



SLOVENSKI STANDARD

SIST EN 12493:2008+A1:2012

01-maj-2012

Nadomešča:
SIST EN 12493:2008

Oprema in pribor za utekočinjeni naftni plin (UNP) - Varjene jeklene posode za utekočinjeni naftni plin (UNP) - Konstruiranje in izdelava cestnih cistern (vključno z dopolnilom A1)

LPG equipment and accessories - Welded steel tanks for liquefied petroleum gas (LPG) - Road tankers design and manufacture

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Flüssiggas-Geräte und Ausrüstungsteile - Geschweißte Druckbehälter aus Stahl für Flüssiggas (LPG) - Konstruktion und Herstellung von Straßentankfahrzeugen

[SIST EN 12493:2008+A1:2012](#)

Équipements pour GPL et leurs accessoires - Réservoirs en acier soudés pour gaz de pétrole liquéfié (GPL) - Conception et construction des camions-citernes

Ta slovenski standard je istoveten z: EN 12493:2008+A1:2012

ICS:

23.020.20	Posode in vsebniki, montirani na vozila	Vessels and containers mounted on vehicles
43.080.10	Tovornjaki in priklopniki	Trucks and trailers

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EUROPEAN STANDARD
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LPG equipment and accessories - Welded steel tanks for liquefied petroleum gas (LPG) - Road tankers design and manufacture

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This European Standard was approved by CEN on 11 February 2008 and includes Amendment 1 approved by CEN on 30 January 2012.

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Foreword

This document (EN 12493:2008+A1:2012) has been prepared by Technical Committee CEN/TC 286 "Liquefied petroleum gas equipment and accessories", the secretariat of which is held by NSAI.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by September 2012, and conflicting national standards shall be withdrawn at the latest by September 2012.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document includes Amendment 1, approved by CEN on 2012-01-30.

This document supersedes A1 EN 12493:2008 A1.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 A1.

This European Standard has been submitted for reference into the technical annexes of the European Agreement concerning the international carriage of dangerous goods by road (ADR).

The standards listed in the normative references and covering the basic requirements of the ADR not addressed within the present standard are normative only. If the standards themselves are referred to in the technical annexes of ADR.

Main changes from 2001 version: [SIST EN 12493:2008+A1:2012](https://standards.iteh.ai/catalog/standards/sist/7e2ee0d0-a4d2-4190-9575-a951dd492a65/sist-en-12493-2008-a1-2012)
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- update of reference standards, particularly relating to qualification of welding, in text and Clause 2;
- restriction to maximum UTS added to A1 4.3 A1 and Annex A to align with ADR restrictions;
- revision of symbols and presentation of D.3.2.5 to align with EN 13445 (source standard). No technical changes to end design result;
- editorial changes.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

EN 12493:2008+A1:2012 (E)**Introduction**

This European Standard calls for the use of substances and procedures that may be injurious to health if adequate precautions are not taken. It refers only to technical suitability and does not absolve the user from legal obligations relating to health and safety at any stage.

It has been assumed in the drafting of this European Standard that execution of its provisions is entrusted to appropriately qualified and experienced people.

A1) Protection of the environment is a key political issue in Europe and elsewhere. Protection of the environment is taken in a very broad sense. What is meant is the total life cycle aspects of, e.g. a product on the environment, including expenditure of energy and during all phases from mining of raw materials, fabrication, packaging, distribution, use, scrapping, recycling of materials, etc. Annex M lists the clause where an environmental impact has been considered.

It is recommended that manufacturers develop an environmental management policy. For guidance see ISO 14000 series. **A1)**

1 Scope

This European Standard specifies minimum requirements for materials, design, construction and workmanship procedures, and tests for welded LPG road tanker tanks and their welded attachments manufactured from carbon, carbon/manganese and micro alloy steels.

There is no upper size limit as this is determined by the gross vehicle weight limitation.

This European Standard does not cover tanks for tank containers.

NOTE 1 In the context of this standard the term "road tanker" is understood to mean "fixed tanks" and "demountable tanks" as defined in ADR.

NOTE 2 The equipment of the tanks and the inspection and testing after assembly is covered by EN 12252, and EN 14334, respectively.

NOTE 3 The design type of the road tanker is subject to the approval by the competent authority, as required by ADR.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 287-1, *Qualification test of welders — Fusion welding — Part 1: Steels*

EN 444, *Non-destructive testing — General principles for radiographic examination of metallic materials by X- and gamma-rays*

EN 462-1, *Non-destructive testing — Image quality of radiographs — Part 1: Image quality indicators (wire type) — Determination of image quality value*

EN 462-2, *Non-destructive testing — Image quality of radiographs — Part 2: Image quality indicators (step/hole type) — Determination of image quality value*

EN 473, *Non destructive testing — Qualification and certification of NDT personnel — General principles*

EN 571-1, *Non destructive testing — Penetrant testing — Part 1: General principles*

EN 837-2, *Pressure gauges — Part 2: Selection and installation recommendations for pressure gauges*

A1 deleted text **A1**

EN 1321, *Destructive tests on welds in metallic materials — Macroscopic and microscopic examination of welds*

EN 1418, *Welding personnel — Approval testing of welding operators for fusion welding and resistance weld setters for fully mechanized and automatic welding of metallic materials*

EN 1435, *Non-destructive examination of welds — Radiographic examination of welded joints*

EN 10025-2:2004, *Hot rolled products of structural steels — Part 2: Technical delivery conditions for non-alloy structural steels*

EN 10028-2, *Flat products made of steels for pressure purposes — Part 2: Non-alloy and alloy steels with specified elevated temperature properties*

EN 10028-3, *Flat products made of steels for pressure purposes — Part 3: Weldable fine grain steels, normalized*

EN 10204:2004, *Metallic materials — Types of inspection documents*

EN 12252, *LPG equipment and accessories — Equipping of LPG road tankers*

EN 13445-2, *Unfired pressure vessels — Part 2: Materials*

EN 13445-3, *Unfired pressure vessels — Part 3: Design*

A1 EN 14717, *Welding and allied processes — Environmental check list* **A1**

A1 EN ISO 148-1, *Metallic materials — Charpy pendulum impact test — Part 1: Test method (ISO 148-1)* **A1**

EN ISO 3834-2, *Quality requirements for fusion welding of metallic materials — Part 2: Comprehensive quality requirements (ISO 3834-2:2005)*

A1 EN ISO 4136, *Destructive tests on welds in metallic materials — Transverse tensile test (ISO 4136)*

EN ISO 5173, *Destructive tests on welds in metallic materials — Bend tests (ISO 5173)*

EN ISO 5178, *Destructive tests on welds in metallic materials — Longitudinal tensile test on weld metal in fusion welded joints (ISO 5178)* **A1**

EN ISO 5817:2007, *Welding — Fusion-welded joints in steel, nickel, titanium and their alloys (beam welding excluded) — Quality levels for imperfections (ISO 5817:2007)*

EN ISO 6520-1:2007, *Welding and allied processes — Classification of geometric imperfections in metallic materials — Part 1: Fusion welding (ISO 6520-1:2007)*

EN ISO 6520-2:2001, *Welding and allied processes — Classification of geometric imperfections in metallic materials — Part 2: Welding with pressure (ISO 6520-2:2001)*

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Ⓐ₁ EN ISO 6892-1, *Metallic materials — Tensile testing — Part 1: Method of test at room temperature (ISO 6892-1)* Ⓐ₁

Ⓐ₁ EN ISO 9016, *Destructive tests on welds in metallic materials — Impact tests — Test specimen location, notch orientation and examination (ISO 9016)* Ⓐ₁

EN ISO 15609-1, *Specification and qualification of welding procedures for metallic materials — Welding procedure specification — Part 1: Arc welding (ISO 15609-1:2004)*

EN ISO 15614-1, *Specification and qualification of welding procedures for metallic materials — Welding procedure test — Part 1: Arc and gas welding of steels and arc welding of nickel and nickel alloys (ISO 15614-1:2004)*

Ⓐ₁ EN ISO 17637, *Non-destructive testing of welds — Visual testing of fusion-welded joints (ISO 17637)* Ⓐ₁

Ⓐ₁ EN ISO 17638, *Non-destructive testing of welds — Magnetic particle testing (ISO 17638)* Ⓐ₁

Ⓐ₁ EN ISO 17640, *Non-destructive testing of welds — Ultrasonic testing — Techniques, testing levels, and assessment (ISO 17640)* Ⓐ₁

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1 yield strength

upper yield strength R_{eH} or, for steels that do not exhibit a definite yield (non-proportional elongation), the 0,2 % proof strength

3.2 cold forming

forming at temperatures not less than 25 °C below the maximum permissible temperature for stress relieving, in accordance with the applicable material specifications

3.3 hot forming

forming at temperatures above the temperature for stress relieving as stated in the material specifications

3.4 sun shield

shield covering not less than the upper third but not more than the upper half of the shell surface, separated from the shell by an air gap of at least 40 mm

3.5 tank

assembly of the shell (the pressure-retaining enclosure including the openings and their closures) and non pressure-retaining parts welded directly to the shell

Ⓐ₁ NOTE Also referred to as a 'fixed tank' or 'demountable tank' in the ADR. Ⓐ₁

3.6 competent authority

authority designated as such in each country Ⓐ₁ in accordance with national regulation Ⓐ₁

3.7 notified/designated body

testing and certifying body approved by a competent authority

3.8**competent person**

☞ person who, by combination of appropriate qualification, training, experience, and resources, is able to make objective judgments on the subject ☞

☞ 3.9**liquefied petroleum gas****LPG**

low pressure gas composed of one or more light hydrocarbons which are assigned to UN 1011, UN 1075, UN 1965, UN 1969 or UN 1978 only and which consists mainly of propane, propene, butane, butane isomers, butene with traces of other hydrocarbon gases ☞

4 Materials**4.1 ☞ Environmental**

The manufacturer shall endeavour to acquire materials and components from suppliers who have a declared environmental policy, see EN ISO 14021, EN ISO 14024 and EN ISO 14025. ☞

4.2 Suitability

Unless otherwise specified by the design documents, the design temperature range shall be -20 °C to $+50\text{ °C}$. The materials of construction shall be suitable for operating within the envisaged temperature range. If the tank could be subjected to more severe ambient or product temperatures, the design temperature range shall be -40 °C to $+50\text{ °C}$.

Guidance on selection of material grades is given in Annex A.

If additional impact testing is required, it shall be carried out in accordance with ☞ EN ISO 148-1 ☞ to achieve the impact values specified in 10.2.5.4.

4.3 Pressure retaining parts

Pressure-retaining materials shall be of appropriate steels conforming to EN 10028-2 or EN 10028-3 or shall conform to specifications agreed with the competent authority. All materials shall conform to 10.2.4 and the ratio of the specified yield strength (R_{eH}) to minimum tensile strength (R_m) shall not exceed 0,85 (i.e. $R_{eH}/R_m \leq 0,85$). The percentage elongation at fracture shall be not less than 10 000 divided by the actual tensile strength in N/mm^2 , and in any case shall be not less than 16 % for fine grained steels and not less than 20 % for other steels. Where fine grain steels are used, the guaranteed yield strength, R_{eH} shall not exceed 460 N/mm^2 and the upper tensile strength, R_m , shall not exceed 725 N/mm^2 .

4.4 Non-pressure retaining parts

Non-pressure retaining parts that are directly welded to pressure retaining parts shall be of suitable materials conforming to EN 10025-2:2004 or materials with characteristics approved by a competent authority. All materials used for non-pressure retaining parts shall be compatible with the material of pressure retaining parts, and shall conform to the impact requirements of 10.2.5.4, tested in accordance with the method specified in ☞ EN ISO 148-1 ☞.

4.5 Welding consumables

Welding consumables shall be able to provide consistent welds with properties at least equal to those specified for the parent materials in the finished tank.

EN 12493:2008+A1:2012 (E)**4.6 Non-metallic materials (gaskets)**

Non-metallic materials (gaskets) shall be compatible with both phases of LPG over the range of pressures and temperatures for which the tanker is designed (see [A1](#) 4.2 [A1](#), Annex B and Annex C).

4.7 Inspection documents for materials

Pressure retaining parts and non-pressure retaining parts directly welded to the tank shall be provided with the material manufacturers' certificates conforming to EN 10204:2004 certificate type 3.1. Other parts shall have certificates conforming to EN 10204:2004 certificate type 2.2.

5 Tank design**5.1 Design conditions**

Reference temperatures shall conform to Annex B.

Design calculations shall be carried out in accordance with Annex D.

Account shall be taken of the fatigue loading on all component parts of the tank and its attachments by conducting an assessment or through proven operating experience.

[A1](#) NOTE The design of the tank should take into account the following:

- Minimising the use of materials;
- Fittings required for efficient operation of the tank;
- Minimising the environmental impact of in service maintenance and end of life disposal; and
- The design requirements of the TPED, Directive 2010/35/EU. [A1](#)

5.2 Surge plates

[A1](#) *deleted text* [A1](#)

To reduce the dynamic loadings of the liquid content due to accelerations of the vehicle, tanks longer than 4 m shall be fitted with transverse surge plates at a maximum spacing of 4 m, and shall be designed to permit full internal inspection of the tank. The area of each plate shall be at least 70 % of the cross-sectional area of the tank in which the plates are fitted. [A1](#) Where the road tanker is to be operated with the tank at more at than 20 % or less than 80 % full, the maximum volume of each section of the tank shell, divided by the surge plates shall not exceed 7 500 l. [A1](#)

Surge plates shall be able to withstand the load imposed by a full capacity liquid content of the section between the plates in either direction. Surge plates shall be at least 2 mm thick.

Provision shall be made for communication and drainage between sections.

For tanks over 1,8 m diameter, having a wall thickness less than 6 mm and for tanks up to 1,8 m diameter, having a wall thickness less than 5 mm, the surge plates shall have the same thickness as the shell and the volume between any two plates shall not exceed 7 500 litres.

5.3 Doubler plates

To reduce stress concentration on the tank, load-carrying attachments shall incorporate a doubler plate between the attachment and the tank.

Non-circular doubler plates shall be designed with as generous as practicable corner radii, with a minimum of 25 mm to reduce stress concentrations.

If doubler plates are provided with test sockets they shall be closed with threaded plugs after testing.

5.4 Stresses due to motion

Tanks and their permanent attachments shall be able to absorb, under maximum permissible load, forces exerted by the design pressure, and the following dynamic forces:

- in the direction of travel: twice the total mass times gravity;
- at right-angles to the direction of travel: the total mass times gravity;
- vertically upwards: the total mass times gravity;
- vertically downwards: twice the total mass times gravity.

Under the forces defined above, the stresses in the tank and its fastenings shall not exceed the following:

- a) general membrane stress in the shell, remote from the supports:
 - the normal design stress as defined in D.1;
- b) stresses local to the supports determined either by experimental analysis or calculation/special analysis:
 - the limits specified in EN 13445-3

5.5 Self-supporting tanks

Self-supporting tanks shall be designed to carry bending stresses that would otherwise be carried by the chassis or frame.

5.6 Vacuum conditions

Tanks shall be designed to withstand vacuum conditions generated by the product during operation or other operational conditions, but as a minimum, this shall be equivalent to an external pressure of at least 40 kPa (0,4 bar) gauge pressure.

NOTE 1 Some liquefied petroleum gases have vapour pressures below atmospheric pressure at temperatures that could occur during normal operations in winter, and this could create partial vacuum conditions within the carrying tank.

NOTE 2 Suitable design methods may be applied from EN 13445-3.

5.7 Tank mountings

5.7.1 Mounting structures shall be fabricated in steel and designed to limit movement of the tank in relation to the chassis.

5.7.2 Tank mountings and their method of attachment to the shell shall be of sufficient strength to support the tank when full of water.

5.7.3 The design of the tank mountings shall be co-ordinated with the design of the vehicle chassis. The designer shall assess the effect of the tank and its mountings, including the additional loadings given in 5.4.

NOTE The chassis manufacturer should be notified at the tank design stage that the tank, while on the chassis, could be subjected to a hydraulic test, during which the tank can contain twice the normal weight of carrying capacity.

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5.7.4 Tank mountings designed as an integral attachment to the shell shall be fitted with doubler plates as specified in 5.3. Stitch welding shall not be used.

5.8 Internal pipework

The mechanical strength of internal pipework and supports shall be sufficient to withstand the service conditions, including dynamic load.

NOTE Internal pipework may be attached directly to a tank boss.

Pipework shall be located so as to avoid inadvertent entry of liquid LPG from the liquid inlet line into other pipework terminating in the vapour space.

6 Openings**6.1 General**

For the equipping of LPG road tankers, see EN 12252.

Valves and other accessories shall be protected against damage by external impact either by their positioning on the tank, when mounted on the vehicle, or by specific tank design. Provision in tank design shall be either by mounting and fitting valves and other accessories in a recess within the contour of the tank shell or end, or by use of a guard able to withstand a collision with another vehicle and the forces experienced in a tank roll-over.

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6.2 Reinforcement of openings (standards.iteh.ai)

Openings shall be reinforced and designed in accordance with D.4.1.2012

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6.3 Threaded connections [e951dd492a65/sist-en-12493-2008a1-2012](https://standards.iteh.ai/catalog/standards/sist/7e2ee0d0-a4d2-4190-9575-e951dd492a65/sist-en-12493-2008-a1-2012)

The maximum nominal diameter of threaded connections shall be 80 mm.

6.4 Manhole

A1 Tanks with a volume over 3 000 litres **A1** shall be fitted with a manhole either:

- at least 500 mm in diameter; or
- at least 420 **A1** mm, where reducing the diameter is **A1** acceptable to the competent authority.

A1 NOTE Tanks of a volume not exceeding 3 000l may be fitted with inspection openings instead of a manhole, with dimensions conforming to EN 286-1. **A1**

Manholes shall be of forged construction, machined from plate, or fabricated from pipe and standard flanges of the appropriate temperature and pressure rating. If plate is used for pad type manholes, it shall be ultrasonically tested for lamellar defects.

The manhole shall be positioned for ease of access.

7 Non-pressure retaining parts

7.1 Attachment welds

Attachment welds shall be continuous.

7.2 Position of attachment welds

Attachments shall be designed not to trap water and to permit inspection of the weld. Wherever possible, attachment welds shall be clear of vessel welds (longitudinal, circumferential and opening welds), by a minimum distance of 40 mm. Where this is not possible, attachment welds shall fully cross the main welds.

8 Workmanship and construction

8.1 General

Road tanker tanks shall be manufactured in accordance with drawings and specifications approved by a notified/designated body.

The manufacturer shall be responsible for the competence, training and supervision of their staff.


The manufacturer shall ensure, taking into account any instructions from the material supplier that the materials of the finished tank conform to this European Standard.

The manufacturer shall have defined procedures for manufacturing operations, including processes such as forming, welding and heat treatment.

8.2 Environment

The environmental impact of welding and allied processes shall be assessed in accordance with EN 14717.

NOTE 1 The manufacturer should endeavour to minimise wastage of materials by selecting appropriately sized materials related to the finished parts required for the manufacture. Unavoidable waste/scrap material should be recycled.

NOTE 2 Noise levels from the production process should be evaluated and measures put into place to minimise the impact upon the external environment. 

8.3 Control of materials

The manufacturer of the tank shall maintain a system of identification for the material used in the fabrication so that all material for pressure-retaining parts and non-pressure-retaining parts directly welded to pressure-retaining parts in the completed work can be traced to origin. The system shall incorporate appropriate procedures for verifying the identity of material received from the supplier.

Verifying procedures shall be based on the material manufacturers' certificates and/or acceptance tests. The system shall ensure that before cutting and forming parts of the tank, the original identification mark of the material is transferred to any parts of the tank that could be without markings after the process. The manufacturer shall ensure that the material conforms to the design and/or drawings specification.

In laying out and cutting the material:

- the material identification mark shall be clearly visible when the pressure part is complete; or
- the manufacturer shall operate a documented system that ensures material traceability for all materials in the completed tanks.