

Correct as at 26th June 2026. It may be superseded at any time.

Extract taken from: Alternative fuel system certification > LPG inspection > Container

1-3 Container

Reason for rejection

Condition

1. The container's (Note 1) test date and cylinder testing station identification mark (Figure 1-3-1):

- a) are missing, or
- b) are not legible, or
- c) have been altered, or
- d) have not been stamped on the container.

2. There are more than ten years between the test date stamped on the container and the date of the next alternative fuels inspection.

3. A container has been damaged by fire.

4. A container has visible corrosion damage (Note 2).

5. A container has been damaged by impact and exceeds any damage limit in Table 1-3-1.

6. A container has visible cracks or signs of metal fatigue.

Note 1

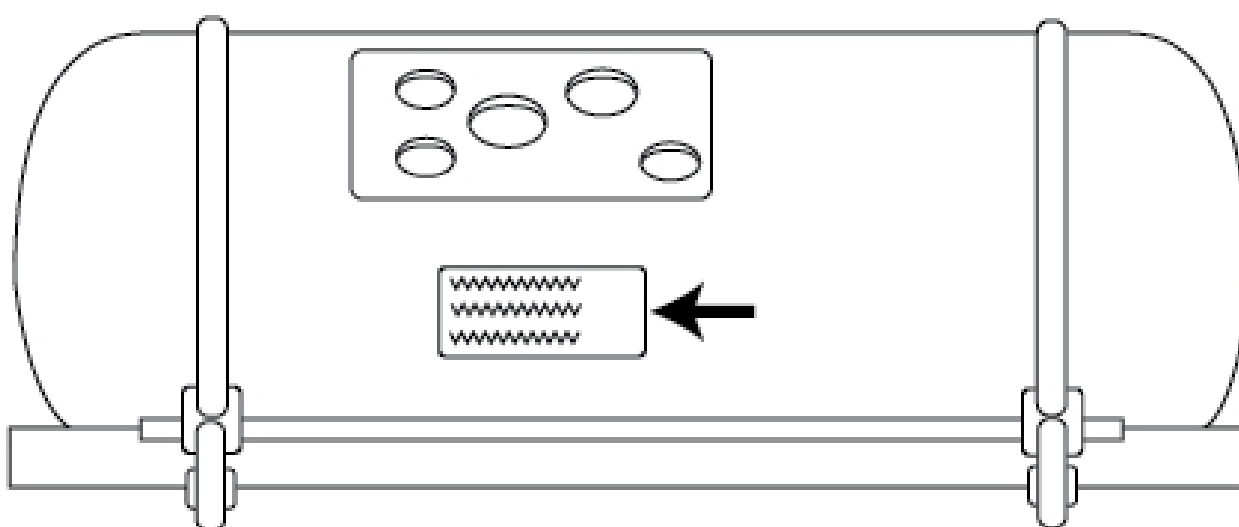
Container means a pressure vessel, cylinder or tank for the storage of LP Gas to be used as fuel for the internal combustion engine.

Note 2

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage are typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Table 1-3-1. Container impact damage limits

Dent	Sharp impression or crease	Cuts or gouge	Bulge
Depth exceeds 10% of mean diameter of dent	Length exceeds 75mm	Length exceeds 75mm	Container circumference varies by more than 1%
Dent on a weld exceeds 6.5mm in depth	Penetrates visibly into wall material	Penetrates visibly into wall material	



LPG container markings are located on a plate welded or glued to the container shell or to the outside of the gas proof compartment.

Figure 1-3-1. Container markings

Summary of legislation

Applicable legislation

- AS/NZS 1425: 2003, section 6.9.2(b).

Condition

1. The container must be stamped with the test date and the identification mark of the cylinder testing station.
2. The date stamp on a container must be within ten years of the next alternative fuels inspection.
3. A container must not be damaged by impact to the extent described in Table 1–3–1.