

Australian Standard™

Road tank vehicles for dangerous goods

**Part 3: Tankers for compressed
liquefiable gases**

This Australian Standard was prepared by Committee ME/57, Road Tankers for Hazardous Liquids and Gases. It was approved on behalf of the Council of Standards Australia on 31 July 1999 and published on 5 September 1999.

The following interests are represented on Committee ME/57:

ARRB Transport Research
Australasian Fire Authorities Council
Australian Chamber of Commerce and Industry
The Australian Gas Association
Australian Industrial Gas Manufacturers Association
Australian Industry Group
Australian Institute of Petroleum
Australian Liquefied Petroleum Gas Association
Australian Valve Manufacturers Association
Commercial Vehicle Industry Association Australia
Department for Administration and Information Services, S.A.
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liquefiable gases**

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PREFACE

This Standard was prepared by Standards Australia Committee ME/57, Road Tankers for Hazardous Liquids and Gases to supersede AS 2809.3—1985.

In this revision changes have been made concerning vehicle cabling and electrical equipment in hazardous locations. These changes are derived from reference to the National Fire Protection Association (U.S.A.) Codes NFPA 30 and 70.

The general requirements for road tanker are contained in AS 2809.1—1999, whilst specific requirements for particular tankers are detailed in appropriate parts of the Standard.

The Standard comprises six Parts as follows:

- Part 1: General requirements
- Part 2: Tankers for flammable liquids
- Part 3: Tankers for compressed liquefiable gases
- Part 4: Tankers for toxic and corrosive cargoes
- Part 5: Tankers for bitumen-based products
- Part 6: Tankers for cryogenic liquids

The term 'normative' has been used in this Standard to define the application of the appendix to which it applies. A 'normative' appendix is an integral part of a Standard.

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STANDARDS AUSTRALIA

Australian Standard**Road tank vehicles for dangerous goods****Part 3: Tankers for compressed liquefiable gases**

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE This Standard specifies requirements for the design, construction and inspection and testing of tankers for the transport of specifically listed (see Table 2.1) compressed liquefiable gases by road. The Standard deals with vehicles that are designed and constructed specifically as road tankers, and with conventional vehicles that are provided with transportable tanks, and tank containers or IBCs, which are filled or emptied whilst on the vehicle and are subsequently used as tankers. This Standard is complementary to AS 2809.1.

1.2 APPLICATION Tankers for the transport of a compressed liquefiable gas shall comply with AS 2809, Parts 1 and 3. Where any requirement of this Part differs from a similar requirement in Part 1, this Part shall take precedence.

NOTES:

- 1 Although it is technically true that anhydrous ammonia can be ignited, its flammability limits, its ignition temperature, and its ignition energy are such, for transport purposes, the requirements that are specific to flammable gases do not apply to anhydrous ammonia in this Standard. The flammability potential has been taken into account in this Standard.
- 2 Although the title and scope of the Standard have been designed to allow flexibility for future expansion, it should be kept in mind that it was prepared on the basis of existing requirements for LP Gas and anhydrous ammonia. Its applicability to a wide variety of gases has not been considered in any detail, so its extension to gases other than those listed in various tables in the Standard should not be undertaken without reference to Committee ME/57.

1.3 OBJECTIVE The objective of this Standard is to provide designers, planners, operators and regulators with technical requirements for road tankers transporting compressed liquefiable gases.

1.4 NEW DESIGNS AND INNOVATIONS Any alternate materials, designs, method of assembly, procedures, or the like, which do not comply with specific requirements of this Standard, or are not mentioned in it, but which give equivalent results to those specified, are not necessarily prohibited. However, it should be understood that under State and Territory regulations, owners, suppliers, importers and manufacturers of road tank vehicles have a duty-of-care responsibility, and may have to apply risk assessment and hazard analysis techniques to the design and intended environment of use, to fulfil the duty-of-care obligations. Under such conditions, a State or Territory Regulatory Authority can give advice on the procedure for these matters.

1.5 INTERPRETATIONS Questions concerning the interpretation of any part of this Standard may be referred to Standards Australia.

1.6 REFERENCED DOCUMENTS A list of the documents referred to in this Standard is provided in Appendix A.

1.7 DEFINITIONS For the purpose of this Standard, the definitions given in AS 2809.1 apply.