

FESHM 5031: PRESSURE VESSELS

Revision History

Author	Description of Change	Revision Date
Mike White	<ul style="list-style-type: none">• Added detail to welding documentation• Added details on use of proof testing for Experiment vessels.• Director's exemption language from the piping chapter included in this chapter.• Added details regarding Code certification marks	September 2021
Roger Rabehl	<ul style="list-style-type: none">• Defined acronyms• Added FESHM and Code chapters throughout• Added Out-of-Service Vessels to Section 6.0• Added technical appendix TA 5031.2	January 2016
Terry Tope	Revised Teamcenter submission procedure	July 2015
Terry Tope	Changed submission procedure to Teamcenter from ESH&Q section.	03-Jun-2014
Thomas Page	Added 5031.6 to the exclusion list in Section 2.0.	02-May-2012
Thomas Page	Release Chapter 5031 using new FESHM template. Added guidelines in Section 5 (5) regarding amendments and new silver stickers.	19-Mar-2012

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	SCOPE	3
3.0	DEFINITIONS	3
4.0	SPECIAL RESPONSIBILITIES.....	4
5.0	PROCEDURE	4
6.0	REQUIREMENTS FOR DESIGN, FABRICATION, INSPECTION AND TEST	6
7.0	ENGINEERING NOTE	12
8.0	FORM.....	13
9.0	TECHNICAL APPENDIX TA 5031.2 OUT-OF-SERVICE VESSELS.....	14

1.0 INTRODUCTION

Pressure vessels, such as cryogenic and gas storage tanks containing substances under pressure, pose a potential hazard to equipment and personnel from rupture or explosion/implosion. This chapter specifies the procedure to be followed in designing, fabricating, testing, and operating pressurized vessels in order to reduce hazards.

2.0 SCOPE

This chapter applies to any vessel used at Fermilab that falls within the scope of the American Society of Mechanical Engineers (ASME) Boiler and Pressure Vessel Code (BPVC), Section VIII, but excluding those vessels falling within the scope of the following FESHM chapters:

- 1) Fermilab Environment, Safety, and Health Manual (FESHM) 5031.6 Dressed Niobium SRF Cavity Pressure Safety
- 2) FESHM 5032.2 Guidelines for the Design, Review, and Approval of Liquid Cryogenic Targets
- 3) FESHM 5035 Mechanical Refrigeration Systems.

Scope determinations shall include consideration of all system installation details and sources of pressure.

See ASME BPVC VIII Div. 1 UG-1 and Div. 2 Part 1.2 for full details regarding the scope of each division of the Code. Note that per ASME Interpretation Number VIII-1-98-19 that Div. 1 U-1(c)(2)(h) is based on differential pressure. Therefore, vessels with a diameter or cross section diagonal greater than 6 inches (152mm) that have external jackets at full vacuum are not excluded from the scope of the Code.

DOT cylinders, portable tanks, and containers for motor vehicle transportation shall conform to 49 CFR Part 178. The maintenance, recondition, repair, inspection, and testing shall be per 49 CFR Part 180 and FESHM 5034.1. See section 6.3 of this chapter for the approval process required when using standards other than the Code for stationary pressure vessels.

3.0 DEFINITIONS

The Code - ASME BPVC, Section VIII, Division 1, *Rules for Construction of Pressure Vessel General Requirements*, and Division 2, *Alternative Rules*. The latest revision of the ASME BPVC shall be applied to a given vessel at the initiation of the vessel's design.

Pressure Vessel - Any vessel falling within the scope of the ASME BPVC or other codes or standards accepted at Fermilab as equivalent to ASME BPVC. The term Pressure Vessel will be shortened to "vessel," hereafter.

Engineering Note - A written analysis demonstrating that a given vessel satisfies the requirements of this chapter.

Exceptional Vessel - A vessel without a stamp or mark certifying compliance to one of the codes allowed by this chapter and does not meet the requirements described for Experiment Vessels.

Existing Vessel - A vessel in use or previously used on the Fermilab site.

Experiment Vessel - A vessel within the scope of the code that cannot fully comply with code rules because of vessel geometry, use of special materials, or code conflict with scientific goals, but provides a level of safety equivalent or greater to that provided by the ASME BPVC.

Qualified Person - A person who, by possession of a recognized degree or certificate of professional standing, or who, by extensive knowledge, training and experience, has successfully demonstrated the ability to solve or resolve problems relating to the subject matter and work.

4.0 SPECIAL RESPONSIBILITIES

The division/section/center head that controls the area of operation of the vessel is responsible for carrying out the requirements of this chapter. The division/section/center head or his/her designee shall:

1. Arrange for the review of the Engineering Note by a qualified person or committee.
2. Certify vessel compliance with this chapter by signing the Engineering Note.
3. File the original Engineering Note in Teamcenter.

The ES&H Section shall:

1. Audit the divisions, sections, and centers on their compliance with this chapter.

The Mechanical Safety Subcommittee (MSS) and/or Cryogenic Safety Subcommittee (CSS) shall serve the division/section/center heads and Environment, Safety, Health, and Quality (ES&H) Section in a consulting capacity on all pressure vessel matters. This includes providing recommendations regarding the applicability of a standard, other than the Code, to a given vessel.

5.0 PROCEDURE

1. *Preparation of Engineering Note:* An Engineering Note shall be prepared by a qualified person for all pressure vessels at Fermilab within the scope of this chapter. The format of the Engineering Note is shown in Technical Appendix 5031 Pressure Vessel Engineering Note Form (TA 5031). Its purpose is to allow a reviewer to check the design, fabrication, and installation of the vessel and to inform a future user of the vessel parameters. The Engineering Note shall also include precautions and operating procedures necessary for the safe use of the vessel. For vendor owned and maintained vessels which are used on the Fermilab site, no

Engineering Note is required but the vessel must meet all other sections of this standard. The Engineering Note shall include design calculations for Experiment Vessels and Exceptional Vessels. All other pressure vessel engineering notes shall include at least one of the following:

- a. A copy or photo of the ASME Certification Mark with a Designator (signifies conformity to the ASME BPVC VIII Div. 1)
 - b. A copy or photo of the ASME Certification Mark with U2 Designator and vessel class (signifies conformity to the ASME BPVC VIII Div. 2)
 - c. CE-mark (European Pressure Equipment Directive conformity)
 - d. Manufacturer's Data Reports per ASME BPVC VIII Div. 1 §UG-120 or per ASME BPVC VIII Div. 2 §2.3.4).
2. *Review of Engineering Note:* All Pressure Vessel Engineering Notes shall be reviewed by an independent, qualified person for concurrence to this chapter. The reviewer shall be from a group not reporting to the preparer of the Engineering Note or his supervisor.
 3. *Amendment of Engineering Note:* Any subsequent change in usage, operating temperature, valving, etc., which could affect the safety of the vessel requires an amendment to the original Engineering Note. This amendment shall be reviewed in the same manner as the original Note. A new TA 5031 with the signatures required to approve the amendment shall be created.
 4. *Exceptional Vessels / Director's Exception:* Exceptional vessels require the approval of the Laboratory Director or his/her designee. The need for such exceptions is to be minimized by adherence to the provisions of this chapter. Exceptions are to be identified and submitted to the Director for review as early in the design process as possible. These exceptions shall only be allowed after the Director has assured himself that sound engineering practice will be followed during design, fabrication and test of the vessel. The Director's approval is documented by his/her signature in the Engineering Note. See section on Exceptional vessels for requirement of this process.
 5. *Vessel Marking:* After signed approval of the Engineering Note, the Fermilab engineering standard conformance label (silver sticker) shall be attached to the vessel. Each vessel shall be marked with its unique pressure vessel number which is the Engineering Note item number assigned by Teamcenter.

When making an amendment to an existing Engineering Note, a new silver sticker shall be created and signed by the appropriate individuals if the changes to the vessel affect any of the operating parameters listed on the silver sticker: Vessel Number, MAWP, temperature range or contents. If the changes do not affect the listed parameters, then a new silver sticker is not required. In both cases, the amendment shall be reviewed as required in (3) above.

When replacing a silver sticker due to damage or other reasons (painting vessel, etc.), the new silver sticker does not require an actual signature by the Division/Section/Center Head. Writing "Signature on file" or similar on the new silver sticker is acceptable.

6. *Records:* Approved engineering notes shall be filed in Teamcenter.
 - a. A New Item shall be created in Teamcenter with the type chosen as Engineering Note

- i. The New Item Name shall use the Pressure Vessel prefix followed by a meaningful Name which briefly describes the contents of the note
 - ii. A full Description shall be entered for the New Item
- b. If applicable the Division Legacy Number shall be entered
- c. The appropriate Engineering Note category of Pressure Vessel shall be chosen
- d. The Revision Author, Revision Comments, Lab Location Code, Exceptional Status, and Division\Section\Center shall be entered
- e. The Engineering Note and supporting files shall be added as Data Sets. All documentation required for independent review of the Engineering Note must be included.
- f. Approval
 - i. The Teamcenter Workflow may be used to electronically obtain the required approvals and release the Engineering Note.
 - ii. Approvals may also be obtained by physical signature, scanned, and included with the Engineering Note. A Teamcenter Workflow must still be completed so that the Engineering Note is released. This workflow need not involve the required approvers in the case of physical signature.
- g. Amendments to existing Engineering Notes shall be entered as a Revision to the original Item in Teamcenter.

6.0 REQUIREMENTS FOR DESIGN, FABRICATION, INSPECTION AND TEST

Vessels within the scope of this chapter shall satisfy one of the following:

1. Include an ASME Certification Mark with a U Designator (signifies conformity to the ASME BPVC VIII Div. 1) or ASME Certification Mark with a U2 Designator and vessel class (signifies conformity to the ASME BPVC VIII Div. 2) Include a European Commission Pressure Equipment Directive (PED) CE-mark and be built per either standard EN-13445, *Unfired Pressure Vessels*, or AD 2000, *Code of Practice for Pressure Vessels*.
2. Conform to another more applicable code in its entirety. Before fabrication, allowance for use of another code shall be approved and documented in a signed memo by the Division/Section/Center Head or designee in consultation with the MSS and CSS.
3. Vessels which do not include a code stamp or mark from one of the codes allowed above shall provide a level of safety and quality greater than or equivalent to that afforded by the ASME BPVC. At a minimum, these vessels shall satisfy the “Experiment Vessel Requirements” section of this standard.
4. All other vessels shall be considered “Exceptional”. They shall be approved only after the designer, reviewer, and Director (or Director’s designee) are satisfied that provisions have been made providing a level of safety and quality greater than or equivalent to that afforded by the ASME BPVC. Every effort shall be made to avoid exceptional vessels.

Experiment Vessel Requirements

Experimental Vessels shall be qualified by following the requirements below:

1. Design: Design in accordance with the ASME BPVC, but with ASME BPVC values of maximum allowable stress values reduced by a multiplicative factor of 0.8. For those materials that the Code exempts from Charpy impact tests for a design temperature of -425 degrees Fahrenheit, no Charpy impact tests need be done for lower design temperatures provided the maximum allowable stresses have been reduced by the multiplicative factor of 0.8. Design drawings shall be prepared for all parts of the vessel.
2. Vessel Built with Non-Code Materials: When a vessel or part of a vessel uses materials not referenced in the Code (mylar, beryllium, niobium, glass, etc.) the Engineering Note must establish allowable stresses by Code rules and by supplying test data of the material or by documenting prior experiences with the material for the allowable operating temperature range of the vessel. The 0.8 multiplicative factor shall be applied to allowable stresses determined in this manner. If the material does not conform to a published industry material specification, then attach the material specification used for purchasing the vessel material to the engineering note. Material test reports shall also be attached to the engineering note.
3. Vessels Subjected to External Pressure: Pressure vessels operating under external pressures greater than atmospheric pressure shall conform to the requirements of this chapter. Pressure vessels which are periodically subjected to internal vacuum (in operations such as pumping and backfilling) shall be designed to withstand evacuation to full vacuum and the engineering analysis for this condition shall be included in the Engineering Note. Apply the Design-by-Analysis procedure in FESHM 5033 for vessel shapes not specifically covered by the Code.
4. Welding/Brazing:
 - a. Welding and brazing shall be done using qualified weld/braze procedures and welders/brazers under the rules of the ASME BPVC, Section IX, *Welding, Brazing, and Fusing Qualifications*. The Weld/Braze Procedure Specification (WPS/BPS), Procedure Qualification Record (PQR), and Welder/Brazers Performance Qualification (WPQ/BPQ) shall be attached to the Engineering Note.
 - b. Joint designs not explicitly forbidden by the ASME BPVC are acceptable if qualified by analysis and/or test. Joint designs and qualifications shall be presented in the Engineering Note. Such joints shall be documented with a WPS/BPS and a PQR. Personnel performing the welding or brazing shall have their qualification documented with a WPQ/BPQ. The joint efficiency, joint examination methods, and extent of joint examination shall be justified in the engineering note.
 - c. Welding and brazing can be performed by shops that do not hold code stamps including Fermilab. However, the Code-defined process of developing the procedure specification, qualifying the procedure, and qualifying the people performing the procedure is mandatory.

5. Inspection/examination: The Engineering Note for an Experiment Vessel shall set forth the inspection/examination requirements for that vessel, showing that the level of safety achieved is commensurate with the requirements of the ASME BPVC rules. Satisfaction of those requirements shall be documented in the Engineering Note. Inspection/examination requirements may include (but are not limited to) the following:
 - a. Examination of the pressure retaining parts to make certain they are free from defects and conform to the prescribed shape and thickness requirements
 - b. Examination of welded/brazed joints (in-process and post-process)
 - c. Documentation of material certification, welding and/or brazing procedures, and inspection / examination results.
6. Existing Experiment Vessels: Experiment vessels with parts damaged from previous service (e.g. corrosion) shall be qualified per API 510. Other existing Experiment Vessels may also be qualified following the procedures of API 510. Note that API 510 also includes a procedure for the evaluation of existing equipment with minimal documentation. All drawings, design calculations, inspections, examinations, tests, and other supporting documents necessary to justify the vessel pressure-temperature rating per API 510 shall be included in the engineering note.
7. Inspector: By definition, Experiment Vessels cannot fully comply with ASME BVPC VIII rules. However, ASME B31.3 has provisions which permit the use of unlisted materials, components, and joints. Therefore, the inspection and examination rules of ASME B31.3 shall be adhered to when ASME BPVC VIII cannot be fully satisfied. The FNAL engineer responsible for the Experiment Vessel shall be the “Inspector” and shall at a minimum have the qualifications of an Owner’s Inspector per ASME B31.3 340.4. He/she may delegate inspection functions to another person or organization, but it is the FNAL engineer’s responsibility to determine that this delegate is qualified to perform the function subject to the requirements of ASME B31.3. In no case shall the Inspector represent nor be an employee of the Experiment Vessel manufacturer, fabricator, or erector unless these functions are performed by FNAL.
8. Test: Experiment Vessels shall be pressure tested per the ASME BPVC and FESHM Chapter 5034, Pressure Vessel Testing. A vessel to be pneumatically tested shall have its Engineering Note reviewed before test by an independent, qualified person. This reviewer does not have to be the person assigned to review the engineering note. The test shall be documented in the Engineering Note before final sign off of the reviewer.
9. Proof Test: Sound engineering practice, including requirements 1 through 8 above, should be followed to the maximum practical extent for design, fabrication, and inspection even when the proof test qualification route is chosen. An Experiment Vessel may have the design, fabrication, and inspection qualified by performing a proof test on each Experiment Vessel per ASME BPVC VIII Div.1 UG-101 and FESHM 5034. Proof tests shall be performed hydrostatically to minimize the stored energy unless the following requirements are satisfied:
 - a. Hydrostatic testing is not practical (e.g. damage to electronics internal to vessel)

- b. All vessel deficiencies (e.g. materials, design, fabrication, inspection) relative to the Code and all vessel parts damaged from previous service (e.g. corrosion) have been identified and evaluated
- c. All hazards associated with pneumatic testing (e.g. stored energy, projectiles, oxygen deficiency) have been identified. Appropriate precautionary measures are included in the proof test procedure to minimize risk to personnel and surrounding equipment.
- d. A positive recommendation from the Mechanical Safety Subcommittee has been received for the pneumatic proof test plan

If a vessel or vessel part is proof tested prior to being placed into service, there are no component-to-component variations in tensile strength or fabrication to consider and the rules of 7(e) to 7(g) below may be applied.

- e. If the allowable stresses at the proof test temperature and at the service temperature are equal, the MAWP = proof test pressure / 4.
- f. If the allowable stresses at the proof test temperature and at the service temperature are not equal, the MAWP = (proof test pressure / 4) x ($S_{ServiceTemp} / S_{TestTemp}$) where $S_{ServiceTemp}$ is the allowable stress at the service temperature and $S_{TestTemp}$ is the allowable stress at the proof test temperature.
- g. If the service temperature is below the minimum material temperature, exemption from impact test requirements may require further de-rating (as per ASME BPVC UHA-51(g) and Fig. JJ-1.2-1, for example) of the component. If UHA-51(g) is applied, then one of the following methods shall be used:
 - i. Qualification of Experiment Vessels for which the MAWP cannot be calculated:
 1. $MAWP = (\text{proof test pressure} / 4) \times (0.35 \times S_{ServiceTemp} / S_{TestTemp})$
 - ii. Qualification of Experiment Vessels for which the MAWP can be calculated, but fabrication and inspection requirements cannot be verified:
 1. $MAWP = (\text{proof test pressure} / 4) \times (S_{ServiceTemp} / S_{TestTemp})$
 2. Calculations shall be provided demonstrating all primary membrane tensile stresses are less than 35% of the allowable stress at minimum service temperature and maximum design pressure. The Experiment Vessel MAWP shall be less than 35% of the vessel component MAWPs specified by the vessel component manufacturers.
 3. All accessible welds shall be visually examined internally and externally by a qualified Inspector. Defective welds shall be repaired per ASME BPVC VIII Div. 1 UW-38 as applicable prior to the proof test
 4. A sensitive leak test (e.g. helium leak check) shall be performed before and after the proof test to demonstrate leak tightness

Existing Vessels

All such vessels shall comply with the requirements of this chapter and require an Engineering Note. Questionable vessels or those with incomplete histories or fabrication documents are considered Exceptional and shall have their previous service taken into account during the review process. Existing Vessels shall comply with the following requirements:

1. The Engineering Note for an existing ASME BPVC Stamped vessel need only include a completed TA5031 Form (See associated form TA5031).
2. The Engineering Note for an existing vessel built to and appropriately marked in accordance with a Standard other than the ASME BPVC, Section VIII shall include a properly completed engineering note and the determination that the Code other than ASME BPVC, Section VIII is more applicable. Fabrication and pressure test result documents shall be appended to the Engineering Note (weld procedures, inspection results, material certification) that demonstrate a level of safety equivalent to or greater than that afforded by ASME BPVC.
3. The Engineering Note for an existing vessel which is not ASME BPVC stamped nor meets standards other than ASME BPVC shall meet the requirements for Experiment Vessels of this Chapter (including fabrication, inspection, documentation and testing requirements). Fabrication and pressure test result documents shall be appended to the Engineering Note (weld or brazing procedures, weld or brazing procedures qualification records, welder or brazer qualification record, inspection results, and material certification) that demonstrate a level of safety equivalent to or greater than that afforded by ASME BPVC.
4. In the event that the Engineering Note cannot be approved, operation shall be discontinued until appropriate modifications or administrative safeguards are instituted which result in the Engineering Note being approved and a Director's Exception granted if necessary.

Exceptional Vessels

Exception to the provisions of this chapter shall be allowed only with the approval of the Laboratory Director or his designee and documented in the Engineering Note. The need for such exceptions is to be minimized by adherence to the provisions of this chapter. The reasons for the Exception(s) shall be clearly stated and additional safety measures, test protocols, installation details, etc. implemented to address the exception(s) shall be documented in the extended Engineering Note. Exceptions are to be identified and submitted to the Director for review as early in the design process as possible. These exceptions shall only be allowed after the Director is assured that sound engineering practice will be followed during design, fabrication and testing of the piping system. Amendments to exceptional vessel engineering notes require the Director's approval if the changes documented by the amendment are in exception to the provisions of this chapter. Amendments to exceptional vessel engineering notes which document changes in compliance with this chapter requires D/S/P approval.

Unmanned Area Vessels

If a pressure vessel cannot be made in accordance with the Experiment Vessel requirements, it may be installed in a non-manned area with suitable administrative and physical controls to restrict access

when operating the vessel and restraints to minimize human risk and property damage in case of failure. A vessel of this type shall be considered an Exceptional Vessel. The vessel must be clearly and indelibly identified for use in non-manned areas only and be sufficiently secured to prevent its removal from the non-manned area. The extended Engineering Note for Exceptional Vessels shall include descriptions of the administrative controls implemented to providing a level of safety greater than or equivalent to that afforded by the ASME BPVC.

Overpressure Relief

1. All vessels shall be protected from overpressure by the rules described in the ASME BPVC except as described in the next item below.
2. Some vessels with an internal maximum allowable working pressure (MAWP, as defined in the ASME BPVC) below 15 pounds per square inch (psi) fall within the scope of the ASME BPVC while it is not possible to procure ASME BPVC stamped relief valves with relief pressures below 15 psi. For this class of vessels, non-Code relief devices are allowed. Operability tests demonstrating function and flow capacity of the relief device must be performed and documented in the Engineering Note.

Out-of-Service Vessels

To remove a pressure vessel from service or return a pressure vessel to service, the steps of TA 5031.2 shall be followed.

Supports

All vessels, including new, experimental and existing, shall be verified for adequate support to sustain loads from weight, pneumatic and hydrostatic pressure.

7.0 ENGINEERING NOTE

An Engineering Note (see Technical Appendix for note format) shall be prepared by a Qualified Person for all pressure vessels within the scope of this chapter. Its purpose is to allow a reviewer to check the design and installation and to inform a future user/re-tester of the appropriate vessel parameters. At a minimum, the note shall include the following:

1. Identification and Description: Obtain a vessel identification number which is the Engineering Note item number assigned by Teamcenter. Describe the vessel, its purpose, site location, and how the MAWP was established. Include in the note a copy of the information on the engineering standard conformance label.
2. For an Experiment Vessel, include:
 - a. Design Information: Provide all design calculations and drawings deemed pertinent to the safety review.
 - b. Attach required weld documentation (WPS, PQR, WPQ) and material certifications
 - c. Attach inspection and examination reports.
 - d. Pressure Test: Provide a copy of the pressure test report.
3. For ASME BPVC stamped vessels, include a copy or photo of the ASME Certification Mark with a Designator (signifies conformity to the ASME BPVC VIII Div. 1) or ASME Certification Mark with U2 Designator and vessel class (signifies conformity to the ASME BPVC VIII Div. 2) or CE-mark (signifies European Pressure Equipment Directive conformity) or a copy of the Manufacturer's Data Report (ASME BPVC VIII Div. 1 §UG-120 or per ASME BPVC VIII Div. 2 §2.3.4) is acceptable.
4. System Venting Verification: The principal safety backup for a vessel is its pressure relief system. Provide a schematic of the vessel system's components and appropriate calculations or test results to prove that over-pressurization beyond the limits of ASME BPVC rules will not occur under any operating condition. Prove that relief valves will not be isolated from the vessel except as allowed by ASME BPVC rules. Vessel relief valves must meet UG-129, *Marking*, or R-4, *Marking and Stamping*, in Division 2. If a standard other than the Code or Compressed Gas Association (CGA) is used, the venting calculations required by that standard shall be made. Also, the stamping, documentation, and maintenance requirements of that standard must be satisfied.
5. Operating Procedures: Provide any cautions and operating procedures necessary for the safe use of the vessel.

Extended Engineering Note for Exceptional Vessels

The Note shall be prepared using the same or similar format as noted on TA5031 (Pressure Vessel Engineering Note Per Chapter 5031) Form, but in addition shall include the following information:

- a. *Reason for Exception*: Division/Section/Center head or designee shall provide a

statement showing the necessity for a director's exception.

- b. *Analysis/Burst Test:* For exceptions based on stresses above code allowable stresses, the system designer shall provide a stress analysis of all exceptional parts of the vessel. Include data, formula or test results which demonstrate the anticipated safety factor. Source of information shall be referenced. Alternately, provide burst test data from samples demonstrating the anticipated safety factor. In cases where a vessel is exceptional because the relief system does not conform to the ASME BPVC, provide calculations or test results as appropriate to demonstrate the venting system capacity exceeds the maximum required flow rate.
- c. *Fabrication:* The system designer shall provide a fabrication procedure, a list of planned and completed inspections and any other quality control procedures taken including, but not limited to the weld or braze procedure specification, the procedure qualification and the welder or brazer performance qualification records
- d. *Hazard Analysis:* The system designer shall provide a description of personnel hazards associated with vessel operation and the methods used for protection. The hazard analysis shall address vessel application, operating limits and controls, possible effects in the event of vessel failure and inherent safeguards provided.
- e. *Pressure Test:* A pressure test shall be performed per Chapter 5034 of the Fermilab ES&H Manual.
- f. The division/section/center head or designee shall provide a written record of the decisions, judgment, tests, administrative controls, and hazard analyses that were necessary to approve this type of vessel.

8.0 FORM

The Pressure Vessel Engineering Note Form, TA5031, can be found on the ES&H website or the ES&H document management database

9.0 TECHNICAL APPENDIX TA 5031.2 OUT-OF-SERVICE VESSELS

To remove a pressure vessel from service:

1. Disconnect each pressure source from the vessel. Alternatively, double block and bleed valves with administrative controls can be applied to individual pressure sources.
2. If appropriate, purge and backfill the vessel. If the vessel is purged or backfilled, keep the pressure under 15 psig.
3. Tag the vessel as being out of service. Keep the silver sticker in place.
4. Amend the Pressure Vessel Engineering Note as per FESHM 5031 to indicate that the vessel has been removed from service. This amendment shall be reviewed as per FESHM 5031.
5. While the vessel is out of service, the relief valves do not need to be replaced or recalibrated periodically as is required for a vessel in service.

To return a pressure vessel to service, prior to reconnecting pressure sources:

1. Amend the Pressure Vessel Engineering Note as per FESHM 5031 to indicate that the vessel will be returned to service. This amendment shall be reviewed as per FESHM 5031.
2. Replace or recalibrate the relief valves as necessary as per FESHM 5031.4 Inspection and Testing of Relief Systems.