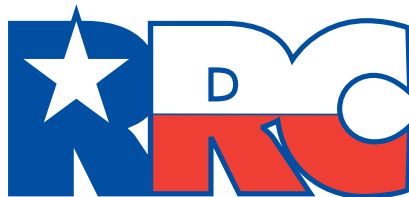


TEXAS LNG EXAMINATION STUDY GUIDE

Engine Fuel
Employee Level



RAILROAD COMMISSION OF TEXAS

September 2012

NOTICE

This publication is intended for use in its entirety as a guide for persons preparing to take Railroad Commission LNG qualifying examinations. Any other use or distribution of this publication or use or distribution of any portion of this publication for any purpose whatsoever is considered by the Railroad Commission of Texas to be misuse of this publication.

This publication is not intended to be an exhaustive treatment of the subjects covered and should not be interpreted as precluding the use of other safety programs or procedures that comply with (1) applicable federal, state, and/or local code provisions, statutes, ordinances, and/or other regulations, including, but not limited to, the Railroad Commission of Texas' LNG Safety Rules (16 Texas Administrative Code, Chapter 14) and codes adopted by the Railroad Commission of Texas, and/or (2) other industry standards and/or practices.

Every effort was made to ensure that this publication was accurate and up-to-date as of the date of publication. The reader is cautioned, however, about reliance on this publication or any portion thereof at any time thereafter, particularly because changes in technology are likely to occur that might make portions of this publication inaccurate and out-of-date. The Railroad Commission of Texas assumes no liability, under any circumstances, for any actions taken or omissions made in reliance of the contents of this publication, from whatever source, or any other consequences of any such reliance.

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Exam administration

Taking an examination in Austin

You may take any Railroad Commission qualifying examination in Austin without pre-registering (“walk-in”) on any business day, excluding holidays, from 8:00 a.m. to 12:00 noon at the Commission’s Alternative Fuels Training Center. The training center is located at 6506 Bolm Road, on the northwest corner of the intersection of Bolm Road and U.S. Highway 183.

Tuesdays and Thursdays are the preferred days for walk-in examinations.

(See map to Training Center on page 17.)

Taking an examination outside of Austin

You may also take any Railroad Commission qualifying examination at more than two dozen other locations statewide. Exam dates, times and locations are listed three months in advance on the Commission’s web site. To view a complete schedule, go to www.rrc.state.tx.us. From the drop-down menu under “Education and Training,” choose “Training Classes & Qualifying Exams” and click on “Class/Exam Schedule.” The online schedule has links to maps showing each class and exam location.

You must register at least two business days in advance to take an examination outside of Austin. To register online, go to www.rrc.state.tx.us. From the drop-down menu under “Education and Training,” choose “Training Classes & Qualifying Exams” and click on “Register Now.” The web site allows you to register up to four people for an examination.

When you register online, you will receive a return e-mail confirming the registration and the dates and locations of the exams. Registering online also ensures that you will receive advance notification of any changes in the examination date, time or location.

Payment for exams; LNG Form 2016; ID required

The fee is \$40.00 for each employee-level exam and \$70.00 for each management-level exam. Fees are non-refundable by state law, and cash cannot be accepted.

You may pay the required examination fee at any exam location by check or money order payable to the Railroad Commission of Texas. LNG Form 2016, “Application for Examination,” may also be completed at the examination site. Examinees must also present an official state-issued driver’s license or photo ID at the exam site.

You may also pay your examination fee by credit card in advance online. To pay by credit card, go to www.rrc.state.tx.us. From the drop-down menu under “Education and Training,” choose “Training Classes & Qualifying Exams” and click on “Pay Online.” Be sure to print out the confirmation page in Step 6. Make a copy of the confirmation page for your records and bring a copy with you to the examination site.

Open-book examinations

All Railroad Commission employee-level qualifying examinations are open book. Examinees may use a copy of the Commission’s *Regulations for Compressed Natural Gas and Liquefied Natural Gas*. This study guide may not be used during any employee-level examination.

Examination time limit

Railroad Commission employee-level qualifying examinations must be completed within two hours after the examination is given to you, including any breaks you elect to take. The examination proctor is the official timekeeper. You must submit both the examination itself and your answer sheet to the proctor within the two-hour limit.

Grades, reports and retakes

The minimum passing grade is 75 percent on all Railroad Commission qualifying examinations.

Examinations administered at the Training Center in Austin are graded on-site, and examinees are immediately informed of the results. If you fail an examination that you took in Austin, you may retake that same examination only one additional time during a business day. Any subsequent examination must be taken on another business day, unless approved by the Commission.

Exams taken outside of Austin are graded as soon as possible, and the results of the examination are reported within 10 working days.

If you pass an examination, the Railroad Commission will issue you a blue certification card within 10 working days. You will be notified by letter if you fail an examination.

Contacts

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TEXAS LNG EXAMINATION STUDY GUIDE EMPLOYEE-LEVEL ENGINE FUEL

Who should use this guide?

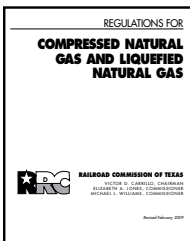
You should use this guide if you plan to take the Railroad Commission's employee-level qualifying examination authorizing the sale and installation of LNG motor or mobile fuel containers, and the sale, repair, and installation of LNG motor or mobile fuel systems.

What books do I need?

This examination tests your knowledge of the laws and standards that apply to the sale and installation of LNG motor or mobile fuel containers, and the sale, repair, and installation of LNG motor or mobile fuel systems.

These laws and standards are found in the Railroad Commission's *Regulations for Compressed Natural Gas and Liquefied Natural Gas* (16 Texas Administrative Code, Chapter 14), known informally as the Commission's LNG Safety Rules.

Where do I get the book?



You may download the current edition of the Railroad Commission's *Regulations for Compressed Natural Gas and Liquefied Natural Gas* free online. Go to the Commission's home page at www.rrc.state.tx.us. From the drop-down menu under "Education and Training," choose "Training Classes & Qualifying Exams" and click on "CNG/LNG Safety Rules (PDF)." You may also buy a printed copy of the book for \$10.00, tax included, by calling the Railroad Commission's publications office at (512) 463-7309.

Sections and topics

Before you take this examination you should know the definitions on pp. 6–8 of this study guide and the contents of the sections of the codes and standards listed below. The actual examination may not include questions on each of the listed sections and topics, and the exam questions are not organized by topic as they are in this study guide.

Regulations for Compressed Natural Gas and Liquefied Natural Gas

§14.2604	System Component Qualification
§14.2607	Vehicle Fuel Containers
§14.2610	Installation of Vehicle Fuel Containers
§14.2613	Engine Fuel Delivery Equipment
§14.2616	Installation of Venting Systems and Monitoring Sensors

§14.2619	Installation of Piping
§14.2622	Installation of Valves
§14.2625	Installation of Pressure Gauges
§14.2628	Installation of Pressure Regulators
§14.2631	Wiring
§14.2634	Vehicle Fueling Connection
§14.2637	Signs and Labeling

Terms and definitions

NOTE: The list below is not exhaustive. You are responsible for knowing all the terms and definitions that apply to the LNG activities you will perform.

Regulations for Compressed Natural Gas and Liquefied Natural Gas

Aggregate water capacity is the sum of all individual container capacities as measured by weight or volume of water when the containers in a battery at an installation are full.

LNG Safety Rules, §14.2007(2)

ASME means the American Society of Mechanical Engineers.

LNG Safety Rules, §14.2007(6)

An **automatic fuel dispenser** is a fuel dispenser which requires transaction authorization.

LNG Safety Rules, §14.2007(8)

Combustible material is a solid material which, in the form in which it is used and under the conditions anticipated, can be ignited and will burn, support combustion, or release flammable vapors when subjected to fire or heat.

LNG Safety Rules, §14.2007(11)

A **commercial installation** is an LNG equipment installation located on premises other than a single-family dwelling used primarily as a residence.

LNG Safety Rules, §14.2007(12)

A **container** is any LNG vessel manufactured to the applicable sections of the API Code, ASME Code, or DOT requirements in effect at the time of manufacture.

LNG Safety Rules, §14.2007(15)

A **conversion** is the changes made to a vehicle to allow it to use LNG as a motor fuel.

LNG Safety Rules, §14.2007(17)

Design pressure is the pressure for which a system or portion of that system is designed.

LNG Safety Rules, §14.2007(18)

A **dispensing system** is that combination of valves, meters, hoses, piping, electrical connections, and fuel connections used to distribute LNG to mobile or motor fuel containers.

LNG Safety Rules, §14.2007(20)

DOT means the United States Department of Transportation.

LNG Safety Rules, §14.2007(21)

A **fixed-length dip tube** is a pipe with a fixed open end positioned inside a container at a designated elevation to measure a liquid level.

LNG Safety Rules, §14.2007(26)

An **ignition source** is any item, substance, or event having adequate temperature and energy release of the type and magnitude sufficient to ignite any flammable mixture of gases or vapors that could occur at a site.

LNG Safety Rules, §14.2007(28)

LNG is natural gas, consisting primarily of methane, that has been condensed to liquid by cooling.

LNG Safety Rules, §14.2007(37)

An **LNG system** is a system of safety devices, containers, and other LNG equipment installed at a facility or on a vehicle and designed for use in the sale, storage, transportation for delivery, or distribution of LNG.

LNG Safety Rules, §14.2007(38)

An **LNG transport** is any vehicle or combination of vehicles and LNG containers designed or adapted for use or used principally as a means of moving or delivering LNG from one place to another, including but not limited to any truck, trailer, semi-trailer, cargo tank, or other vehicle used in the distribution of LNG.

LNG Safety Rules, §14.2007(39)

A **mass transit vehicle** is any vehicle which is owned or operated by a political subdivision of a state, city, or county, and which is used primarily in the conveyance of the general public.

LNG Safety Rules, §14.2007(40)

Maximum allowable working pressure is the maximum gauge pressure permissible at the top of completed equipment, containers, or vessels in their operating position for a design temperature.

LNG Safety Rules, §14.2007(41)

A **mobile fuel container** is an LNG container mounted on a vehicle and used to store LNG as the fuel supply for uses other than motor fuel.

LNG Safety Rules, §14.2007(42)

A **motor fuel system** is an LNG system to supply LNG as a fuel for an engine used to propel the vehicle.

LNG Safety Rules, §14.2007(45)

The **point of transfer** is the point at which a connection is made to transfer LNG from one container to another.

LNG Safety Rules, §14.2007(53)

A **pressure relief valve** is a valve which is designed both to open automatically to prevent a continued rise of internal fluid pressure in excess of a specified value (set pressure) and to close when the internal fluid pressure is reduced below the set pressure.

LNG Safety Rules, §14.2007(54)

A **pressure vessel** is a container or other component designed in accordance with the ASME Code.

LNG Safety Rules, §14.2007(55)

PSIG means pounds per square inch gauge.

LNG Safety Rules, §14.2007(57)

A **public transportation vehicle** is a vehicle for hire or service to the general public including but not limited to taxis, buses, and airport courtesy cars.

LNG Safety Rules, §14.2007(58)

A **special transit vehicle** is a vehicle primarily used by a school or mass transit authority for special transit purposes such as transport of mobility impaired individuals.

LNG Safety Rules, §14.2007(63)

A **trainee** is an individual employed by a licensee for a period not to exceed 45 days without that individual having successfully completed the required examinations for the LNG activities to be performed.

LNG Safety Rules, §14.2007(67)

The **transfer area** is that portion of an LNG refueling station where LNG is introduced into or dispensed from a stationary installation.

LNG Safety Rules, §14.2007(68)

A **transfer system** is all piping and equipment used in transferring LNG between containers.

LNG Safety Rules, §14.2007(69)

A **transport** is any bobtail or semi-trailer equipped with one or more containers.

LNG Safety Rules, §14.2007(71)

A **transport system** is any and all piping, fittings, valves, and equipment on a transport, excluding the container. ***LNG Safety Rules, §14.2007(72)***

An **ultimate consumer** is the person controlling LNG immediately prior to its ignition.

LNG Safety Rules, §14.2007(73)

A **vaporizer** is a device other than a container that receives LNG in liquid form and adds sufficient heat to convert the liquid to a gaseous state.

LNG Safety Rules, §14.2007(74)

Water capacity is the amount of water in gallons required to fill a container.

LNG Safety Rules, §14.2007(75)

Key topics

NOTE: The list below is not exhaustive. You are responsible for knowing all the facts, rules, standards and procedures that apply to the LNG activities you will perform, as well as the rules and standards highlighted in this guide.

As you study the applicable codes and standards, pay special attention to the facts, rules and procedures related to the following key topics. Then, when you take the examination, read each question very carefully.

ENGINE FUEL SYSTEMS

Vehicle Fuel Containers

(a) Containers must be designed, tested, and marked or stamped in accordance with DOT Specification 4L or ASME Code, "Rules for the Construction of Pressure Vessels," Section VIII, Division 1, applicable on the date of manufacture.

(b) The owner of a LNG engine fuel system container must be responsible for its suitability for continued service.

(d) LNG engine fuel systems' containers must be equipped with a dip tube or other device so that the maximum filling volume of the container complies with the Railroad Commission's LNG regulations.

(h) LNG engine fuel systems' container appurtenances must have a rated maximum allowable working pressure not less than the maximum allowable working pressure of the container.

(i) LNG engine-fuel containers must be equipped with the pressure relief devices and pressure control valves required by the code or regulations under which the containers were designed.

The pressure relief devices and pressure control valves for LNG engine fuel system must communicate directly with the vapor space of the container.

The pressure relief devices and pressure control valves for LNG engine fuel system must be designed to minimize the possibility of tampering.

(j) LNG engine fuel system valves must be readily accessible and operable without the use of tools

A shutoff valve must be installed directly on the container vapor outlet with no intervening fitting other than pressure relief devices.

A shutoff valve must be marked with the words "VAPOR SHUTOFF VALVE."

A shutoff valve must be installed directly on the container liquid outlet and must be marked with the words, "LIQUID SHUTOFF VALVE." The markings must be in capital letters.

LNG Safety Rules, §14.2607

SAMPLE QUESTION

Monitoring sensors at stationary LNG installations must activate at not more than _____ percent of the _____ flammability limit of LNG.

- A. 25 / lower
- B. 35 / lower
- C. 25 / upper
- D. 35 / upper

Answer: A

Installation of Vehicle Fuel Containers

(a) Vehicle fuel containers must comply with the following specifications:

(1) Fuel containers on vehicles other than school buses, mass transit, or other vehicles used in public transportation may be located within, below, or above the driver or passenger compartments, provided all connections to the containers are external to or sealed and vented from those compartments.

Motor fuel containers installed on a special transit vehicle may be installed in the passenger compartment, provided all connections to the containers are external to or sealed and vented from those compartments.

(2) Fuel supply components and containers must be mounted in a location to minimize damage from collision.

No part of a fuel container or its appurtenances must protrude beyond any part of the vehicle at the point of installation.

(3) Fuel systems must be installed with as much road or ground clearance as practicable, but not less than the minimum road or ground clearance of the vehicle when loaded to its gross vehicle weight rating.

The minimum distance must be measured from the lowest part of the fuel system.

(4) No portion of a fuel supply container or container appurtenance must be located ahead of the front axle or behind the rear bumper mounting face of a vehicle.

Fuel container valves must be protected from physical damage using the vehicle structure, valve protectors, or a suitable metal shield.

(5) Fuel supply containers located less than eight inches from the exhaust system must be shielded from direct heat.

(6) Mountings must minimize fretting corrosion between the fuel container and the mounting system by means of rubber insulators or other suitable means.

(7) Fuel containers must not be installed where they would adversely affect the driving characteristics of the vehicle.

(8) Fuel containers on school buses or mass transit vehicles must be installed on the underside of the vehicle, except as specified in the Railroad Commission's *Regulations for LNG*.

Fuel containers on special transit vehicles must be installed in a location which will not interfere with vehicle operation.

(9) Fuel containers, appurtenances, and connections may be enclosed in a shroud-type structure, provided it is securely attached to the container and liquid-tight.

The shroud access doors must be secured in place by fasteners such as wing nuts or spring-loaded latches and must not require the use of tools for removal.

The use of locks on shroud access doors is prohibited.

(b) Fuel supply containers must be connected or mounted to comply with the following specifications:

(1) Fuel supply container connections must be external to or sealed and vented from the driver and passenger compartments or any space containing radio transmitters or other spark-producing equipment.

(2) Fuel supply container mounting brackets must prevent the container from jarring loose, slipping or rotating.

(c) Roof-mounted containers are allowed if the vehicle was originally designed and manufactured to have roof-mounted containers or if the original manufacturer approves the design of the structure mounting.

(d) Container markings must be readable after a container is permanently installed on a vehicle.

LNG Safety Rules, §14.2610

Engine Fuel Delivery Equipment

(a) Vaporizers must completely vaporize the LNG and heat the vapor to the appropriate temperature prior to the vapor entering the pressure regulator when the vaporizer is subjected to the maximum fuel flow rate.

Engine exhaust gases may be used as a direct source of heat to vaporize the fuel if the materials of construction of those parts of the vaporizer in contact with the exhaust gases are resistant to corrosion from those gases.

(b) Pressure regulator inlets and chambers must have a maximum allowable working pressure of at least the maximum allowable working pressure of the container.

(d) Pipe, tubing, and fittings between the vehicular fuel container and the pressure regulator must be designed to withstand a pressure of at least two times the maximum allowable working pressure of the container.

(4) Pipe joints used in an LNG engine fuel system must be threaded, welded or brazed.

LNG Safety Rules, §14.2613

Installation of Venting Systems and Monitoring Sensors

(a) Pressure relief devices and pressure-carrying components installed within a closed compartment must be vented to the outside of the vehicle in a suitable location for engine fuel systems.

(c) Vents in an LNG engine fuel system must not restrict the operation of a fuel container's pressure relief device or pressure relief device channel.

(g) The number of sensors to be installed on all LNG-fueled vehicles must comply with the area of coverage for each sensor and the size of the vehicle.

LNG Safety Rules, §14.2616

Installation of Piping

(a) Piping that carries fuel must be fabricated to minimize vibration and must be shielded or installed in a protected location to prevent damage from unsecured objects.

(b) Fuel lines must be mounted, braced, and supported to minimize vibration and protected against damage, corrosion, or breaking due to strain or wear. Fuel lines shall be supported at least every 21 to 27 inches.

(c) Fuel lines passing through a panel must be protected against abrasion by grommets or similar devices such as fittings, which must snugly fit both the supply lines and the holes in the panel.

(d) Fuel lines must have a minimum clearance of eight inches from the engine exhaust system or must be shielded against direct heat.

(e) Piping or tubing must pass through the floor of a vehicle directly beneath or adjacent to the container. If a branch line is required, the tee connection must be in the main fuel line under the floor and outside the vehicle.

(f) Hydrostatic relief valves must be installed in each section of piping or tubing in which LNG can be isolated between shutoff valves to relieve to a safe atmosphere the pressure which could develop from the trapped fuel.

Hydrostatic pressure relief valve must have a pressure not greater than the maximum allowable working pressure of the line it protects.

(g) Joint compound or tape acceptable for use with LNG must be applied to all male pipe threads prior to assembly.

(h) Piping and fittings must be clean and free from cutting or threading burrs and scaling.

The ends of all piping must be reamed.

(i) Bends in piping or tubing are prohibited if the bend weakens the pipe or tubing.

Bends must be made by bending tools designated for this purpose.

(j) Joints or connections must be located only in an accessible location.

(k) Fuel connections between a tractor and trailer or other vehicle units are prohibited.

LNG Safety Rules, §14.2619

SAMPLE QUESTION

An LNG fuel system must be installed not less than the minimum _____ clearance of the vehicle when loaded to its _____ vehicle weight rating.

- A. Overhead / minimum
- B. Overhead / maximum
- C. Road or ground / gross
- D. Road or ground / minimum

Answer: C

Installation of Valves

(a) Valves, valves packing, gaskets, and seats must be suitable for the intended service and must comply with the following:

(1) Shutoff valves for engine fuel systems must have a maximum allowable working pressure of at least the maximum allowable working pressure of the container.

Shutoff valves for engine fuel systems leakage must not occur at less than 1 1/2 times the maximum allowable working pressure of the valve.

(2) Valve parts, except gaskets, packing, and seats that come in contact with the fuel must be stainless steel, brass, or copper.

(b) Valves must be securely mounted and shielded or installed in a protected location to minimize damage from vibration and unsecured objects.

(c) In vehicles whose engines do not incorporate an automatic shutoff in the engine fuel system, a positive shutoff valve must be installed in the fuel supply line at the inlet to the pressure regulator.

(d) When multiple fuel systems are installed on the vehicle, automatic valves must be provided as necessary to shut off the fuel not being used.

(e) Fueling systems must be equipped with a backflow check valve which will prevent the return of gas from the container to the filling connection.

(f) Valves must be installed so that their weight is not placed on or supported by the attached lines.

LNG Safety Rules, §14.2622

Installation of Pressure Gauges

(a) Pressure gauges located within driver or passenger compartments must be installed so that no gas will flow through the gauge in the event of failure.

Installed pressure gauges must be readily visible by the driver.

(b) Pressure gauges installed outside driver or passenger compartments must be equipped with a limiting orifice, a shatter-proof dial lens, and a body relief.

(c) Gauges must be securely mounted, shielded, and installed in a protected location to prevent damage from vibration and unsecured objects.

LNG Safety Rules, §14.2625

Installation of Pressure Regulators

(b) Means must be provided in an LNG engine-fuel system to prevent regulator malfunctions due to low temperatures.

(c) Regulators in an LNG engine-fuel system must be installed so that their weight is not placed on or supported by the attached gas lines.

LNG Safety Rules, §14.2628

Wiring

(a) Wiring in an LNG engine-fuel system must be installed, supported, and secured in a manner to prevent damage due to vibration, shock, strains, wear or corrosion.

(b) Wiring must be sized and fuse-protected with the size and fuse rating adequate for the current draw.

LNG Safety Rules, §14.2631

Vehicle Fueling Connection

(a) Vehicle fueling connections must provide for the reliable and secure connection of the fuel system containers to a source of LNG.

(b) Fueling connections must be designed for the pressure expected under normal conditions and corrosive conditions which might occur.

(c) Fueling connections must prevent escape of gas when the connector is not properly engaged or becomes separated.

(d) Refueling receptacles on engine fuel systems must be firmly supported and must:

(1) receive the fueling connector and accommodate the maximum allowable working pressure of the vehicle fuel system;

(2) incorporate a means to prevent the entry of dust, water, and other foreign material. If the means used is capable of sealing system pressure, it must be capable of being depressurized before removal; and

(3) have a different fueling connection for each pressure base vehicle fuel system.

LNG Safety Rules, §14.2634

SAMPLE QUESTION

Fire extinguishers on a transport power unit must be mounted so that a visual inspection can determine whether the extinguisher is fully charged.

- A. True
- B. False

Answer: A

Automatic Fuel Dispensing Systems

(a) Automatic fuel dispensers must be fabricated of material suitable for LNG and resistant to the action of LNG under service conditions.

The parts of an automatic LNG fuel dispenser that contain pressure must be made out of stainless steel, brass, or other equivalent cryogenic material.

Aluminum may be used for approved meters at an automatic LNG dispenser location.

(b) Electric installations within dispenser enclosures and the entire pit or open space beneath dispensers must comply with NEC, Class 1, Group D, Division 1, except for dispenser components located at least 48 inches above the dispenser base which NEC states are intrinsically safe.

(e) A device must be installed in the liquid piping at LNG fueling facilities so that displacement of an automatic dispenser will result in the displacement of such piping on the downstream side of the device.

(f) The fueling nozzle of an LNG dispenser must prevent LNG from being discharged unless the nozzle is connected to a vehicle.

(g) A key, card, or code system must be used to activate an automatic LNG dispenser.

(h) Automatic dispensers must incorporate cutoff valves with opening and closing devices that ensure the valves are in a closed position when dispensers are deactivated.

(i) LNG fuel storage installations that include automatic dispensers must be equipped with an emergency shut-down device for the entire LNG installation located at least 20 feet from the nearest dispenser or storage area.

The emergency shutdown device at an LNG fuel storage installation that includes an automatic dispenser must be distinctly marked for easy recognition.

(j) If automatic dispensers are to be used during hours of darkness, permanent adequate lighting must be provided to facilitate proper operations.

LNG Safety Rules, §14.2319

Protection of Automatic and Other Dispensers

(a) Dispensers must be secured to a concrete island at least six inches above the normal grade and two inches above the grade of any other liquid fuel dispenser.

(b) Dispensers must be protected against collision damage by support columns or other such protection installed at the approach ends of the concrete island.

LNG Safety Rules, §14.2322

SAMPLE QUESTION

The emergency shutdown device at an LNG fuel storage installation that includes an automatic dispenser must be distinctly marked for easy recognition

- A. True
- B. False

Answer: A

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