

LPG Fuel System Approvals—Concessional Fuel Cylinder Approvals

PURSUANT to regulation 90B of the Traffic Regulations 1976* (as inserted by the Traffic Regulations 1976, Amendment No. 7) and pursuant to the powers delegated to me by the Secretary for Transport, I, Trevor Alan Lister, Senior Automotive Engineer, hereby approve the LPG fuel cylinders listed in Schedule I hereunder for inclusion in any LPG fuel system installed and operated in accordance with the requirements of New Zealand Standard NZS 5422, Part 1, 1980 (and any standard made in amendment thereto or in substitution therefore) subject to the conditions set out in Schedule II hereunder, and I hereby revoke those *Gazette* notices listed in Schedule III hereunder that refer to LPG fuel cylinders.

SCHEDULE I

LPG FUEL CYLINDERS MANUFACTURED PRIOR TO 1 MARCH 1966

MOT Reference	Manufacturer	Drawing No.	Material	Specification	Inspection Authority	Nominal Water Capacity (litres)	Working Pressure Rating (MPa)	Test Pressure (MPa)
AF LO3C 001	Manchester Tank Co., U.S.A.	M988 (18 × 36)	Steel	ASME 8/1	ASME	135 (35.7 US gal)	1.72 (250 psi)	2.58
AF LO3C 002		M988 (18 × 42)	Steel	ASME 8/1	ASME	160 (42.3 US gal)	1.72 (250 psi)	2.58
AF LO3C 003		M988 (18 × 48)	Steel	ASME 8/1	ASME	185 (48.9 US gal)	1.72 (250 psi)	2.58
AF LO3C 004		M989 (20 × 42)	Steel	ASME 8/1	ASME	194.5 (51.4 US gal)	1.72 (250 psi)	2.58
AF LO3C 005		M1009 (16 × 54)	Steel	ASME 8/1	ASME	167 (44.3 US gal)	1.72 (250 psi)	2.58
AF LO3C 006		M1553 (16 × 52)	Steel	ASME 8/1	ASME	161 (42.6 US gal)	1.72 (250 psi)	2.58
AF LO3C 007		M1998 (20 × 36)	Steel	ASME 8/1	ASME	163.5 (43.2 US gal)	1.72 (250 psi)	2.58
AF LO3C 008		M1998 (20 × 48)	Steel	ASME 8/1	ASME	225 (59.6 US gal)	1.72 (250 psi)	2.58
AF LO3C 009	Brunner Eng. U.S.A.	1-45-90-TL (16 × 30)	Steel	ASME 8/1	ASME	88.5 (23.4 US gal)	1.72 (250 psi)	2.58
AF LO3C 010		1-45-90-TL (18 × 36)	Steel	ASME 8/1	ASME	135 (35.7 US gal)	1.72 (250 psi)	2.58
AF LO3C 011		A-22-48 (22 × 48)	Steel	ASME 8/1	ASME	273 (72.1 US gal)	1.72 (250 psi)	2.58
		2301				85.5	1.9	
AF LO3C 012	Greg Mfg Co. U.S.A.	(13 × 42)	Steel	ASME 8/1	ASME	(22.6 US gal)	(275 psi)	2.85

SCHEDULE II

CONDITIONS OF APPROVAL

LPG fuel cylinders listed in Schedule I of this notice are approved subject to the following conditions—

1. That they be permanently and clearly marked, on a suitably attached metal plate, with characters not less than 6 mm high if space permits but in any case not less than 3 mm high, displaying the following information:

- The specification to which the cylinder was manufactured.
- The manufacturer's name or mark, and the serial number of the cylinder.
- The date of the original cylinder inspection and the identification mark of the inspection authority who made the inspection.
- The date of any periodic cylinder test and the identification mark of the cylinder testing station who made each test.
- The cylinder test pressure.
- The nominal water capacity of the cylinder.
- The tare weight of the cylinder.

2. That they be clearly marked or labelled to indicate that the cylinder is suitable for use with LPG.

3. That they be provided with valves and fittings which provide the following functions:

- Filling connection incorporating a non-return valve.
- Service valve incorporating an excess flow valve.
- Contents gauge.
- Safety valve.
- A fixed liquid level indicator or an automatic fill shut off device which prevents the cylinder being filled beyond 85 percent of the total cylinder capacity.

Valves and fittings shall have a service pressure rating of at least that of the cylinder to which they are fitted and shall be dimensioned, threaded and marked in accordance with the requirements of section 2.3 of New Zealand Standard NZS 5422 "The use of LPG and CNG Fuels in Internal Combustion Engines—Part 1 LPG Fuel".

4. That they be tested at periods not exceeding five years in accordance with the requirements of Australian Standard AS 2337-1980 and in accordance with the periodic test requirements laid down in the specification to which the cylinder was manufactured.

5. That they be fitted to a motor vehicle in such a position that they will not be subjected to the direct rays of the sun, either by fitting them within a suitable vehicle compartment, or by providing a suitable shield if the cylinders are fitted to the exterior of the vehicle.