

PRESSURE TESTING AS AN IN SERVICE INSPECTION TECHNIQUE.

As specified in API RP 581 which is the basis for a lot of Risk Based Inspection software, 'Pressure Testing' is not a reliable inspection technique for an in-service Pressure Vessel inspection.

why it is unreliable you may ask,

Well, It is unreliable because the technique introduces extra 'unnecessary' stress to the Pressure Vessel. We understand that your response is, "but we have always done it this way",

That is true but that just means you have always strained your vessel, unnecessarily. There is both a practical and technical approach as to why this is wrong.

Practically, if you pressure test a Pressure Vessel and it fails, you only confirmed that it is not fit for the Design Pressure.

You actually never confirmed that it is not fit for the Maximum Operating Pressure (MOP) and it is the MOP you require to continue operating the Pressure Vessel safely.

**That MOP is also the set pressure for your PRDs
(Pressure relief devices) so, operationally, your
Pressure Vessel will never exceed that pressure.**

Technically, what you actually want is, you want to determine your MAWP (Maximum Allowable Working Pressure)

- The MAWP can be determined by using the UT measurements performed and the corresponding 'Fitness for Service, FFS' (API RP 579) Assessment section of Our NO-LEAK ASSET INTEGRITY CLOUD APPLICATION.**

So, you really don't need to introduce an extra stress to confirm this detail. This is also part of the detail you should stamp on the Pressure Vessel as is the practice for Onshore Operators in line with NUPRC rules.

We appreciate each and every feedback and we would like to hear any questions or suggestions you may have.

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