IDEST

IDEST Torque

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In this issue there are a few repeat articles. This is because several technicians . stated at inspections that they are unaware of the points these items have been addressing.

Some topics have been raised by centres who have had visits from the HSE. These centres would like other centres to be aware of the requirements imposed on them by HSE.

New ISO Standard published

The new ISO standard BS EN ISO 18119:2018 was published at the end of November 2018. ISO 18119:2018 covers the inspection and testing of both steel and aluminium cylinders in a single standard.
This ISO 18119:2018 is not a replacement for the current BS EN 1968:2002 and BS EN 1802:2002. At the moment, all three standards are current. BSI advised us that it can take up to three years for a standard to become obsolete.

As soon as we know more about the situation, we will issue another Torque Newsletter.

Attached to the Torque email is the latest version of the UK Diving Industry Committee Risk Assessment Document V3 - 16 Nov 18 for your updated information.

Signage for cylinder discharging

Where ever you discharge your cylinders, whether it be away from the public or not, you must display signage that makes people aware of the activity that could occur in that area.
If there is a raised noise level during discharge then additional signs must be displayed to show that ear defenders must be worn. This also implies that ear defenders are available for use in that area.

Blocked valves

If, after injecting compressed air into a cylinder, the cylinder valve is suspected of being blocked then the valve must be investigated.

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This investigation would normally involve donning protective equipment and drilling a small hole in the back of the valve. This operation has to be demonstrated in the current IDEST inspections.
However, this form of drilling renders the valve out of service and a replacement would be needed. This means the customer is playing considerably more for the testing.
An alternative is to dismantle the valve assembly under the knob. This involves using a suitable tool to remove the knob locking device, then unscrew the gland nut and extract the stem assembly to reveal the HP seat. Again a suitable tool, such as a screw driver, can now be used to see if the HP seat moves. If it does, the cylinder can be discharged and the reason for the original non-turning action be determined.
If the HP seat does not move then drilling through the HP seat would still be a better alternative to drilling the back of the valve body. This way the valve is not taken out of service and the cost is simply a new valve kit.

Leak Tests

Once a cylinder has been re-assembled after either an internal inspection or a hydraulic test, it must undergo a leak test. This is the final part of the test procedure. It is the technician's opportunity to ensure the valve to cylinder interface is sound. If the customer requests that the cylinder is returned empty then the cylinder can be emptied after the leak test has been conducted. To omit a leak test is to not conduct a full inspection/test procedure as under Annex H in BS EN 1968.

Action in the case of a complaint

In the event that a customer has a complaint about an inspection or test that they have received from an IDEST Test Centre, they often go to a third party.
If you are that third party it is good practice to advise the customer to return to the original test centre with their complaint. Avoid becoming involved with other centre's complaints.

There have been instances where a complaint has gone to a third party and a web of dialogue has been set up between the two test centres involved and IDEST. It has resulted in IDEST conducting a formal investigation that has taken time, cost IDEST money and could have been easily resolved by following the above advice.

This cost to IDEST of the formal investigations could mean an increase in the annual registration fee for all centres or some other means of recouping the costs.

If, however, the customer does insist they will not return to the original test centre to resolve the matter, please call IDEST and ensure there is an IDEST inspector present when the cylinder is opened. This ensures an independent party is present at the time.

Scanning documents to IDEST

In the MAY 2018 issue of Torque we included this topic of scanning document s to IDEST.

Here is the wording of that article only three months ago....

When scans of documentation are sent to IDEST Admin Office or directly to inspectors, please give each scan a unique title. It is easier to identify the expected contents of a scan if it has a suitable title, e.g. M25 Not-Go Ring. This is easily done when they are scanned and then saved, it will also save us hours of time having to re-title them before saving them in our system.

Despite our request for the scanned documents to be correctly named, centres are still sending a batch of documents with titles such as *Scan1, Scan2* etc. It takes over an hour to open each of a batch of 13 calibration certificate files, identify the gauge it refers to and then rename the file correctly. More costs to pass on to the centres through increased annual registration.

Cylinder stamping must be legible

In every case the stamping of a cylinder must be legible. Even if you have to do it 2 or 3 times it is possible to give a good legible stamp. if it is not good the first time, re-site the gauge in the first stamp (the IDEST cylinder stamp) and carefully re-stamp.

This is part of the ISO standard 13769:2002, which every IDEST centre must have on file. Check page 22 of that standard to see how important it is to ensure a good legible stamp goes on the cylinder shoulder.

Also take a look at **Technical Information Sheet T004**, issued in October 2015.

Have you moved?

If you move premises you must accept that we need to see that you can operate the equipment you are going to be using. It may be the same pipework, valves, connections and lots more but it may not be the same arrangement or equipment. These are the regulations and must be adhered to. If you are due an inspection and are thinking seriously of moving premises or altering your system please ask for an extension to your present certification.

Come and see my etchings?

We are finding, when assessing test centres, that we cannot match up a specific gauge with a calibration certificate. Some of the gauges do not have any permanent unique identification marks on them on them. This

means that a gauge being used may not be the one to which the dimensions on the calibration check certificate refer.
If your gauges are of this type please identify each one, permanently, before sending them for calibration checking. Any certificates without the identity on it will not be accepted.

Does the whole system fail?

It has been brought to our attention that some test centres are saying that if the valve fails then the whole system fails. This is **incorrec**t! The Periodic Inspection (PI) is to check the integrity of the cylinder. The valve is serviced to ensure that it is back to the manufacturer's specification. Manufacturers recommend regular replacement of serviceable parts at the time of the required periodic inspection.

Birchley Products update

Birchley Products have changed ownership and moved to the Aberdeen area.
The firms new name is...
Octopus Test Systems
Unit 15,
Spurryhillock Industrial Estate
Stonehaven
AB39 2NH
01569769165
www.octopus-ts.com
info@octopus-ts.com

IDEST Centre Update

Since the last issue of Torque in August we have had the following changes to the IDEST Test Centre listing:
Returning centres
None
New centres
None
Leaving centres
Scuba Solutions, Kent (6W)
Easitek Engineering, Thailand (8C)