

Australian Standard CB20 — 1971

SAA LP GAS CODE

CB20-1971

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INTERPRETATION No 1

to

AS CB20—1971

SAA LP GAS CODE

**CORROSION PROTECTION OF CYLINDERS
UNDER Rule 9.1**

This interpretation is issued for guidance on an aspect of the Code which is not adequately covered by the present edition. This form of issue has been adopted to avoid extensive or premature formal amendments. The interpretation may be regarded as equivalent to an amendment and may be incorporated in the Code as and when practicable.

ENQUIRY. Under the requirements of the second paragraph of Rule 9.1, Construction of Cylinders, what is considered acceptable as alternative corrosion protection when inorganic zinc rich coatings are applied?

REPLY. Committee ME/15—Storage and Handling of LP Gas, considers that the following requirements must be met for protective zinc rich coatings, to afford adequate alternative corrosion protection under Rule 9.1.

1. Preparation of Metal Surface. Cleaning of the steel surface prior to application of protective coating shall be carried out by either:

- (a) Abrasive dry blast cleaning to Class 3 of AS CK9.4.
- (b) Acid pickling to AS CK9.5.

2. Inorganic Zinc Coating. This shall be a zinc rich inorganic silicate coating of average thickness 3 mils with a minimum of 2 mils, having at least 92% (m/m) of metallic zinc on a dry film basis.

3. Treatment before Top Coating. The zinc coating shall be etched or otherwise suitably treated, before applying top coat.

4. Top Coating. A reflective, protective top coating of a high grade resin-based paint with recognized outdoor stability shall be applied, to a minimum dry thickness of 1½ mils.

NOTE: The Statutory Authority concerned may require to select cylinders for testing of the protective coating. This may be in the form of batch testing.

This Interpretation requires reference to the following standards:

- AS CB20—SAA LP Gas Code
- AS CK9.4—Abrasive Blast Cleaning of Steel Surfaces
- AS CK9.5—Pickling Steel Surfaces

AUSTRALIAN STANDARD RULES

**STORAGE AND HANDLING
OF LIQUEFIED
PETROLEUM GASES**

**known as the
SAA LP GAS CODE**

AS CB20 — 1971

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|------------------------|----|----|----|----|-------------|
| First published | .. | .. | .. | .. | 1965 |
| Revised | .. | .. | .. | .. | 1971 |

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THE FOLLOWING GOVERNMENT DEPARTMENTS AND SCIENTIFIC AND INDUSTRIAL organizations were officially represented on the committee entrusted with the preparation of this standard:

**Australian Liquefied Petroleum Gas Association
Council of Fire and Accident Underwriters
Department of Shipping and Transport
Gas and Fuel Corporation of Victoria
Local Government Departments
Maritime Services Board of N.S.W.
State Explosives Departments
State Inspection of Machinery Departments
State Fire Brigades**

This standard, prepared by Committee ME/15, Storage and Handling of Liquefied Petroleum Gases, was approved by the Mechanical Engineering Industry Standards Committee on behalf of the Council of the Standards Association of Australia on 14 April 1971.

In order to keep abreast of progress in industry Australian standards are regularly reviewed. Suggestions for improvement to published standards, addressed to the headquarters of the Association, are welcomed.

P R E F A C E

The first edition of the SAA LP Gas Code was published in 1965. It was prepared by a committee constituted on an Australia-wide basis, with representatives from Statutory Authorities, the Australian Liquefied Petroleum Gas Association, industrial undertakings, refineries, insurance underwriters, fire brigades, local government departments and distributors of LP Gas.

The code has generally been well accepted throughout Australia, but experience gained in its application, together with the rapid expansion in the use of LP Gas and the latest developments in the industry, has necessitated a detailed revision.

The aim of the revision is to render the code more fully acceptable to the various Statutory Authorities as well as to distributors and those in the industry, by bringing the requirements into line with present day practice and by the addition of rules for the handling of LP Gas by operations which were not in such general use in Australia when the code was first published. A number of new features have, therefore, received consideration.

Rail transport of LP Gas, which was only in its infancy in Australia when the code was issued, has developed considerably, especially in N.S.W., and is increasing in other States. Provision has now been made in the code for this form of handling and transport of LP Gas, taking into consideration the requirements of the Australian and New Zealand Railways Conferences.

Up to the present, there has been very little demand for refrigerated storage of LP Gas in this country, but this is now being required and is likely to increase. As an interim measure it has been recommended that the provisions of the API Code 620, which has been adopted by the ALPGA, should be recognized for the design of LP Gas refrigerated storage vessels and reference to this code has now been made in this edition of AS CB20.

Underground tank storage of LP Gas, whilst provided for in the 1965 code, has not been employed to any extent so far. However, it is considered that this form of storage will have increased application in the near future, especially in congested city areas where isolation distances for aboveground tanks cannot be obtained and also in connection with filling station installations. Section 4 of the code has, therefore, been considerably revised and rules for partially buried tanks as well as those completely buried have been included.

Another aspect of product handling which has received attention is the in-situ filling of cylinders, which has expanded enormously over the past few years, and suitable rules for this procedure have been included in a new Section 10. This section also brings together some rules which were formerly in other parts of the code such as filling locations and platforms, and decanting operations.

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