

**STANDARDS PRESENTATION  
TO  
CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH STANDARDS BOARD**

PROPOSED STATE STANDARD,  
TITLE 8, CHAPTER 4

Amend Article 16, Sections 6554, Article 35, Section 6625, Article 46, Section 6651 and Article 52, Section 6684 to read:

§6554. Stationary Internal Combustion Engine Driving Air or Gas Compressors.

(h)(1) In addition to the governor controlling the fuel supply, an overspeed trip or overspeed regulator operating to cut off the engine ignition shall be installed on stationary internal combustion engines which are equipped with external flywheels and which drive gas compressors.

(2) On turbo-charged compressor drive engines, the overspeed control shall also shut off the fuel supply. Internal combustion engines which have the flywheel installed within the engine body as an integral part of the engine are not included in this order.

(3) The overspeed trip or overspeed regulator shall be so installed and adjusted as to prevent the engine from overspeeding, and shall be maintained in an operative condition.

(4) Diesel engines driving air or gas compressors in Class I, Zone 1 and Class I, Zone 2 hazardous locations shall be equipped with an automatic emergency shut-down device designed to close off the combustion air to the engine.

§6625. Emergency Stop Device.

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(b) Stop devices for various types of prime movers shall be as follows:

(1) For an internal combustion gas engine, an ignition or grounding switch of a type which will not produce an arc or spark in open air.

(2) For a diesel engine, a quick closing valve or equivalent device that will shut off the air into the engine's air intake manifold, a means of releasing the engine compression, provided it is done in a manner that will not produce an open flame or spark or other safe means will be acceptable.

(3) For all stationary, vehicular and mobile diesel engines operating within 100 feet of the well bore, the quick closing valve or equivalent device required under subsection (b)(2) shall be designed to automatically close off the combustion air to the engine in the event engine run-away conditions are encountered.

(4) Rig emergency shutdown devices shall be actuation checked no less than once weekly to determine that they are in proper working conditions. All other internal combustion engine shutdown devices shall be actuation checked no less than once each thirty days.

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§6651. Loading and Unloading Operations.

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(b) During the loading and unloading of a tank truck or trailer, the truck engine shall be stopped and the cab shall be unoccupied, unless the cargo is moved by means of the truck engine or an auxiliary engine with controls located in the cab, in which case the cab may be occupied by the truck operator.

(c) When a tank or vacuum truck engine or an auxiliary internal combustion engine is being used to furnish power to transfer a flammable liquid, ~~the vapors that may be liberated by such transfer,~~ the engine shall be equipped with a quick closing certified automatic air intake engine overspeed shutdown device. The vapors that may be liberated by such transfer shall be prevented from reaching the truck or auxiliary engine. If necessary, the vapors shall be piped to a safe location.

(d) Vacuum truck engine exhausts shall be equipped with a cyclone type spark arrestors made of stainless steel and designed for use in Class I, Division 1 hazardous locations.

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§6684. Internal Combustion Engines, Exhausts, Ignition Systems and Electrical Accessories.

(a) Scope. The provisions in subsections (b) to (h) inclusive of this section shall apply within the following described hazardous locations:

(1) The area within a radius of ~~fifty feet (50')~~ one hundred feet (100') of the casing of all drilling wells.

(2) The area within a radius of twenty-five feet (25') from the casing of all wells other than drilling wells, where there is a probability of flammable liquid or gas being released to the atmosphere in quantities to create a hazard to employees should it become ignited.

**EXCEPTION:** Internal combustion engines located within this described hazardous area which are shut down at the time a hazardous condition exists need not be equipped with nor use a water injection system or other effective device to prevent the discharge of flames or sparks from the exhaust pipe.

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(b) When an internal combustion engine is being operated within the hazardous areas as described in paragraphs (1), (2), (3), or (4) of subsection (a) of this section and there is a

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TITLE 8, CHAPTER 4

probability of flammable liquid or gas being released to the atmosphere in quantities to create a hazard to employees should it become ignited, the following precautions shall be taken to prevent the discharge of flame or sparks from the exhaust pipe:

(1) In area described in paragraph (1) of subsection (a) of this section, the exhaust system shall be provided with a water injection system or ~~other effective device~~ a cyclone type spark arrestor designed for use in Class I, Division 1 hazardous locations.

(2) In areas described in paragraphs (2), (3), or (4) of subsection (a) of this section, shutting down the engine will be accepted in lieu of providing the exhaust system with a water injection system or other effective device.

(c) Exhaust systems, shall be maintained in good operating condition.

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NOTE: Authority cited: Section 142.3, Labor Code. Reference: Section 142.3, Labor Code.