

APPENDIX I

WELDING SURFACE PREPARATION REQUIREMENTS

Standard Practice

Design, Fabrication, and Surface Finish Practices for Tanks and Vessels to Be Lined for Immersion Service

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Revised 2007-03-10
Reaffirmed 2003-03-17
Reaffirmed September 1995
Reaffirmed March 1991
Revised 1989
Approved 1978
NACE International
1440 South Creek Drive
Houston, Texas 77084-4906
+1 281/228-6200
ISBN 1-57590-167-6
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Foreword

When specifying tanks and vessels that are to be internally lined to control corrosion and prevent product contamination, special design, fabrication, and surface finishing practices must be considered to obtain the desired performance of these linings for immersion service. As the corrosiveness of the product increases, the design and fabrication of the tank or vessel becomes more critical relative to the performance of the lining.

This standard presents standard practices for the design, fabrication, and surface finish of metal tanks and vessels that are to be lined for corrosion resistance and to prevent product contamination. The standard explains how the standard practices govern the quality of lining applications. Appendix A contains illustrations depicting both good and bad practices for tanks and vessels to be lined, and Appendix B contains a list of recommended responsibilities to ensure that an acceptable lining application is achieved. Appendix C contains written and graphic descriptions of five degrees of surface preparation of welds in tanks and vessels that may be specified prior to lining.⁽¹⁾

This standard is intended for use or reference by end users, lining specifiers, lining applicators, lining manufacturers, and contracting authorities involved in the surface preparation or lining installation in tanks and vessels intended for chemical immersion service.

This standard practice was originally prepared in 1978 by NACE International Task Group (TG) T-6A-29, a component of Unit Committee T-6A on Coating and Lining Materials for Immersion Service, in collaboration with Unit Committee T-6H on Application and Use of Coatings for Atmospheric Service. The standard was revised in 1989 by TG T-6G-27, a component of Unit Committee T-6G on Surface Preparation for Protective Coatings, and was reaffirmed in 1991 and 1995. It was reaffirmed in 2003 by Specific Technology Group (STG) 04 on Coatings and Linings, Protective: Surface Preparation. The standard was revised in 2007 by TG 295 on Lining, Tanks and Vessels for Immersion Service: Fabrication Details, Surface Finish Requirements, and Proper Design Considerations—Review of NACE Standard RP0178-2003. This TG is administered by STG 04. It is also sponsored by STG 02 on Coatings and Linings, Protective: Atmospheric; STG 03 on Coatings and Linings, Protective: Immersion and Buried Service; and STG 43 on Transportation, Land. This standard is issued by NACE International under the auspices of STG 04.

⁽¹⁾ The visual comparator mentioned in Appendix C is a molded plastic replica that illustrates various degrees of surface finishing for welds prior to coating or lining. Full-seam welds, skip welds, butt welds, lap welds, and others are depicted. For more information contact the NACE FirstService Department, 1440 South Creek Drive, Houston, TX 77084-4906.

NACE International gratefully acknowledges the contributions of the following companies in the preparation of the welding samples and the fabrication of the die from which the plastic replicas have been molded:

Ausimont USA, Inc.,⁽²⁾ Thorofare, NJ
CenterPoint Energy,⁽³⁾ Houston, TX
S.G. Pinney & Associates, Inc.,⁽⁴⁾ Port St. Lucie, FL
The Sherwin-Williams Company,⁽⁵⁾ Cleveland, OH

NACE also gratefully acknowledges the assistance of KTA-Tator Inc.,⁽⁶⁾ Pittsburgh, PA, in developing the weld pattern that was used to mold the plastic replica of weld samples.

In NACE standards, the terms *shall*, *must*, *should*, and *may* are used in accordance with the definitions of these terms in the *NACE Publications Style Manual*, 4th ed., Paragraph 7.4.1.9. *Shall* and *must* are used to state mandatory requirements. *Should* is used to state something considered good and is recommended but is not mandatory. *May* is used to state something considered optional.

⁽²⁾ Ausimont USA, Inc., 10 Leonards Lane, Thorofare, NJ 08086.

⁽³⁾ CenterPoint Energy, P.O. Box 1325, Houston, TX 77251-1325.

⁽⁴⁾ S.G. Pinney & Associates, Inc., Corporate Office, 1326 S.W. Biltmore St., Port St. Lucie, FL 34983.

⁽⁵⁾ The Sherwin-Williams Company, 101 Prospect Avenue N.W., Cleveland, OH 44115.

⁽⁶⁾ KTA-Tator, Inc., 115 Technology Drive, Pittsburgh, PA 15275.

**NACE International
Standard Practice**

**Design, Fabrication, and Surface Finish Practices for
Tanks and Vessels to Be Lined for Immersion Service**

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Section 1: General

1.1 This standard presents standard practices for the design, fabrication, and surface finish of tanks and vessels to be lined for immersion service. Tanks and vessels may be lined for corrosion control or to prevent product contamination.

1.1.1 Appendix A (mandatory) contains illustrations depicting both good and bad practices for tanks and vessels to be lined for immersion service.

1.1.2 Appendix B (nonmandatory) contains a list of recommended responsibilities of the purchaser (user), designer, fabricator, lining applicator, and inspector to ensure that an acceptable lining application is achieved.

1.1.3 Appendix C (nonmandatory) contains written and graphic descriptions of five degrees of surface preparation of welds in tanks and vessels that may be specified prior to lining. The written descriptions of the five degrees of surface preparation of welds in Appendix C take precedence over the graphics and the companion visual comparator. The graphics are only

pictorial representations of welds and grinding finishes and are not intended to be representative of the integrity of the welds. The “weld condition prior to finishing” is not a typical weld; it is only intended to illustrate defects in welds that must be corrected prior to lining.

1.2 Good welding practices and welding codes govern the integrity of the tank and vessel welds; this standard only addresses surface preparation of the welds for the purpose of lining the tank or vessel for immersion service.

1.3 Other design and construction codes or standards may be used to complement the details given here. When applicable, the requirements of such other codes or standards shall be considered. A partial list of such codes and standards can be found in the Bibliography.

1.4 These standard practices may be used in the design, fabrication, and surface finish of tanks and vessels for services other than immersion, such as dry bulk storage of solid materials.

Section 2: Definitions

Lining: A coating or layer of sheet material adhered to or in intimate contact with the interior surface of a container used to protect the container against corrosion by its contents and/or to protect the contents of the container from contamination by the container material. For the purposes of this standard, *lining* refers to a surface barrier, usually a thin film less than 500 µm (20 mil) thick applied as either a lining or a coating. In common usage, the terms *coating* and *lining* are interchangeable, but in this standard, only the term *lining* is used. The requirements contained herein may or may not apply to heavier, thick-film linings, sheet linings, trowel-applied and pumped-into-place finishes, plasma,

flame-sprayed linings, fiber-reinforced plastic linings, or similar lining materials.

Surface Finish: The degree of smoothness of a surface produced by the removal of sharp edges and the appropriate surface preparation of welds and other rough areas. The term *surface finish* is also used to characterize the degree of smoothness that is necessary to attain a surface to which the lining can be applied satisfactorily in accordance with the lining specification.

Section 3: Design Practices

3.1 Accessibility

3.1.1 All surfaces of the tank or vessel interior shall be readily accessible for surface preparation and lining application (see Figures A1 through A10, Appendix A).

3.1.2 The manway diameter for working entrance and safety reasons during the lining application shall be as large as practical for the tank or vessel being lined.

3.1.2.1 If possible, at least one manway shall be located near ground (working) level, except in

tanks or vessels designed to be buried below grade.

3.1.3 Additional manways and openings should be provided as needed to facilitate ventilation. These must meet safety requirements.

3.2 Joints

3.2.1 Continuous butt-welded joints shall be used whenever possible (see Figure A5, Appendix A).

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3.2.2 Rivets shall not be used.

3.2.3 The use of internal bolted connections should be avoided to the fullest extent possible.

3.2.4 Continuous lap-welded joints may be used but are not preferred. For sheet lining material, this type of construction may not be acceptable.

3.3 Connections

3.3.1 All connections to the tank or vessel shall be flanged.

3.3.2 Threaded connections should not be used in tanks and vessels operating in corrosive environments (see Figure A4, Appendix A). However, if threaded connections cannot be avoided in corrosive environments, these parts shall be fabricated of corrosion-resistant materials, or constructed as shown in Figure A10, Appendix A.

3.3.2.1 CAUTION: Dissimilar metal (galvanic) corrosion occurs when, for example, an alloy is used to replace the steel bottom of a tank, or in a similar circumstance when alloy appurtenances must be part of the construction of a vessel. If a lining is then applied to the steel and part of the alloy (usually 150 to 610 mm [5.9 to 24 in.]), any discontinuity in the lining exposes a small anode surface. Once corrosion starts, it progresses rapidly because of the large exposed alloy cathodic area to the much smaller anodic area. Without the lining, galvanic corrosion causes the steel to corrode at the weld area, but at a much slower rate. The recommended practice is to apply the lining to all of the alloy as well as the steel, thereby eliminating the possible occurrence of a large-cathode-to-small-anode surface.

3.3.3 Nozzle connections to be lined shall be as short as possible and be a minimum of 50 mm (2 in.) in diameter (see Figure A4, Appendix A). Connections less than 50 mm (2 in.) in diameter shall be suitably attached through a reducing flange (see Figure A10, Appendix A). When trowel-applied thick-film linings are required, additional nozzle inside diameter shall be allowed for lining thickness.

3.4 Appurtenances Inside the Tank or Vessel

3.4.1 The standard practices in Sections 3, 4, and 5 shall apply to any item to be installed inside a tank or vessel that is to be lined. Such appurtenances include, but are not limited to, agitators, anti-swirl baffles, outlet connections, gauging devices, vortex breakers, and internal piping.

3.4.2 If appurtenances inside the tank or vessel, including nuts and bolts, cannot be lined, they shall be made of corrosion-resistant materials. (CAUTION: See Paragraph 3.3.2.1.)

3.4.3 If bolted connections are necessary and cannot be made of corrosion-resistant materials, the mating surfaces shall be lined before assembly. Gaskets shall be used on mating surfaces and the sealing surfaces of nuts and bolts to protect the lining.

3.4.4 Dissimilar metals shall be electrically isolated from the steel tank or vessel surface whenever possible. Where dissimilar metals are used, selection shall be such that the galvanic effect is minimized. Other corrosion mitigation methods may be required (see Figure A8, Appendix A).

3.4.5 Heating elements shall be offset from the tank or vessel surface to provide access for surface preparation, application, inspection, and cleaning. Elements shall be positioned so as not to damage the lining system.

3.5 Structural Reinforcement Members

3.5.1 Structural support members should be installed on the exterior of the tank or vessel. However, if such members are installed internally, they shall be fabricated of simple shapes such as smooth, round bars or pipe for ease of applying the lining material.

3.5.2 The use of internal flanged connections, stiffening rings, reinforcement pads, angles, channels, I-beams, and other complex shapes should be avoided. If they must be installed internally, these members shall be fully welded and welds and sharp edges ground to a radius of at least 3.2 mm (0.13 in.) or as agreed between the tank or vessel fabricator, tank or vessel owner, and lining applicator (see Figures A1 and A6, Appendix A).

3.6 Heat Sinks

3.6.1 Heated, forced curing of lining systems is often preferred if not specifically required. During tank or vessel design and fabrication, especially with field-erected units, consideration must be given to avoiding or minimizing heat sink areas. Such areas might include opposite saddles or support lugs, flat bottoms on foundations, and stiffening rings.

3.6.2 These situations may be addressed either by tank or vessel design or by construction or insulation of the foundation or supports. Another possible solution is the use of temporary constructions, such as false floors or temporary shelters, to achieve uniform heating and curing.

Section 4: Fabrication Practices

4.1 All design practices in Section 3 shall apply to all fabrication.

4.2 All welding shall be continuous. Intermittent or spot welding shall not be allowed.

4.3 Fillets and corners must be accessible for grinding.

4.4 Field tanks fabricated for use with high-heat-cured linings (e.g., unmodified phenol formaldehyde thermosetting linings) should have bottoms suitably insulated and installed on properly drained foundations to facilitate proper cure of the lining on the floor of the tank. Because the sand-filled earthen foundation, concrete pad, or other similar foundation is a poor insulator, some means must be considered prior to the application of the lining either to override the heat sink or to distribute the heat uniformly. This may be accomplished in several ways:

(a) with the use of properly sized heaters;

(b) by placing the tank on a concrete pad topped with a 100-mm (4-in.) layer of vermiculite concrete;

(c) by insulating with a high-compressive-strength structural grade insulation between the tank bottom and foundation;

(d) by installing an internal temporary false bottom approximately 1.5 m (5.0 ft) above the floor of the tank prior to the final high-temperature bake; or

(e) by other suitable means that practically and effectively ensure a properly cured lining on the tank floor.

Section 5: Surface Finish Practices

5.1 Sharp edges shall be ground to a smooth radius of at least 3.2 mm (0.13 in.) or as agreed between the tank or vessel fabricator, tank or vessel owner, and lining applicator.

5.2 Tank and vessel internal surfaces to be lined shall not be marred by gouges, handling marks, deep scratches, metal stamp marks, slivered steel, or other surface flaws. Flaws shall be repaired by welding or grinding, as appropriate.

5.2.1 Limits on surface flaw depth and geometry shall be set by agreement between the tank or vessel fabricator, tank or vessel owner, and lining applicator.

5.2.2 All restorative welding shall be performed according to applicable tank or vessel design codes, approved job-specific procedures, or both.

5.3 All rough welds shall be ground to remove sharp edges and other such irregularities (see Figure A2, Appendix A). Chipping may be used to remove sharp edges if followed by grinding. See Appendix C for written and graphic descriptions of five degrees of surface finishing of welds that may be specified preparatory to the lining of tanks and vessels.

5.3.1 The amount of grinding performed shall be judicious and performed only to the extent necessary to

prepare the weld surface and surrounding metal surfaces in accordance with the specification. Over-grinding, which would result in decreasing the wall thickness or the integrity of the weld beyond the limitations imposed by good welding practices, applicable welding codes, or tank or vessel ratings, shall be avoided.

5.4 Automatic machine welds may be acceptable as dictated by the specifications for film continuity.

5.5 All weld spatter and arc strikes must be removed. Chipping may be used if followed by grinding or the use of an abrasive disc.

5.6 If an anti-spatter material is applied adjacent to the weld area prior to welding, the anti-spatter material shall be one that is readily removable. Anti-spatter materials shall be removed prior to abrasive blasting.

5.7 When checking weld continuity, the tank or vessel fabricator shall avoid the use of oils, lubricants, or other foreign materials that would leave a contaminating residue not easily removed by abrasive blasting.

5.8 Surfaces shall be cleaned and decontaminated as required by the governing lining application specification(s).

Bibliography

API⁽⁷⁾ Standard 650 (latest revision). "Welded Steel Tanks for Oil Storage." Washington, D.C.: American Petroleum Institute (API).

API RP 652 (latest revision). "Lining of Aboveground Petroleum Storage Tank Bottoms." Washington, D.C.: API.

ASME⁽⁸⁾ Boiler and Pressure Vessel Code (latest revision). New York, NY: ASME.

Directive 97/23/EC (latest revision). "Pressure Equipment Directive (PED)." Brussels, Belgium: European Commission.⁽⁹⁾

NACE Standard SP0294 (latest revision). "Design, Fabrication, and Inspection of Storage Tank Systems for Concentrated Fresh and Process Sulfuric Acid and Oleum at Ambient Temperatures." Houston, TX: NACE.

⁽⁷⁾ American Petroleum Institute (API), 1220 L Street, NW, Washington, D.C. 20005-4070.

⁽⁸⁾ ASME International (ASME), Three Park Avenue, New York, NY 10016-5990.

⁽⁹⁾ European Commission (EC), Rue de la Loi 200, B-1049 Brussels, Belgium.

**APPENDIX A:
Illustrations of Design, Fabrication, and Surface Finish Practices for Metal Tanks and Vessels to Be Lined for Immersion Service**

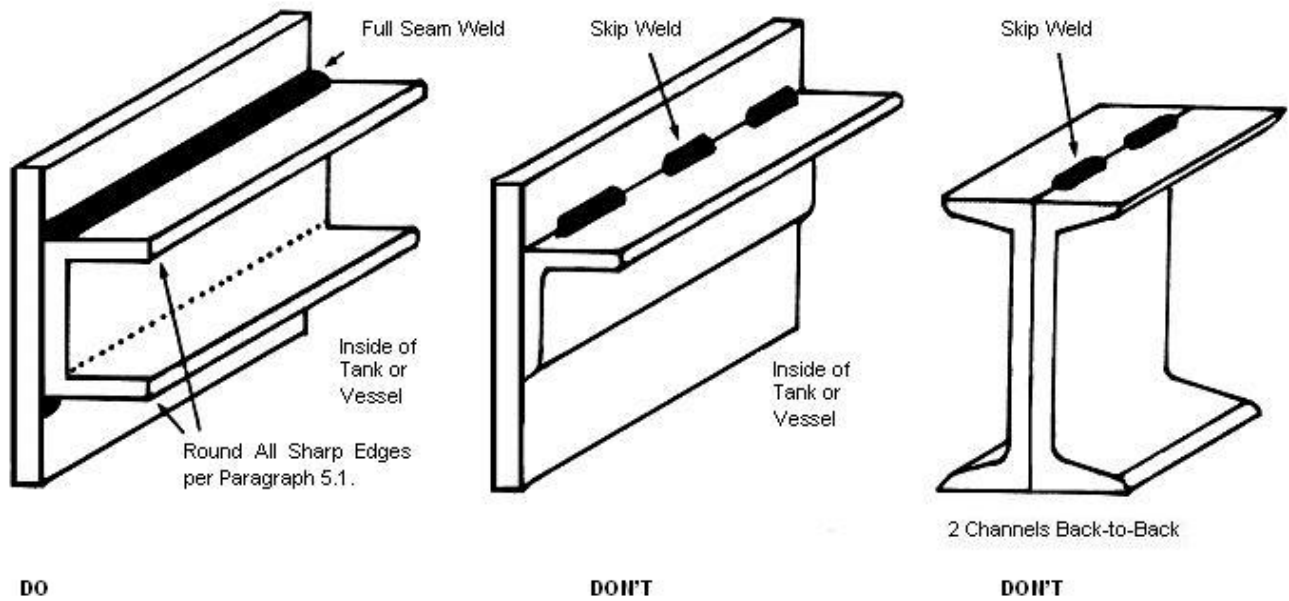


FIGURE A1

All construction involving pockets or crevices that do not drain or that cannot be properly abrasive blasted and lined shall be avoided.

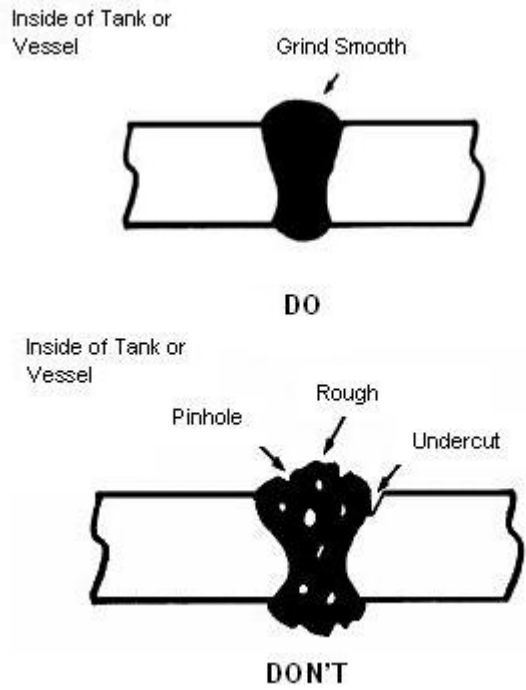


FIGURE A2

All joints shall be continuous full-penetration porosity-free welds. In tanks and vessels that require a 100% holiday-free lining, all welds must be smooth with no holes, high spots, lumps, or pockets. Grinding is required to eliminate sharp edges and high spots. Weld metal shall be used to fill in undercut or pits.

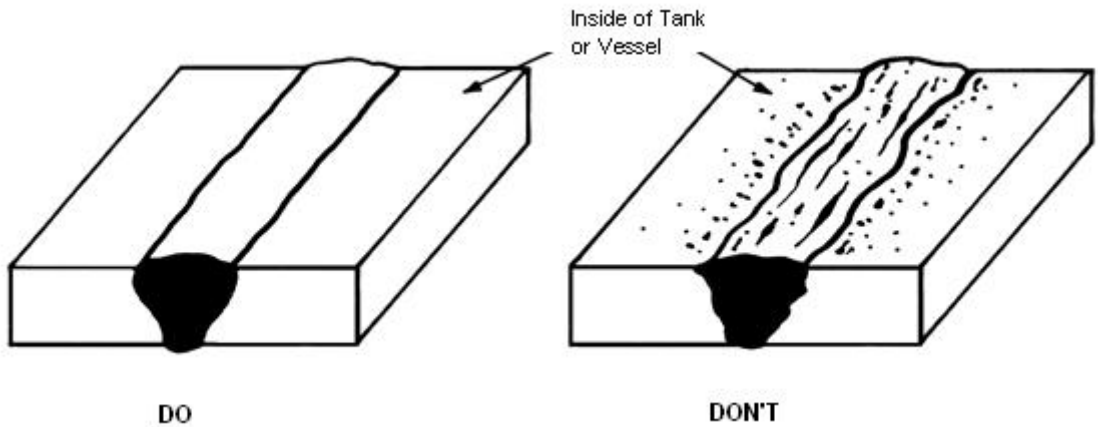


FIGURE A3

All weld spatter shall be removed.

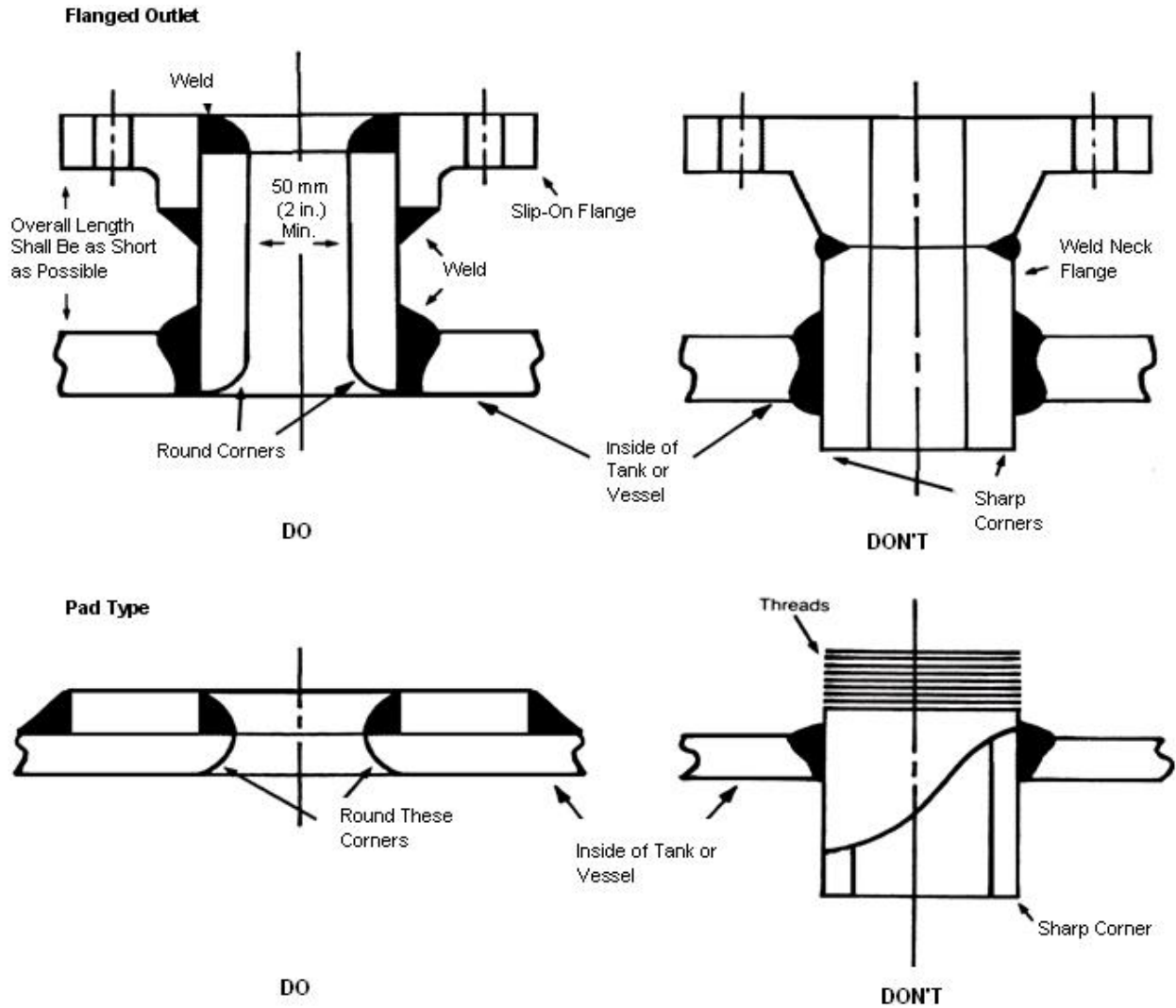


FIGURE A4

The outlets shall be flanged or pad-type rather than threaded. Within pressure limitations, slip-on flanges are preferred because the inside surface of the attaching weld is readily available for rounding edges and grinding. If operating pressure dictates the use of weld neck flanges, the inside surface of the attaching weld is in the throat of the nozzle, making repair of surface irregularities by grinding rather difficult.

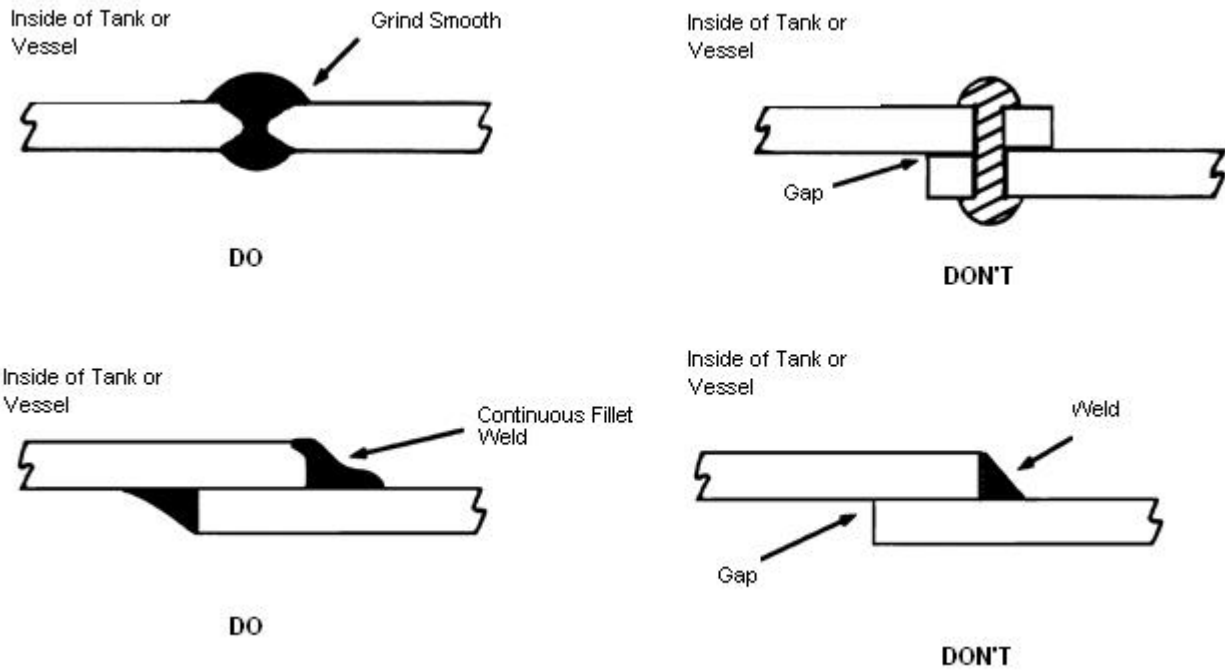


FIGURE A5

Butt welding shall be used whenever possible rather than lap welding or riveted construction.

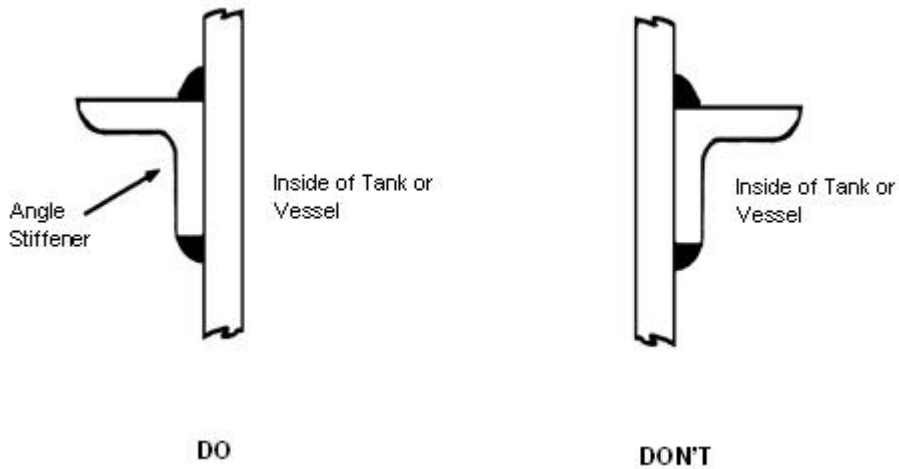


FIGURE A6

Stiffening members should be on the outside of the tank or vessel.

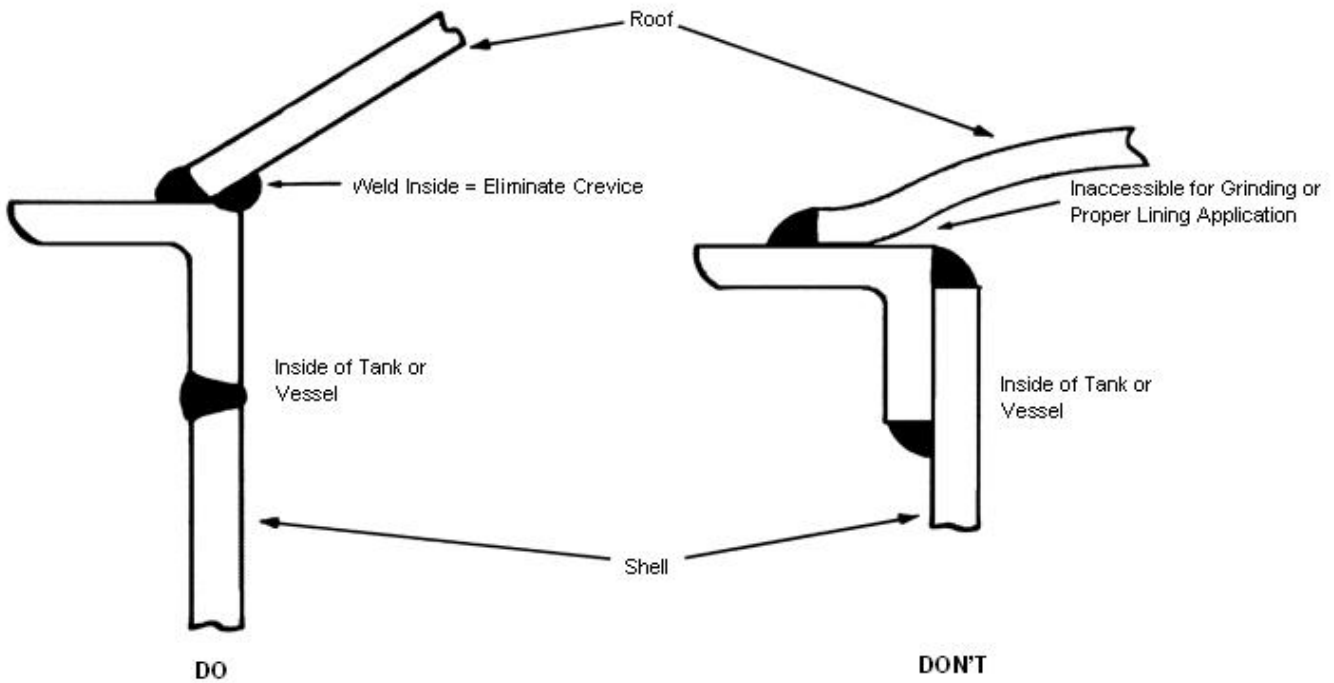


FIGURE A7

Roof-to-Shell Joint. Eliminate crevice and lap weld at roof-to-shell joint in a tank or nonpressure vessel.

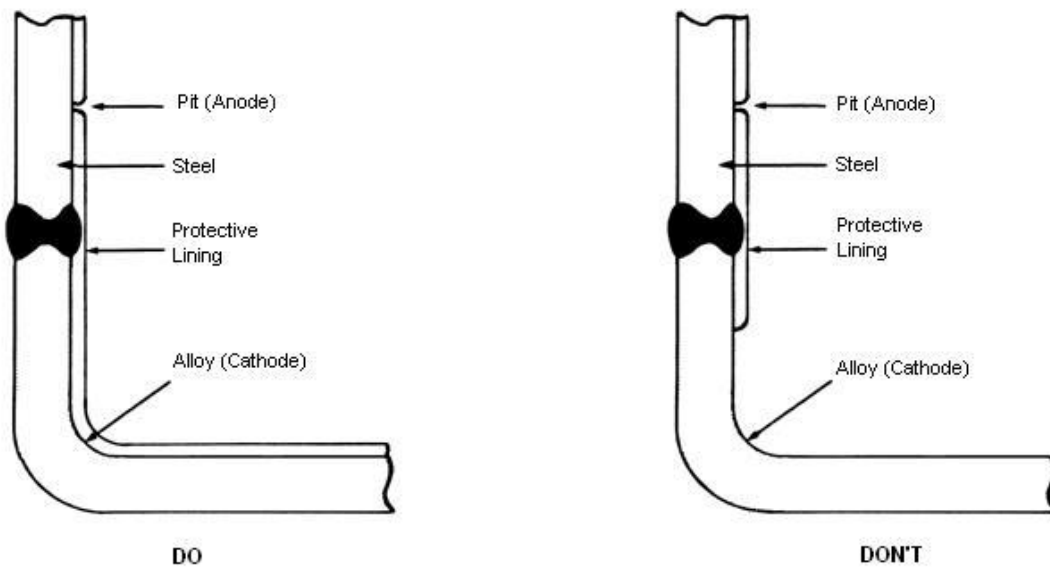


FIGURE A8

Dissimilar metal (galvanic) corrosion occurs when, for example, an alloy is used to replace the steel bottom of a tank, or, in a similar circumstance, when alloy appurtenances must be a part of the construction of a vessel. If a lining is then applied to the steel and part of the alloy (usually 150 to 610 mm [5.9 to 24 in.]), any discontinuity in the lining exposes a small anode surface. Once corrosion starts, it progresses rapidly because of the large exposed alloy cathodic area to the much smaller anodic area. Without the lining, galvanic corrosion causes the steel to corrode at the weld area, but at a much slower rate. The recommended practice is to apply lining to all of the alloy as well as the steel, thereby eliminating the possible occurrence of a large-cathode-to-small-anode surface.

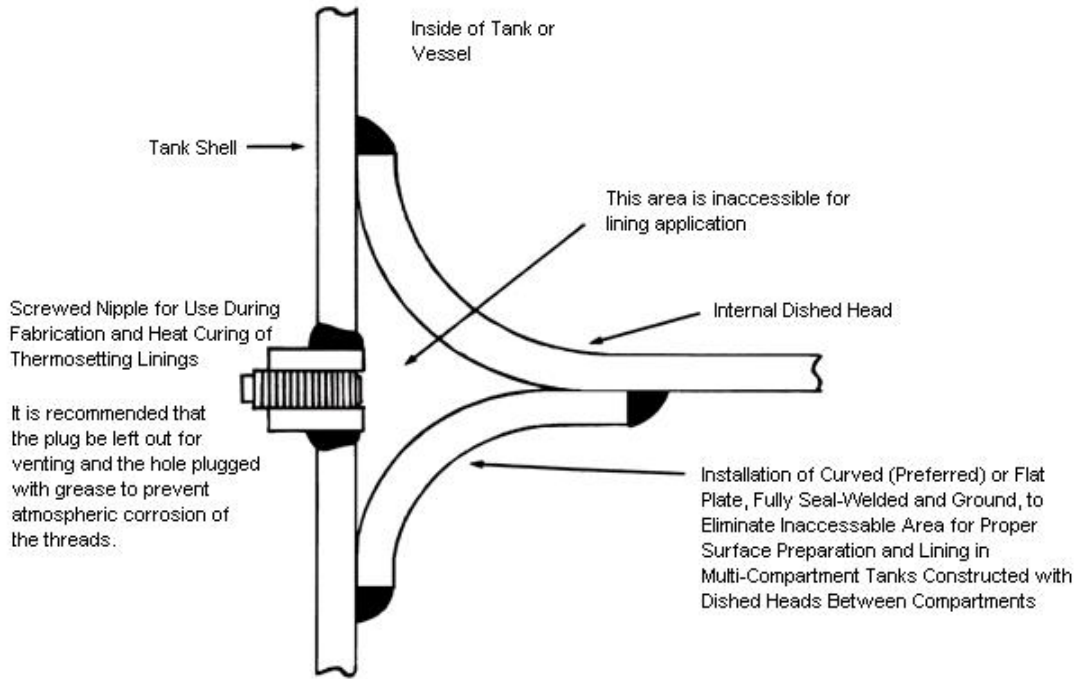


FIGURE A9

A technique (detail of fabrication) to allow for good continuity of lining application for inaccessible areas such as those in multicompartments tanks or vessels.

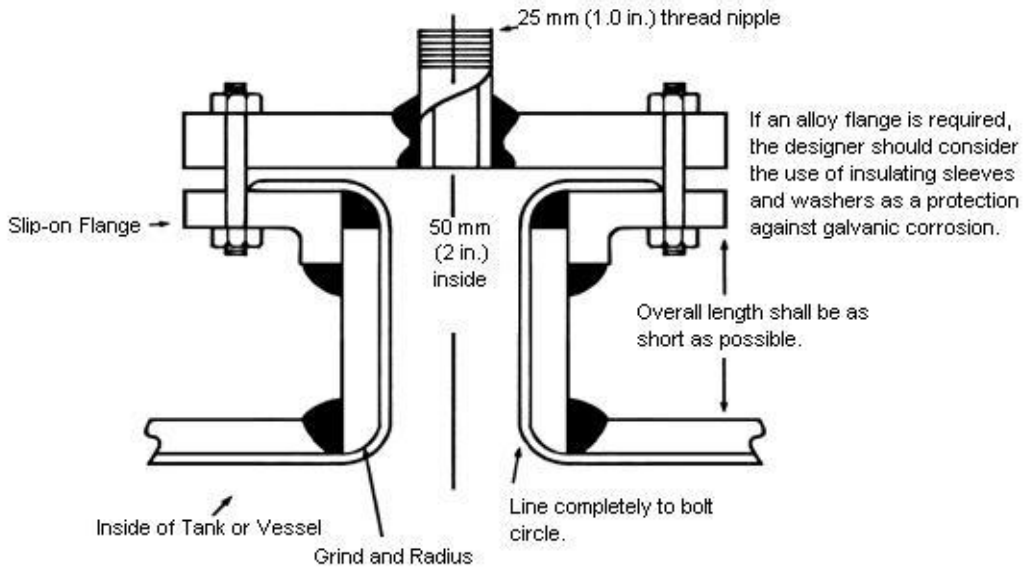


FIGURE A10

Minimum 50-mm (2-in.) diameter nozzle required for most thin-film linings. Thicker-film linings may require a larger-diameter nozzle. This diagram also illustrates fabrication practice where a threaded connection is required in a tank or vessel that requires a holiday-free lining.

APPENDIX B: Recommended Responsibilities

This appendix is a list of recommended responsibilities that should be assigned to the purchaser, designer, fabricator, lining applicator, and inspector in order to obtain a properly designed and fabricated tank or vessel for interior lining.

B1.1 Joint Responsibilities

B1.1.1 The purchaser, designer, fabricator, lining applicator, and inspector(s) should review and agree to the requirements involved before contractual agreements are made.

B1.1.2 The purchaser, in agreement with the fabricator and lining applicator, should assign responsibility for inspection of fabrication, surface finish, and lining application, and such responsibility should be defined in all contracts.

B1.2 Responsibilities of the Purchaser (Owner or User)

B1.2.1 The purchaser should be responsible for specifying and/or approving the detail requirements for design, fabrication, and surface finish to all parties concerned.

B1.2.1.1 The detailed requirements should be fully described in writing and include drawings of the tank or vessel to be fabricated and lined and service requirements.

B1.2.1.2 The purchaser should advise the designer, fabricator, lining applicator, and all inspectors of the detailed requirements, including time schedules, inspection, and acceptable requirements, in writing.

B1.3 Responsibilities of the Designer

B1.3.1 The designer should be responsible for including the required fabrication and surface details on all sketches and drawings related to the tank or vessel.

B1.4 Responsibilities of the Fabricator

B1.4.1 The fabricator should be responsible for adhering to the fabrication and surface finish details shown on the working drawings and described in the tank or vessel specifications.

B1.4.2 Responsibility for an inspection of the blast or any additional welding, grinding, or surface finishing that may be revealed by the surface preparation for lining, plus any subsequent reblasting, should be defined in the lining contract.

B1.4.3 The fabricator, when checking the quality of the weld, should use only those materials that can be readily and thoroughly removed by the fabricator after completion of the inspection procedure.




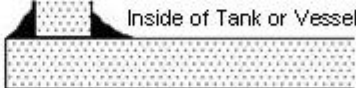

B1.5 Responsibilities of the Lining Applicator

B1.5.1 Responsibility for additional welding, grinding, or surface finishing that may be revealed by the surface preparation for lining, plus any subsequent reblasting, should be defined in the lining contract.

B1.6 Responsibilities of the Inspector(s)

B1.6.1 A qualified inspector whose qualifications and affiliation are acceptable to all parties should be responsible for the verification of fulfillment of design, fabrication, and surface finish requirements.


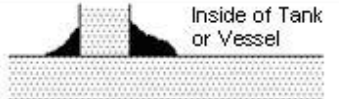
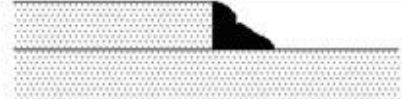

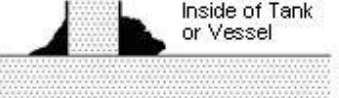


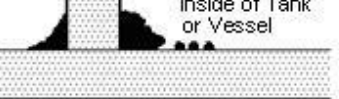

Appendix C—Written and Graphic Descriptions of Various Degrees of Surface Finishing of Welds That May Be Specified in Preparation for Lining of Tanks and Vessels ^(A)

NACE Weld Preparation Designation	Type of Grinding	Butt Weld	Fillet Welded Tee Joint	Lap Weld
A	Ground flush and smooth; free of all defects. ^(B)	Weld spatter is removed and all surface imperfections are repaired as necessary. The weld is ground flush with the plate surface.	Not Applicable	Not Applicable
			Not Applicable	Not Applicable
B	Ground flush	Minor imperfections such as porosity and undercutting exist. The weld is ground flush with the plate surface.	Not Applicable	Not Applicable
			Not Applicable	Not Applicable
C	Ground smooth; free of all defects. ^(B)	Weld spatter is removed and all surface imperfections are repaired as necessary. The weld is ground smooth and blended into the plate surfaces.	Weld spatter is removed and all surface imperfections are repaired as necessary. The weld is ground smooth and blended into the plate surfaces.	Fillet weld between the two plates. Weld spatter is removed and all surface imperfections are repaired as necessary. The weld is ground smooth and blended into the plate surfaces.
			 Inside of Tank or Vessel	

^(A) The written descriptions of the various degrees of surface preparation of welds in the appendices of this standard take precedence over the graphics and the companion visual comparator. The graphics are only pictorial representations of welds and grinding finishes and are not intended to be representative of the integrity of the welds. The "weld condition prior to finishing" is not a typical weld; it is only intended to illustrate defects in welds that must be corrected prior to lining. Good welding practices and welding codes govern the integrity of the tank and vessel welds; this standard only addresses surface preparation of the welds for the purpose of lining the tank or vessel for immersion service.

The visual comparator mentioned in Appendix C is a molded plastic replica that illustrates various degrees of surface finishing for welds prior to coating or lining. Full-seam welds, skip welds, butt welds, lap welds, and others are depicted. For more information, contact the NACE International FirstService Department, 1440 South Creek Dr., Houston, Texas 77084-4906 (telephone +1 281/228-6200).

Appendix C (Continued)⁽¹⁾

NACE Weld Preparation Design	Type of Grinding	Butt Weld	Fillet Welded Tee Joint	Lap Weld
D	Ground smooth and blended. ⁽²⁾	Minor imperfections such as porosity and undercutting exist. Weld spatter is removed; welds are then ground smooth and blended into the plate surfaces.	Minor imperfections such as porosity and undercutting exist. Weld spatter is removed; welds are then ground smooth and blended into the plate surfaces.	Minor imperfections such as porosity and undercutting exist. Weld spatter is removed; welds are then ground smooth and blended into the plate surfaces.
				
E	Minimal	Sharp projections on the weld bead, slag, and weld spatter are removed.	Sharp projections on the weld bead, slag, and weld spatter are removed.	Sharp projections on the weld bead, slag, and weld spatter are removed.
				
				
Weld Condition Prior to Finishing				

⁽¹⁾ The written descriptions of the various degrees of surface preparation of welds in the appendix of this standard take precedence over the graphics and the companion visual comparator. The graphics are only pictorial representations of the welds and grinding finishes and are not intended to be representative of the integrity of the welds. The "as is" original weld is not a typical weld; it is only intended to illustrate defects in welds that must be corrected prior to coating and lining. Good welding practices and welding codes govern the integrity of the weld; this standard only addresses surface preparation of the welds for the purpose of coating and lining for immersion service.

⁽²⁾ Abrasive blasting in preparation for coating may reveal additional porosity and undercutting. Some applicators request the fabrication to blast the welds to reveal these imperfections prior to requesting inspection of the grinding by the lining applicator. Responsibility for repair of imperfections so revealed should be resolved in the pre-job conference.

The visual comparator mentioned in Appendix C is a molded plastic replica that illustrates various degrees of surface finishing for welds prior to coating or lining. Full-seam welds, skip welds, butt welds, lap welds, and others are depicted. For more information, contact the NACE International FirstService Department, 1440 South Creek Dr., Houston, Texas 77084-4906 (telephone +1 281/228-6200).

SP0178-2007

ISBN 1-57590-167-6
NACE International