



**CGA-P-94—2022**  
**GUIDELINE FOR DETERMINING**  
**THE EXTENT OF EXTERNAL**  
**VESSEL CORROSION ON FOAM**  
**INSULATED MC-331 CARBON**  
**DIOXIDE AND NITROUS OXIDE**  
**TANK TRAILERS**

**FIRST EDITION**

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Work Item 18-095

Bulk Distribution Equipment and Standards Committee

NOTE—Appendices A and B (Informative) are for information only.

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<b>Contents</b>	<b>Page</b>
1 Introduction.....	1
2 Scope .....	1
3 Definitions.....	1
4 Safety considerations .....	2
4.1 Confined space.....	2
4.2 Low temperature.....	2
4.3 Carbonic acid.....	2
4.4 Contamination .....	2
4.5 Personal protective equipment.....	3
5 Inspection .....	3
5.1 Qualifications .....	3
5.2 Preparation for inspection .....	4
5.3 Recommended inspections and criteria .....	5
6 Disposition.....	10
6.1 Return to service .....	10
6.2 Removal from service.....	11
6.3 Rerating and remarking.....	11
7 References .....	11
8 Additional reference .....	11

**Figures**

Figure 1—Example of trailer with insulation removed.....	1
Figure 2—Tank inspection diagram with recommended inspection area .....	4
Figure 3—Insulation design .....	5
Figure 4—Handheld ultrasonic tester.....	6
Figure 5—Depth micrometer.....	6
Figure 6—Typical investigation with good primer coverage (minimal corrosion).....	7
Figure 7—Typical investigation with pitting and linear corrosion in problem areas.....	8
Figure 8—Typical investigation with evident general corrosion .....	8
Figure 9—Typical investigation with corrosion possibly exceeding limits .....	9
Figure 10—Data plate.....	9
Figure 11—Repair plate.....	10

**Appendices**

Appendix A—Sample Forms (Informative).....	12
Appendix B—Examples of Corrosion (Informative).....	15

**Appendix figures**

Figure A-1—Example of a tank inspection location form .....	12
Figure A-2—Example of a completed tank inspection location form.....	13
Figure A-3—Example of a completed U-1A Form.....	14

## 1 Introduction

Some carbon dioxide and nitrous oxide trailers have been in service for 40 and 50 years without having had the foam removed for inspection of the vessel exterior. When these units are removed from service for refurbishment, extreme surface corrosion can be discovered, including areas that are pitted, corroded, or rusted. This corrosion is caused by water condensing between the foam and the tank surface as the tank cools and warms during filling and emptying. The corrosion and subsequent loss of pressure vessel shell thickness is a safety issue and is a primary reason for removing these tanks from service. See Figure 1 for an example of a tank trailer with the insulation removed.



Figure 1—Example of trailer with insulation removed

## 2 Scope

This publication establishes guidelines for the removal of insulation and the inspection of the vessel exterior on foam insulated carbon steel MC-331 carbon dioxide and nitrous oxide tank trailers.

It is recommended that any time a trailer is reinsulated, the pressure vessel be inspected for corrosion so problems can be identified, prevented, and/or repaired before the shell thickness is less than the minimum required thickness.

## 3 Definitions

### 3.1 Publication terminology

#### 3.1.1 Shall

Indicates that the procedure is mandatory. It is used wherever the criterion for conformance to specific recommendations allows no deviation.

#### 3.1.2 Should

Indicates that a procedure is recommended.

#### 3.1.3 May

Indicates that the procedure is optional.

#### 3.1.4 Will

Is used only to indicate the future, not a degree of requirement.