

FUEL TANKS AND SYSTEM

APPLICATION

This inspection applies to all fuel tanks which are permanently attached to vehicles and to trailers, including gas fuel tanks, cylinders, bottles and other types of fuel container.

For Hydrogen Fuel Cell vehicles, hydrogen tanks will be classed as fuel tanks.

PROCEDURE AND STANDARDS

Tanks and supports must be checked for security.

The system must be checked for leaks. Seepage is not a reason for failure.

Filler caps must be checked for presence and to ensure that when in the closed position they will not allow spillage or leakage. Fabricated and "emergency" caps are acceptable provided that they function correctly. Where possible the tank cap should be opened to check the sealing arrangements.

Pipework must be checked to see that it is secure and undamaged.

Very bad fuel leaks are a reason for refusing to carry out the test. If the test is suspended for this reason the presenter will be notified of this.

If the vehicle is powered by gas and suffers a leak this should be treated in the same manner as any fuel leak. The vehicle should be moved to a well ventilated area away from people and buildings.

Note: It is not necessary to run the engine but if a leak is present when the engine is running the vehicle should be failed.

Note: It is not necessary to run combustion heaters as part of this inspection.

Note: Before failing a vehicle for a leak from a gas system an examiner must be able to ascertain the point of leakage. This may be achieved by listening but is more likely to be identified by smell (due to a stanching agent) or signs of "frosting" around the point of leakage. Leak detection devices should only be used to confirm the leakage.

Pipework must be checked to see that it is secure and undamaged and that it does not run immediately adjacent to or in contact with electrical wiring, unless the wiring is encased in a sleeve or is protected so that the insulation of the wiring is not in direct contact with the pipe or tank.

All vehicles must be checked to ensure that no spilled or leaked fuel can contaminate or accumulate inside the vehicle and on the bodywork and that petrol engined vehicles are fitted with a carburettor drip tray and drainage pipe.

Where possible, LPG, CNG, LNG and Hydrogen tanks should be inspected for damage (including dents) and corrosion. There will only be a deficiency where damage and/or corrosion is considered excessive.

Note: corrosion will only normally apply to type 1 (steel tanks).

REASONS FOR FAILURE

	Deficiency Category
1. Tank so insecure on its mountings that it is likely to drop away partially or completely when the vehicle is used.	DANGEROUS
2. A broken or missing tank strap or support.	MAJOR
3. LPG/CNG/LNG/Hydrogen tank excessively damaged and/or corroded.	MAJOR
4. Fuel System:	
a. Leaking.	MAJOR
b. Leaking and represents an obvious fire risk.	DANGEROUS
c. Pipes damaged (restricted/chafed) or so positioned that they are fouled by moving parts of the vehicle.	MAJOR
d. Pipes so damaged (restricted/chafed), insecure or with an inadequate repair such that they are likely to fail and leak which would cause a fire risk on the vehicle or to other road users.	DANGEROUS
5. Filler Cap:	
a. Missing.	MAJOR
b. Does not fasten securely by a positive means, or such	MAJOR

that pressure is not maintained on the sealing arrangement.

- c. Sealing washer torn, deteriorated or missing, or a mounting flange/sealing method defective such that leakage of fuel is possible. MAJOR
6. Public Service Vehicle fuel system
- a. With a pipe immediately adjacent to or in contact with electrical wiring. MAJOR
 - b. Where split or leaking fuel can contaminate or accumulate inside the vehicle or on the bodywork. MAJOR
 - c. Carburettor drip tray and/or drain pipe missing. MAJOR