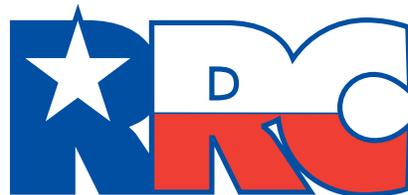


# **TEXAS CNG EXAMINATION STUDY GUIDE**

DOT Cylinder Filling  
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 CNG 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.

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## Exam administration

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### 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 18.)

### 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](http://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](http://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; CNG Form 1016; 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. CNG Form 1016, “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](http://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 CNG EXAMINATION STUDY GUIDE: EMPLOYEE-LEVEL DOT CYLINDER FILLING

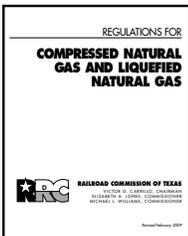
## Who should use this guide?

You should use this guide if you plan to take the Railroad Commission's employee-level qualifying examination authorizing the filling of CNG cylinders, or the exchange of cylinders for an exchange dealership, the sale of CNG in cylinders, the sale of CNG cylinders, and the replacement of cylinder valves.

## What books do I need?

This examination tests your knowledge of the laws and standards that apply to the filling of CNG cylinders, or the exchange of cylinders for an exchange dealership, the sale of CNG in cylinders, the sale of CNG cylinders, and the replacement of cylinder valves. 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 13), known informally as the Commission's CNG 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](http://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. 9 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*

§13.26	Design and Construction of Cylinders, Pressure Vessels, and Vapor Recovery Receivers
§13.27	Pressure Relief Devices
§13.30	Piping
§13.31	Valves
§13.32	Hose and Hose Connections
§13.33	Compression Equipment

§13.34	Vehicle Fuel Connection
§13.40	Manufacturer's Nameplates and Markings on ASME Containers
§13.93	General
§13.95	Installation of Cylinders and Cylinder Appurtenances
§13.96	Installation of Pressure Relief Devices
§13.99	Installation of Piping and Hoses
§13.100	Testing
§13.101	Installation of Emergency Shutdown Equipment
§13.102	Installation of Electrical Equipment
§13.103	Stray or Impressed Currents and Bonding
§13.104	Operation
§13.105	Fire Protection
§13.132	System Component Qualification
§13.133	Installation of Fuel Supply Cylinders
§13.134	Installation of Venting Systems
§13.135	Installation of Piping
§13.136	Installation of Valves
§13.138	Installation of Pressure Regulators
§13.141	System Testing
§13.142	Maintenance and Repair
§13.143	Venting of CNG to the Atmosphere
§13.182	Applicability
§13.183	System Component
§13.184	General
§13.185	Installation
§13.186	Outdoor Installations
§13.187	Installation of Pressure Relief Valves
§13.188	Installation of Pressure Gauges
§13.189	Pressure Regulation
§13.190	Piping and Hose
§13.191	Testing
§13.192	Installation of Emergency Shutdown Equipment
§13.193	Operation.
§13.194	Maintenance and Inspection

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## Terms and definitions

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

### ***Regulations for Compressed Natural Gas and Liquefied Natural Gas***

CNG storage in multiple cylinders is defined as a cascade storage system.

***CNG Safety Rules, §13.3(9)***

A cylinder service valve is defined as a hand-wheel-operated valve connected directly to a CNG cylinder.

***CNG Safety Rules, §13.3(19)***

A dispensing area or dispensing installation is a CNG installation that dispenses CNG from any source by any means into fuel-supply cylinders installed on vehicles or into portable cylinders.

***CNG Safety Rules, §13.3(20)***

A cylinder mounted on a vehicle to store CNG as a fuel supply for the vehicle's internal combustion engine is a fuel-supply cylinder.

***CNG Safety Rules, §13.3(23)***

A CNG cylinder is considered to be pressure-filled when fuel is transferred into it using the pressure differential method.

***CNG Safety Rules, §13.3(37)***

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## Key topics

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NOTE: The list below is not exhaustive. You are responsible for knowing all the facts, rules, standards and procedures that apply to the CNG 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.

### **Design and Construction of Cylinders, Pressure Vessels, and Vapor Recovery Receivers**

(a) Cylinders and pressure vessels must be fabricated of steel, aluminum, or composite materials.

(b) Cylinders must be manufactured, inspected, marked, tested, and retested in accordance with United States Department of Transportation (DOT) regulations and exemptions for compressed natural gas (CNG) service.

Fuel supply cylinders must have a rated service pressure of not less than 2,400 psig at 70 degrees Fahrenheit.

Cascade storage cylinders must have a rated service pressure of not less than 3,600 psig at 70 degrees Fahrenheit.

Steel cylinders must be manufactured and tested in compliance with DOT 3AA specifications. Fiber reinforced plastic and full composite cylinders must comply with DOT FRP1 standard.

Fiber reinforced plastic and hoop-wrapped composite cylinders must comply with DOT FRP2 standard.  
***CNG Safety Rules, §13.26***

### **Pressure Relief Devices**

(a) Each fuel supply cylinder must be fitted with a pressure relief device.

(4) The discharge flow rate of the pressure relief device must not be reduced below that required for the capacity of the container upon which the device is installed.

(5) Pressure relief devices must be located so that the temperature to which they are subjected must be representative of the temperature to which the cylinder is subjected.

(b) Containers (other than cylinders) and pressure vessels must be provided with one or more spring-loaded pressure relief valves set to open in accordance with the American Society of Mechanical Engineers (ASME) Code.

The pressure relief devices must be installed directly into the appropriate nozzle opening of the container.

Container(s) may have a full-area stop valve between it and its pressure relieving device for inspection and repair purposes only.

When such a stop valve is provided, it must be so arranged that it can be locked or sealed open and it must not be closed except by an authorized person. The authorized person must remain stationed there during the period of the vessel's operation. During operation, the valve must remain closed, and the authorized person must again lock or seal the stop valve in the open position before leaving the stationed area.

(d) Pressure relief valves for CNG service must not be fitted with lifting devices.

The adjustment of pressure relief valves for CNG service, if external, must be provided with means for sealing the adjustment to prevent tampering by unauthorized persons.

***CNG Safety Rules, §13.27***

### **Valves**

(a) Valves, valve packing, and gaskets must be suitable for the fuel over the full range of pressures and temperatures to which they may be subjected under normal operating conditions.

(b) Shutoff valves must have a design working pressure not less than the rated working pressure of the entire system and must be capable of withstanding a hydrostatic test of at least four times the rated service pressure without failure. Leakage must not occur at less than one and one half times the rated service pressure using dry air as the test medium.

(c) Valves of cast iron or semi-steel other than those complying with ASTM Specifications A-536 (Grade 60-40-18), A-395, and A-47 (Grade 35018) must not be used as primary shutoff valves.

(d) Valves of a design that will allow the valve stem to be removed without removal of the complete bonnet or disassembly of the valve body must not be used.

(e) The manufacturer must stamp or otherwise permanently mark the valve body to indicate the service ratings. Exception: Fuel supply container valves need not be marked as such.

***CNG Safety Rules, §13.31***

### **Compression Equipment**

(a) Compression equipment must be designed for use with CNG and for the pressures and temperatures to which it may be subjected under normal operating conditions. It must have pressure relief devices which must limit each stage pressure to the maximum allowable working pressure for the cylinder and piping associated with that stage of compression.

(b) When CNG compression equipment is operated unattended, it must be equipped with a high discharge and low suction pressure automatic shutdown control.

***CNG Safety Rules, §13.33***

### **Vehicle Fuel Connection**

(e) Any vehicle that will be fueled by an automatic dispenser must be equipped with a fueling connection that complies with ANSI/AGA NGV1, Requirements for Natural Gas Vehicles (NGV) Refueling Connection Devices, Requirement 1-90.

***CNG Safety Rules, §13.34***

### **Report of CNG Incident/Accident**

(a) As soon as possible after a licensee has knowledge of a reportable incident or accident involving CNG, the licensee must notify the Railroad Commission by telephone.

***CNG Safety Rules, §13.36***

### **Manufacturer's Nameplates and Markings on ASME Containers**

(a) No ASME container manufactured on or after November 1, 1994, may be used in Texas unless it has attached to it a stainless steel manufacturer's nameplate.

***CNG Safety Rules, §13.40***

**SAMPLE QUESTION**

Shutoff valves must have a design working pressure \_\_\_\_\_ than the rated working pressure of the entire system and must be capable of withstanding a hydrostatic test of at least \_\_\_\_\_ times the rated service pressure without failure.

- A. Three times greater / three
- B. Two times greater / three
- C. Not less / four
- D. One and one-half times greater / four

*Answer: C*

## **CNG COMPRESSION, STORAGE, AND DISPENSING SYSTEMS**

### **General**

(a) Equipment related to a compression, storage, or dispensing installation, excluding automatic dispensers and residential fueling facilities, must be protected from tampering and damage and the protection must be maintained in good condition at all times and in accordance with one of the three standards set forth in this subsection. Automatic dispensers for general public use must be protected against collision damage in accordance with subsection (d) of this section.

### **(1) Fencing**

(A) Fencing material must be chain link type with wire no smaller than 12 ½ American wire gauge (AWG).

(B) Fencing must be no less than six feet in height at all points. Fencing may be five feet in height when topped with at least three strands of barbed wire, with the strands no more than four inches apart.

(C) All uprights, braces, and/or corner posts must be composed of noncombustible material if located within distances for sources of ignition or combustible materials required in Table 1 of §13.94 of this title (relating to Location of Installations) of the enclosed CNG transfer systems or CNG cylinders.

(D) All fenced enclosures must have at least one gate suitable for ingress and egress. All gates must be locked whenever the area enclosed is unattended.

(E) A minimum clearance of two feet must be maintained between the fencing and the compression equipment, cylinder cascades, or containers, and the entire dispensing systems.

(F) Fencing which is located more than 25 feet from any point of a CNG dispensing system, container, or compression equipment is designated as perimeter fencing. If a CNG dispensing system, cylinder cascade, or compression equipment is located inside perimeter fencing and is subject to vehicular traffic, it must be protected against damage according to the specifications set forth in paragraph (2) of this subsection.

(G) The cylinder cascade containers, compression equipment, and the entire dispensing system must be completely enclosed by fencing.

(2) **Guardrails**

(A) Where fencing is not used to protect the installation as provided in paragraph (1) of this subsection, then valve locks, a means of locking the electric control for the compressor(s), or other suitable means must be provided to prevent unauthorized withdrawal of CNG.

(B) Vertical supports for guardrails must be a minimum of three-inch Schedule 40 steel pipe, or material with equal or greater strength. The vertical supports must be capped on the top and anchored below the ground a minimum of 18 inches in concrete, with a minimum height of 30 inches above the ground. Supports must be spaced no more than four feet apart.

(C) The top of the horizontal guard railing must be secured to the vertical supports a minimum of 30 inches above the ground. The horizontal guard railing must be no less than three-inch Schedule 40 steel pipe, or material with equal or greater strength. The horizontal guard railing must be welded or bolted to the vertical supports with bolts of sufficient size and strength to prevent displacement of the horizontal guard railing.

(D) No opening in the horizontal guard railing may exceed 36 inches. A means of temporarily removing the guard railing and/or vertical supports to facilitate the handling of heavy compression equipment may be incorporated into the horizontal guard railing and vertical supports. In no case must the protection provided by the guard railing and vertical supports be decreased.

(E) A minimum clearance of 24 inches must be maintained between the railing and any part of the CNG compression equipment, cylinder cascades, containers, or dispensing equipment.

(F) The operating end of the container and any part of the CNG compression equipment, piping, or cylinder cascade which is exposed to vehicular traffic must be protected from damage by the vehicular traffic. The protection must extend at least 24 inches beyond any part of the CNG compression equipment, cylinder cascade, container, or dispensing equipment which is exposed to vehicular traffic.

(3) **Protection.** Each automatic dispenser must be secured to a concrete island a minimum of six inches above the normal grade and two inches above the grade of any other fuel dispenser. Each automatic dispenser must be protected against collision damage. Support columns or other such protection installed at the approach ends of the concrete island must prevent collision with the automatic dispenser. If such protection cannot be provided, then the requirements of paragraph (2) of this subsection must apply.

(d) The authorized automatic dispenser must have the following features:

- (1) A key, card, or code system must be used.
- (2) All appurtenances, metering equipment, and other related equipment installed on an automatic dispenser must meet all applicable requirements of the Railroad Commission's *Regulations for Compressed Natural Gas*.
- (3) All dispensing equipment must be fabricated of material suitable for CNG, and resistant to the action of CNG under service conditions. Pressure-containing parts must be of steel, ductile iron, forged steel, brass, or an equivalent material. Aluminum may be used for approved meters. All piping must be Schedule 80, and all pipe fittings must be forged steel stamped 6,000 psi or greater.
- (4) The automatic dispensing system must incorporate a cutoff valve with an opening and closing device which ensures the valve is in a closed position when the dispenser is deactivated.
- (5) A device must be installed in the CNG piping in such a manner that displacement of the dispenser will result in the displacement of such piping on the downstream side of the device.
- (6) The transfer hose on an automatic dispenser must incorporate a pull-away device. The pull-away device must be installed so as to separate by a force not greater than 45 pounds when applied in any horizontal direction. The device must stop the flow of CNG in the event of a separation.
- (7) All electric installations within the automatic dispenser enclosure and the entire pit or open space beneath the dispenser must comply with the National Electrical Code, Class 1, Group D, Division 2, except for dispenser components located at least 48 inches above the dispenser base which are intrinsically safe according to the National Electrical Code.
- (8) The fueling connector on an automatic dispenser must have a remote vapor discharge and a manual shut-off valve.

***CNG Safety Rules, §13.93***

**Location of Installation**

(e) A clear space of at least three feet must be provided for access to all valves and fittings of multiple groups of cylinders.

***CNG Safety Rules, §13.94***

**Installation of Emergency Shutdown Equipment**

(a) Manually operated cylinder valves must be provided for each cylinder.

***CNG Safety Rules, §13.101***

**Operation**

(a) DOT cylinders must not be subjected to pressure in excess of 125 percent of the marked service pressure, even if, on cooling, the pressure settles to the marked service pressure.

(b) A fuel supply cylinder must not have a settled pressure above the working pressure stamped on the cylinder and displayed on a label near the filling connection, corrected for the ambient temperature at time of filling.

(c) Compressed natural gas (CNG) dispensing systems must be equipped to automatically stop fuel flow when a fuel supply cylinder reaches the temperature corrected fill pressure.

(d) When CNG is being transferred to or from a motor vehicle, the engine must be stopped.

(e) Each CNG transport must carry no fewer than two chock blocks designed to effectively prevent the rolling of the transport. These blocks must be used any time the transport is parked and during the transfer of fuel regardless of the level of the surrounding terrain.

(f) Bleed connections must be provided in transfer systems to permit depressurizing before disconnecting the line. These bleed connections must lead to a safe point of discharge.

(g) Compressed natural gas (CNG) must not be used to operate any device or equipment which has not been designed or properly modified for CNG service.

(h) Sources of ignition must not be permitted within ten feet of any filling connection during a transfer operation.

(i) Fuel dispenser(s), including automatic dispenser(s), may be operated only by an individual who has been properly trained.

(1) Any consumer who operates an automatic dispenser must be provided with written instructions and safe operating procedures by the licensee. The consumer should be cautioned to study and preserve such instructions and procedures, and to educate all those with access to the automatic dispenser(s) in the proper operating procedures. Each licensee must maintain a current list of all entities and/or individuals trained by the licensee in the operation of an automatic dispenser.

(2) Step-by-step operating instructions provided by the manufacturer must be posted at or on each automatic dispenser, readily visible to the operator during transfer operations. The instructions shall describe each action necessary to operate the automatic dispenser.

(3) Each person or entity who operates a fuel dispenser, excluding an automatic dispenser, must be provided with written instructions and safe operating procedures by the licensee. The person operating the dispenser should be cautioned to study and preserve such instructions and procedures

***CNG Safety Rules, §13.104***

## Fire Protection

Automatic CNG dispensing or refueling areas must be provided with a portable fire extinguisher having a rating not less than 20-B:C

***CNG Safety Rules, §13.105***

## Maintenance

(a) Cylinders and their appurtenances, piping systems, compression equipment, controls, vehicle fueling hoses and devices must be maintained in proper operating condition at all times.

(d) As a precaution to keep pressure-relief devices in reliable operating condition, care must be taken in the handling or storing of CNG cylinders to avoid damage.

***CNG Safety Rules, §13.106***

### SAMPLE QUESTION

A device must be installed in the CNG piping of an automatic dispenser in such a manner that displacement of the dispenser will result in the displacement of the piping on the \_\_\_\_\_ side of the device.

- A. Downstream
- B. Upstream

***Answer: A***

## ENGINE FUEL SYSTEMS

### Labeling

(a) A vehicle equipped with a compressed natural gas (CNG) fuel system must bear a durable label, readily visible and located at the fueling connection receptacle.

(b) The label must include the following:

- (1) CNG fueled vehicle;
- (2) system working pressure;
- (3) name of company or entity and license number;
- (4) cylinder retest date(s) (where applicable); and
- (5) total cylinder water volume in cubic inches.

(c) Each vehicle equipped with a CNG fuel system must be identified with a weather-resistant diamond-shaped label located on an exterior vertical or near-vertical surface on the lower right rear of the vehicle (on the trunk lid of a vehicle so equipped, but not on the bumper of any vehicle), inboard from any other markings.

Each vehicle label located on an exterior vertical or near-vertical surface on the lower right rear of the vehicle (on the trunk lid of a vehicle so equipped, but not on the bumper of any vehicle), inboard from any other markings must be approximately  $4\frac{3}{4}$  inches by  $3\frac{1}{4}$  inches.

***CNG Safety Rules, §13.140***

### **Venting of CNG to the Atmosphere**

All venting of CNG must be done outdoors only under conditions that will result in rapid dispersion of the product being released.

When venting to the atmosphere, consideration must be given to such factors as distance to buildings, terrain, wind direction and velocity, and use of a vent pipe or stack so that a flammable mixture will not reach a point of ignition.

When venting to the atmosphere, a vent pipe or stack must have the open end suitably protected to prevent entrance of rain, snow, and solid material.

When venting to the atmosphere, provision must be made in vertical vent pipes and stacks for drainage.

Prior to and during venting of the CNG cylinders, they must be properly grounded so as to eliminate any possible static electrical charges.

***CNG Safety Rules, §13.143***

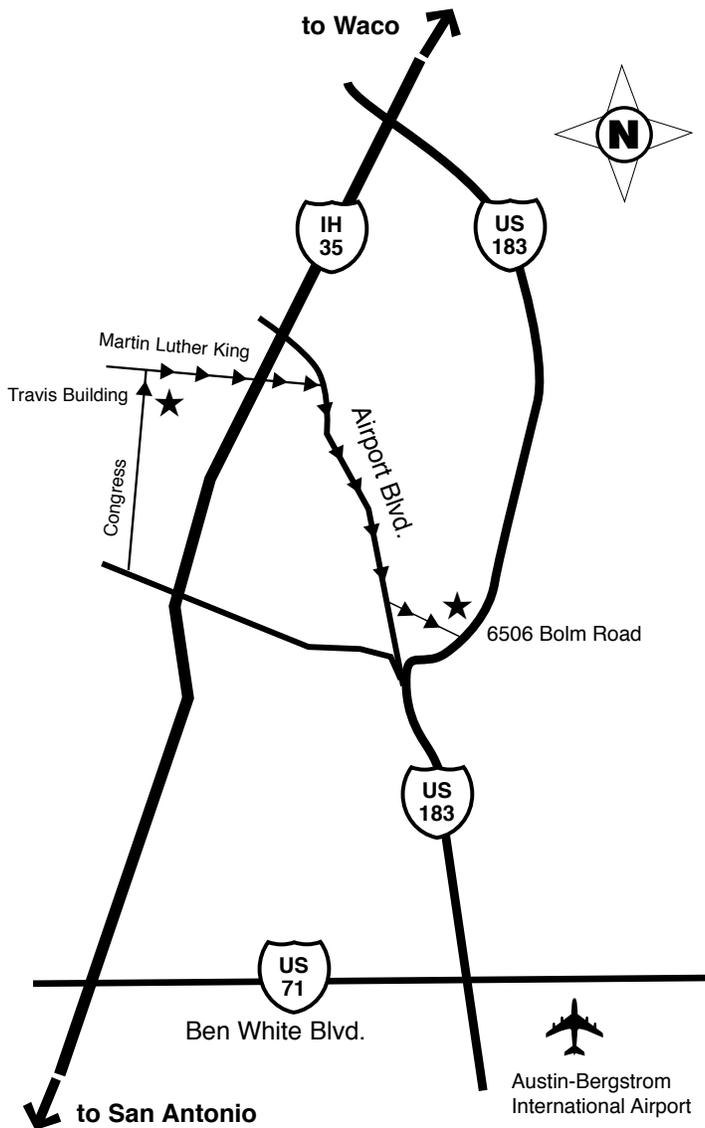
#### **SAMPLE QUESTION**

Compression, storage or dispensing installations, excluding automatic dispensers and residential fueling facilities, must be protected from tampering by a chain link type fence a minimum of \_\_\_\_\_ feet in height.

- A. 8
- B. 7
- C. 6
- D. 5

***Answer: C***

# RRC/AFRED TRAINING CENTER 6506 BOLM RD., AUSTIN



## DIRECTIONS TO RRC ALTERNATIVE FUELS TRAINING CENTER, AUSTIN

### From the Travis Building:

Go one block north to Martin Luther King, Jr. Blvd. Turn right on MLK and go about 2 miles to Airport Blvd. Turn right (south) on Airport and go about 1 1/2 miles. The fifth traffic light, just over the railroad bridge, is Bolm Road. Turn left (east) onto Bolm Road and go about 1 mile. 6506 is the last building on the left before U.S. 183.

### Entering Austin on I-35 going south:

Take exit 239/240 for Hwy 183 South/ Austin-Bergstrom International Airport. Stay on 183 past Cameron Road, U.S. 290, Manor Road, Loyola Lane, and Techni-Center Drive. Proceed down the hill on 183 and take the Bolm Road exit. At the light, turn right onto Bolm Road. The Training Center is on the northwest corner of 183 and Bolm Road. Enter through the double glass doors on the south side of the building.

### Entering Austin on I-35 going north:

Take exit 230 for Texas Hwy. 71/Ben White Blvd. Turn right toward Bastrop. Stay on 71 for approximately 4.3 miles. Exit onto U.S. 183 North. Stay on 183 past the Colorado River bridge. Stay in the right lane and take the Bolm Road exit. Turn left at the light onto Bolm Road and go under the overpass. The Training Center is on the northwest corner of 183 and Bolm Road. Enter through the double glass doors on the south side of the building.