

## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Working Party on the Transport of Dangerous Goods**

**Joint Meeting of the RID Committee of Experts and the  
Working Party on the Transport of Dangerous Goods**

**15 September 2017**

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Item 2 of the provisional agenda

**Tanks**

### **Tanks: Testing pressure relief valves on LPG road tankers at intermediate inspections**

#### **Transmitted by the Government of the United Kingdom**

1. Clause 5.6.1 in EN 14334:2014 on “LPG equipment and accessories – Inspection and testing of LPG road tankers” referenced in ADR 6.8.2.6.2 in the 2017 edition includes a check of the set pressure of the pressure relief valves at intermediate inspections, either by checking the test/setting protocol (e.g. by checking of documentation), the marking or by physical testing.
  2. Yet clause 5.10.3 in EN 12972:2007 on “Tanks for transport of dangerous goods – Testing, inspection and marking of metallic tanks” which has long since been referenced in ADR 6.8.2.6.2 has required such devices to be tested for correct opening at the relief pressure. The devices are tested separately where it is not possible to inspect the equipment in the mounted position.
  3. During discussions in the United Kingdom on the application of clause 5.6.1 it has been decided, in order to ensure the safe operation of LPG road tankers, that if an inspection body is to rely on a check of the documentation or of the marking instead of physical testing, then the inspection body would need to provide sufficient evidence to convince the United Kingdom Accreditation Service that doing so would be justified.
  4. This will require inspection bodies and owners/operators, on an individual case by case basis, to consider as a minimum: pressure relief valve design/type, manufacturer’s instructions, maintenance records and service conditions, supported by historical inspection and test results of the pressure relief valves that are currently in use.
  5. Accordingly, a test programme for pressure relief valves is being undertaken to add to the evidence base that will be used by inspection bodies to justify a check of the documentation or of the marking instead of physical testing at intermediate inspections. When available the United Kingdom will inform the Joint Meeting of the results of the test programme.
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