

# Customer-owned tank pre-inspection guidelines



## To save time and costs, please review the following information prior to Air Products inspecting your tank.



Any liquid bulk tank not installed by Air Products must pass an extensive inspection process conducted by an Air Products' technician. The inspection is done to ensure that the tank has been installed and equipped to meet all requirements associated with the storage of cryogenic or gaseous products, enabling safe delivery, storage and product use.

Our ultimate goals are safety and that all inspections pass during our technician's initial visit. Our experience tells us that the items listed on the next page are the most probable (but not only) causes why your tank system may fail our inspection. In an effort to help pass the inspection on the initial visit, please review these guidelines prior to scheduling our technician for the inspection.

Feel free to contact your Air Products sales representative if you are unsure about the status or intent of any items listed.

## Primary reasons tanks fail inspection

- **The tank is not installed, anchored to the foundation and system piping is not completed**
- **The tank's Maximum Allowable Working Pressure (MAWP) is  $\neq$  /  $<$  150 psig**
  - If the tank's MAWP is  $\neq$  /  $<$  150 psig, please contact us to purchase a Fill Line Closure Device (FLCD). This is a requirement before the tank can be filled to protect from overpressure scenarios.
- **The tank's fill line is  $>$  15 feet long**
  - If so, please contact your Air Products sales representative for guidance.
- **Tank vents are directed such that they discharge toward the driver during delivery**
  - Redirect vents so they will not discharge toward the driver.
- **The tank does not have proper safety relief valve and rupture discs**
  - Must have full flow device for safety relief and not thermal relief.
  - Is the device able to lift freely (not bolted or wired down)?
  - The relief valve must have a set point equal to or lower than the MAWP of the tank.
  - All relief discharges must be to the outdoors.
  - Must have at least one rupture disc, in addition to, at least one safety relief valve.
- **The tank was manufactured by Linde, Taylor Wharton or UCAR between 1964-1985 and still has the original brass tee between the stainless steel liquid fill penetration and the pressure build inlet**
  - Contact your sales representative and send a picture(s) of the fill line penetration and surrounding piping, if easily visible, to Air Products. Please make sure not to disturb the area around this joint, especially if the area is covered in ice, because if the joint has not been fixed, the ice could be holding it together.

- **Oxygen tank is too close to flammables**
  - Minimum of 50' required from flammable liquids and gas storage (see diagram).
- **For oxygen deliveries, the required 8' x 12' unloading pad, made of concrete or gravel, is not present**
- **The site cannot be accessed by a tanker truck**
- **Tank pad greater than 12" above grade with no steps/railing**
  - Install steps and railing.
- **Fill connection greater than 2' to 3' from grade**
  - Install steps and railing or re-pipe to lower fill connection.
- **For tanks already in service, excessive ice and/or snow blocking relief, discharge or driver access to offloading valves**
  - De-ice system and/or remove snow.



Figure 1: Gaseous or Liquid Oxygen Distance Requirements

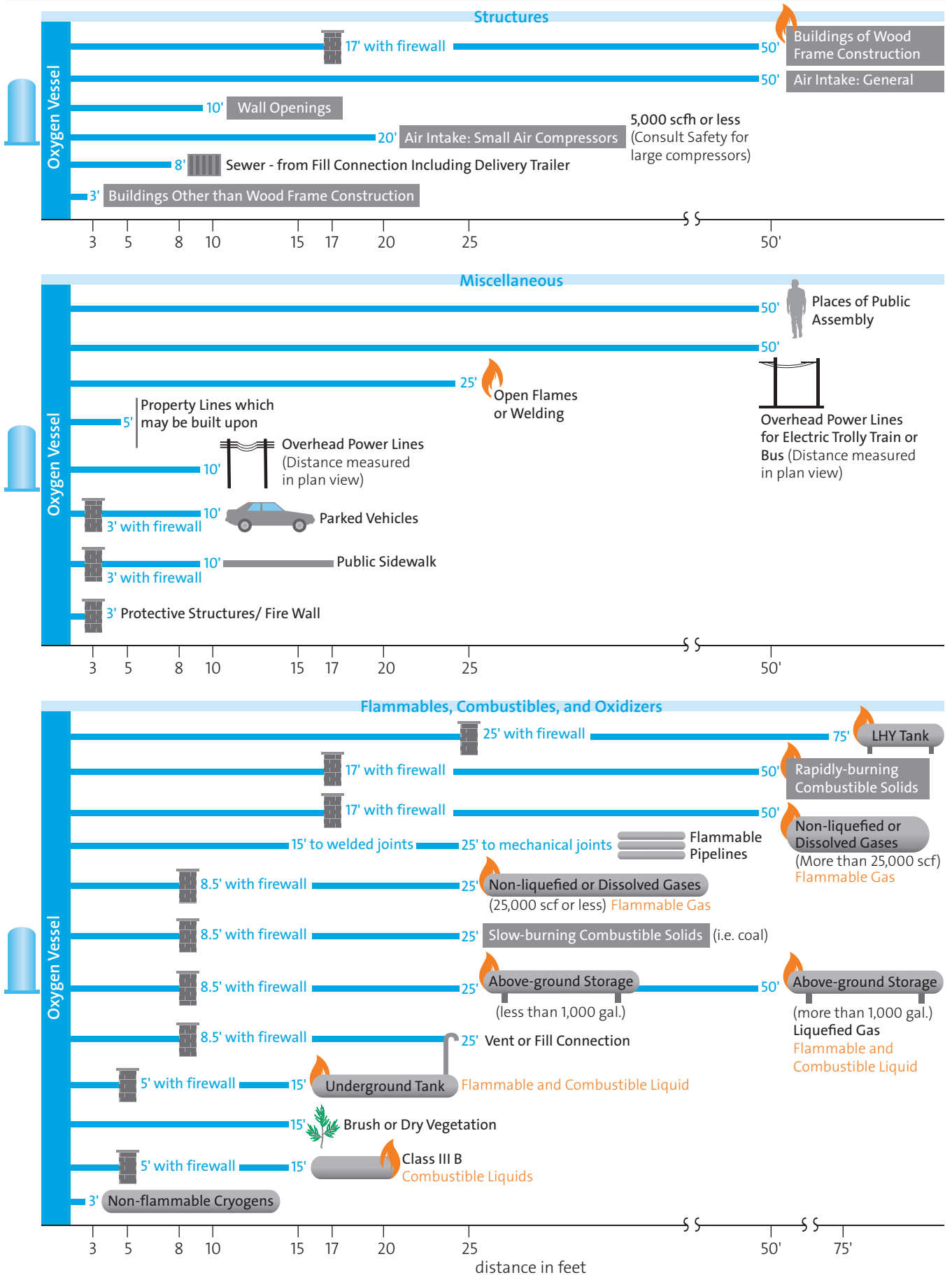
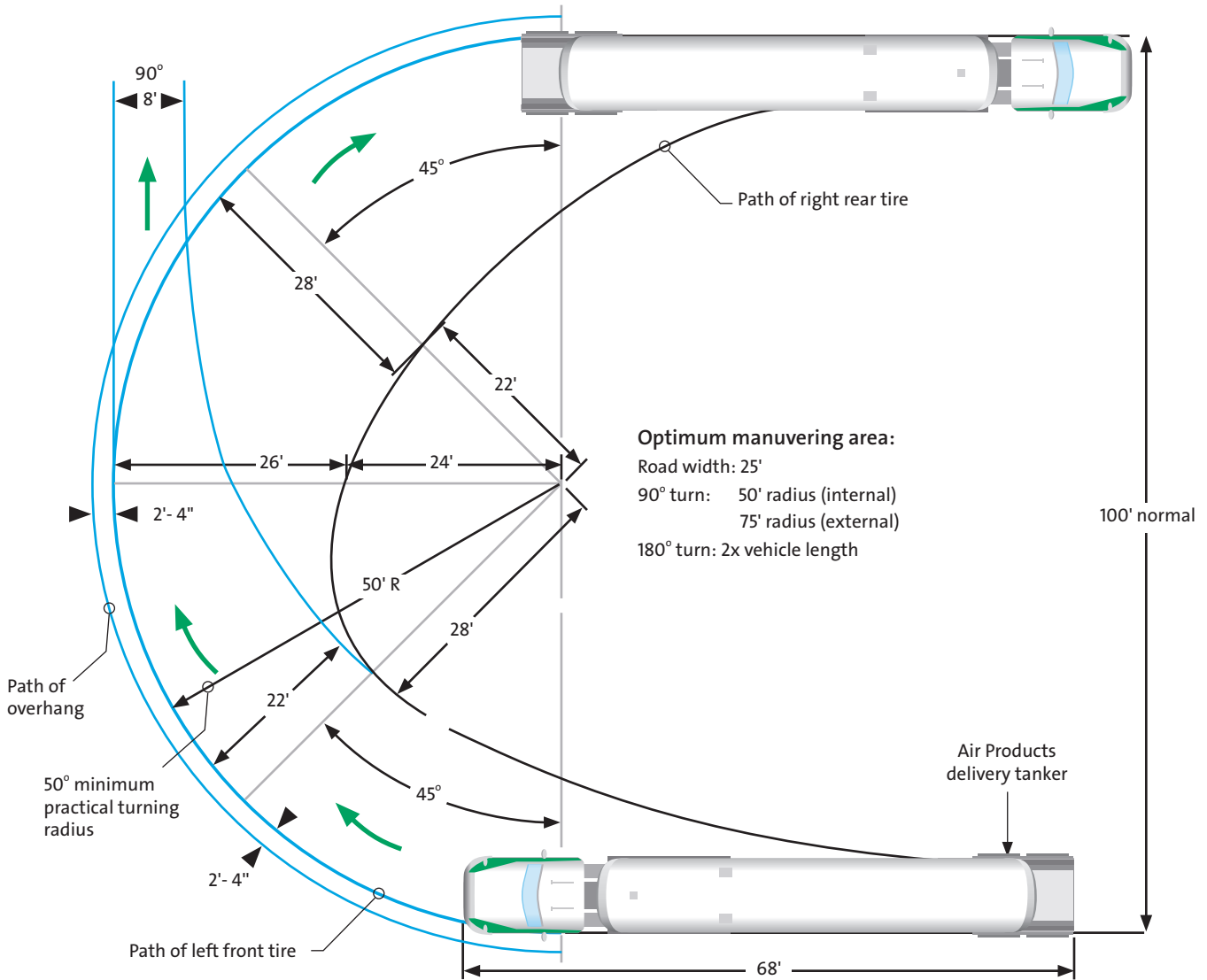


Figure 2: Tanker Truck Access



For more information,  
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