

AS 2746—1999

Australian Standard™

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**Working areas for gas-fuelled  
vehicles**

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This Australian Standard was prepared by Committee ME/46, Gas Fuel Systems for Vehicle Engines. It was approved on behalf of the Council of Standards Australia on 16 November 1998 and published on 5 January 1999.

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The following interests are represented on Committee ME/46:

- Australian Automobile Association
- Australian Chamber of Commerce and Industry
- Australian Gas Association
- Australian Liquefied Petroleum Gas Association
- Box Hill Institute of TAFE
- Department for Administrative and Information Services, S.A.
- Department of Mines and Energy, Qld
- Department of Primary Industries and Energy (Commonwealth)
- Department of Transport, S.A.
- Department of Urban Services, A.C.T.
- Federal Chamber of Automotive Industries
- Gas Association of New Zealand
- Institution of Engineers Australia
- Insurance Council of Australia
- Land Transport Safety Authority New Zealand
- LPG Association of New Zealand
- Metal Trades Industry Association of Australia
- Motor Traders Association of New South Wales
- Motor Trade Association, New Zealand
- Motor Trades Association of Australia
- Office of Energy, W.A.
- Vic Roads
- Victoria Police
- WorkCover New South Wales
- Work Health Authority, N.T.

Additional interests participating in preparation of Standard:

- Auckland University
- Australian Bus and Coach Association
- Gas Utilities

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## **Working areas for gas-fuelled vehicles**

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## PREFACE

This Standard was prepared by the Joint Standards Australia/Standards New Zealand Committee ME/46, Gas Fuel Systems for Vehicle Engines to supersede AS 2746—1985, *Working areas and workshops for gas-fuelled vehicles (known as the SAA Gas Vehicles Workshops Code)*.

It was a consensus of the Joint Committee to prepare this Standard as an Australian Standard only.

This new edition of the Standard is the result of a comprehensive review and rearrangement to improve clarity. Apart from editorial changes and clarification of intent the principal areas of change from the previous edition are as follows:

- (a) Incorporation of detailed requirements for CNG.
- (b) Clarification of the type of work that may be undertaken in working areas.
- (c) Reduction in the minimum floor area for a single vehicle.
- (d) The term ‘dumping’ as a means of LP Gas fuel unloading has been retitled ‘venting’ and that Appendix expanded.
- (e) An Appendix has been added to address CNG fuel unloading.
- (f) Ventilation requirements for service pits have been reviewed and the dilution volume decreased. The review was based on the philosophy that a catastrophic failure of a container or a leakage rate sufficient to trigger the excess flow valve were not credible events.

A credible leakage rate was considered to be the flow from an untightened line fitting which would be visible and isolated within one minute, with discharge into a service pit of 11.25 m<sup>3</sup> volume. This flow was considered to be less than 2.7 mL/sec of liquid phase LP Gas.

The Foreword sets out certain fundamental considerations that are the basis from which this Standard was developed.

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.

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