

NFPA 58-2024 Edition

Liquefied Petroleum Gas Code

TIA Log No.: 1774

Reference: 5.2.8.2, and A.5.2.8.2(new)

Comment Closing Date: April 19, 2024

Submitter: Bruce Swiecicki, National Propane Gas Association

www.nfpa.org/58

1. *Revise paragraph 5.2.8.2 to read as follows:*

5.2.8.2* Cylinders shall be marked with the following information:

(1) Water capacity of the cylinder in pounds or liters

(2) Tare weight of the cylinder in pounds or kilograms, fitted for service

2. *Add a new Annex A.5.2.8.2 to read as follows:*

A.5.2.8.2 The water capacity of the cylinder is the determination of the cylinder volume with water at approximately 60°F (16°C). Cylinders with DOT markings have water capacity marked in pounds (lb); however, Transport Canada cylinders have water capacity marked in liters (L). The tare weight is the cylinder weight plus the weight of all permanently attached valves and other fittings but does not include the weight of protecting devices that are removed to load the cylinder. DOT markings utilize “TW” to indicate tare weight, followed by the weight in pounds (lb), whereas Transport Canada cylinders utilize “T” to indicate tare weight, followed by the weight in kilograms (kg).

Substantiation: Cylinders are currently required by NFPA 58 (5.2.8.2) to be marked with the tare weight in pounds. However, the U.S. Department of Transportation allows Transport Canada cylinders, which are marked in metric units, to be filled and transported in the U.S. In order for TC cylinders to be “legally” filled in accordance with NFPA 58, metric markings must be added to NFPA 58. Additionally, adding TC marking requirements to NFPA 58 will prevent non-tariff barriers to international trade between the U.S. and Canada.

Emergency Nature: The proposed TIA intends to correct a previously unknown existing hazard. The proposed TIA intends to offer to the public a benefit that would lessen a recognized (known) hazard or ameliorate a continuing dangerous condition or situation.

This proposed change to NFPA 58 constitutes an emergency because the propane industry is faced with an increasing number of cylinders in circulation that are marked according to Transport Canada requirements. The specific emergency nature criteria that this proposal addresses would be to correct a previously unknown existing hazard (misinterpreting the markings on certain cylinders) and the lessening of a potential hazard (the unsafe filling of cylinders). Beginning a few years ago, the U.S. DOT began allowing cylinders marked with TC markings to be filled and transported in the U.S. There are many cylinders that are marked in both English and Metric units. But there are also many in circulation that have only TC markings and that is where the safety issues arise. Most cylinders that are transported “in commerce” as defined by the U.S. DOT, must be filled using the weight method. In order to do so, the water capacity and tare weight of the cylinder must be utilized and currently, 5.2.8.2 requires the cylinder water capacity and tare weight to be marked in “pounds.” This TIA will broaden that

requirement to allow cylinders to be marked in “kilograms.” This change will then recognize cylinders with TC markings to be in compliance with NFPA 58 and more importantly, will help ensure that the cylinder is being filled to the proper level for the safety of the consumer. Metric markings of weight differ from the English markings by a factor of 2.2, so cylinder refillers will be trained to accept TC cylinders and to fill them safely. By ensuring that cylinder markings are consistent and universally understood, this amendment will not only enhance public safety, but it will also facilitate smoother international trade. The clarity in markings reduces risks associated with the handling and transportation of cylinders, as it ensures that all personnel, regardless of their location, can be prepared to accurately interpret and comply with the cylinder markings. In summary, the adoption of this amendment is essential to resolving operational challenges caused by discrepancies between federal regulations and NFPA 58, promoting international trade efficiency and importantly, enhance safety standards for cylinder handling and usage.

Anyone may submit a comment by the closing date indicated above. Please identify the TIA number, state whether you SUPPORT or OPPOSE the TIA along with your comment, and forward to the Secretary, Standards Council. [SUBMIT A COMMENT](#)