Guideline for

Revalidation of LPG Fuel Tanks

for LPG Vehicles

Gas Authority EMSD

Updated Version of September 2023

FORWARD

Under the Gas Safety (Gas Supply) Regulations (Cap. 51B), liquefied petroleum gas vehicle fuel cylinders (hereafter referred as LPG fuel tanks) have to be tested and examined (i.e. revalidated) every 5-year to ascertain whether they are safe to be used.

This Guideline delineates the essential safety features of the LPG fuel tank of an LPG vehicle and provides general guideline for Competent Persons to conduct test and examination of LPG fuel tanks. This Guideline should be read in conjunction with the Code of Practice for Hong Kong LPG Industry Module 1 on LPG Compounds and Cylinder Stores, as well as the Gas Safety Ordinance (Cap. 51) and its subsidiary regulations.

Competent Persons should consult the manufacturer for specific operation, maintenance and testing requirements of the LPG fuel tanks and associated equipment. Enquiry on this document should be addressed to the Gas Standards Office of Electrical and Mechanical Services Department.

In this updated version of the guideline (September 2023), we have made a change by revising the table in Appendix B. The revised table now includes the Volume Capacity and Pressure Specifications for the 4-seater hybrid taxi, with a view to making the requirements provided in this Guideline more comprehensive and unified among other related guidelines.

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APPENDICES

SECTION 1 INTRODUCTION AND SCOPE

1.1 Introduction

This Guideline is prepared by the Gas Standards Office of Electrical & Mechanical Services Department giving general guidance on test and examination of LPG fuel tanks of LPG vehicles.

1.2 Scope

This Guideline delineates the major safety features of LPG fuel tanks and stipulates the minimum requirements to facilitate Competent Persons in carrying out test and examination of LPG fuel tanks.

SECTION 2 STATUTORY REQUIREMENTS

2.1 According to Regulation 8(2) of the Gas Safety (Gas Supply) Regulations (Cap. 51B), the owner of an LPG cylinder shall not use the cylinder to contain LPG unless the cylinder has been tested and examined not less than once in the 5 years period immediately preceding such use to ascertain whether the cylinder is safe to be so used. The owner shall therefore employ a Competent Person to carry out test and examination of the LPG fuel tank at least once every 5 years[1].

2.2 Test and examination for revalidation of LPG fuel tanks shall be supervised and certified by a Competent Person (Class 1)[2]. He/She shall ensure that the test and examination of LPG fuel tanks are carried out in the prescribed manners, and certify that revalidated LPG fuel tanks meet the required standards.

2.3 If the process involves the structure or internal and external components of LPG fuel tanks, including the replacement of the internal fuel pump and related components, such work must be carried out by Competent Person (Class 1) or under their supervision in LPG fuel tank workshops.

[1] Regulation 8(2) of the Gas Safety (Gas Supply) Regulations (Cap. 51B)
[2] Regulation 8(2) and 16 of the Gas Safety (Gas Supply) Regulations (Cap. 51B)

SECTION 3 ESSENTIAL SAFETY FEATURES OF LPG FUEL TANKS

3.1 General

3.1.1 This section delineates the functions of the essential safety features of an LPG fuel tank.

3.1.2 A typical schematic diagram of the fuel system of an LPG vehicle is shown in Appendix A for reference.

3.1.3 All LPG fuelled vehicles used in Hong Kong are of dedicated LPG vehicles manufactured by Original Equipment Manufacturer (OEM). Components used should comply with the technical specifications of the vehicle manufacturers.

3.2 Automatic fill limiter

An automatic fill limiter is a device installed in the LPG fuel tank, which should automatically terminate filling when a predetermined liquid level (i.e. 85%) in the fuel tank is reached. It ensures sufficient vapour space for expansion of LPG. Filling should be shut off before the maximum permitted filling level is exceeded.

3.3 Content gauge

Content gauge gives a visual indication of the liquid content in the LPG fuel tank. It should be fitted on the LPG fuel tank and provide reading at the dashboard.

3.4 Excess-flow valve

An excess flow valve is usually installed at the outlet connection of the LPG fuel tank. It is normally in open position and should close automatically when the flow in a specified direction exceeds a predetermined limit under abnormal conditions (e.g. pipe rupture) to protect against leakage of LPG.

3.5 Non-return valve (Check valve)

Non-return valve is a device to permit fuel flow in only one direction and prevent the flow in the opposition direction. It is fitted close to the inlet connection of the LPG fuel tank as well as the filling connection at the vehicle body to allow for LPG flow in a single direction only. They should protect against backflow of liquid LPG in the event of an accident.

3.6 Pressure relief valve (Safety relief valve)

Pressure relief valve is a valve which should automatically discharge LPG to the atmosphere when a pre-determined pressure inside the fuel tank is reached. It is connected to the vapour

space of the LPG fuel tank with discharge setting suitable for the maximum design pressure of the LPG fuel tank to relieve the excessive pressure in the event of an accident or fire.

3.7 Manual shut-off valve (Service valve)

Manual shut-off valve is a manually operated valve. It is provided at outlet connection of the LPG fuel tank for shutting off the LPG supply from the tank in events of accident, maintenance or long time parking of the LPG fuelled vehicle.

SECTION 4 DETACHMENT AND TRANSPORT OF LPG FUEL TANK

4.1 An LPG fuel tank shall first be detached from the vehicle before the fuel tank is delivered to a Competent Person (Class 1) for test and examination. The detachment work shall be carried out by or under supervision of a Competent Person (Class 6)[3] in a vehicle maintenance workshop. The detachment/replacement form of the LPG fuel tank, using the proforma at Appendix E, shall be duly completed by the Competent Person (Class 6), and sent to the Gas Authority for record.

4.2 LPG in the fuel tank should be depleted as far as practicable through normal consumption before the tank is detached from the vehicle.

4.3 Appropriate fixture or support should be provided for fixing the position of the fuel tank properly during transportation.

4.4 In accordance with Regulation 25(2) of the Gas Safety (Gas Supply) Regulations (Cap. 51B), no person shall use a motor vehicle to carry on a road any combination of LPG cylinders which have a aggregated nominal water capacity of more than 130 litres of LPG, unless the vehicle is a cylinder wagon with a valid permit. Therefore, if it is necessary to transport two or more detached LPG fuel tanks (i.e. aggregated nominal water capacity of more than 130 litres of LPG) at the same time, a cylinder wagon approved by the Gas Authority shall be used[4]. The volume capacities of the LPG fuel tanks of various models are listed in Appendix B.

SECTION 5 SITE FOR PURGING, TEST AND EXAMINATION

5.1 The Competent Person (Class 1) shall carry out purging, test and examination of LPG fuel tanks in an LPG fuel tank workshop, and ensure the work is performed in an area which is safe, well-ventilated and suitable for such work.

5.2 Purging of LPG fuel tanks should be carried out in an open area at ground level.

5.3 The site should be easily accessible for transport of LPG fuel tanks and emergency services.

[3] Regulation 16 of the Gas Safety (Gas Supply) Regulations (Cap. 51B)
[4] Regulation 25(2) of the Gas Safety (Gas Supply) Regulations (Cap. 51B)

5.4 The site and its associated facilities should be designed to facilitate gas dispersion in the event of LPG releases and to minimise the risk of escaped LPG from being ignited before dispersed or diluted.

5.5 Conspicuous warning signs and emergency instructions in both English and Chinese should be posted at the site.

5.6 Drains, gullies and pits should be avoided at the site or in the immediate vicinity of the site. Where a gully or drain is unavoidable, the opening should either be securely covered or the drain suitably sealed.

5.7 Adequate working area should be provided at the site for purging, test and examination of the LPG fuel tank.

5.8 The floor level of the site relative to the surrounding ground contours and levels should be such that the floor does not constitute a depression in which heavier-than-air vapour could accumulate.

5.9 Area within 1.5m in all directions of the LPG fuel tank (except after purging out of service and before purging into service) should be classified as zone 1 hazardous area. Area beyond 1.5m but within 4.5m in all directions of the LPG fuel tank (except after purging out of service and before purging into service) should be classified as zone 2 hazardous area.

5.10 Electrical equipment should, as far as possible, be located in safe or non-hazardous areas. Electrical equipment for use in classified zones should be certified by approved bodies such as BASEEFA in accordance with BS EN 50018 and BS EN 60079 or equivalent.

5.11 No source of ignition and flammable materials should be present at the site or at its vicinity. Flare stack for flaring of residual LPG in the LPG fuel tank should only be used in safe or non-hazardous area under safe and controlled manner.

5.12 Permanent conspicuous markings should be made on the floor to indicate the areas where the flare stack and the LPG fuel tank under purging should be placed.

5.13 If there is at the site any container(s) (including any LPG fuel tanks, domestic LPG cylinders, etc) with aggregated nominal water capacity over 130 litres of LPG, the site is classified as a notifiable gas installation (NGI) under the Gas Safety Ordinance (Cap. 51). Prior approval from the Gas Authority shall be obtained on the construction and use of the NGI[5], and relevant requirements under the Module 1 (LPG Compounds and Cylinder Stores) of Code of Practice for Hong Kong LPG Industry should also be complied with.

5.14 Any other requirements as recommended by the Director of Fire Services should also be complied with.

[5] Regulations 3, 4 and 6 of the Gas Safety (Gas Supply) Regulations (Cap. 51B)

SECTION 6 SCOPE OF TEST AND EXAMINATION

6.1 General

6.1.1 Test and examination for revalidation of LPG fuel tanks shall be supervised and certified by a Competent Person (Class 1). He/She shall ensure that the test and examination of LPG fuel tanks are carried out in the prescribed manners, and certify that revalidated LPG fuel tanks meet the required standards.

6.1.2 All parts of the LPG fuel tank and its associated components should be inspected and, if necessary, replaced, to ensure satisfactory condition in accordance with the manufacturers' instruction and recommendation.

6.1.3 Appropriate fixture or support should be provided for positioning the LPG fuel tank properly to facilitate purging, test and examination work. The fixture or stand should be properly constructed to avoid making damages or scratches to the fuel tank.

6.1.4 Appropriate personal protective clothing and safety equipment including flammable gas detector should be used by personnel involved in purging, test and examination of LPG fuel tank. Appropriate safety measures should be taken.

6.1.5 Fire fighting equipment including fire extinguisher and fire hose should be made available at the vicinity where purging of LPG fuel tank is carried out.

6.2 Purging Out of Service

6.2.1 To avoid any hazardous situations, the LPG fuel tank must be purged out of service before any inspection, test and examination, as well as carrying out any work involving the structure of an LPG fuel tank or components outside and within an LPG fuel tank (including replacement of fuel pump and associated components within an LPG fuel tank).

6.2.2 Purging of residual LPG from the LPG fuel tank should be performed in a safe and controlled manner.

6.2.3 A flare stack with a permanent pilot, located in a safe or non-hazardous area, should be connected to a suitable vapour connection of the LPG fuel tank for flaring of the residual LPG.

6.2.4 The flaring process should be attended to at site at all times.

6.2.5 Care should be taken to ensure complete removal of LPG before terminating the flaring process. When flaring is complete, the fuel tank should be further purged with inert gas (e.g. nitrogen) or potable water to expel any residual traces of LPG.

6.2.6 Transfer of the residual LPG in liquid form from the LPG fuel tank to another container is not allowed unless the installation for liquid transfer, which is classified as a NGI, has been approved by the Gas Authority and the liquid transfer process is carried out by a registered gas

supply company in accordance with the Gas Safety Ordinance (Cap. 51) and its subsidiary regulations.

6.3 External Visual Inspection

6.3.1 If necessary, the LPG fuel tank should be cleaned for removing any tar, oil or other foreign matters from its external surface. Care should be taken to avoid damaging the LPG fuel tank.

6.3.2 The entire surface of the LPG fuel tank should be inspected for dents, cuts, bulges, cracks, corrosion and other defects. The Competent Person (Class 1) should determine whether the surface condition of the LPG fuel tank is suitable for further servicing.

6.4 Internal Visual Inspection

6.4.1 Residual liquid, loose scale, and any other foreign matters from the interior should be removed.

6.4.2 LPG fuel tank should be inspected internally for any sign of corrosion or other defects that may affect its integrity. LPG fuel tank showing signs of internal corrosion, unless these signs are just surface rust, should be scrapped.

6.4.3 If cleaning is required, care should be taken to avoid damaging the LPG fuel tank walls. LPG fuel tank should be re-inspected after cleaning.

6.5 Hydraulic Test

6.5.1 The PRV, fill limiter, content gauge, and all other valves as appropriate, should be detached from the LPG fuel tank and replaced with blank covers before the hydraulic test. All connections and joints on the LPG fuel tank and associated testing pipework should be leak tight.

6.5.2 Pressure gauges used in the hydraulic test should be checked at regular intervals and in any case not less frequently than once a month. These pressure gauges should also be calibrated at least once per year by independent calibration body. Proper records of checking/calibration should be maintained.

6.5.3 If power-operated hydraulic test pump is used, a device should be fitted to the test equipment to ensure that no LPG fuel tank is subjected to pressure in excess of its test pressure by more than 10% or 0.2 MPa, whichever is the lesser.

6.5.4 Before applying pressure, the external surface of the LPG fuel tank should be in such condition that any leak can be detected. The LPG fuel tank should be positioned so that the welds are visible during the test.

6.5.5 The LPG fuel tank should be hydraulically tested at 1.5 times of its design pressure for integrity, unless otherwise specified by its design code. The specified hydraulic test pressures for the LPG

fuel tanks of various models are listed in Appendix B.

6.5.6 The LPG fuel tank should be fully filled with the test liquid (i.e. potable water). Care should be taken to expel all air bubbles inside the tank and associated testing pipework. Hydraulic pressure in the LPG fuel tank should be gradually increased until the test pressure is reached.

6.5.7 After the test pressure becomes stable, it should be maintained for at least 1 minute, unless otherwise specified by its design code.

6.5.8 There should be no sign of pressure decay during the hydraulic test, and the fuel tank should not show any leakage or permanent distortion (e.g. abnormal expansion).

6.6 Test and Examination of Associated Safety Devices

The following safety devices should be tested and examined, and if necessary, replaced, to ensure their proper conditions in accordance with the manufacturer's recommendation before re-assembling onto the LPG fuel tanks.

6.6.1 Pressure Relief Valve (PRV)

The PRV should activate at a pressure specified by the respective design code. The specified activation pressures of the LPG fuel tank PRVs of various models are listed in Appendix B. The PRV should be tested and examined to ensure its proper function to activate at the specified pressure. The activation pressure of the PRV during the test should be recorded.

6.6.2 Excess Flow Valve (EFV)

The EFV should be thoroughly tested and examined to ensure its proper function to stop excess flow during abnormal conditions.

6.6.3 Automatic Fill Limiter

The automatic fill limiter should be thoroughly tested and examined to ensure its proper function to stop refilling at 85% LPG tank level.

6.6.4 Content Gauge

The content gauge should be thoroughly examined to ensure its proper function.

6.7 Re-assembling of devices and valves

6.7.1 As soon as practicable after hydrostatic pressure testing, the LPG fuel tank should be drained and positively dried by purging with a suitable dry gas to prevent corrosion.

6.7.2 It should be ensured that all the devices/valves are in satisfactory conditions before they are assembled onto the LPG fuel tank. New sealing materials (i.e. gaskets, O-rings, etc) should be used and optimum torque necessary to ensure a seal between the devices/valves and the LPG fuel tank should be applied.

6.7.3 It should be ensured that all the devices/valves are fitted in correct orientation and function properly after re-assembling.

6.8 Pneumatic Leak Test

6.8.1 The LPG fuel tank re-assembled with valves and devices should be leak tested to a pressure as specified by its design code (see Appendix B), by air or inert gas (e.g. nitrogen). The leak test should be capable of detecting any leak from any part of the LPG fuel tank and its associated devices.

6.8.2 All connections and joints should be carefully checked with soap solution for leakage.

6.9 Rejection and Scrapping of LPG fuel tank

6.9.1 The decision to reject an LPG fuel tank may be taken by the Competent Person Class 1 at any stage during the test and examination process.

6.9.2 The Competent Person (Class 1) should notify in writing the owner of the LPG fuel tank, the responsible vehicle maintenance workshop and the Gas Authority of the result of the test and examination, and that the rejected LPG fuel tank is unsafe to contain LPG and shall not be so used[6]. The rejected LPG fuel tank shall be rendered unserviceable so that it cannot be put back into service as a pressure vessel. The Competent Person (Class 1) should inform the Gas Authority in writing after the rejected tank has been rendered unserviceable.

SECTION 7 FINAL OPERATIONS

7.1 Purging Into Service

7.1.1 After satisfactory completion of all the tests and examinations as mentioned above, inert gas (e.g. nitrogen) should be added to the LPG fuel tank until end point is reached i.e. oxygen content is below 9% by volume.

Note: If the medium of pressure test is inert gas, this procedure is not necessary as long as the inert gas is maintained above atmospheric pressure within the tank.

7.1.2 Vapour LPG should then be introduced gradually into the LPG fuel tank from lower portion to replace all the inert gas. A flare stack with a permanent pilot, located in a safe or non-hazardous area, should be connected to the upper portion of the tank for monitoring the purging in.

7.1.3 Care should be taken to ensure complete removal of the inert gas. For example, a stable flame at the flare stack should be obtained before terminating the flaring process. Prior approval by the Gas Authority should be obtained if flaring is not employed for purging into service.

[6] Regulation 8(6) of the Gas Safety (Gas Supply) Regulations (Cap. 51B)

7.1.4 Other methods for purging into service shall not be adopted unless approval is obtained from the Gas Authority.

7.2 Marking

A new information plate indicating the particulars of the revalidation as specified in Appendix C should be securely fixed on the LPG fuel tank at a clearly visible location.

7.3 Certification

Test and examination report of the LPG fuel tank, using the proforma at Appendix D, shall be duly completed by the Competent Person (Class 1) and sent to the Gas Authority within 7 working days. Copies (certified by the Competent Person (Class 1)) of the report should be provided to the owner of the LPG fuel tank as well as the responsible vehicle maintenance workshop.

7.4 Re-filling

7.4.1 The revalidated LPG fuel tank may be carried to an LPG filling station for refilling of LPG.

7.4.2 To ensure safety, appropriate fixture or support should be provided for positioning the fuel tank and associated filler hose properly during refilling.

7.4.3 A valid test and examination report with satisfactory results should be presented to the filling station operator for inspection.

7.4.4 Details of the LPG fuel tank as well as the names of the responsible vehicle maintenance workshop and Competent Person (Class 6) should be made available to the filling station operator for record.

7.4.5 The LPG fuel tank should not be filled more than 20% full.

7.5 Re-assembling of LPG Fuel Tank on Vehicle

7.5.1 After satisfactory completion of the revalidation and purging into service, the LPG fuel tank can be re-assembled onto the LPG fuelled vehicle.

7.5.2 The assembling work shall be carried out by a Competent Person (Class 6)[7] in a vehicle maintenance workshop.

[7] Regulation 16 of the Gas Safety (Gas Supply) Regulations (Cap. 51B)

Appendix A

Schematic Diagram of the Fuel System of LPG Vehicle

Diagram A1: Fuel Carburetion System

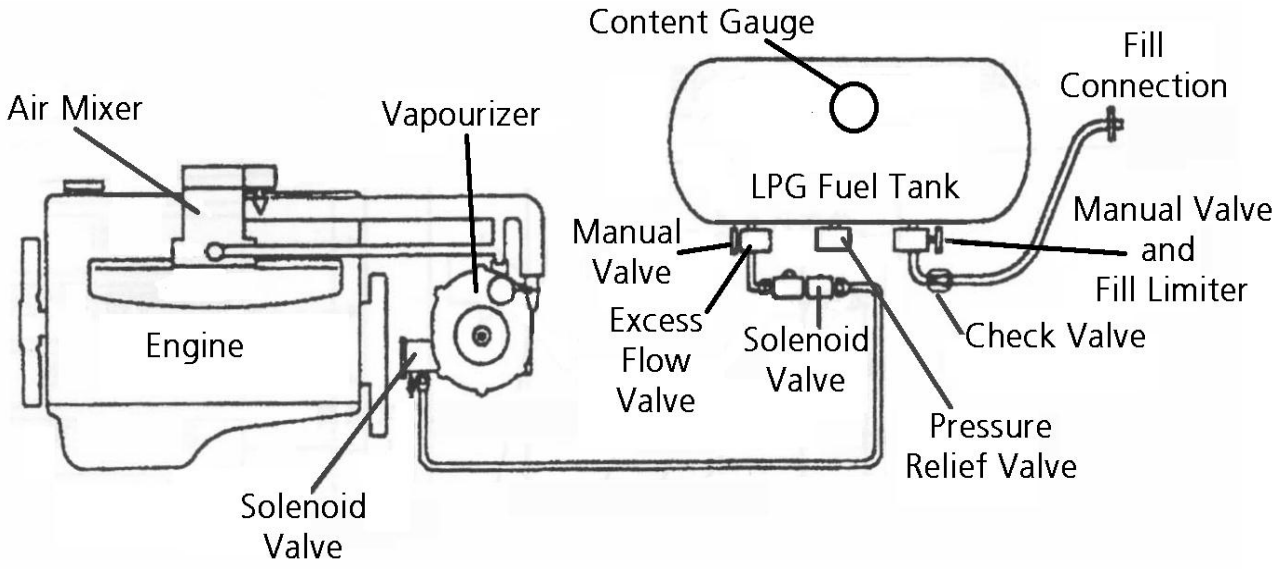
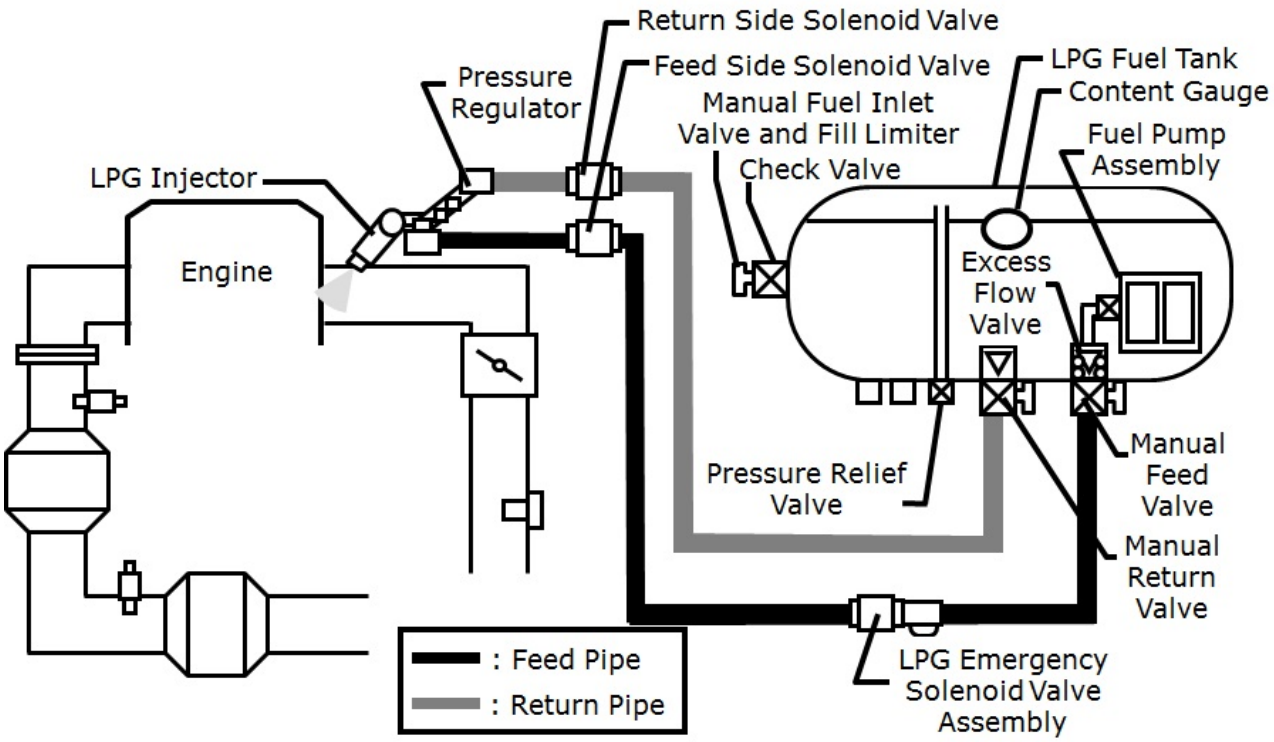


Diagram A2: Fuel Injection System



Appendix B

Volume Capacity and Pressure Specifications for LPG Fuel Tanks

Make and Model	Volume Capacity	Fuel Tank Hydraulic Test Pressure	Pressure Relief Valve Activation Pressure	Pneumatic Leakage Test Pressure
Toyota Crown (5-Seater Taxi)	95.5 L	2.9 MPa	1.96 – 2.32 MPa	1.74 MPa
Toyota Crown (4-Seater Taxi)	94.8 L	3.8 MPa	2.64 – 3.04 MPa	2.28 MPa
Toyota Crown (4-Seater Hybrid Taxi)	52.2 L	3.8MPa	2.64 – 3.04 MPa	2.28MPa
Nissan Cedric (Taxi)	103.5 L	2.9 MPa	1.96 – 2.32 MPa	1.74 MPa
Nissan Cedric (Taxi) [Approved in 2013]	96 L	3.8 MPa	2.64 – 3.04 MPa	2.28 MPa
Nissan NV200 (Taxi)	45.5 L	2.9 MPa	1.92 – 2.32 MPa	1.74 MPa
Ford Transit Connect (Taxi)	90 L	3.0 MPa	2.7 MPa	2.0 MPa
Toyota Coaster (Light Bus)	122 L	2.9 MPa	1.96 – 2.32 MPa	1.74 MPa
Toyota Hiace (Light Goods Vehicle)	72.5 L	2.9 MPa	1.92 – 2.32 MPa	1.74 MPa

Appendix C

Specifications for New Information Plate on Re-validated LPG Fuel Tank

1. After satisfactory completion of the test and examination, each LPG fuel tank should be provided with a permanent and legible information plate with the following information:

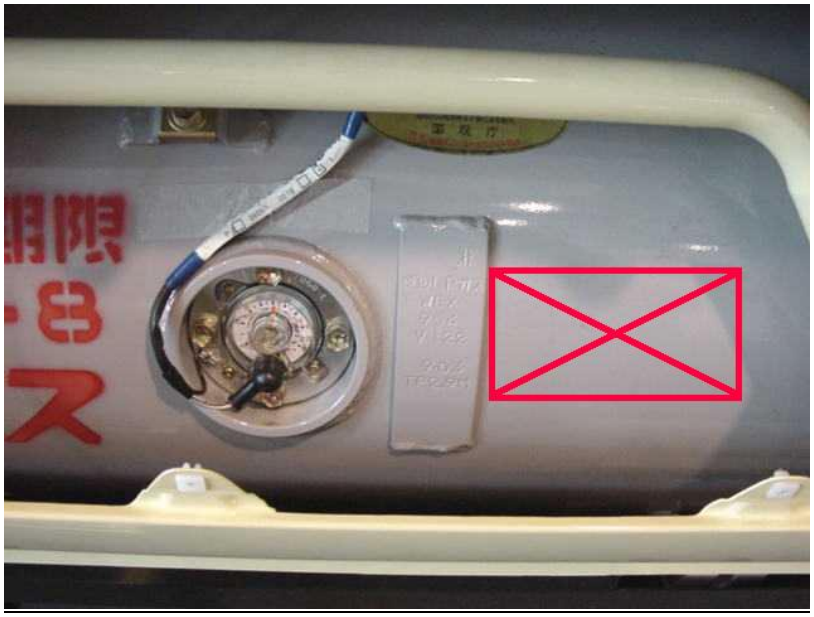
   Tank Serial No.:
   Test Date:
   Test Pressure:
   Tested by: (Full name of the operator who perform the test)
   Certified by (CP 1): (Full name of the CP1)

2. The information plate should be made of metallic material, e.g. aluminium, stainless steel, etc. It should have a minimum size of 50 x 100 mm with minimum thickness of 0.5 mm. The markings on the plate should not be less than 3 mm in height and should where possible be 6 mm in height as shown below.

3. The information plate should be attached securely to the LPG fuel tank at a clearly visible location as indicated on the pictures below.

Location for the New Information Plate for Toyota LPG Taxi

Location for the New Information Plate for Nissan LPG Taxi



Location for the New Information Plate for Toyota LPG Light Bus

Appendix D

Test and Examination Report of LPG Fuel Tanks for LPG Vehicles under Regulation 8 of The Gas Safety (Gas Supply) Regulations, Cap. 51B

To: The Gas Authority

GasSO Reference: GSO/GSD-B/032/06/04

The LPG Fuel Tank Workshop should submit the **original copy** of this duly completed form to the Gas Authority within **7 working days** after completion of test and examination of the LPG Fuel Tank.

☐	**Test and Examination of LPG Fuel Tank**	☐	**Replacement of LPG Fuel Pump or internal or external components of LPG Fuel Tank**	☐	**Replacement of tampered security labels**

Note: Please tick the appropriate box(es)

Identification signage no. & Name of Vehicle Maintenance Workshop for detachment of the LPG Fuel Tank	**LPG Fuel Tank S/N.**	**Last Test Date**	**Vehicle Registration Mark**	**Chassis Number/ V.I. Number**

LPG Fuel Pump Base Serial Number		**LPG Fuel Pump Cores Serial Number**		**Supply Company for Replaced LPG Fuel Pump**	**Company for Handling Scrapped LPG Fuel Pump**
(Scrapped Pump)	**(Replaced Pump)**	**(Scrapped Pump)**	**(Replaced Pump)**		

Detail of the scrapped security labels:	☐ **Security Label 1**	**S/N:** _____	***Red / Blue**
	☐ **Security Label 2**	**S/N:** _____	***Red / Blue**
	☐ **Security Label 3**	**S/N:** _____	***Red / Blue**
	☐ **Security Label 4**	**S/N:** _____	**Red**
	☐ **Security Label 5**	**S/N:** _____	**Red**
	If the security labels are found to be tampered, whether an Improvement Notice (I.N.) is attached to the fuel tank:		
	☐ **Attached with I.N.**	**I.N. No. :** _____	☐ **Not attached with I.N.**

Note: (i) "✓" means the labels are intact; "×" means the labels are tampered; "NA" means not applicable

(ii) Please refer to Section 3.1.3 of the Code of Practice on Security Label System for LPG Vehicle Fuel Tanks concerning the locations of the security labels.

Detail of the replaced security labels:	**Security Label 1**	**S/N:** _____	**Red**
	Security Label 2	**S/N:** _____	**Red**
	Security Label 3	**S/N:** _____	**Red**
	Security Label 4	**S/N:** _____	**Red**
	Security Label 5	**S/N:** _____	**Red**
	Name of the person affixing the labels	_____	
	Date of affixing the labels		

External Examination:	Pass/Fail*	**Examination of Associated Fittings (including Excess Flow Valve, Fill Limiter and Level Gauge)**	In proper condition / Not in proper condition*
Internal Examination:	Pass/Fail*		
Pressure Relief Valve S/N: (_____)	Activated at:_____ (kPa) Pass/Fail*	**Pneumatic Leak Test**	Test Pressure:_____ (kPa) Pass/Fail*
Hydrostatic Test	Test Pressure:_____ (kPa) Pass/Fail*	**New Info. Plate Securely Fixed**	Yes/No*
Future Usage	Vehicle Installation / Spare / Others * - Please specify:		
Remarks (E.g. Components replaced)			

I certify that the above LPG fuel tank has been satisfactorily tested and examined under my supervision in accordance with the Gas Standards Office's requirements in order to comply with Regulation 8 of the Gas Safety (Gas Supply) Regulations, Cap. 51B, and that the LPG fuel tank is safe to contain LPG.

Company Chop: _____

Company Name: _____

Test Date: _____

Location of Testing: _____

Test / Exam By: _____

Certified by Competent Person (Class 1): _____

Signature : _____

*delete as appropriate

Appendix E **LPG VEHICLE FUEL TANKS DETACHMENT/REPLACEMENT FORM**

To : The Gas Authority

- For scrapped LPG vehicle, please complete **ONLY Part I**.
- For LPG fuel tanks replacement, please complete **BOTH Part I and Part II**.
- The completed form should be submitted to the Gas Authority **within 3 weeks** after the assembly of LPG fuel tank for record.

PART I

Vehicle Information:

Vehicle Registration Mark	
Chassis Number/V.I. Number	
Make and Model	

Detached LPG Fuel Tank:

LPG Tank Serial Number	
Last Test Date	
Disassemble Date	

PART II

Assembled LPG Fuel Tank:

LPG Tank Serial Number	
Last Test Date	
Assemble Date	

Replacement of LPG Fuel Inlet Hose (has to be replaced every 5 years):

LPG Fuel Inlet Hose Batch Number	
Replacement Date (if appropriate)	

I certify that the LPG fuel tank of the above LPG vehicle has been detached / replaced* as detailed above.

Company Chop: _____ Certified by Competent Person (Class 6): _____

Vehicle Maintenance Workshop: _____ Competent Person (Class 6) Certificate No.: CP6 - _____

Vehicle Maintenance Workshop Signage No.: VW _____ Signature: _____ Date: _____

The Gas Authority: Address: EMSD, 3 Kai Shing Street, Kowloon, Hong Kong Fax : 2576 5945

*delete as appropriate