FIRE RESISTANCE OF MUDWINGS FOR PETROLEUM ROAD TANKERS

Second Edition
November 2002

Published by
The Institute of Petroleum, London
A charitable company limited by guarantee

ISBN 0 85293 386 X

Published by The Institute of Petroleum
www.petroleum.co.uk

Further copies can be obtained from Portland Customer Services, Commerce Way,
Whitehall Industrial Estate, Colchester CO2 8HP, UK. Tel: 44 (0) 1206 796 351
email: sales@portland-services.com

CONTENTS

FOREWORD

The Road Tanker Panel of the Institute recognised the need to set a minimum fire resistance for mudwings where they provide protection of the cargo tank against tyre fires on road tankers. Warrington Fire Research were commissioned to develop a protocol for the testing of samples of existing equipment available on the market.

This second edition of this publication includes the report of the programme of testing, and a revised test protocol which differs from that included in the first edition (WFR TP 002: January 1999) by:

- requiring that three specimens are tested;
- allowing a further two specimens to be tested should one of the three specimens fail to meet the required criteria;
- removing the requirements for a heat flux meter.

These changes do not have any effect on the performance criteria, and consequently, the results of tests that were conducted to the first edition of this publication (to WFR TP 002: January 1999) remain valid.

Although it is believed that the use of mudwings that have passed the test detailed in this report will provide protection of cargo tanks for at least twenty minutes, the Institute of Petroleum cannot accept any responsibility, of whatsoever kind, for damage or alleged damage arising on petroleum road tankers due to tyre fires or any other failure.

ACKNOWLEDGEMENTS

The Institute of Petroleum acknowledges the contribution of Warrington Fire Research to the formulation of a minimum standard for fire resistance of mudwings through their development of a standard test protocol. It is also grateful for the involvement of members of the Road Tanker Panel in the setting up and monitoring of the original development work, in particular Peter Ball then of Esso Petroleum and Bill Francis of TotalFinaElf.

The draft was subsequently reviewed and developed by representatives from the following companies:

BP
Chevron Texaco Ltd.
Conoco Ltd.
Esso Petroleum Company Ltd.
Federation of Petroleum Suppliers (FPS)
Freight Transport Association (FTA)
Ministry of Defence
Shell U.K. Oil Products
TotalFinaElf UK Ltd.
Wincanton