage and vandalism.

8.3.2 The use of an enclosure for the compressor package, similar to that of a central air conditioner, shall be permitted to satisfy 8.3.1.

8.3.3 All equipment related to RFF-CNG installation shall be designed for the pressure, temperature, and service expected.

8.3.4 Vehicles shall be unclassified electrically with respect to NFPA 70, *National Electrical Code*, Article 500.

8.3.4.1 Vehicles containing fuel-fired equipment (e.g., recreational vehicles) shall be considered a source of ignition unless this equipment is shut off completely before entering an area in which ignition sources are not permitted.

8.3.5 Natural gas shall not be vented to the atmosphere under normal operation.

8.3.5.1 Leakage of 1.0 standard cubic in. (16 cm³) of gas shall be permitted to be released to the atmosphere per filling during disconnection of the fueling hose.

8.3.6 Unless specifically permitted by the installation instructions, multiple VFAs shall not be manifolded together on the discharge side.

8.3.7 Where more than one VFA is located in a common area, spacing between the VFAs shall not be less than 3 ft (1 m) unless permitted by the installation instructions.

8.4 Installation.

8.4.1 General.

8.4.1.1 All RFF-CNG equipment shall be installed in accordance with the equipment manufacturer's instructions.

8.4.1.2 The RFF-CNG shall have a nameplate marked with minimum and maximum gas inlet pressures and flow rates, gas outlet maximum pressure, and electrical requirements.

8.4.2 Indoors.

8.4.2.1 Where it is necessary to install the compression unit and refueling connections indoors, the compression unit shall be mounted or otherwise located such that the compression unit is vented outdoors.

8.4.2.2* Where the RFF-CNG or the vehicle being fueled is located indoors, a gas detector set to operate at one-fifth the (LFL) lower flammable limit of natural gas shall be installed in the room.

8.4.2.2.1 The detector shall be located within 6 in. (150 mm) of the ceiling or the highest point in the room.

8.4.2.2.1.1 An RFF-CNG that is listed shall be permitted to utilize a combination of ventilation or gas detection to ensure that the room is maintained at a level below one-fifth of the lower limit of flammability of natural gas.

8.4.2.2.1.2 Meeting the provisions of 8.4.2.2.1 shall be deemed to be equivalent to a gas detector located within 6 in. (150 mm) of the ceiling or the highest point in the room.

8.4.2.2.2 The detector shall stop the compressor and operate an audible or a visual alarm.

8.4.3 Outdoors. The RFF-CNG shall be installed on a firm, noncombustible support to prevent undue stress on piping and conduit. (*See Section 4.5 for noncombustible.*)

8.5 Installation of PRVs. PRVs shall have PRD vents or vent lines to convey escaping gas to the outdoors and then upward to prevent impinging on buildings, other equipment, or areas open to the public (e.g., sidewalks).

8.6 Installation of Pressure Gauges. For measurement and test purposes, pressure gauges shall be permitted to be installed but shall not be required.

8.7 Pressure Regulation. An RFF-CNG shall be equipped to stop fuel flow automatically when the container(s) reaches the temperature-corrected fill pressure.

8.8 Piping and Hose.

8.8.1 All piping and hose from the outlet of the compressor shall be supplied as part of the RFF-CNG.

8.8.2 All gas piping to the RFF-CNG shall be installed in accordance with NFPA 54, *National Fuel Gas Code*.

8.8.3 The use of hose in an installation shall be restricted to the following:

- (1) A fueling hose limited to a maximum length of 25 ft (7.6 m) and supported above the floor/ground level or otherwise protected from mechanical damage from abrasion and being driven over by a vehicle
- (2) A maximum of 3 ft (1 m) in length where used to prevent abrasion damage resulting from vibration on the inlet or outlet, or both

8.8.4 Transfer systems shall be capable of depressurizing to facilitate disconnection.

8.8.5 Bleed connections shall lead to a safe point of discharge.

8.9 Testing. All piping and tubing shall be tested after assembly to be proven free of leaks at a pressure equal to the maximum service pressure of that portion of the system.

8.10 Installation of Emergency Shutdown Equipment.

8.10.1 An RFF-CNG shall be equipped with emergency manual shutdown of the gas supply and electric power.

8.10.1.1 The emergency electrical switch shall be at least 5 ft (1.5 m) from the RFF-CNG and in view of the RFF-CNG.

8.10.1.2 An RFF-CNG equipped with a flexible cord terminated with a grounding-type attachment plug shall be deemed to be equivalent to the emergency switch.

8.10.2 Breakaway protection shall be provided in a manner so that, in the event of a pullaway, natural gas ceases to flow.

8.10.2.1 The breakaway devices shall be compatible with ANSI/IAS NGV 4.4, *Breakaway Devices for Natural Gas Dispensing Hoses and Systems*, and CSA 12.54, *Breakaway Devices for Dispensing Systems*.

8.10.2.2 The breakaway provided as a component of a listed VFA shall be permitted not to comply with ANSI/IAS NGV 4.4, *Breakaway Devices for Natural Gas Dispensing Hoses and Systems*, and CSA 12.54, *Breakaway Devices for Dispensing Systems*.

8.10.3 A breakaway device shall be installed at every dispensing point.

8.10.4 The breakaway device in 8.10.3 shall be arranged to separate using a force not greater than 150 lb (68 kg) when applied in any horizontal direction.

8.11 Operation.

8.11.1 An RFF-CNG shall be operated in accordance with the manufacturer's instructions.

8.11.2 A fuel supply container shall not be charged in excess of its maximum allowable service pressure at normal temperature.

8.11.3 DOT and TC containers shall be charged in accordance with DOT and TC regulations.

8.11.4 Where CNG is being transferred to a motor vehicle, the engine shall be turned off.

8.12 Maintenance and Inspection.

8.12.1 All RFF-CNG equipment shall be inspected and maintained in accordance with the manufacturer's instructions.

8.12.2 After installation, all hose shall be examined visually as part of this inspection.

8.12.3 Hose that are kinked or worn shall be replaced.

8.12.4 All safety relief valves shall be maintained in operating condition in accordance with the manufacturer's/supplier's recommendation.

Chapter 9 LNG Engine Fuel Systems

9.1 Application.

9.1.1 This chapter applies to the design, installation, inspection, and testing of LNG fuel supply systems for vehicle engines.

9.1.2 This chapter shall not apply to LNG railroad fuel tenders required to comply with applicable DOT (Federal Railroad Administration) regulations.

9.2 Materials.

9.2.1 Metallic materials used in construction of the fuel system, except fusible links, shall have a minimum melting point of 1500°F (816°C).

9.2.2 Metallic material used in construction of the fuel system shall be listed in accordance with ANSI/ASME B31.3, *Process Piping*, and the ASME *Boiler and Pressure Vessel Code*, or API 620, *Design and Construction of Large, Welded, Low-Pressure Storage Tanks*, Appendix Q, and shall not be used below the minimum design temperature established in these codes or standards.

9.2.3 The use of dissimilar metal junctions shall be minimized, but if such a junction cannot be avoided, good corrosion protection practice shall be employed to reduce the effect of such a material combination on the long-term corrosion behavior of the junction.

9.2.4 All materials shall be selected or installed to minimize corrosion or to protect the material from corrosion.

9.2.4.1 Stainless steels that do not resist chloride-induced pitting/corrosion cracking and sensitization-induced corrosion resistance reduction shall not be used.

9.2.4.2 The use of all copper-zinc and copper-tin alloy families shall be restricted to those alloys that are metallurgically inhibited to prevent accelerated metallurgical deterioration from external environmental sources.

9.2.5 Brazing filler material shall have a melting point exceeding 1000°F (538°C).

9.2.6 Oxy-fuel gas welding shall not be permitted.

9.2.7 Furnace butt-welded steel products shall not be used.

9.3 Vehicular Fuel Containers.

9.3.1 Design. Containers shall be designed, fabricated, tested, and marked (or stamped) in accordance with the Regulations of DOT Specification 4L or the "Rules for the Construction of Unfired Pressure Vessels," ASME *Boiler and Pressure Vessel Code*, applicable at the date of manufacture.

9.3.1.1 LNG containers that are in contact with LNG or cold LNG vapor shall be physically and chemically compatible with LNG and designed for service at -260°F (-162°C).

9.3.1.2 Container appurtenances shall have a rated working pressure not less than the maximum allowable working pressure of the container.

9.3.1.3 For vacuum insulation, the inner tank, outer tank, and internal lines shall be tested for vacuum leaks prior to installation on the vehicle.

9.3.2 Container Filling.

9.3.2.1 Containers shall be equipped with a device or devices that provide an indication of when the container is filled to the maximum allowable liquid level.

9.3.2.2 The function shall allow for the ullage volume to be determined by the manufacturer to be that which maintains the required hold time as required by 9.3.5.

9.3.3 Structural Integrity.

9.3.3.1 The fully pressurized container, when filled to its maximum filling volume with LNG, together with valves, enclosures, and all other items that are mounted and attached, shall be capable of withstanding a static force, in the six principal directions, equal to eight times the weight of the container plus its contents, without loss of contents.

9.3.3.2 The container, the plumbing, and the mounting attachments shall withstand the effects of shock, vibration, and acceleration encountered in normal service.

9.3.3.2.1 Marine vessels shall be capable of withstanding forces appropriate for the vessel.

9.3.4* Container Shutoff Valves.

9.3.4.1 The container shall be equipped with shutoff valves that allow for its complete isolation from the rest of the vehicular fuel system.

9.3.4.1.1 Container shutoff valves shall be labeled as to their function.

9.3.4.1.2 Decals or stencils shall be acceptable.

9.3.4.2 Normally closed automatic shutoff valves that are held open by electric current, pneumatic or hydraulic pressure, or a combination thereof, or manually operated shutoff valves shall be permitted to be used to meet this requirement.

9.3.5* Heat Leak. The manufacturer shall identify the maximum operating design pressure of the container.

9.3.5.1 The construction of the container shall be such that the unrelieved pressure inside the container will not exceed the maximum allowable working pressure of the container within a 72-hour period after the container has been filled to its maximum filling volume with LNG stabilized at the designed operating pressure and temperature equilibrium has been established.

9.3.5.2 The ambient temperature during the 72-hour period shall be 70°F (21°C).

9.3.6 Reuse. Containers complying with 9.3.1 shall be permitted to be reused, reinstalled, or continued in use.

9.3.6.1 A container shall be determined to be suitable for continued service prior to reuse by means of periodic validation.

9.3.6.2 Validation shall be performed during normal re-vacuum or repair of the container.

9.3.7 Repair. Repair or alteration of containers shall comply with the code or original container manufacturer's design under which the container was fabricated.

9.3.8 Markings.

9.3.8.1 The container shall have the following permanent identification markings:

- (1) Total water capacity of the container in gallons (liters)
- (2) Label or labels placed in a visible location near the vehicle fill connection identifying it as an LNG connection, indicating the maximum allowable working pressure of the LNG tank
- (3) Markings to designate whether all inlets and outlets, except the relief valves and gauging devices, communicate with vapor or liquid space

9.3.8.2 Decals or stencils shall be acceptable.

9.3.8.3 Penetrations marked with the function of the penetration and identification shall not be obscured by frost.

9.4 Pressure Relief Devices.

9.4.1 Containers shall be equipped with the PRDs or pressure control valves required by the code under which the containers were designed and fabricated.

9.4.1.1 PRDs shall be sized for simultaneous conditions of fire and loss of vacuum.

9.4.1.2 PRDs shall be sized in accordance with CGA S-1.1, *Pressure Relief Device Standards — Part 1 — Cylinders for Compressed Gases*, and CGA S-1.3, *Pressure Relief Device Standards — Part 3 — Stationary Storage Containers for Compressed Gases*.

9.4.2 The PRDs and pressure control valves shall communicate directly with the vapor space of the container in the normal operating position.

9.4.3 The PRDs and pressure control valves shall not come into contact with the liquid within the container during normal operation.

9.4.4 All safety relief devices on vehicular fuel containers that discharge to the atmosphere shall vent outside of the vehicle.

9.4.5 All discharge lines and outlets shall be installed in accordance with 9.4.5.1 through 9.4.5.11.

9.4.5.1 Pressure relief discharge lines shall be designed for the pressure and temperature of the discharged LNG.

9.4.5.2 Components shall be designed for operation at an LNG temperature of -260°F (-162°C).

9.4.5.3 Individual discharge lines and adapters shall be sized, located, and secured so as to permit the maximum required relief discharge capacity in order to minimize the possibility of physical damage.



9.4.5.4 The discharge lines shall be able to withstand the pressure of the relief vapor discharge when the PRD is in the full-open position.

9.4.5.5 A means shall be provided (e.g., loose-fitting caps) to minimize the possibility of the entrance of water or dirt into either the relief device or its discharge line and to drain any water that accumulates in the discharge line.

9.4.5.6 The means of protection shall remain in place except when the PRD operates.

9.4.5.7 In this event, the means of protection shall permit the relief device to operate at maximum required capacity.

9.4.5.8 The outlet of the discharge line shall be fitted with a device or configured to prevent the formation or accumulation of any ice or frozen LNG that prevents the relief device from operating at required capacity.

9.4.5.9 The relief valve discharge shall be directed away from the refueling operator and not hinder manually shutting off any fuel system devices.

9.4.5.10 The discharge line from PRDs on all vehicles shall be directed upward and extended to a safe location.

9.4.5.11 Secondary relief devices designed to prevent rupture of the container upon failure of the primary relief device shall not be required to be piped away from the tank.

9.4.6 PRDs and pressure control valves shall be so designed that the possibility of tampering is minimized.

9.4.7 Externally set or adjusted valves shall be provided with a means of sealing the adjustment.

9.5 Pressure Gauges.

9.5.1 Containers equipped with pressure gauges shall have the gauges connected to the container at a point above the maximum liquid level.

9.5.2 Pressure gauges shall be designed for the maximum pressure and temperature conditions to which they can be subjected, with a minimum burst pressure safety factor of 4.

9.5.3 Dials shall be graduated to indicate at least 1.2 times the pressure at which the pressure relief device incident to the pressure gauge is set to function.

9.5.4 A gauge opening shall not exceed 0.055 in. (1.4 mm) (No. 54 drill size) at the inlet connection.

9.6 Pressure Regulators. The engine pressure regulator inlet and each chamber shall have a design operating pressure not less than the maximum pressure of the container.

9.7 Piping, Tubing, and Fittings. Piping, tubing, and fittings shall be designed, installed, inspected, and tested in accordance with ANSI/ASME B31.3, *Process Piping*.

9.8 Valves.

9.8.1 Valves, valve packing, gaskets, and seats shall be designed for the intended service.

9.8.2 All parts of container shutoff valves shall be designed for temperatures of -260°F (-162°C).

9.8.2.1 All parts of container shutoff valves shall be stainless steel, brass, or copper except gaskets, packing, and seats.

9.8.3 Extended bonnet valves shall be installed with their stem packing seals in such a position as to prevent leakage or malfunction due to freezing.

9.8.4 Where the extended bonnet in a cryogenic liquid line is installed at an angle greater than 4 degrees from the upright vertical position, evidence of satisfactory service in the installed position shall be demonstrated and engineering validation shall be provided by the original equipment (bonnet valve) manufacturer.

9.9 Pumps and Compressors.

9.9.1 Pumps and compressors shall be provided with a PRD to limit the discharge pressure to the maximum working pressure of the casing and downstream piping and equipment, unless these are designed for the maximum discharge pressure of the pumps or compressors.

9.9.2 Pumps shall be provided with a vent, a relief valve, or both that prevent overpressuring the pump case.

9.9.3 Pumps used for transfer of LNG shall be provided with means for precooling to reduce the effect of thermal shock and overpressure.

9.10 Vaporizers.

9.10.1 Vaporizers shall have the capacity to vaporize the LNG completely and heat the vapor to the design temperature of the downstream components prior to entry of the vapor into the pressure regulator when the vaporizer is subjected to the maximum vehicular fuel flow rate.

9.10.2 Vaporizers shall be marked permanently at a readily visible point to indicate the maximum allowable working pressure of the fuel-containing portion of the vaporizer.

9.10.3 Vaporizers shall be designed for a working pressure at least equal to the maximum discharge pressure of the pump or the pressurized system that supplies them, whichever is greater.

9.10.4 The discharge valve of each vaporizer, if provided, its piping components, the relief valves installed upstream of the discharge valve, the vaporizer piping, and related components shall be designed for operation at an LNG temperature of -260°F (-162°C).

9.10.5 Engine exhaust gases shall not be used as a direct source of heat to vaporize fuel.

9.10.6 Where engine exhaust is used to vaporize fuel, it shall be used via an indirect heating system.

9.11 Component Qualification.

9.11.1 OEM Approved Equipment. The following subsystems and components, if used, shall be recommended by the original equipment manufacturer (OEM) for the intended service:

- (1) Vehicular fuel containers
- (2) Fuel quantity gauging systems
- (3) PRDs
- (4) Pressure measurement devices
- (5) Valves
- (6) Pressure regulators
- (7) Vaporizers
- (8) Pumps
- (9) Engine fuel delivery equipment
- (10) Vehicle fueling receptacles
- (11) Electrical equipment related to the fuel system
- (12) Methane detection, fire protection, and suppression systems

9.11.2 Engine Compartment.

9.11.2.1 Onboard fuel system components inside the engine compartment shall be compatible with the liquids and gases throughout the full range of temperatures [-260°F to 250°F (-162°C to 121°C)].

9.11.2.2 Onboard fuel system components that are in contact with LNG shall be designed for service over a temperature range of -260°F to 250°F (-162°C to 121°C).

9.11.3 Outside Engine Compartment.

9.11.3.1 Components outside the engine compartment that are in contact with LNG shall be designed for service over a temperature range of -260°F to 180°F (-162°C to 82°C).

9.11.3.2 Other components that are not in contact with LNG shall be designed for service over a temperature range of -40°F to 180°F (-40°C to 82°C).

9.11.4 Components that are not fuel system components and are located within the operational area of LNG or LNG liquid or gaseous leaks shall also be protected or maintain a service range equal to the onboard fuel system.

9.12 Installation.

9.12.1 Vehicular Fuel Containers and Container Appurtenances.

9.12.1.1 Vehicular components or subsystems that can fail on exposure to LNG temperature shall be protected from exposure to LNG.

9.12.1.2 Containers shall be located in a place and in a manner so as to minimize the possibility of damage to the container and its appurtenances.

9.12.1.2.1 Containers located in the rear of vehicles, where protected by bumpers or vehicular structure, shall be considered to be in conformance with 9.12.1.2.

9.12.1.2.2 If fuel or container vent piping containing fuel is installed within 8 in. (200 mm) of engine or exhaust system components that exceed 250°F (121°C), it shall be shielded against direct heating.

9.12.1.3 Markings.

9.12.1.3.1 Container markings shall be visible after the container's permanent installation on a vehicle.

9.12.1.3.2 A portable lamp and mirror shall be permitted to be used when reading markings.

9.12.1.4 Container valves, appurtenances, and connections shall be protected to prevent damage due to incidental contact with foreign objects.

9.12.1.5* Position.

9.12.1.5.1 No part of the container or its appurtenances shall protrude beyond the sides or top of any vehicle to prevent the container from being struck or punctured.

9.12.1.5.2 Non-roof-mounted containers shall not be mounted ahead of the front axle or beyond the rear bumper on motor vehicles.

9.12.1.6 Containers shall be installed to provide as much road clearance as practical.

9.12.1.6.1 The minimum clearance from the road to the container, its housing, or its fittings, whichever is lowest, shall not, with the vehicle loaded to its gross weight rating, be less than

that defined by the vehicle manufacturer's design, or allow any component to touch the surface should the vehicle have a flat tire or require the removal of any tire.

9.12.1.6.2 Further requirements for clearances shall be measured as follows:

- (1) Containers installed between axles shall comply with 9.12.1.6.2(3) or shall not be lower than the lowest point on a structural component of the body, frame or subframe, if any, engine, or transmission, including the clutch housing or torque converter housing, forward of the container measured as if the wheel rims were on the ground.
- (2) Containers installed behind the rear axle and extending below the frame shall comply with 9.12.1.6.2(3) or shall not be lower than both of the following:
 - (a) The lowest point of a structural component of the body, engine, or transmission, including clutch housing or torque converter housing, forward of the container
 - (b) The lowest point of those lines extending rearward from each wheel at the point where the wheel rims contact the ground directly below the center of the axle to the lowest and most rearward structural interference (e.g., bumper, frame). Where there are two or more rear axles, the projections shall be made from the rearmost axle.
- (3) Where an LNG container is substituted for the fuel container installed by the original chassis manufacturer of the vehicle, the LNG container shall either fit within the space in which the original fuel container was installed or comply with 9.12.1.6.2(1) or 9.12.1.6.2(2) and shall meet, when available, the specifications of the chassis and fuel system OEMs.

9.12.1.7 Containers shall be mounted to prevent their jarring loose, slipping, or rotating.

9.12.1.8 Containers shall be secured to the vehicle body, bed, or frame by means capable of withstanding the loads defined in 9.3.3.

9.12.1.9 The container weight shall not be supported by outlet valves, manifolds, fuel lines, and other fuel-related components or connections.

9.12.1.10 The mounting system shall minimize fretting corrosion between the container and the mounting system.

9.12.1.11 Containers shall not be installed so as to affect adversely the operating characteristics of the vehicle.

9.12.1.12 Vehicular fuel systems shall be equipped with at least one manual or automatic fuel shutoff valve.

9.12.1.13 Manual fuel shutoff valves shall be readily accessible, operable without tools, and labeled as to their function.

9.12.1.14 Where a container is installed above the operator or passenger compartment of a vehicle, the following requirements shall apply:

- (1) The container and its piping, fittings, and valves shall be protected from damage by the following:
 - (a) A guard rail or similar device that is designed to absorb the impact of a collision with a stationary object when the vehicle is moving either forward or backward at 5 mph/hr (8 km/hr)
 - (b) A shield designed to absorb impacts that can occur during loading, unloading, or use of the vehicle



- (2) The top of the container and any related piping, fitting, valve, housing, guardrail, or shield shall not be more than 13.5 ft (4.1 m) above the road surface.
- (3) The cylinder shall be protected from accidental contact with overhead electrical wiring by metallic or nonmetallic covers.

9.12.1.14.1 The guard rail or similar device shall be free of projections that could damage the container or its valves and fittings.

9.12.1.14.2 The shield shall be free of projections that subject the container or its valves and fittings to damage.

9.12.2 Containers Mounted in the Interior of Vehicles.

9.12.2.1 Containers shall be installed and fitted so that no gas from fueling operations can be released inside the passenger compartment, by permanently installing the fueling receptacle outside the passenger compartment of the vehicle in a location protected from physical damage and dislodgment.

9.12.2.2 Enclosures, structures, seals, and conduits used to vent enclosures shall be fabricated of materials designed to resist damage, blockage, or dislodgment caused by the movement of articles carried in the vehicle or by the closing of luggage compartment enclosures or vehicle doors.

9.12.2.2.1 Enclosures shall require the use of tools for removal.

9.12.3 Pipe, Tubing, and Fittings.

9.12.3.1 Manifolds connecting fuel containers shall be fabricated and installed to minimize vibration and shall be installed in a protected location or shielded to minimize damage from unsecured objects.

9.12.3.2 Piping and tubing shall be installed, supported, protected, and secured in such a manner as to minimize the possibility of damage, corrosion, or breakage due to expansion, contraction, vibration, strains, or wear and to preclude any loosening while in transit.

9.12.3.3 Piping and tubing passing through a panel or structural member shall be protected by grommets or similar devices that shall snugly fit the piping or tubing and the hole in the panel or structural member.

9.12.3.4 Piping or tubing passing through the floor of a vehicle shall be installed to enter the vehicle through the floor directly beneath, or adjacent to, the container.

9.12.3.4.1 If a branch line is required, the tee connection shall be located in the main fuel line under the floor and outside the vehicle.

9.12.3.5 A fuel connection between a tractor and trailer or other over-the-road vehicle units shall not be permitted.

9.12.3.6 A PRV shall be installed in each section of piping or tubing in which LNG can be isolated between shutoff valves so as to relieve the trapped fuel pressure to a safe atmosphere.

9.12.3.7 The PRV shall not have a setting greater than the maximum allowable working pressure of the line it protects.

9.12.4 Valves.

9.12.4.1 Valves shall be mounted securely and shielded or installed in a protected location to prevent damage from vibration, shock, and unsecured objects.

9.12.4.2 Valves shall be installed so that their weight is not placed on, or supported by, the attached lines.

9.12.4.3 A positive shutoff valve shall be installed in the fuel supply line.

9.12.4.4 The shutoff valve shall close automatically and prevent the flow of fuel to the engine when the ignition switch is off or in the accessory position and when the engine is not running and the ignition switch is on.

9.12.4.5 Where multiple fuel systems or containers are installed on a vehicle, automatic valves shall be provided to shut off the container that is not being utilized.

9.12.4.6 The vehicular fueling system shall be equipped with a backflow check valve to prevent the return flow of LNG from the container(s) to the filling connection.

9.12.4.7 The check valve in 9.12.4.6 shall be permitted to be integral to another component in the system, such as the vehicular fueling connector.

9.12.5 Pressure Regulators.

9.12.5.1 On fuel delivery systems that have operating pressures that exceed the engine operating pressure requirements, automatic pressure regulating equipment shall be installed between the vehicular fuel container and the engine to regulate the pressure of the fuel delivered to the engine.

9.12.5.2 Pressure regulating equipment shall be installed so that its weight is not placed on, or supported by, the attached lines.

9.12.6 Pressure Gauges.

9.12.6.1 A pressure gauge located within a driver or passenger compartment shall be installed in such a manner that no gas flows through the gauge in the event of gauge failure.

9.12.6.2 Gauges shall be mounted securely, shielded, and installed in a protected location to prevent damage from vibration and unsecured objects.

9.12.7 Electrical Wiring.

9.12.7.1 Wiring shall be installed, supported, and secured in a manner to prevent damage due to vibration, shock, strains, wear, or corrosion.

9.12.7.2 All conductors shall be sized for the maximum anticipated load and shall be protected by overcurrent protection devices.

9.12.8 Labeling.

9.12.8.1 A vehicle equipped with an LNG fuel system shall bear a durable label located at the fueling connection receptacle that shall include the following:

- (1) Identification as an LNG-fueled vehicle
- (2) Maximum allowable working pressure of the vehicular fuel container

9.12.8.2 Each LNG-fueled vehicle shall be identified with a weather-resistant, diamond-shaped label located on an exterior vertical or near-vertical surface on the lower right rear of the vehicle (or on the trunk lid of a vehicle so equipped, but not on the bumper or tailgate of any vehicle), inboard from any other markings.

9.12.8.3 The labels for vehicles less than Class 6 shall be a minimum of 4.72 in. long × 3.27 in. high (120 mm × 83 mm).

9.12.8.4 The labels for Class 6 vehicles and greater shall be a minimum of 5.7 in. long × 4.2 in. high (145 mm × 107 mm).

9.12.8.5 The marking in the label required by 9.12.8.2 shall consist of a border and the letters “LNG” [1 in. (25 mm) minimum height centered in the diamond] of silver or white reflective luminous material on a blue background.

9.12.8.6 The marking in the label required by 9.12.8.3 shall consist of a border and the letters “LNG” [1.2 in. (30 mm) minimum height centered in the diamond] of silver or white reflective luminous material on a blue background.

9.12.9 Fueling Receptacle.

9.12.9.1 The fueling receptacle on the vehicular fuel system shall be supported and meet all the following requirements:

- (1) Receive the fueling connector and accommodate the service pressure of the vehicle fuel system
- (2) Incorporate a means to minimize the entry of dust, water, and other foreign material
- (3) Be designed for any corrosive conditions that are anticipated

9.12.9.2 The fueling receptacle shall be mounted to withstand a breakaway force such that the breakaway device specified in 10.4.5 operates before the receptacle separates from the vehicular fuel system.

9.12.9.3 The receptacle shall be installed in accordance with the original component manufacturer’s instructions.

9.12.10 Gas Detection. A fully engineered LNG onboard application methane detection system shall be validated and installed for each vehicle configuration and application and shall be certified by a qualified engineer with expertise in fire safety and gaseous fuels.

9.12.10.1 Motor vehicles equipped with an LNG fuel system or fueled with an unodorized L/CNG shall be provided with a methane detection system that will warn of the presence of methane in the engine compartment, driver’s compartment, and any passenger compartment.

9.12.10.2 The methane gas detection system shall provide a warning before the methane gas concentration exceeds the limits specified by 9.13.3.1.

9.12.10.3 The gas detection system shall function continuously at all times whether or not the engine is operating or the vehicle is on roadways.

9.12.10.3.1 Gas detection systems shall be permitted to be disconnected during electrical maintenance when detection is provided within the service area.

9.12.10.4 Warnings shall be plainly audible and visible to the driver prior to entering the vehicle and while seated in the normal driving position.

9.13 System Testing.

9.13.1 Cold Test and Pressure Test.

9.13.1.1 After the system has been completely assembled, all fittings and connections shall be tested for leaks while pressurized to the maximum operating pressure.

9.13.1.2 Liquid nitrogen or LNG shall flow through the system at least as far as LNG flows when the system is in operation, to validate minimum temperature [−260°F (−162°C)] and maximum tank venting pressure.

9.13.2 When a vehicle is involved in an accident or fire causing damage to the LNG fuel system container, the system, container, or both shall be inspected, repaired, or removed and retested before being restored to service.

9.13.3 Onboard Gas Detection.

9.13.3.1 The detection system shall activate a visual alarm within the driver’s compartment of the vehicle at a gas concentration not exceeding 20 to 30 percent of the LFL and sound an audible and visual alarm at a gas concentration not greater than 50 to 60 percent of the LFL.

9.13.3.1.1 Sensor locations shall include at a minimum the engine and driver’s compartment and any enclosed fuel container or installation within a compartment.

9.13.3.1.2 Motor vehicles equipped with a gas detection system shall provide warnings at two different levels in accordance with 9.13.3.1 and the following:

- (1) At the 50 percent to 60 percent LFL level, a warning that is audible and visible to the driver outside the vehicle
- (2) An 87 dBA warning that is audible outside the vehicle with windows up and doors closed
- (3) A visual warning that is visible in direct sunlight

9.13.3.2 Onboard methane detection, fire suppression, and fire protection systems shall be installed, inspected, validated, and maintained in accordance with the system OEM written recommendations and shall be maintained as a permanent vehicle record.

9.13.3.2.1 Periodic testing shall be done at a minimum of three times per year.

9.13.3.2.2 The gas detection testing procedure shall simulate the same gas and operating environment in which the vehicle is used for daily use of individual components and systems in accordance with the levels in 9.13.3.1.

9.13.3.2.3 Validation shall conform to the specifics of the component OEM recommendations and shall be maintained as a permanent vehicle record.

9.13.3.2.4 When provided, onboard fire suppression systems shall be operable at all times, whether or not the vehicle is operated or parked.

9.13.3.2.4.1 The suppression system shall provide a fire sensing system for detection, actuating, and dispensing of the appropriate agent in accordance with the OEM or FSVIM recommendation.

9.13.3.2.4.2 The fire suppression system shall be independent of all other systems and not share common components for recognition or automatic actuation.

9.13.3.2.4.3 Independent manual actuation shall be included as part of the fire suppression system and accessible to the driver when seated.

Chapter 10 LNG Fueling Facilities

10.1 Application.

10.1.1 This chapter applies to the design, siting, construction, installation, spill containment, and operation of containers, pressure vessels, pumps, vaporization equipment, buildings, structures, and associated equipment used for the

storage and dispensing of LNG and L/CNG as engine fuel for vehicles of all types.

10.1.2 All dispensing of LNG, including mobile refueling, into vehicle onboard fuel systems shall comply with the requirements of a permanent LNG refueling installation at the point of dispensing fuel.

10.2 Facility Design.

10.2.1 General.

10.2.1.1 LNG fueling facilities that are permitted to be unattended shall be designed to secure all equipment from tampering.

10.2.1.2 Storage and transfer equipment at unattended facilities shall be secured to prevent tampering.

10.2.1.3 Operating instructions identifying the location and operation of emergency controls shall be posted conspicuously in the facility area.

10.2.1.4 LNG fueling facilities transferring LNG during the night shall have permanent, adequate lighting at points of transfer and operation.

10.2.1.5 Designers, fabricators, and constructors of LNG fueling facilities shall be competent in the design, fabrication, and construction of LNG containers, cryogenic equipment, loading and unloading systems, fire protection equipment, methane detection, and other components of the facility.

10.2.1.6 Supervision shall be provided for the fabrication, construction, and acceptance tests of facility components to the extent necessary to ensure that facilities are structurally sound, suitable for the service, and otherwise in compliance with this code.

10.2.1.7 LNG refueling sites utilizing or dispensing saturated LNG with personnel in the immediate vicinity shall provide barrier walls or equal protection in order to protect the refueling operator and vehicle.

10.2.1.8 All facility piping other than the refueling hose to the vehicle shall be behind a barrier, which in the case of an equipment or device malfunction deflects the saturated LNG upward.

10.2.2 Siting.

10.2.2.1 LNG tanks and their associated equipment shall not be located where exposed to failure of overhead electric power lines operating over 600 volts.

10.2.2.2 Vaulted or underground installations shall be deemed to provide engineered protection from overhead power lines.

10.2.2.3 If other combustible or hazardous liquids are able to encroach on the LNG fueling facility, means shall be provided to protect the LNG facility.

10.2.2.4 Fired equipment shall be located in accordance with Table 10.2.2.4 from any impounding area or container drainage system.

10.2.2.5 Points of transfer shall be located not less than 25 ft (7.6 m) from the nearest important building not associated with the LNG facility, from the line of adjoining property that is able to be built upon, or from fixed sources of ignition.

10.2.3 Spill Containment.

10.2.3.1 Site preparation shall include provisions for retention of spilled LNG within the limits of plant property and for surface water drainage.

10.2.3.1.1 Saturated LNG in an ASME container [50 psi (345 kPa) and above] shall only have to meet the requirements of 10.2.3.1 with respect to construction of the impounding area.

10.2.3.2 Enclosed drainage channels for LNG shall be prohibited.

10.2.3.3* Impounding areas, if provided to serve LNG transfer areas, shall have a minimum volumetric capacity equal to the greatest volume of LNG or flammable liquid that could be discharged into the area during a 10-minute period from any single accidental leakage source or a lesser time period based on demonstrable surveillance and shutdown provisions acceptable to the AHJ.

10.2.3.4 Flammable liquid storage tanks shall not be located within an LNG container impounding area.

10.2.3.5* Impounding areas serving LNG containers shall have a minimum volumetric holding capacity, V , including any useful holding capacity of the drainage area and with allowance made for the displacement of snow accumulation, other containers, and equipment, in accordance with 10.2.3.5.1 and 10.2.3.5.2.

10.2.3.5.1 For impounding areas serving one or more than one container with provisions made to prevent low temperature or fire exposure resulting from the leakage from any one container served from causing subsequent leakage from any other container served, the volume of the dike shall be the total volume of liquid in the largest container served, assuming the container is full.

10.2.3.5.2 For impounding areas serving more than one container without provisions made in accordance with 10.2.3.5.1, the volume of the dike shall be the total volume of liquid in all containers served, assuming all containers are full.

10.2.3.6 The containment design shall include calculations and shall be installed to prevent overflow due to spill wave action.

10.2.3.7 The containment design shall prevent projecting LNG or cold gas beyond the containment area.

10.2.3.8 Provisions shall be made to clear rain or other water from the impounding area.

10.2.3.8.1 Automatically controlled sump pumps shall be permitted if equipped with an automatic cutoff device that prevents their operation when exposed to LNG temperatures.

10.2.3.8.2 Piping, valves, and fittings whose failure permits liquid to escape from the impounding area shall be designed for continuous exposure to LNG temperatures.

10.2.3.8.3 If gravity drainage is employed for water removal, provisions shall be made to prevent the escape of LNG by way of the drainage system.

10.2.4 Indoor Fueling.

10.2.4.1 Building Construction.

10.2.4.1.1 Buildings reserved exclusively for an LNG fueling facility shall be of Type I or Type II construction in accordance with *NFPA 5000, Building Construction and Safety Code*.

10.2.4.1.2 Windows and doors shall be located so as to permit ready egress in case of emergency.

Table 10.2.2.4 LNG Fueling Facility Electrical Area Classification

Part	Location	Class I, Group D Division or Zone ^a	Extent of Classified Area ^b
A	LNG Fueling Facility Container Area		
	Indoors	1	Entire room
	Outdoor, aboveground containers (other than portable)	1	Open area between a high-type dike and container wall where dike wall height exceeds distances between dike and container walls
		2	Within 15 ft (4.6 m) in all directions from container, plus area inside a low-type diked or impounding area up to the height of the dike impoundment wall
	Outdoor, belowground containers	1	Within any open space between container walls and surrounding grade or dike
2		Within 15 ft (4.6 m) in all directions from roof and sides above grade	
B	Nonfired LNG Process Areas Containing Pumps, Compressors, Heat Exchangers, Piping, Connections Vessels, etc.		
	Indoors with adequate ventilation	2	Entire room and any adjacent room not separated by a gastight partition, and 15 ft (4.6 m) beyond any ventilation discharge vent or lower
	Outdoors in open air at or above grade	2	Within 15 ft (4.6 m) in all directions from this equipment
C	Pits, Trenches, or Sumps Located in or Adjacent to Division 1 or 2 Areas	1	Entire pit, trench, or sump
D	Discharge from Relief Valves, Drains	1	Within 5 ft (1.5 m) from point of discharge
		2	Beyond 5 ft (1.5 m) but within 15 ft (4.6 m) in all directions from point of discharge
E	Vehicle/Cargo Transfer Area		
	Indoors with adequate ventilation ^c	1	Within 5 ft (1.5 m) in all directions from point of transfer
		2	Beyond 5 ft (1.5 m) of entire room and 15 ft (4.6 m) beyond ventilation vent
	Outdoors in open air at or above grade	1	Within 5 ft (1.5 m) in all directions from point of transfer
		2	Beyond 5 ft (1.5 m) but within 15 ft (4.6 m) in all directions from the point of transfer

^aSee Article 500, "Hazardous (Classified) Locations," in *NFPA 70, National Electrical Code*, for definitions of classes, groups, and divisions.

^bThe classified area shall not extend beyond an unpierced wall, roof, or solid vaportight partition.

^cVentilation is considered adequate when provided in accordance with the provisions of this code.

10.2.4.2* Deflagration Venting.

10.2.4.2.1 Deflagration venting shall be provided only in the exterior walls or the roof.

10.2.4.2.2 Vents shall consist of any one or a combination of the following:

- (1) Walls of light material
- (2) Lightly fastened hatch covers

- (3) Lightly fastened, outward-opening doors in exterior walls
- (4) Lightly fastened walls or roof

10.2.4.2.3 Ventilation shall be by a continuous mechanical ventilation system or by a mechanical ventilation system activated by a continuously monitoring natural gas detection system when a gas concentration of not more than one-fifth of the LFL is present.



10.2.4.2.4 In either case, the system shall shut down the fueling system in the event of failure of the ventilation system.

10.2.4.2.5 Failures of any controllers used by the system shall result in a safe condition.

10.2.4.2.6* The ventilation rate shall be at least 1 ft³/min/12 ft³ (0.03 m³/min/0.34 m³) of room volume.

10.2.4.3 Reactivation of the fueling system shall be by manual restart conducted by trained personnel and in accordance with a process safety analysis.

10.2.4.4 A gas detection system shall be provided in all buildings containing LNG.

10.2.4.4.1 The gas detection system shall activate a latched alarm when a maximum of 20 percent of the LFL is reached.

10.2.4.4.2 The alarm shall be clearly audible and visible both inside and outside the whole building and potential affected area.

10.2.4.4.3 The gas detection system shall not be shut down during fueling operations.

10.2.4.5 Dispensing equipment located inside or attached to buildings used for other purposes shall comply with the following:

- (1) The dispensing room shall have a minimum of one external wall.
- (2) Interior walls or partitions shall be continuous from floor to ceiling, be anchored in accordance with the building code, and have a fire resistance rating of at least 2 hours.
- (3) The interior finish of the dispensing room shall be constructed of noncombustible or limited-combustible materials. (See Section 4.5 for noncombustible or limited-combustible.)
- (4) In the interior walls of the dispensing room, doors shall be listed as 1-hour self-closing fire doors that are installed in accordance with NFPA 80, *Standard for Fire Doors and Other Opening Protectives*.
- (5) A ventilation system for a dispensing room within or attached to another building shall be separated from any ventilation system for the other building.
- (6) Access to the dispensing room shall be from outside the primary structure only.

10.2.4.5.1 Access from within the primary structure shall be permitted where such access is made through a barrier space having two vapor-sealing, self-closing fire doors having a fire resistance rating equal to that of the wall.

10.2.4.6 Access doors or fire doors shall be kept unobstructed at all times.

10.2.4.7 Signs and markings and the words "WARNING — NO SMOKING" shall be in red letters at least 1 in. (25 mm) high on a white background.

10.2.4.8 LNG piping entering a building shall be provided with shutoff valves located outside the building.

10.2.4.9 Buildings and rooms used for storage or dispensing shall be classified in accordance with Table 10.2.2.4 for installations of electrical equipment.

10.3 Cargo Transport Unloading.

10.3.1 Section 10.3 shall apply to the transfer of LNG between cargo transport containers and fueling facility containers.

10.3.2 When transfers are made into fueling facility containers, the LNG shall be transferred at a pressure that does not overpressurize the receiving tank.

10.3.2.1 Venting of on-site containers shall be done only under emergency conditions and in a manner acceptable to the authority having jurisdiction.

10.3.3 Isolation Valves.

10.3.3.1 The transfer piping shall have isolation valves at both ends.

10.3.3.2 On facility containers with a capacity greater than 2000 gal (7.6 m³), one remotely operated valve, automatic closing valve, or check valve shall be used to prevent backflow.

10.3.4 If the fueling facility tank or transfer equipment is located in a remote area, operating status indicators, such as those that indicate container level, shall be provided in the unloading area.

10.3.5 At least one qualified person shall be in continuous attendance with an unobstructed view of the transfer point while unloading is in progress.

10.3.6 Sources of ignition shall not be permitted in the unloading area while transfer is in progress.

10.3.7 Methane Detection.

10.3.7.1 Offloading site methane detection and fire protection shall be provided.

10.3.7.2 The methane detection system shall be capable of detection at multiple locations beyond the full radius of the transfer hose, measured at each point of transfer and receipt of LNG.

10.3.8 Bleed Connections.

10.3.8.1 Bleed or vent connections shall be provided so that loading arms and hoses can be drained and depressurized prior to disconnection if necessary.

10.3.8.2 The connections shall relieve to a safe area.

10.3.9 Prior to connection, a cargo transport vehicle's wheels shall be rendered immobile.

10.3.10 The cargo transport vehicle's engine shall be shut off while the transfer hose or piping is being connected or disconnected.

10.3.11 If required for LNG transfer, the engine shall be permitted to be started and used during the liquid transfer operations.

10.3.12 The LNG cargo transport unloading connection shall be at least 1.5 ft (0.46 m) from a storage container.

10.4 Vehicle Fuel Dispensing Systems.

10.4.1 The dispensing device shall be protected from vehicle collision damage.

10.4.2 An ESD shall be provided that includes a shutoff valve for stopping liquid supply and shutting down transfer equipment.

10.4.3 An ESD actuator, distinctly marked for easy recognition with a permanently affixed, legible sign, shall be provided within 10 ft (3.1 m) of the dispenser and also at a safe, remote location.

10.4.4 The maximum delivery pressure at the fueling nozzle shall not exceed the maximum allowable pressure of the vehicle fuel tanks.

10.4.5 Hose and arms shall be equipped with a shutoff valve at the fuel end and a breakaway device to minimize release of liquid and vapor in the event that a vehicle pulls away while the hose remain connected.

10.4.5.1 Such a device shall be installed and maintained in accordance with the OEM component manufacturer's maintenance/safety instructions.

10.4.6 When not in use, hose shall be secured to protect it from damage.

10.4.7 Where a hose or arm of nominal 3 in. (76 mm) diameter or larger is used for liquid transfer or where one of nominal 4 in. (100 mm) diameter or larger is used for vapor transfer, an emergency shutoff valve shall be installed in the piping of the transfer system within 10 ft (3.1 m) from the nearest end of the hose or arm.

10.4.7.1 Where the flow is away from the hose, a check valve shall be permitted to be used as the shutoff valve.

10.4.7.2 Where either a liquid or vapor line has two or more legs, an emergency shutoff valve shall be installed either in each leg or in the feed line before the legs.

10.4.8 Bleed Connections.

10.4.8.1 Bleed or vent connections shall be provided so that loading arms and hose can be drained and depressurized prior to disconnection if necessary.

10.4.8.2 Bleed or vent connections shall lead to a safe point of discharge.

10.4.9 A fueling connector and mating vehicle receptacle shall be used for reliable, safe, and secure transfer of LNG or gas vapor to or from the vehicle, with minimal leakage.

10.4.10 The fueling connector either shall be equipped with an interlock device that prevents release while the line is open or have self-closing ends that automatically close upon disconnection.

10.4.11 The transfer of LNG into vehicular onboard fuel containers shall be performed in accordance with the onboard tank and refueling component OEM manufacturer's instructions.

10.4.11.1 The OEM manufacturer's instructions shall be posted at the dispensing device.

10.4.12 The spacing of LNG dispensing equipment relative to other equipment, activities, nearby property lines, and other exposures in a fuel dispensing forecourt shall be approved by the AHJ.

10.4.13 The provisions of Section 10.4 shall not apply to dispensing from vehicle-mounted tanks located at commercial and industrial facilities used in connection with their business where the following conditions are met:

- (1) An inspection of the premises and operations shall have been made and approval granted by the AHJ.
- (2) The vehicle-mounted container shall comply with requirements of DOT.
- (3) The dispensing hose shall not exceed 50 ft (15 m) in length.
- (4) Nighttime deliveries shall be made only in lighted areas.

10.5 Piping Systems and Components. Piping shall be in accordance with Chapter 13.

10.6 Safety and Relief Valves.

10.6.1 Pressure relieving safety devices shall be so arranged that the possibility of damage to piping or appurtenances is reduced to a minimum.

10.6.2 The means for adjusting relief valve set pressure shall be sealed.

10.6.3 Stationary LNG containers shall be equipped with pressure relief devices in accordance with CGA S-1.3, *Pressure Relief Device Standards — Part 3 — Stationary Storage Containers for Compressed Gases*.

10.6.4 A thermal expansion relief valve shall be installed as required to prevent overpressure in any section of a liquid or cold vapor pipeline that can be isolated by valves.

10.6.4.1 Thermal expansion relief valves shall be set to discharge above the maximum pressure expected in the line but less than the rated test pressure of the line it protects.

10.6.4.2 Discharge from thermal expansion relief valves shall be directed so as to minimize hazard to personnel and other equipment.

10.7 Corrosion Control.

10.7.1 Underground and submerged piping shall be protected and maintained in accordance with the principles of NACE RP0169, *Control of External Corrosion of Underground or Submerged Metallic Piping Systems*.

10.7.2 Austenitic stainless steels and aluminum alloys shall be protected to minimize corrosion and pitting from corrosive atmospheric and industrial substances during storage, construction, fabrication, testing, and service.

10.7.2.1 These substances shall include, but not be limited to, chlorides and compounds of sulfur or nitrogen.

10.7.2.2 Tapes or other packaging materials that are corrosive to the pipe or piping components shall not be used.

10.7.2.3 Where insulation materials cause corrosion of aluminum or stainless steels, inhibitors or waterproof barriers shall be utilized.

10.7.3 Corrosion protection of all other materials shall be in accordance with the requirements of SSPC-PA 1, *Shop, Field and Maintenance Painting*; SSPC-PA 2, *Measurement of Dry Paint Thickness with Magnetic Gages*; and SSPC-SP 6, *Commercial Blast Cleaning*.

10.8 Stationary Pumps and Compressors.

10.8.1 Valves shall be installed such that each pump or compressor can be isolated for maintenance.

10.8.2 Where pumps or centrifugal compressors are installed for operation in parallel, each discharge line shall be equipped with a check valve.

10.8.3 Foundations and sumps for cryogenic pumps shall be designed and constructed to prevent frost heaving.

10.8.4 Operation of all pumps and compressors shall cease when the facility's ESD system is initiated.

10.8.5 Each pump shall be provided with a vent or relief valve that prevents overpressurizing of the pump case under all conditions, including the maximum possible rate of cool down.

10.8.6 Compression equipment handling flammable gases shall be provided with vent line connections from all points, including distance pieces of packing for piston rods, where gases escape.

10.8.7 Vents shall be piped outside of buildings to a point of safe disposal.

10.9 Vaporizers.

10.9.1 Multiple vaporizers shall be manifolded such that both inlet and discharge block valves are installed on each vaporizer.

10.9.2 If the intermediate fluid used with a remote heated vaporizer is flammable, shutoff valves shall be provided on both the hot and cold lines of the intermediate fluid system.

10.9.3 A low temperature switch or other accepted means shall be installed on the vaporizer discharge to eliminate the possibility of LNG or cold natural gas entering CNG containers and other equipment not designed for LNG temperatures.

10.9.4 Relief valves on heated vaporizers shall be located so that they are not subjected to temperatures exceeding 140°F (60°C) during normal operation unless they are designed to withstand higher temperatures.

10.9.5 The combustion air required for the operation of integral heated vaporizers or the primary heat source for remote heated vaporizers shall be taken from outside an enclosed structure or building.

10.9.6 Vaporizers for purposes other than pressure building coils or LNG-to-CNG (L/CNG) systems shall be in accordance with NFPA 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)*.

10.9.7 Installation of internal combustion engines or gas turbines shall conform to NFPA 37, *Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines*.

10.9.8 The vaporizer shall be anchored and its connecting piping shall be sufficiently flexible to provide for the effect of expansion and contraction due to temperature change.

10.10 LNG-to-CNG (L/CNG) Systems.

10.10.1 Section 10.10 shall apply to the design, construction, installation, and operation of equipment used to produce CNG from LNG.

10.10.2 The process shall be permitted to be accomplished by pumping LNG to high pressure and vaporizing it or by compressing vapor from an LNG tank.

10.10.3 In addition to the emergency shutdown systems described in Section 10.4, the emergency shutdown system also shall shut off the liquid supply and power to the LNG transfer equipment necessary for producing CNG from LNG.

10.10.4 Compressors, vaporizers, and CNG storage cylinders shall not be located inside the facility impounding area.

10.10.4.1 Ambient and remotely heated vaporizers shall be permitted to be located inside the facility impounding area.

10.10.5 Transfer piping, pumps, and compressors shall be protected from vehicle collision damage.

10.10.6 L/CNG natural gas refueling site and automotive applications shall not be required to utilize an odorant if an engineered and validated methane detection system is in place.

10.10.7 Unodorized L/CNG natural gas shall not be dispensed at public refueling stations.

10.10.8 Refueling stations dispensing odorant shall have safety measures in place to automatically and completely shut down all dispensing of L/CNG if the odorant supply is inadequate.

10.10.9 Refueling station odorant dispensing equipment shall be certified by the dispenser OEM for automotive refueling station applications.

10.10.10 Dispensing of odorant for automotive natural gas applications shall conform to the federal standards for natural gas pipeline percentages of odorant within the gaseous mixture.

10.10.11 Onboard methane detection shall be required for vehicles that utilize unodorized natural gas or that do not meet the federal standards for pipeline gas odorization.

10.11 Instrumentation.

10.11.1 Pressure Gauging. Pressure gauges shall be installed on each pump and compressor discharge.

10.11.2 Temperature Instruments.

10.11.2.1 Vaporizers and heaters shall be provided with instrumentation to monitor outlet temperatures.

10.11.2.1.1 Ambient pressure–building coil vaporizers that are fed with liquid from, and return vapor to, a container shall not be subject to 10.11.2.1.

10.11.2.2 Temperature monitoring systems shall be provided where the foundations supporting cryogenic containers and equipment are subject to adverse effects by freezing or frost heaving of the ground.

10.11.3 Emergency Shutdown Device (ESD).

10.11.3.1 Instrumentation for LNG fueling facilities shall be designed so that, in the event of a power or instrumentation failure, the system goes into a fail-safe condition until the operators either reactivate or shut down the system.

10.11.3.2 All ESDs shall be manually reset.

10.12 Electrical Equipment.

10.12.1 Electrical equipment and wiring shall be as specified by and installed in accordance with NFPA 70, *National Electrical Code*, meeting the requirements of Class I, Group D, Division or Zone as specified in Table 10.2.2.4.

10.12.1.1 Electrical equipment on internal combustion engines installed in accordance with NFPA 37, *Standard for the Installation and Use of Stationary Combustion Engines and Gas Turbines*, shall not be subject to 10.12.1.

10.12.1.2 The LNG container and associated piping shall be electrically bonded and grounded.

10.12.2 Each interface between a flammable fluid system and an electrical conduit or wiring system, including process instrumentation connections, integral valve operators, foundation heating coils, canned pumps, and blowers, shall be sealed or isolated to prevent the passage of flammable fluids to another portion of the electrical installation.

10.12.3 Each seal, barrier, or other means used to comply with 10.12.2 shall be designed to prevent the passage of flammable fluids or gases through the conduit, stranded conductors, and cables.

10.12.4* A primary seal shall be provided between the flammable fluid and gaseous systems and the electrical conduit wiring system.

10.12.4.1 If the failure of the primary seal would allow the passage of flammable fluids and gases to another portion of the conduit or wiring system, an additional approved seal, barrier, or other means shall be provided to prevent the passage of the flammable fluid beyond the additional device or means in the event that the primary seal fails.

10.12.5 Each primary seal shall be designed to withstand the service conditions to which it is expected to be exposed.

10.12.5.1 Each additional seal or barrier and interconnecting enclosure shall meet the pressure and temperature requirements of the condition to which it could be exposed in the event of failure of the primary seal, unless other approved means are provided to accomplish this purpose.

10.12.6 Unless specifically designed and approved for the purpose, the seals specified in 10.12.2 through 10.12.4 shall not be permitted to replace the conduit seals required by 501.15 of *NFPA 70, National Electrical Code*.

10.12.7 Where primary seals are installed, drains, vents, or other devices shall be provided for monitoring purposes to detect flammable fluids and leakage.

10.12.8 Static protection shall not be required when cargo transport vehicles or marine equipment are loaded or unloaded by conductive or nonconductive hose, flexible metallic tubing, or pipe connections through or from tight (top or bottom) outlets where both halves of metallic couplings are in contact.

10.13* Maintenance.

10.13.1 A preventive maintenance program consistent with the OEMs' recommendations shall be in place and include a written regular schedule of procedures for test and inspection of facility systems and equipment.

10.13.1.1 The maintenance program shall be carried out by a qualified representative of the equipment owner.

10.13.1.2 Maintenance shall be performed based on the component manufacturers' recommendations and not less than every 6 months.

10.13.1.3 The refueling site shall have a maintenance program or process safety analysis program in place.

10.13.1.4 Maintenance records shall be kept for the duration of the refueling site's operation.

10.13.2 Each component in service, including its support system, shall be maintained in a condition that is compatible with its operation or safety purpose by repair, replacement, or other means as determined by the equipment OEM.

10.13.3 If a safety device is taken out of service for maintenance, the component being served by the device shall be taken out of service unless the same safety function is provided by an alternative means.

10.13.4 If the inadvertent operation of a component taken out of service causes a hazardous condition, that component shall have a tag attached to its controls bearing the words DO NOT OPERATE or other approved warning.

10.13.4.1 All maintenance and servicing shall be done in accordance with 29 CFR 1910 for energy control.

10.13.5 LNG fueling facilities shall be free from rubbish, debris, and other material that present a fire hazard to a distance of at least 25 ft (7.6 m).

10.13.6 Grass areas on the LNG fueling facility grounds shall be maintained in a manner that does not present a fire hazard.

10.13.7 Safety and fire protection equipment shall be tested or inspected at intervals not to exceed 6 months.

10.13.8 Maintenance activities on fire control equipment shall be scheduled so that a minimum of equipment is taken out of service at any one time and fire prevention safety is not compromised.

10.13.9 Access routes for movement of fire control equipment to an LNG fueling facility shall be maintained at all times.

Chapter 11 Reserved

Chapter 12 LNG Fire Protection

12.1 Application. This chapter applies to LNG fire protection, personnel safety, security, LNG fueling facilities and training for LNG vehicles, and warning signs.

12.2 Fire Protection, Safety, and Security.

12.2.1 Fire protection shall be provided for all LNG fueling facilities.

12.2.1.1 The extent of such protection shall be determined by an evaluation based on sound fire protection and methane detection engineering principles, analysis of local conditions, vehicle operations, hazards within the facility, exposure to or from other property, and the size of the LNG containers.

12.2.1.2 Guidance factors for making such an evaluation shall include the following:

- (1) Type, quantity, and location of equipment necessary for the detection and control of fires, leaks, and spills of LNG, flammable refrigerants, and flammable gases or liquids
- (2) Methods necessary for the protection of vehicles, equipment, and structures from the effects of fire exposure
- (3) Equipment and processes to be incorporated within the ESD system
- (4) Type, quantity, and location of sensors necessary to initiate automatic operation of the ESD system
- (5) Availability and duties of individual facility personnel and the availability of external response personnel during an emergency
- (6) Protective equipment and special training required by personnel for emergency duties

12.2.2 The planning for emergency response measures shall be coordinated with the appropriate local emergency agencies.

12.2.3* An emergency response plan shall be prepared to cover foreseeable emergency conditions.

12.2.4 The fire protection and methane detection equipment shall be maintained in accordance with the manufacturer's instructions and the AHJ.



12.3 Ignition Source Control.

12.3.1 Smoking and ignition sources shall be prohibited, except in accordance with 12.3.2.

12.3.2 Welding, oxygen-acetylene cutting, and similar operations shall be conducted only when and where specifically authorized and in accordance with the provisions of NFPA 51B, *Standard for Fire Prevention During Welding, Cutting, and Other Hot Work*.

12.3.3 Vehicles and other mobile equipment that constitute a potential ignition source shall be prohibited except where specifically authorized and under constant supervision or when at a transfer point specifically for the purpose of transfer.

12.3.4 Vehicles delivering LNG to the facility or vehicles being fueled from the facility shall not be considered sources of ignition.

12.3.5 Vehicles containing fuel-fired equipment (e.g., recreational vehicles and catering trucks) shall be considered a source of ignition unless all sources of ignition such as pilot lights, electric igniters, burners, electrical appliances, and engines located on the vehicle being refueled are shut off completely before entering an area where ignition sources are prohibited.

12.4* Personnel Safety and Training.

12.4.1 Qualification of Personnel. All persons employed in handling and dispensing LNG shall be trained in handling and operating duties and procedures.

12.4.2 Protective clothing, face shield/goggles, and gloves shall be provided for all operators dispensing and handling LNG.

12.4.2.1 Requirements, as specified in 12.4.2, shall be permitted to be excluded where equipment is demonstrated to operate without exposing operators to release of LNG or cold gases.

12.4.3* Training shall be conducted upon employment and every 2 years thereafter.

12.4.4 Training shall include the following:

- (1) Information on the nature, properties, and hazards of LNG in both the liquid and gaseous phases
- (2) Specific instructions on the facility equipment to be used
- (3) Information on materials that are compatible for use with LNG
- (4) Use and care of protective equipment and clothing
- (5) Standard first aid and self-aid instruction
- (6) Response to emergency situations such as fires, leaks, and spills
- (7) Good housekeeping practices
- (8) Emergency response plan as required in 12.2.3
- (9) Evacuation and fire drills

12.4.5 Each operator shall provide and implement a written plan of initial training to instruct all designated operating and supervisory personnel in the characteristics and hazards of LNG used or handled at the site, including low LNG temperature, flammability of mixtures with air, odorless vapor, boil-off characteristics, and reaction to water and water spray; the potential hazards involved in operating activities; and how to carry out the emergency procedures that relate to personnel functions and to provide detailed instructions on mobile LNG operations.

12.5 Security.

12.5.1 The LNG fueling facility shall provide protection to minimize unauthorized access and damage to the facility.

12.5.2 Security procedures shall be posted in readily visible areas near the fueling facility.

12.6 Hazard Detection. Gas leak detection and fire detection shall be installed based on the evaluation required in 12.2.1.1.

12.7 Parking of LNG Vehicles. LNG vehicles shall be permitted to be parked indoors, provided such facilities or vehicles are equipped to prevent an accumulation of gas in a combustible mixture or the onboard fuel storage tank and fuel system are drained of LNG and purged with inert gas or depressurized.

12.8 Warning Signs. For all LNG fueling facilities, the following signs shall be displayed in bright red letters on a white background, with letters not less than 6 in. (152 mm) high:

- (1) "No Smoking" or "No Smoking within 25 ft (7.6 m)"
- (2) "Stop Motor"
- (3) "No Open Flames Permitted"
- (4) "Cryogenic Liquid or Cold Gas"
- (5) "Flammable Gas"
- (6) "Unodorized Gas"

Chapter 13 Installation Requirements for ASME Tanks for LNG

13.1* Application. This chapter provides requirements for the installation, design, fabrication, and siting of LNG containers of 100,000 gal (378,000 L) capacities and less and their associated equipment for use in applications such as vehicle refueling facilities that are designed and constructed in accordance with ASME *Boiler and Pressure Vessel Code*.

13.1.1 The maximum aggregate storage capacity at a single fueling facility shall be 280,000 U.S. gal (1060 m³).

13.2 General. Storage and transfer equipment at unattended facilities shall be secured to prevent tampering. [59A:13.2.3]

13.3 Containers.

13.3.1 All piping that is part of an LNG container, including piping between the inner and outer containers, shall be in accordance with either the ASME *Boiler and Pressure Vessel Code*, Section VIII, or ANSI/ASME B31.3, *Process Piping*. [59A:13.3.1]

13.3.2 Compliance with 13.3.1 shall be stated on or appended to the ASME *Boiler and Pressure Vessel Code*, Appendix W, Form U-1, "Manufacturer's Data Report for Pressure Vessels." [59A:13.3.2]

13.3.3 Internal piping between the inner tank and the outer tank within the insulation space shall be designed for the maximum allowable working pressure of the inner tank, with allowance for the thermal stresses. [59A:13.3.3]

13.3.4 Bellows shall not be permitted within the insulation space. [59A:13.3.4]

13.3.5 Containers shall be double-walled, with the inner tank holding LNG surrounded by insulation contained within the outer tank. [59A:13.3.5]

13.3.6 The inner tank shall be of welded construction and in accordance with the ASME *Boiler and Pressure Vessel Code*, Section VIII, and shall be ASME-stamped and registered with the

National Board of Boiler and Pressure Vessel Inspectors or other agency that registers pressure vessels. [59A:13.3.6]

13.3.7 The inner tank supports shall be designed for shipping, seismic, and operating loads. [59A:13.3.7]

13.3.8 The support system to accommodate the expansion and contraction of the inner tank shall be designed so that the resulting stresses imparted to the inner and outer tanks are within allowable limits. [59A:13.3.8]

13.3.9 The outer tank shall be of welded construction using any of the following materials:

- (1) Any of the carbon steels in Section VIII, Part UCS of the ASME *Boiler and Pressure Vessel Code* at temperatures at or above the minimum allowable use temperature in Table 1A of the ASME *Boiler and Pressure Vessel Code*, Section II, Part D
- (2) Materials with a melting point below 2000°F (1093°C) where the container is buried or mounded

[59A:13.3.9]

13.3.10 Where vacuum insulation is used, the outer tank shall be designed by either of the following:

- (1) The ASME *Boiler and Pressure Vessel Code*, Section VIII, Parts UG-28, UG-29, UG-30, and UG-33, using an external pressure of not less than 15 psi (100 kPa)
- (2) Paragraph 3.6.2 of CGA 341, *Standard for Insulated Cargo Tank Specification for Nonflammable Cryogenic Liquids*

[59A:13.3.10]

13.3.11 Heads and spherical outer tanks that are formed in segments and assembled by welding shall be designed in accordance with the ASME *Boiler and Pressure Vessel Code*, Section VIII, Parts UG-28, UG-29, UG-30, and UG-33, using an external pressure of 15 psi (100 kPa). [59A:13.3.11]

13.3.12 Any portion of the outer tank surface exposed to LNG temperatures shall be designed for such temperatures or protected from the effects of such exposure.

13.3.13 The outer tank shall be equipped with a relief device or other device to release internal pressure. [59A:13.3.12]

13.3.13.1 The discharge area shall be at least 0.00024 in.²/lb (0.34 mm²/kg) of the water capacity of the inner tank, but the area shall not exceed 300 in.² (0.2 m²). [59A:13.3.12.1]

13.3.13.2 The relief device shall function at a pressure not exceeding the internal design pressure of the outer tank, the external design pressure of the inner tank, or 25 psi (172 kPa), whichever is least. [59A:13.3.12.2]

13.3.14 Thermal barriers shall be provided to prevent the outer tank from going below its design temperature. [59A:13.3.13]

13.3.15 Seismic Design.

13.3.15.1 Shop-built containers designed and constructed in accordance with the ASME *Boiler and Pressure Vessel Code* and their support systems shall be designed for the dynamic forces associated with horizontal and vertical accelerations as follows:

- (1) For horizontal force:

$$V = Z_c \times W$$

- (2) For vertical force:

$$P = \frac{2}{3} Z_c \times W$$

where:

Z_c = seismic coefficient equal to 0.60 S_{DS} where S_{DS} is the maximum design spectral acceleration determined in accordance with the provisions of ASCE 7, *Minimum Design Loads for Buildings and Other Structures*, using an importance factor, I , of 1.0 for the site class most representative of the subsurface conditions where the LNG facility is located

W = total weight of the container and its contents

[59A:13.3.14.1]

13.3.15.2 Usage.

13.3.15.2.1 The method of design described in 13.3.15.1 shall be used only where the natural period, T , of the shop-built container and its supporting system is less than 0.06 second. [59A:13.3.14.2(A)]

13.3.15.2.2 If the natural period T is 0.06 or greater, 7.4.4.1 and 7.4.4.2 of NFPA 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)*, shall apply. [59A:13.3.14.2(B)]

13.3.15.3 The container and its supports shall be designed for the resultant seismic forces in combination with the operating loads, using the allowable stresses increase shown in the code or standard used to design the container or its supports. [59A:13.3.14.3]

13.3.15.4 The requirements of Section 13.3 shall apply to ASME containers built prior to July 1, 1996, when reinstalled. [59A:13.3.14.4]

13.3.16 Each container shall be identified by the attachment of a nameplate(s) in an accessible location marked with the information required by the ASME *Boiler and Pressure Vessel Code* and the following:

- (1) Builder's name and date container was built
- (2) Nominal liquid capacity
- (3) Design pressure at the top of the container
- (4) Maximum permitted liquid density
- (5) Maximum filling level
- (6) Minimum design temperature

[59A:13.3.15]

13.3.17 All penetrations of storage containers shall be marked with the function of the penetration. [59A:13.3.16]

13.3.18 Markings shall be legible under all conditions.

13.3.19 Container Filling. Containers designed to operate at a pressure in excess of 15 psi (100 kPa) shall be equipped with a device(s) that prevents the container from becoming liquid-full or the inlet of the relief device(s) from becoming covered with liquid when the pressure in the container reaches the set pressure of the relieving device(s) under all conditions. [59A:13.4]

13.4 Container Foundations and Supports.

13.4.1 LNG container foundations shall be designed and constructed in accordance with NFPA 5000, *Building Construction and Safety Code*. [59A:13.5.1].

13.4.1.1 The design of saddles and legs shall include shipping loads, erection loads, wind loads, and thermal loads. [59A:13.5.2]

13.4.1.2 Foundations and supports shall have a fire resistance rating of not less than 2 hours and shall be resistant to dislodgment by hose streams. [59A:13.5.3]

13.4.2 LNG storage containers installed in an area subject to flooding shall be secured to prevent the release of LNG or flotation of the container in the event of a flood. [59A:13.5.4]

13.5 Container Installation. LNG containers of 1000 gal (3.8 m³) and smaller shall be located as follows:

- (1) 125 gal (0.47 m³) or less, 0 ft (0 m) from property lines that can be built upon
- (2) Larger than 125 gal (0.47 m³) to 1000 gal (3.8 m³), 10 ft (3.0 m) from property lines that can be built upon

[59A:13.6.1]

13.5.1 The minimum distance from the edge of an impoundment or container drainage system serving aboveground and mounded containers larger than 1000 gal (3.8 m³) shall be in accordance with Table 13.5.1 for each of the following:

- (1) Nearest offsite building
- (2) The property line that can be built upon
- (3) Spacing between containers

[59A:13.6.2.1]

13.5.1.1 The distance from the edge of an impoundment or container drainage system to buildings or walls of concrete or masonry construction shall be reduced from the distance in Table 13.5.1 with the approval of the authority having jurisdiction with a minimum of 10 ft (3 m). [59A:13.6.2.2]

13.5.1.2 Underground LNG tanks shall be installed in accordance with Table 13.5.1.2. [59A:13.6.3]

13.5.2 Buried and underground containers shall be provided with means to prevent the 32°F (0°C) isotherm from penetrating the soil. [59A:13.6.4]

13.5.3 Where heating systems are used, they shall be installed such that any heating element or temperature sensor used for control can be replaced. [59A:13.6.5]

13.5.4 All buried or mounded components in contact with the soil shall be constructed from material resistant to soil corrosion or protected to minimize corrosion. [59A:13.6.6]

13.5.5 A clear space of at least 3 ft (0.9 m) shall be provided for access to all isolation valves serving multiple containers. [59A:13.6.7]

13.5.6 LNG containers of greater than 125 gal (0.5 m³) capacity shall not be located in buildings. [59A:13.6.8]

13.5.7 LNG vehicles shall be permitted to be located in buildings.

13.6 Automatic Product Retention Valves.

13.6.1 All liquid and vapor connections, except relief valve and instrument connections, shall be equipped with automatic failsafe product retention valves. [59A:13.7.1]

13.6.2 Automatic failsafe product retention valves shall be designed to close on the occurrence of any of the following conditions:

- (1) Fire detection or exposure
- (2) Uncontrolled flow of LNG from the container
- (3) Manual operation from a local and remote location

[59A:13.7.2]

Table 13.5.1 Distances from Containers and Exposures

Container Water Capacity		Minimum Distance from Edge of Impoundment or Container Drainage System to Offsite Buildings and Property Lines That Can Be Built Upon		Minimum Distance Between Storage Containers	
		ft	m	ft	m
gal	m ³				
1000–2000	3.8–7.6	15	4.6	5	1.5
2001–18,000	≥7.6–56.8	25	7.6	5	1.5
18,001–30,000	≥56.8–114	50	15	5	1.5
30,001–70,000	≥114–265	75	23	¼ of the sum of the diameters of adjacent containers [5 ft (1.5 m) minimum]	
>70,000	>265	0.7 times the container diameter [100 ft (30 m) minimum]			

[59A: Table 13.6.2.1]

Table 13.5.1.2 Distances from Underground Containers and Exposures

Container Water Capacity		Minimum Distance from Buildings and the Adjoining Property Line That Can Be Built Upon		Distance Between Containers	
gal	m ³	ft	m	ft	m
<18,000	<15.8	15	4.6	15	4.6
18,000–30,000	15.8–114	25	7.6	15	4.6
30,001–100,000	>114	40	12.2	15	4.6

[59A: Table 13.6.3]

13.6.3 Connections used only for flow into the container shall be equipped with either two backflow valves, in series, or an automatic failsafe product retention valve. [59A:13.7.3]

13.6.4 Appurtenances shall be installed as close to the container as practical so that a break resulting from external strain shall occur on the piping side of the appurtenance while maintaining intact the valve and piping on the container side of the appurtenance. [59A:13.7.4]

13.7 Inspection.

13.7.1 Prior to initial operation, containers shall be inspected to ensure compliance with the engineering design and material, fabrication, assembly, and test provisions of this chapter. [59A:13.9.1]

13.7.2 Inspectors shall be qualified in accordance with the code or standard applicable to the container and as specified in NFPA 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)*. [59A:13.9.2]

13.7.3 Performance of any part of the inspection shall be permitted to be delegated to inspectors who are employees of the operator's own organization, an engineering or scientific organization, or a recognized insurance or inspection company.

13.8 Testing and Purging of LNG Containers.

13.8.1 Shop Testing of LNG Containers.

13.8.1.1 The outer tank shall be leak tested. [59A:13.10.1]

13.8.1.2 Piping between the inner container and the first connection outside the outer container shall be tested in accordance with ASME B 31.3, *Process Piping*. [59A:13.10.2]

13.8.1.3 **Shipment of LNG Containers.** Containers shall be shipped under a minimum internal pressure of 10 psi (69 kPa) inert gas. [59A:13.11]

13.8.2 Field Testing of LNG Containers.

13.8.2.1 Containers and associated piping shall be leak tested prior to filling with LNG. [59A:13.12.1]

13.8.2.2 After acceptance tests are completed, there shall be no field welding on the LNG containers. [59A:13.12.2]

13.8.3 Welding on Containers.

13.8.3.1 Field welding shall be done only on saddle plates or brackets provided for the purpose. [59A:13.13.1]

13.8.3.2 Where repairs or modifications incorporating welding are required, they shall comply with the code or standard under which the container was fabricated. [59A:13.13.2]

13.8.3.3 Retesting by a method appropriate to the repair or modification shall be required only where the repair or modification is of such a nature that a retest actually tests the element affected and is necessary to demonstrate the adequacy of the repair or modification. [59A:13.13.3]

13.8.4 **Container Purging Procedures.** Prior to placing an LNG container into or out of service, the container shall be inerted by an approved inerting procedure.

13.9 Piping.

13.9.1 All piping that is part of an LNG container and the facility associated with the container for handling cryogenic liquid or flammable fluid shall be in accordance with ASME B 31.3, *Process Piping*, and the following:

- (1) Type F piping, spiral welded piping, and furnace butt-welded steel products shall not be permitted.
- (2) All welding or brazing shall be performed by personnel qualified to the requirements of ASME B 31.3, Subsection 328.2, *Welding Qualifications*, and ASME *Boiler and Pressure Vessel Code*, Section IX, as applicable.
- (3) Oxygen–fuel gas welding shall not be permitted.
- (4) Brazing filler metal shall have a melting point exceeding 1000°F (538°C).
- (5) All piping and tubing shall be austenitic stainless steel for all services below –20°F (–29°C).
- (6) All piping and piping components, except gaskets, seals, and packing, shall have a minimum melting point of 1500°F (816°C).
- (7) Aluminum shall be used only downstream of a product retention valve in vaporizer service.
- (8) Compression-type couplings used where they can be subjected to temperatures below –20°F (–29°C) shall meet the requirements of ASME B 31.3, *Process Piping*, Section 315.
- (9) Stub-in branch connections shall not be permitted.
- (10) Extended bonnet valves shall be used for all cryogenic liquid service, and they shall be installed so that the bonnet is at an angle of not more than 45 degrees from the upright vertical position.

[59A:13.14.1]

13.9.2 The level of examination of piping shall be specified. [59A:13.14.2]



13.10 Container Instrumentation.

13.10.1 General. Instrumentation for LNG facilities shall be designed so that, in the event of power or instrument air failure, the system will go into a failsafe condition that can be maintained until the operators can take action to reactivate or secure the system. [59A:13.15.1]

13.10.2 Level Gauging. LNG containers shall be equipped with liquid level devices as follows:

- (1) Containers of 1000 gal (3.8 m³) or larger shall be equipped with two independent liquid level devices.
- (2) Containers smaller than 1000 gal (3.8 m³) shall be equipped with either a fixed length dip tube or other level devices.
- (3) Containers of 1000 gal (3.8 m³) or larger shall have one liquid level device that provides a continuous level indication ranging from full to empty and that is maintainable or replaceable without taking the container out of service.

[59A:13.15.2]

13.11 Pressure Gauging and Control.

13.11.1 Each container shall be equipped with a pressure gauge connected to the container at a point above the maximum liquid level that has a permanent mark indicating the maximum allowable working pressure (MAWP) of the container. [59A:13.15.3.1]

13.11.2 Vacuum-jacketed equipment shall be equipped with instruments or connections for checking the pressure in the annular space. [59A:13.15.3.2]

13.11.3 Safety relief valves shall be sized to include conditions resulting from operational upset, vapor displacement, and flash vaporization resulting from pump recirculation and fire. [59A:13.15.3.3]

13.11.4 Pressure relief valves shall communicate directly with the atmosphere. [59A:13.15.4]

13.11.5 Pressure relief valves shall be sized in accordance with 7.3.6.5 of NFPA 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)*, or with CGA S-1.3, *Pressure Relief Device Standards — Part 3 — Compressed Gas Storage Containers*. [59A:13.15.5]

13.11.6 Inner container pressure relief valves shall have a manual full-opening stop valve to isolate it from the container. [59A:13.15.6]

13.11.6.1 The stop valve shall be lockable or sealable in the fully open position. [59A:13.15.6.1]

13.11.6.2 The installation of pressure relief valves shall allow each relief valve to be isolated individually for testing or maintenance while maintaining the full relief capacities determined in 7.3.6.5 of NFPA 59A, *Standard for the Production, Storage, and Handling of Liquefied Natural Gas (LNG)*. [59A:13.15.6.2]

13.11.6.3 Where only one pressure relief valve is required, either a full-port opening three-way valve used under the pressure relief valve and its required spare or individual valves beneath each pressure relief valve shall be installed. [59A:13.15.6.3]

13.11.7 Stop valves under individual safety relief valves shall be locked or sealed when opened and shall not be opened or closed except by an authorized person. [59A:13.15.7]

13.11.8 Safety relief valve discharge stacks or vents shall be designed and installed to prevent an accumulation of water, ice, snow, or other foreign matter and, if arranged to discharge directly into the atmosphere, shall discharge vertically upward. [59A:13.15.8]

Chapter 14 LNG and CNG on Commercial Marine Vessels and Pleasure Craft

14.1 Application.

14.1.1 This chapter applies to all commercial marine vessels and pleasure craft operating on LNG or CNG, including new and retrofit construction.

14.1.2 Chapters 9, 10, and 12 of this code apply to commercial marine vessels and pleasure craft operating on LNG.

14.1.3 The requirements in 9.12.1.2, 9.12.1.3, 9.12.1.3.1, 9.12.1.6, 9.12.1.7, 9.12.2, 9.12.3.4, 9.12.3.5, and 9.12.8 and all subparts are not applicable to commercial marine vessels and pleasure craft operating on LNG.

14.2 Installation of Fuel Supply Containers.

14.2.1 Fuel supply containers on marine vessels shall be permitted to be located on the weather deck, above accommodation and service space, or below deck adjacent to accommodation and service space, provided all connections to the containers are external to or sealed and vented from these spaces.

14.2.1.1 Containers on the weather deck shall be protected with a housing to prevent damage that can occur due to loading, unloading, direct sunlight, and the general use of the vessel.

14.2.1.2 The housing shall be installed to prevent contact of the housing with the container(s) and to prevent entrapment of materials that could damage the container(s) or its coating.

14.2.1.3 The shelter(s) for storing the containers on the weather deck shall be an enclosure that is constructed of non-combustible or limited-combustible materials and has at least one side predominantly open, facing outboard, and a roof designed for ventilation and dispersal of escaped gas. (See Section 4.5 for noncombustible or limited-combustible.)

14.2.2 Position.

14.2.2.1 Each fuel supply container shall be mounted in a location that minimizes damage from collision.

14.2.2.2 No part of a container or its appurtenances on the weather deck shall protrude beyond the sides or top of the vessel at the point where it is installed.

14.2.2.3 No portion of a fuel supply container or container appurtenances shall protrude beyond the bow or the stern of the vessel.

14.2.2.4 Container valves shall be protected from physical damage using the vessel structure, valve protectors, or a suitable metal shield.

14.2.3 Each container cradle shall be secured to the vessel frame, either above or below or both, to prevent damage from slippage, loosening, or rotation using a method capable of withstanding a static force in the six principal directions of at least four times the weight of the fully pressurized container(s) or greater as is appropriate for the vessel.

14.2.4 Each fuel supply container in the rack shall be secured to its cradle in such a manner that it is capable of withstanding a static force applied in the six principal directions of four times the weight of the fully pressurized container with a maximum displacement of 0.5 in. (13 mm).

14.2.4.1 Metal clamping bands and their supports shall not be in direct contact with a container.

14.2.4.2 A resilient gasket that does not retain water shall be installed between the clamping bands and their supports and the container.

14.2.5 The container weight shall not be supported by outlet valves, manifolds, or other fuel connections.

14.2.6 Fuel supply containers located less than 18 in. (460 mm) from the exhaust system shall be shielded against direct heat.

14.2.7 The mounting system shall minimize fretting corrosion between the container and the mounting system.

14.2.8 Fuel supply containers shall not be installed so as to adversely affect the balance of the marine vessel.

14.2.9 A container, where located in a below-deck tank room or tank compartment that is capable of accumulating natural gas, shall be installed so that the pressure relief device for the protection of the container is installed in the same space as the container and the discharge from the pressure relief device is as follows:

- (1) Vented to the outside through a metallic tube (vent mast) or hose no smaller than the outlet diameter of the relief device, secured at 12 in. (305 mm) intervals where the tube exceeds 24 in. (610 mm) in length and having a minimum burst pressure of at least one and one-half times the service pressure of the container at 400°F (204°C)
- (2) Located so that the vent opening is not blocked by debris or otherwise affected by the elements

14.2.10 An LNG container located in a below-deck tank room or compartment shall be enclosed in a space constructed of materials approved for cryogenic service.

14.2.11 The enclosure shall be capable of containing leakage from the fuel tank.

14.3 Installation of Pressure Gauges.

14.3.1 A pressure gauge located within the wheelhouse (bridge) or accommodation or service space shall be installed in such a manner that no gas flows through the gauge in the event of failure.

14.3.2 A pressure gauge installed in the engine room/compartment, fuel tank room/compartment, or other gas-dangerous space shall be equipped with a limiting orifice, a shatterproof dial lens, and a body relief.

14.4 Labeling.

14.4.1 Each marine vessel or pleasure craft shall be identified with weather-resistant, diamond-shaped labels located on an exterior vertical surface or near-vertical surface, at a location, as near to eye level as possible, where the vessel is routinely boarded, both port and starboard.

14.4.2 Depending on the size of the vessel, other labels shall be placed at logical locations to alert persons not familiar with

the vessel, such as fire fighters or service personnel, as to the nature of the vessel.

14.4.3 The label shall be a minimum of 4.72 in. (120 mm) long by 3.27 in. (83 mm) high.

14.4.4 The marking shall consist of a border and the letters “CNG” or “LNG” as appropriate [1 in. (25 mm) minimum height centered in the diamond] of silver or white reflective luminous material on a blue background.

14.5 Operation.

14.5.1 Where natural gas is being transferred to or from a marine vessel, the engines shall be turned off.

14.5.1.1 Engine operation shall be permitted to hold the vessel in position while refueling or when, in the opinion of the master, the safety of the vessel is at issue.

14.5.1.2 The master shall be permitted to elect to operate generators during refueling.

14.5.2 A warning sign with the words “Stop Engines,” “No Smoking,” and “Flammable Gas” shall be posted at dispensing stations and compressor areas where it is possible to secure a vessel to a dock or anchor buoys.

14.5.2.1 Otherwise, a sign shall be posted with the words “No Smoking” and “Flammable Gas.”

14.5.2.2 The location of signs shall be determined by local conditions, where the lettering is large enough to be visible and legible from each point of transfer.

14.6 Fire Protection for Vessels.

14.6.1 Fire protection for vessels shall be in accordance with NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*.

14.6.2 The following paragraphs of NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*, shall be revised as follows when used for LNG fuel systems:

- (1) Paragraph 4.5.3.5(2) of NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*, covering blower intake duct openings, shall be revised to change the blower inlet duct opening location from the lower one-third of the compartment to the upper one-third of the compartment.
- (2) Subsection 6.1.1 of NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*, general requirements for engine exhaust systems, shall be revised by expanding the exception to make the paragraph not applicable to exhaust cooling water in addition to engine-cooling water.

14.7* Installation of Powered Ventilation.

14.7.1 Blower(s) capacity shall be selected in accordance with the blower capacity curve in Figure 4.5.3.1 of NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*.

14.7.1.1 Multiple blowers shall be permitted.

14.7.2 As installed, the blower system(s) shall exhaust air from the boat at a rate in accordance with the system performance curve in Figure 4.5.3.1 of NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*, when the engine is not operating and the blower is operating at the electrical system’s nominal voltage.

14.7.3 Blowers shall be mounted above the normal level of accumulated bilge water.

Exception: Submersible blower motors.

14.7.4 Blowers shall be installed with ducts having intake openings that are as follows:

- (1) Permanently secured
- (2) Located in the upper one-third of the compartment
- (3) Located above the normal level of accumulated bilge water
- (4) Located as near below the engine(s) that they serve as practicable

14.7.5 Electrical wiring shall be installed in accordance with Chapter 9 or Chapter 10 of NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*.

14.7.6 Each boat that requires a powered ventilation system shall display a warning label that provides the information that follows, located in plain view of the operator, and located as close as practicable to each ignition switch (including auxiliary equipment).

14.7.7 The powered ventilation label shall read as follows:

WARNING: Gas Can Explode
Before Starting Engine:
1. Check Engine Compartment for Gasoline, Gas, or Vapors
2. Operate Blower for 4 Minutes

14.7.8* Exhaust systems shall conform to the following:

- (1) Be gastight to hull interiors
- (2) Have all connections accessible
- (3) Be supported to minimize failure from vibration, shock, expansion, and contraction
- (4) Have no threaded fittings into nonmetallic exhaust system components
- (5) Have no discharge from other devices into the exhaust

Exception: Engine-cooling water or exhaust-cooling water.

14.7.9 In case of conflict, this code shall have precedence over the requirements of NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*.

14.8 Fueling Systems.

14.8.1 LNG fueling systems shall be in accordance with NFPA 303, *Fire Protection Standard for Marinas and Boatyards*.

14.8.2 The following paragraphs of NFPA 303, *Fire Protection Standard for Marinas and Boatyards*, shall be revised as follows when using LNG as a fuel:

- (1) Subsection 8.4.2 of NFPA 303, covering all boat fueling operations, shall be revised by adding reference to NFPA 52.
- (2) Subsection 8.4.5 of NFPA 303, covering securing of fuel storage tanks, shall be revised by adding reference to NFPA 52.
- (3) Subsection 8.4.10 of NFPA 303, covering dispensing of fuels, shall be revised by adding reference to NFPA 52.

14.9* Storage and Handling of Fuels.

14.9.1 The fueling station shall be located to minimize the exposure of all other plant facilities.

14.9.2 All fueling stations shall be accessible by boat without entering or passing through the main berthing area.

14.9.2.1 Where inside fueling stations are made necessary by prevailing sea conditions (wake, surge, tide, etc.), such stations shall be located near an exit by water from the berthing area or at some other location from which, in case of fire aboard a boat alongside, the stricken craft can be quickly removed without endangering other boats nearby.

14.9.3 All boat fueling operations shall be carefully accomplished in accordance with NFPA 302, *Fire Protection Standard for Pleasure and Commercial Motor Craft*, and this code, at the fueling station or other specifically designated remote location.

14.9.4 No tank barge or other fuel supply boat shall be permitted within the berthing area.

14.9.5 Outside berths and connections shall be provided for the use of tank barges or fuel supply boats.

14.9.6 Fuel storage tanks shall be installed in accordance with NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages*, and this code.

14.9.7 Fuel storage tanks shall be securely anchored where they are located subject to flooding or tidal conditions, and the applicable precautions outlined in Chapter 4 of NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages*, shall be observed.

14.9.8 Fuel storage tanks and pumps, other than those integral to approved dispensing units supplying gasoline or Class I or Class II flammable liquids at marine service stations, shall be located only on shore or, with the express permission of the authority having jurisdiction, on a pier of solid-fill type.

14.9.9 Approved dispensing units with or without integral pumps shall be permitted to be located on shore, on piers of solid-fill type, or on open piers, wharves, or floating piers.

14.9.10 Pumps that are not a part of the dispensing unit shall be located adjacent to the tanks.

14.9.11 Fuel pipelines shall be installed in accordance with the provisions of NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages*.

14.9.12 Dispensing units for transferring fuels from storage tanks shall be in accordance with the provisions of NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages*, and this code.

14.9.12.1 In the construction of the fuel hose assembly, provision shall be made so the fuel delivery nozzle is properly bonded to the shore electric grounding facilities.

14.9.13 Gasoline and other flammable liquids stored in drums or cans shall be kept separate from other plant facilities and stored and dispensed in accordance with applicable requirements of NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages*.

14.10 Marine Service Stations.

14.10.1 Marine service stations for fueling natural gas-powered marine vessels shall be in accordance with NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages*.

14.11 Engine Rooms or Compartments.

14.11.1 In engine rooms and engine compartments, all fuel lines shall be mounted in the overhead to provide the shortest route for leaking gas to flow to the exterior.

14.11.2 The pressure in the fuel lines passing through the engine room or engine compartment shall not exceed the pressure required to operate the engines.

14.11.3 All pressure regulators, except those mounted on the engine(s), shall be located in a tank room or tank compartment.

14.11.4 Ventilation. Engine rooms or compartments shall be provided with positive pressure and passive ventilation.

14.11.4.1 Positive pressure ventilation shall provide a minimum of 30 volumetric exchanges per hour.

14.11.4.2 The ventilation system shall be capable of handling a combustible mixture, if necessary.

14.11.4.2.1 The ventilation fans shall take air from the weather deck and discharge it to the weather deck through ducts having a maximum separation from the fans.

14.11.4.2.2 Multiple discharge ducts shall be used, if practical, to enhance ventilation.

14.11.4.3 If engine combustion air is taken from the engine room (compartment), the 30 volumetric exchanges per hour shall be in excess of the maximum air volume per hour required by the engines.

14.11.5 Engines.

14.11.5.1 Blowout Plugs.

14.11.5.1.1 Since LNG/CNG engines have a natural gas atmosphere in the crankcase, they shall be provided with blowout plugs to relieve pressure in the event of a crankcase explosion.

14.11.5.1.2 Blowout plugs shall be located so as to limit risk to the crew.

14.11.5.2 Vessels having the capability shall be permitted to switch to another fuel to maintain power.

14.11.5.3 Engines shall be permitted to be located on the weather deck.

14.11.5.4 Engines on the weather deck shall be protected with a housing to prevent damage that can occur due to loading, unloading, or the general use of the vessel.

14.11.5.5 Shelters for engines installed on the weather deck shall be enclosures constructed of noncombustible or limited-combustible materials that have at least one side predominantly open, facing outboard, and roofs designed for dispersal of escaped gas. (See Section 4.5 for noncombustible or limited-combustible.)

14.11.5.6 An engine or engines on the weather deck shall be mounted in a location to minimize damage from collision.

14.11.5.7 No part of an engine or its appurtenances shall protrude beyond the sides or top of the vessel at the point where it is installed.

14.11.5.8 No portion of an engine on the weather deck shall protrude beyond the bow or stern of the vessel.

14.11.6 Natural Gas Monitoring.

14.11.6.1 Engine Rooms. Engine rooms shall have at least two natural gas detectors placed in the overhead at the fore and aft locations.

14.11.6.2 Monitoring stations shall be located in the engine room, in the wheelhouse (bridge), and in an accommodation

or service space, such as a galley, where crew are likely to congregate.

14.11.6.3 When no gas is detected, the monitoring stations shall show a green light.

14.11.6.4 At a concentration of one-tenth of the LFL, power ventilation shall activate simultaneously along with a flashing yellow light at each monitoring station, accompanied by a klaxon.

14.11.6.5 Should the monitoring system detect a concentration of one-fifth of the LFL, a flashing red light shall activate at each monitoring station, accompanied by a siren.

14.11.6.5.1 When the one-fifth LFL is detected and the alarm system activated, an emergency fuel shutoff shall be activated simultaneously, terminating the flow of natural gas to the engine room.

14.11.6.5.2 Vessels having the capability shall be permitted to switch to another fuel.

14.11.6.6 A manual override switch shall be mounted in the engine room so that the crew can turn off the alarm and restore natural gas to the engines in the event of a false alarm or other contingency.

14.11.6.7 When the natural gas fuel supply is shut down due to loss of ventilation or detection of gas, the master shall ensure that the natural gas fuel supply is not used until the leak or other cause of the shutdown is found and corrected.

14.11.7 Engine Compartments.

14.11.7.1 Engine compartments shall be equipped with natural gas detection and intervention equipment in a fashion similar to engine rooms, except that a monitoring station shall be placed only at the wheelhouse (bridge).

14.11.7.2 If the vessel is large enough to make a fuel alarm inaudible if no one is manning the wheelhouse (bridge), then a monitoring station shall also be placed in the accommodation or service space.

14.11.8 Fire Equipment and Systems. LNG/CNG-powered marine vessels of all sizes shall carry fire equipment and systems normally required by U.S. Coast Guard, and meet all of the criteria in 14.11.8.1 through 14.11.8.4.

14.11.8.1 In addition, engine rooms and engine compartments shall have a 150°F (66°C) thermal switch that activates fire-fighting equipment.

14.11.8.1.1 When the thermal switch is activated, a flashing red light and an audible alarm in the engine room wheelhouse (bridge) and other accommodation space or service space where crew are likely to congregate, such as a galley, activates, signaling the possible presence of a fire.

14.11.8.2 There shall be a 1-minute time delay, after which the engine room or the compartment is flooded with CO₂ (or other USCG-approved inert gas) for 2 minutes.

14.11.8.2.1 Simultaneously, the ventilation fans shall be cut off for 2 minutes and then reactivated. Sufficient CO₂ (or other USCG-approved inert gas) should be provided for two cycles.

14.11.8.3 A manual override switch shall be provided in the engine room or near the engine compartment to allow the response to be terminated in the event of false alarm or other contingency.

14.11.8.4 Controls shall be provided to allow manual activation of the CO₂ (or other USCG-approved inert gas) system without a delay.

14.12 Tank Rooms or Compartments.

14.12.1 Tank rooms and tank compartments shall be airtight as well as watertight, with appropriate fittings used to seal penetrations through the bulkheads for wire or pipes passing through the tank rooms.

14.12.2 The tank rooms shall be provided with positive pressure and passive ventilation.

14.12.3 Ventilation of the tank rooms (compartments) shall be provided at 30 volumetric exchanges per hour minimum.

14.12.4 Air shall be taken from the weather deck and discharged to the weather deck through ducts that have a maximum separation from the fans.

14.12.5 The fans shall be capable of handling a combustible mixture, if necessary.

14.12.6 Multiple discharge ducts shall be used, if practical, to enhance ventilation.

14.12.7 Natural Gas Monitoring.

14.12.7.1 Tank rooms or compartments shall have at least two natural gas sensors placed at or near the ceiling at fore and aft locations.

14.12.7.2 When no gas is detected, the monitoring stations shall show a green light.

14.12.7.3 Two levels of alarm shall be used for signaling the need for intervention.

14.12.7.4 An alarm shall activate when one-tenth of the LFL is detected by a monitor.

14.12.7.4.1 A flashing yellow light and a klaxon shall be activated in the engine room and in the wheelhouse (bridge), as well as in an accommodation or service space, such as a galley, where crew are likely to congregate.

14.12.7.4.2 Simultaneously, power ventilation shall activate.

14.12.7.4.3 On vessels with a tank compartment, a flashing yellow light and an audible signal shall activate in the wheelhouse (bridge).

14.12.7.4.4 If the vessel is large enough to cause the alarm to be inaudible if no one is manning the wheelhouse (bridge), a second warning station shall activate in an accommodation or service space where crew are likely to congregate.

14.12.7.5 At one-fifth of LFL, a second alarm shall activate, utilizing a flashing red light and a siren.

14.12.7.5.1 These monitoring stations shall be located as are the monitoring stations for the one-tenth LFL.

14.12.7.5.2 When the one-fifth LFL warning is activated, an automatic fuel shutoff valve will terminate flow of natural gas from the tank room or compartment, ventilation shall terminate, CO₂ (or other USCG-approved inert gas) shall flood the tank room, and a water deluge system shall be activated.

14.12.7.5.3 Vessels having the capability shall be permitted to switch to another fuel.

14.12.7.6 A tank compartment shall be permitted to omit a deluge system if a vessel is too small to accommodate the equipment. The judgment shall be made by the AHJ.

14.12.7.7 When the LNG fuel supply is shut down due to loss of ventilation or detection of gas, the master shall ensure that the LNG fuel supply is not used until the leak or other cause of the shutdown is found and corrected.

14.12.8 Tank rooms and compartments shall have manual drains to remove the water produced by the deluge system.

14.12.9 A labeled override switch shall be available in a readily accessible location to turn off the tank room or compartment warning system in the event of a false alarm or other contingency and to shut down the CO₂ (or other USCG-approved inert gas) and deluge.

14.12.10 Fire-Fighting Equipment.

14.12.10.1 Tank rooms and compartments shall have a 150°F (66°C) thermal switch, which will activate automatic fire-fighting equipment.

14.12.10.2 When the switch is activated, a red flashing light and an audible alarm shall activate on a fire alarm panel in the wheelhouse (bridge) and in an accommodation or service space (such as a galley) where crew are likely to congregate.

14.12.10.3 Since the tank rooms or compartments are unmanned spaces, alarms shall not be required in those spaces.

14.12.10.4 Ventilation in the tank rooms or compartments shall be terminated simultaneously with the activation of the fire alarm.

14.12.10.4.1 One minute after the fire alarm is activated, the tank room or compartment shall be flooded with CO₂ (or other USCG-approved inert gas).

14.12.10.4.2 A deluge system shall activate to keep the tanks cool and to assist in terminating fire.

14.12.10.5 The tank room or compartment shall be provided with a readily accessible override switch that will allow the crew to terminate the fire-fighting system in the event of a false alarm or other contingency.

14.12.10.6 A deluge system shall be permitted to be omitted from tank compartments on vessels too small to accommodate them.

14.12.10.6.1 This determination shall be made by the AHJ.

14.12.11 Lighting.

14.12.11.1 Tank rooms shall have at least two explosionproof lighting fixtures.

14.12.11.2 Switches and overcurrent protective devices for lighting in the tank room(s) shall be in a gas-safe space.

14.13 Vent Masts.

14.13.1 All crankcases on natural gas-powered engines shall have a closed crankcase ventilation system or be vented to a vent mast.

14.13.2 Vessels having more than one engine shall be permitted to utilize a manifold.

14.13.3 Relief valves or common vent headers from relief valves shall discharge to a vent mast.

14.13.4 Vent masts shall have the following features:

- (1) Vertically upward discharge
- (2) Rain cap or other means of preventing the entrance of rain or snow
- (3) Height of at least 10 ft (3 m) above the highest working level on the vessel

14.13.5 Relief valve vent masts and engine ventilation vent masts shall not be connected but be permitted to terminate at the same location.

14.14 Deluge Systems.

14.14.1 Each deluge system that protects more than one area shall have at least one isolation valve at each branch connection and at least one isolation valve downstream from each branch connection to isolate damaged sections.

14.14.2 Each valved cross connection from the deluge system to the fire main shall be outside of the tank room or compartment.

14.14.3 Each pipe, fitting, and valve for the deluge system shall be made of fire-resistant and corrosion-resistant materials such as galvanized steel or galvanized iron pipe.

14.14.4 Each deluge system shall have a means of drainage to prevent corrosion of the system and freezing of the accumulated water in subfreezing temperatures.

14.14.5 Each deluge system shall have a dirt strainer that is located at the deluge system manifold or pump.

14.14.6 Water to the deluge system shall be supplied by a pump that is reserved for the use of the system.

14.15 Alarm Systems.

14.15.1 Alarm systems shall have a means of indicating which natural gas sensor has been activated.

14.15.2 The fire alarm systems shall have a means of indicating which thermal switch has been activated.

14.15.3 Audible alarms shall have an arrangement that allows the alarm to be turned off after sounding.

14.15.3.1 For remote group alarms, this arrangement shall not interrupt the alarm's actuation by other faults.

14.15.4 Each visual alarm shall be of the type that can be turned off only after the actuating is corrected.

14.15.5 Each vessel shall have means for testing each alarm.

14.15.6 Gas-safe spaces adjacent to gas-dangerous spaces such as engine rooms and tank compartments shall have positive pressure ventilation systems capable of 30 volumetric exchanges an hour.

14.15.6.1 Their ventilation shall activate whenever an alarm is activated.

14.16 Safety Equipment.

14.16.1 Marine vessels with tank rooms and engine rooms shall have the following:

- (1) Three self-contained, pressure demand-type, air-breathing apparatus approved by the Mine Safety and Health Administration (MSHA) or the National Institute for Occupational Safety and Health (NIOSH), each having at least a 30-minute capacity

- (2) Three spare bottles of air for the self-contained air-breathing apparatus, each having at least a 30-minute capacity
- (3) Three explosionproof flashlights
- (4) Three helmets that meet ANSI Z89.1, *Personal Protection — Protective Headwear for Industrial Workers — Requirements*
- (5) Three sets of goggles that meet the specification ANSI Z87.1, *Practice for Occupational and Educational Eye and Face Protection*
- (6) An air compressor to recharge the bottles for the air-breathing apparatus
- (7)*Portable handheld natural gas detectors provided to aid in evaluating alarms and for making a survey of the vessel

14.16.1.1 Portable handheld natural gas detectors shall be carried by personnel working in a compartment containing gas storage or transmission equipment.

14.16.1.2 Portable handheld natural gas detectors shall allow locating specific leaks at very low levels of detection.

14.16.1.3 A vessel with a tank room shall have at least two of the sensors described in 14.16.1.1.

14.16.2 Vessels having engine rooms and tank rooms shall have a portable analyzer that measures oxygen levels in an inert atmosphere.

14.16.3 Before allowing anyone to enter a space that has had a gas leak and repair, the master shall ensure that the space has an oxygen concentration of at least 19.5 percent oxygen by volume and is free of natural gas.

14.16.4 The master shall ensure that the compressed air-breathing equipment is inspected at least once a month by a licensed officer and that the date of inspection and condition of the equipment is placed in the vessel's log.

14.17 Safety Training.

14.17.1 A written safety guide for the vessel and for the safety equipment and procedures shall be provided.

14.17.2 The safety guide shall outline all safety systems and equipment and their operation.

14.17.3 Crews shall be trained to operate the LNG/CNG-powered vessel and perform repairs.

14.17.4 Training drills shall be conducted monthly.

Chapter 15 Reserved

Chapter 16 Reserved

Chapter 17 Reserved

Chapter 18 Reserved

Annex A Explanatory Material

Annex A is not a part of the requirements of this NFPA document but is included for informational purposes only. This annex contains explanatory material, numbered to correspond with the applicable text paragraphs.

A.1.1 Natural gas is a flammable gas. It is colorless, tasteless, and nontoxic. It is a light gas, weighing about two-thirds as much as air. As used in the systems covered by this standard, it tends to rise and diffuses rapidly in air when it escapes from the system.

Natural gas burns in air with a luminous flame. At atmospheric pressure, the ignition temperature of natural gas-air mixtures has been reported to be as low as 900°F (482°C). The flammable limits of natural gas-air mixtures at atmospheric pressure are about 5 percent to 15 percent by volume natural gas.

Natural gas is nontoxic but can cause anoxia (asphyxiation) when it displaces the normal 21 percent oxygen in air in a confined area without adequate ventilation.

The concentrations at which flammable or explosive mixtures form are much lower than the concentration at which asphyxiation risk is significant.

NFPA 704, *Standard System for the Identification of the Hazards of Materials for Emergency Response*, rating is as follows:

- (1) Health — 0
- (2) Flammability — 4
- (3) Reactivity — 0
- (4) Special — None

• Cryogenic fluids are gases that have been liquefied by having their temperature brought below -130°F (-90°C). They are typically stored at low pressures in vacuum jacketed containers. Some of the potential hazards of cryogenic fluids are the following:

- (1) Extreme cold that freezes or damages human skin on contact and can embrittle metals
- (2) Extreme pressure resulting from rapid vaporization of the fluid during a leak or release of the cryogenic fluid
- (3) Asphyxiation resulting from a release of the cryogenic fluid that vaporizes and displaces air

Personnel handling cryogenic fluids should use the protective clothing proscribed on the material safety data sheet (MSDS). This clothing typically includes heavy leather gloves, aprons, and eye protection.

A.3.2.1 Approved. The National Fire Protection Association does not approve, inspect, or certify any installations, procedures, equipment, or materials; nor does it approve or evaluate testing laboratories. In determining the acceptability of installations, procedures, equipment, or materials, the authority having jurisdiction may base acceptance on compliance with NFPA or other appropriate standards. In the absence of such standards, said authority may require evidence of proper installation, procedure, or use. The authority having jurisdiction may also refer to the listings or labeling practices of an organization that is concerned with product evaluations and is thus in a position to determine compliance with appropriate standards for the current production of listed items.

A.3.2.2 Authority Having Jurisdiction (AHJ). The phrase “authority having jurisdiction,” or its acronym AHJ, is used in NFPA documents in a broad manner, since jurisdictions and approval agencies vary, as do their responsibilities. Where public safety is primary, the authority having jurisdiction may be a

federal, state, local, or other regional department or individual such as a fire chief; fire marshal; chief of a fire prevention bureau, labor department, or health department; building official; electrical inspector; or others having statutory authority. For insurance purposes, an insurance inspection department, rating bureau, or other insurance company representative may be the authority having jurisdiction. In many circumstances, the property owner or his or her designated agent assumes the role of the authority having jurisdiction; at government installations, the commanding officer or departmental official may be the authority having jurisdiction.

A.3.2.3 Code. The decision to designate a standard as a “code” is based on such factors as the size and scope of the document, its intended use and form of adoption, and whether it contains substantial enforcement and administrative provisions.

A.3.2.5 Listed. The means for identifying listed equipment may vary for each organization concerned with product evaluation; some organizations do not recognize equipment as listed unless it is also labeled. The authority having jurisdiction should utilize the system employed by the listing organization to identify a listed product.

A.3.3.4.1 Important Building. Examples of important buildings include occupied buildings where egress within 2 minutes cannot be reasonably expected and control buildings that require presence of personnel for orderly shutdown of important or hazardous processes. Important buildings can also include unprotected storage where products from fire can harm the community or the environment or buildings that contain high-value contents or critical equipment or supplies. [30, 2012]

A.3.3.6 Cathodic Protection. This protection renders a metallic container or piping system or component negatively charged with respect to its surrounding environment. [55, 2013]

A.3.3.16 Dew Point (at Container Pressure). Where stating or referencing dew point, the value is given in terms of the container pressure [e.g., -4°F (-20°C) dew point at 3600 psi (24.8 MPa)].

A.3.3.29 Installation. Where filling containers or transferring natural gas directly from distribution lines by means of a compressor, an installation includes the compressor and all piping and piping components beyond the shutoff valve between the distribution system and the compressor.

A.3.3.30.1 Saturated LNG Gas. Saturation reduces the initial weight and BTU content and forms a pressurized gas when released.

A.3.3.32.2 Limited-Combustible Material. For further information, see NFPA 259, *Standard Test Method for Potential Heat of Building Materials*.

A.3.3.39 Original Equipment Manufacturer (OEM). Additional information regarding DOT classifications for companies that manufacture, modify, or repair vehicles is provided on the DOT web site.

A.3.3.43 Point of Transfer. For the purposes of siting and determining the electrical hazard classification at specific locations, the point of transfer should be designated. Any changes in the designated points of transfer area should be evaluated.

A.3.3.44.3.1 Maximum Operating Pressure. The maximum operating pressure should not exceed the allowable working pressure, and it is usually kept at a suitable level below the setting of pressure-limiting/relieving devices to prevent their frequent functioning.

A.4.5 The term *materials* used throughout this section applies to building construction materials and not to hazardous materials, compressed gases, or cryogenic fluids.

A.4.5.1 The provisions of 4.5.1 do not require inherently noncombustible materials to be tested in order to be classified as noncombustible materials. [101: A.4.6.13]

A.4.5.1(1) Examples of such materials include steel, concrete, masonry, and glass. [101: A.4.6.13.1(1)]

A.4.5.2 Materials subject to increase in combustibility or flame spread index beyond the limits herein established through the effects of age, moisture, or other atmospheric condition are considered combustible. (See NFPA 259, *Standard Test Method for Potential Heat of Building Materials*, and NFPA 220, *Standard on Types of Building Construction*.) [101: A.4.6.14]

A.5.1 A typical vehicle fuel system consists of one or more fuel supply containers (if more than one, the containers are manifolded together) holding CNG at high pressure and fitted with the following:

- (1) Pressure relief devices and manual shutoff valves
- (2) A filling connection with a check valve to prevent gas from flowing back out of the connection
- (3) A manual valve downstream from the container valve or valves
- (4) A valve that automatically closes if the engine stops for any reason
- (5) A pressure regulator to reduce the fuel supply container pressure to a low engine service pressure
- (6) A gas-air mixer to produce a flammable mixture
- (7) A pressure gauge to indicate the fuel supply container pressure

Systems are designed to operate at fuel supply container pressures of 2400 psi, 3000 psi, or 3600 psi (7.5 MPa, 20.7 MPa, or 25 MPa). Fueling connections are designed to accommodate compatible filling nozzles suitable only for the proper pressure.

Fuel supply containers are installed on either the outside or the inside of the vehicle. If installed on the inside, all connections to the containers are either external to a driver or passenger compartment or inside a compartment that is gastight with respect to a driver or passenger compartment. The compartment is vented to the outside of the vehicle. (See Figure A.5.1.)

A.5.2 For additional information on gas quality, see SAE J1616, *Recommended Practice for Compressed Natural Gas Vehicle Fuel*, and CGSB 3.513, *Natural Gas for Vehicles*.

A.5.3.1 ANSI AGA NGV 3.1/CGA NGV 12.3, *Fuel System Components for Natural Gas Powered Vehicles*, can be used for third-party certification of vehicle components of this type. There are circumstances where these documents are not applicable. The specific use should be evaluated. ANSI IAS NGV 4.2/CSA 12.52, *Hoses for Natural Gas Vehicles and Dispensing Systems*, can be used for third-party certification for hoses used in vehicle and dispensing applications. There are circumstances where these documents are not applicable. The specific use should be evaluated.

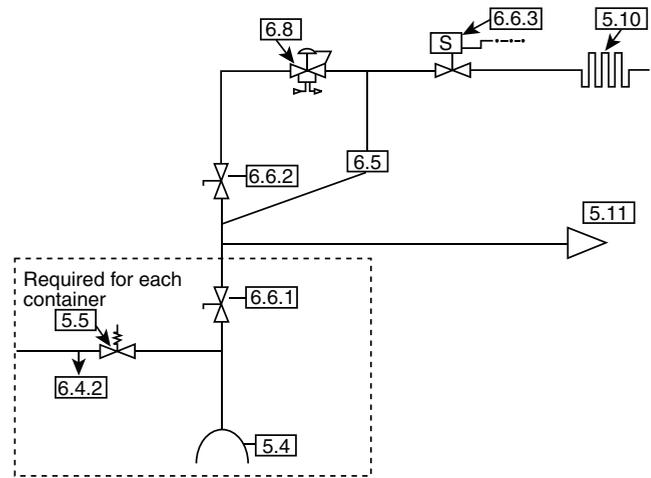


FIGURE A.5.1 Typical Vehicular Fuel System Components.

A.5.4 Containers are described by their liquid capacity and their design and allowable service pressures. The liquid capacity [ft³ (m³) of water] is the volume of liquid that is required to fill the container. The gas storage capacity can be calculated from the liquid capacity and allowable service pressure.

The amount of gas stored in a container can be estimated by using the information in Table A.5.4 referenced to 70°F (21°C). The gas quantity, in standard cubic feet (scf), can be estimated by multiplying the container water capacity [scf (m³)] by the stored volume [scf/ft³ (scm³/m³)] factor at a given pressure. One scf of natural gas weighs approximately 0.0456 lb (0.0207 kg) and has an energy content of about 930 Btu (2725 W) (on a lower heating value basis).

A.5.4.4 Current DOT and TC specifications, exemptions, and specified permits do not address the use of cylinders that are approved for the transportation of natural gas to be used in CNG service.

The following Compressed Gas Association publications are relevant cylinder inspection standards:

- (1) CGA C-6, *Standards for Visual Inspection of Steel Compressed Gas Cylinders*
- (2) CGA C-6.1, *Standards for Visual Inspection of High Pressure Aluminum Compressed Gas Cylinders*
- (3) CGA C-6.2, *Guidelines for Visual Inspection and Requalification of Fiber Reinforced High Pressure Cylinders*
- (4) CGA C-10, *Recommended Procedures for Changes of Gas Service for Compressed Gas Cylinders*

The following Compressed Gas Association publication is specified in ANSI/ISA NGV2, *Compressed Natural Gas Vehicle (NGV) Fuel Containers*, as appropriate for CNG container inspection:

CGA C-6.4, *Methods of External Visual Inspection of Natural Gas Vehicle (NGV) Fuel Containers and Their Installations*

A.5.4.4.2 Current copies of exemptions and special permits can be found at http://hazmat.dot.gov/sp_app/special_permits/exe_0000.htm.

A.5.4.4.3 The service life of an ASME container is determined by the designer. Requirements of federal, state, or local entities vary with respect to the requirements for inspection of pressure vessels as well as the standards that are to be used when in-service inspections are performed. Various standards can be referenced for inspection purposes including, but not

Table A.5.4 Natural Gas Storage Volume

Pressure		Stored Volume Ratio (Volume/Volume)
psi	MPa	
200	1.38	15
400	2.76	29
600	4.14	45
800	5.52	61
1000	6.89	78
1200	8.27	96
1400	9.65	114
1600	11.03	133
1800	12.41	152
2000	13.79	171
2200	15.17	189
2400	16.55	206
2600	17.93	223
2800	19.31	238
3000	20.68	252
3200	22.06	265
3400	23.44	278
3600	24.82	289
3800	26.20	299
4000	27.58	309
4200	28.96	318
4400	30.34	327
4600	31.72	335
4800	33.09	342
5000	34.47	349

Note: The above values can differ slightly for different gas compositions.

limited to, NB-23, *National Board Inspection Code*, 2004 edition, published by the National Board of Boiler and Pressure Vessel Inspectors, provides rules and guidelines for in-service inspection of boilers, pressure vessels, piping, and pressure relief valves. Other standards, including those published by the American Petroleum Institute, such as API 510, *Pressure Vessel Inspection Code: Maintenance Inspection, Rating, Repair, and Alteration*, can be applicable.

A.6.1 A typical fueling system consists of one or more compressors taking suction from a natural gas transmission or distribution pipeline or a building piping system connected to a transmission or distribution pipeline, with the compressor discharging either into one or more storage containers or to a dispensing system, along with a dispensing system consisting of a hose and nozzle and, sometimes, a meter. Where a storage container is present, it discharges to a dispensing system.

Where storage containers are used, the system is known as a fast-fill system, with a vehicle-filling time of about 3 to 5 minutes. Where storage containers are not used, the system is known as a slow-fill system, with filling times that can last several hours.

The suction pressure for compressors ranges from approximately 2 psi to 500 psi (13.7 kPa to 3.4 MPa), with the suction pressure for most compressors under 60 psi (414 kPa). The delivery pressure is more than the vehicle system pressure but less than 5000 psi (35 MPa), with most at approximately 4500 psi (31 MPa).

CNG is stored in two types of storage systems: bulk storage and cascade storage. They differ in the manner in which the CNG is withdrawn.

A.6.1.2 Due to the large degree of variation possible in fuel and gaseous detection system configurations and component specifications, information regarding the content of these systems should be documented/validated by OEM chassis, engine, fuel system container/component supplier, gaseous detection supplier, and so forth, to be included by the FSVIM in an operating manual. The operating manual content described should be presented in sufficient depth and clarity so as to provide a basic understanding of these systems unique to a gaseous fuel-powered vehicle. Furthermore, the FSVIM has the responsibility for documentation, collection, and consolidation of the OEM gaseous fuel system and detection-related components as well as operating and maintenance documentation for the end user.

A.6.1.2.1 Therefore, the FSVIM is responsible for providing systems' (fuel and gas detection) validation of the following:

- (1) Engineering
- (2) Integration
- (3) Installation
- (4) Regulatory validation
- (5) Performance
- (6) Durability

A.6.3.3.2 The principles described in SAE J689, *Curbstone Clearance, Approach, Departure, and Ramp Breakover Angles, Passenger and Light Truck*, can be used to determine clearance from the road to a fuel supply container for passenger vehicles and light trucks.

A.6.4 GRI-02/0013, *Reference Guide for Integration and Use of Natural Gas Vehicle Fuel Systems*, gives information on how to prevent blockages in the vent line.

A.6.4.1 The vent outlet is not permitted to be terminated in the engine compartment.

A.6.6.4 Electronic fuel injectors are considered to be automatic valves.

A.6.12.1 **WARNING:** The use of compressed air for system or container leak testing can result in a hazardous combustible mixture in the fuel supply container, including the combustion of plastic internal components in the presence of compressed air, with a high risk of severe injury or death.

A.6.12.4 The following practices should be followed:

- (1) Before a CNG vehicle is returned to service following an accident that caused damage or dislocation to the CNG fuel system, or following the repair or replacement of any part of a CNG fuel system that is subject to container pressure, the system should be tested.
- (2) Prior to maintenance or repair of a CNG fuel system, the following should be performed:
 - (a) Before commencing the work, the supply of CNG should be shut off by closing the shutoff valves and operating the engine until the engine stops running, and it should be ensured that the valves remain shut off throughout the inoperative period.
 - (b) CNG should be vented outdoors to a safe location and should not be vented indoors.
 - (c) Upon completion of the work, the CNG fuel system should be leak tested in accordance with the requirements of Section 5.11.