Amend Section 6505 as follows:

§6505. Definitions.
The following definitions shall apply in the application of these Orders.

Actuation Test. A test performed by triggering the air intake shut-off valve to verify the proper functioning of (1) the control device and (2) the air intake shut-off valve.

Air intake shut-off valve. A device located between the engine air filter and the intake manifold, designed to shut off the diesel engine’s combustion air in the event engine runaway occurs.

Open well bore. A well open to the atmosphere during well drilling, work-over, maintenance, repair or abandonment operations.

Prime Mover. An engine or motor whose main function is to drive or operate other mechanical equipment.

Runaway. A condition affecting diesel engines, where the engine overspeeds out of control, as a result of the introduction of airborne flammable gas or vapor via the air intake causing the engine to accelerate to progressively higher and higher revolutions beyond the normal operating range to a point where the engine becomes damaged due to mechanical failure.

Article 35. Drilling and Well-Servicing Machinery and Equipment

Amend Article 35, Section 6625 to read:

§6625. Emergency Stop Device.

(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, an air intake shut-off 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.
(c) No employer shall operate an unattended stationary, vehicular or mobile engine within 50 feet of the open well bore or other source of ignitable gas or vapor, unless the engine is equipped with an approved automatically actuated emergency stop device.


Add New Section 6625.1 as follows:

§6625.1. Diesel Engines Runaway Protection.
(a) In order to prevent diesel engine runaway as defined in Section 6505, no employer shall operate an unattended stationary, vehicular or mobile diesel engine within 50 feet of the open well bore or other source of ignitable gas or vapor, unless the diesel engine complies with subsections (1) through (5).
(1) The diesel engine has an approved automatically actuated air intake shut-off valve, or that is equipped with a remote control readily accessible from the operator location or the equipment control panel where an operator is present; or
(2) The diesel engine has an approved manually controlled air intake shut-off valve that is equipped with a remote control, readily accessible from the operator location, and the area affecting the safe operation of the diesel engine is monitored for flammable gas or vapor, or
(3) The diesel engine’s combustion air is provided by a duct that runs from a non-hazardous area to the air intake of the diesel engine, and the duct’s air inlet is located not closer than 50 feet from the open well or other source of flammable gas or vapor, or
(4) The diesel engine has an approved automatically actuated system for injecting an inert gas into the engine’s cylinders, or , and the system is equipped with a remote control that is readily accessible from the operator location.

Board staff’s proposal provides either the addition of §6625(c) or the new §6625.1 w/ modified text
accessible from the operator location, and the area affecting the safe operation of the diesel engine is monitored for flammable gas or vapor, or
(45) A means of releasing the engine compression, provided it is done in a manner that will not produce an open flame or spark, or
(56) The employer utilizes another approved (as defined in Section 3206 of the General Industry Safety Orders) method or device, that is designed to automatically shut down the diesel engine and effectively stop a diesel engine runaway.
(c) The emergency shut-off devices shall be maintained and tested in accordance with
manufacturer’s recommendations. actuation testing shall be performed as follows:
(1) Drilling and well servicing rig diesel engines’ air intake shut-off valves shall be actuation tested at least once a week by a qualified person.
(2) All other diesel engines’ air intake shut-off valves shall be actuation tested at least monthly by a qualified person.
(3) The actuation testing required under subsections (c)(1) and (c)(2) shall be in accordance with manufacturer’s recommendations.
(14) A written record of the actuation tests shall be maintained pursuant to Section 3203(b)(1) of the General Industry Safety Orders.
(d) Diesel engines experiencing runaway conditions shall be shut down immediately and not restarted until the area affecting the safe operation of the diesel engine is free of flammable gas or vapor.


Article 46. Liquid Loading and Unloading Facilities and Operations

Retain Section 6651 as is:

§6651. Loading and Unloading Operations.

Board staff proposes not to amend current standards in Section 6651

(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 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 shall be prevented from reaching the truck or auxiliary engine. If necessary, the vapors shall be piped to a safe location.
(d) In order to prevent diesel engine runaway as defined in Section 6505, a tank truck or vacuum truck diesel engine or an auxiliary diesel engine being used to furnish power to transfer a flammable liquid shall comply with Sections 6625.1(b) through (d).

(d) During the loading and unloading of a tank truck or trailer, a qualified person shall be at or near the loading or unloading controls.

(e) In loading and unloading of tank cars, tank trucks or trailers, provision shall be made for the safe disposal of the liquids released by overflow or from hose spouts or lines.