

Australian Standard™

Road tank vehicles for dangerous goods

Part 1: General requirements

This Australian Standard was prepared by Committee ME/57, Road Tankers for Hazardous Liquids and Gases. It was approved on behalf of the Council of Standards Australia on 31 July 1999 and published on 5 September 1999.

The following interests are represented on Committee ME/57:

ARRB Transport Research
Australian Chamber of Commerce and Industry
Australian Gas Association
Australian Industrial Gas Manufacturers Association
Australian Institute of Petroleum
Australian Liquefied Petroleum Gas Association
Australian Valve Manufacturers Association
Commercial Vehicle Industry Association of Australia
Department of Defence (Australia)
Department for Administration and Information Services, S.A.
Department of Minerals and Energy, W.A.
Department of Transport, Qld
Department of Transport and Communications (Australia)
Environment Protection Authority, N.S.W.
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Part 1: General requirements

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PREFACE

This Standard was prepared by the Standards Australia Committee ME/57, Road Tankers for Hazardous Liquids and Gases to supersede AS 2809.1–1990. General requirements for all road tank vehicles, where applicable, are given in this Standard. The specific requirements applicable to particular road tank vehicles are detailed in the appropriate part of the suite of Standards. The suite of Standards for road tank vehicles comprises six Parts as follows:

- Part 1: General requirements
- Part 2: Tankers for flammable liquids
- Part 3: Tankers for compressed liquefiable gases
- Part 4: Tankers for toxic and corrosive cargoes
- Part 5: Tankers for bitumen-based products
- Part 6: Tankers for cryogenic liquids

This Standard is intended to serve as a reference Standard for the various statutory authorities administering regulations for the safe transport and handling of dangerous goods, and the wording of its title and its scope clauses have been chosen to align with that of the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code).

The more significant differences from the previous publication are as follows:

- (a) Clause 2.1.2 treats the difficult subject of vehicle stability, which has been under study by the ARRB Transport Research. The Committee have agreed that the 'angle of stability' should be 62 degrees.
- (b) Clause 2.1.7(d) rationalizes differing requirements for the strength of rear bumpers.
- (c) Clause 2.2.1 has dropped an earlier requirement for safety chains for trailers, as they are considered to be hazardous in conjunction with automatic brakes, which are mandatory for trailers in this Standard.
- (d) This Standard accepts the application of both compression and new spark ignition engine technologies (see Clause 2.5). This change is based on successful international experience, modern gas engine technology, design, manufacture and safety.

The terms 'normative' and 'informative' have been used in this Standard to define the application of the appendix to which they apply. A 'normative' appendix is an integral part of a Standard, whereas an 'informative' appendix is only for information and guidance.

Other authentic and regulations may affect the use of this Standard and users should be aware of the possibility.

**IT SHOULD BE NOTED THAT COMPLIANCE WITH THIS STANDARD
MAY NOT NECESSARILY FULFIL ALL LEGAL OBLIGATIONS.**

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STANDARDS AUSTRALIA

Australian Standard

Road tank vehicles for dangerous goods

Part 1: General requirements

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE This Part 1 of this Standard specifies general requirements for design, construction, testing, maintenance and inspection that are common to all road tank vehicles, irrespective of the cargo, that are intended for the road transportation of dangerous goods. The Standard deals with vehicles that are designed and constructed specifically as road tank vehicles, and with conventional vehicles that are provided with transportable tanks and tank containers or IBCs which are filled or emptied whilst on the vehicle and are subsequently used as road tank vehicles. The general vehicle and safety requirements are regulated by the Australian Design Rules (ADRs) issued by the Federal Office of Road Safety and these rules are not within the scope of this Standard but must be complied with. Throughout this Standard, the term 'road tank vehicle' is used and this term has the same meaning as tanker.

1.2 APPLICATION Road tank vehicles intended for the transport of dangerous goods shall comply with Part 1 of this Standard, and with such other Part as is relevant to the special needs of the particular cargo. Where a cargo has two characteristics, e.g. toxic and flammable, or where a road tank vehicle is switched from one cargo to another, the requirements of all relevant Parts shall apply.

1.3 OBJECTIVE The objective of this Standard is to provide designers, planners, operators and regulators with technical requirements for road tank vehicles transporting dangerous goods.

1.4 NEW DESIGNS AND INNOVATIONS Any alternate materials, designs, method of assembly procedures, or the like, which do not comply with specific requirements of this Standard, or are not mentioned in it, but which give equivalent results to those specified, are not necessarily prohibited. However, it should be understood that under State and Territory regulations, owners, suppliers, importers and manufacturers of road tank vehicles have a duty-of-care responsibility, and may have to fulfil the duty-of-care obligations. Under such conditions, a State or Territory Regulatory Authority can give advice on the procedure for these matters.

1.5 INTERPRETATIONS Questions concerning the interpretation of any part of this Standard may be referred to Standards Australia.

1.6 REFERENCED DOCUMENTS A list of the documents referred to in this Part of the Standard is provided in Appendix A.