

## PRIME MOVER INSPECTION CHECKLIST AS2809:2008

|   |                                       |   |                        |                       |                   |                                       |  |                                    |
|---|---------------------------------------|---|------------------------|-----------------------|-------------------|---------------------------------------|--|------------------------------------|
| AIL Name:   | AIL Location:                         | AIL No:   |                        |                       |                   |                                       |  |                                    |
| Inspector Name:   |                                       | Rego No:<br><small>Ref: SLP OG7-V3.6 Section 4.1</small>  |                        |                       |                   |                                       |  |                                    |
| Vehicle Owner:  |                                       |   |                        |                       |                   |                                       |  |                                    |
| <b>This checklist must be completed in conjunction with the SLP Operating Guidelines for Pass-2-Load Inspections - OG7-3.6</b>  |                                       | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Initial Inspection = 1</td> <td style="width: 50%; text-align: right;">Record as: <i>N/A</i></td> </tr> <tr> <td>Re-inspection = 2</td> <td style="text-align: right;">Satisfactory <input type="checkbox"/></td> </tr> <tr> <td></td> <td style="text-align: right;">Defective <input type="checkbox"/></td> </tr> </table> | Initial Inspection = 1 | Record as: <i>N/A</i> | Re-inspection = 2 | Satisfactory <input type="checkbox"/> |  | Defective <input type="checkbox"/> |
| Initial Inspection = 1  | Record as: <i>N/A</i>                 |   |                        |                       |                   |                                       |  |                                    |
| Re-inspection = 2   | Satisfactory <input type="checkbox"/> |   |                        |                       |                   |                                       |  |                                    |
|   | Defective <input type="checkbox"/>    |   |                        |                       |                   |                                       |  |                                    |
| <b>1. Vehicle Placards</b>  |                                       | <small>Ref: SLP OG7-V3.6</small>  |                        |                       |                   |                                       |  |                                    |
| Is there a red class 3 diamond attached to the front of the vehicle?<br><small>(If the vehicle is exclusively used for <u>non-dangerous goods</u>, the vehicle is not required to have a class 3 diamond attached to the front of the vehicle)</small>          |                                       | <small>Section 4.4.10</small>   |                        |                       |                   |                                       |  |                                    |
| Is the class 3 diamond clearly visible, reversible and in good condition?   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| <b>2. In Cab Inspection</b>   |                                       | <small>Ref: SLP OG7-V3.6</small>  |                        |                       |                   |                                       |  |                                    |
| Is the vehicle fitted with a park brake door alarm or an auto parking brake device?   |                                       | <small>Section 4.4.3</small>  |                        |                       |                   |                                       |  |                                    |
| Does the park brake door alarm operate with the ignition switch turned off?   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Can the park brake door alarm be clearly heard at least 3 metres from the vehicle?  |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Is there a full eye wash kit available, accessible and ready for use (250ml minimum)?   |                                       | <small>Section 4.4.5</small>  |                        |                       |                   |                                       |  |                                    |
| Is there a working torch located in the vehicle that is marked as suitable for use in hazardous areas?  |                                       | <small>Section 4.4.6</small>  |                        |                       |                   |                                       |  |                                    |
| Is an emergency information holder fixed inside a cabin door or immediately adjacent a door? If the emergency information holder is fixed elsewhere in the vehicle cabin, is the holders location details provided/labelled on the inside of the driver's door? |                                       | <small>Section 4.4.8</small>  |                        |                       |                   |                                       |  |                                    |
| Is the holder marked <b>Emergency Procedure Guides</b> or <b>Emergency Information</b> ?  |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Is there a dangerous goods Initial Emergency Response Guide in the emergency information holder?  |                                       | <small>Section 4.4.9</small>  |                        |                       |                   |                                       |  |                                    |
| Is there a fire extinguisher located inside the cabin and readily accessible, or as an alternative the fire extinguisher is be located directly behind the cabin or mounted on the rear of the cabin?   |                                       | <small>Section 4.4.4</small>  |                        |                       |                   |                                       |  |                                    |
| Is the fire extinguisher mounted securely by means of a quick-release attachment?   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Has the fire extinguisher been inspected, tested and tagged? Or does the vehicle operator have a service agreement to ensure extinguishers are serviced every 6 months?   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Are there 3 double sided reflective triangles stored in an easily accessible location?  |                                       | <small>Section 4.4.7</small>  |                        |                       |                   |                                       |  |                                    |
| Are all safety hazard devices clean and ready for use?  |                                       | -   |                        |                       |                   |                                       |  |                                    |
| <b>3. Electrical Equipment</b>  |                                       | <small>Ref: SLP OG7-V3.6</small>  |                        |                       |                   |                                       |  |                                    |
| Check are batteries firmly secured to prevent movement?   |                                       | <small>Section 4.3.2.1</small>  |                        |                       |                   |                                       |  |                                    |
| Check are batteries ventilated?   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Check are the batteries accessible?   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Check are the batteries covered by a substantial acid resistant cover?  |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Check is the cover electrically insulated on the side adjacent the battery terminals?   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Check is the power supplied to electrical devices in the vehicle cabin isolated by the vehicle ignition switch? (Devices can remain operational via the devices own internal power)   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Check devices fitted in the vehicle cabin that remain operational via internal power after the ignition is turned off, are intended for driver safety, monitoring or reporting only?  |                                       | -   |                        |                       |                   |                                       |  |                                    |
| If fitted; check to ensure the non-essentials switch does not isolate any safety related feature on the vehicle? Refer safety features list section 4.3.1 OG7-Version 3.6?  |                                       | -   |                        |                       |                   |                                       |  |                                    |
| <b>4. Battery Isolation Switch</b>  |                                       | <small>Ref: SLP OG7-V3.6</small>  |                        |                       |                   |                                       |  |                                    |
| Check the battery isolation switch can be operated from the immediate rear of and outside the driver side of the cabin, this can be by means of a remote switch?  |                                       | <small>Section 4.3.3.1</small>  |                        |                       |                   |                                       |  |                                    |
| Check the battery isolation switch mode of operation is clearly visible and easily accessible to a person outside the vehicle?  |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Check the battery isolation switch shuts down the engine and all power sources?   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Check the battery isolation switch or remote switches are clearly labelled as: <b>Battery Isolation Switch</b> ?  |                                       | -   |                        |                       |                   |                                       |  |                                    |
| <b>5. Engine - Emergency Shut Down System</b>   |                                       | <small>Ref: SLP OG7-V3.6</small>  |                        |                       |                   |                                       |  |                                    |
| For pump vehicles only; is the emergency shutdown switch easily accessible?   |                                       | <small>Section 4.7.1</small>  |                        |                       |                   |                                       |  |                                    |
| Does the emergency shutdown switch shut down the engine when activated?   |                                       | -   |                        |                       |                   |                                       |  |                                    |
| Is the emergency shutdown switch clearly labelled, <b>EMERGENCY STOP</b> ?  |                                       | -   |                        |                       |                   |                                       |  |                                    |
| The rollover device is operational either by manual rotation of the device or use of the test switch?   |                                       | <small>Section 4.3.9.1</small>  |                        |                       |                   |                                       |  |                                    |
| Does the rollover device shut down the engine and isolate all power when tested?  |                                       | -   |                        |                       |                   |                                       |  |                                    |

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| <b>6. Electrical Systems and Wiring</b>   | Ref: SLP OG7-V3.6                  | 1 | 2 |
| Check if cables, connections and equipment undamaged and in good working order?   | Section 4.3.5.1                    |   |   |
| Check is wiring outside and to the rear of the cab securely fastened and located such that it is adequately protected against vibration, impact, abrasion and any type of mechanical and thermal stress?                | Section 4.3.5.1<br>Section 4.3.6.1 |   |   |
| Check if permanently energised circuits are installed, are they suitable for the hazardous area they are located?   | Section 4.3.5.1                    |   |   |
| Is the wiring outside and to the rear of the cab enclosed in conduit or is it protected by an alternate means having at least an equivalent effectiveness?  | Section 4.3.6.1                    |   |   |
| Check to ensure there are no exposed single insulated wires, electrical connections or terminals?   | -                                  |   |   |
| Check if light lenses, seals, rubbers and mountings in good condition weatherproof and in working order?  | -                                  |   |   |
| Check if work lights and switches positioned at least 500mm away from any product valve or tank opening, free of cracks and protected by wire guards or hardened plastic covers?  | -                                  |   |   |
| Check electrical equipment used during cargo transfer is suitable for use in a hazardous area?  | -                                  |   |   |
| <b>7. Heat Shielding</b>  | Ref: SLP OG7-V3.6                  | 1 | 2 |
| Check all hot engine or exhaust system components that are at risk of being splashed during loading or in transit are protected by metal shielding?   | Section 4.5.1                      |   |   |
| All hot engine or exhaust system components within 1 metre of product carrying components are shielded?   | -                                  |   |   |
| Check there is a minimum 50 mm gap between hot engine or exhaust components and the metal shielding?  | -                                  |   |   |
| Check there is a minimum 75 mm gap between shielding and the tanker compartment and or product carrying components?   | -                                  |   |   |
| Check any holes or air-cooling perforations in the vehicle exhaust shielding must be located on the side furthest from the product tank and all product transfer equipment?   | -                                  |   |   |
| Check does the vertical exhaust shielding extend as far as practicable to the top of the exhaust outlet?  | -                                  |   |   |
| Check is the top of the exhaust shielding liquid tight?   | -                                  |   |   |
| Check is the exhaust shielding securely in place and not lower than the top of the cabin?   | -                                  |   |   |
| Check if the exhaust system runs under a cargo tank, is the exhaust protected by metal shielding?   | -                                  |   |   |
| <b>8. Exhaust Outlets</b>   | Ref: SLP OG7-V3.6                  | 1 | 2 |
| <b>Vertical exhaust outlets</b>   |                                    |   |   |
| Check the vertical exhaust outlet is a minimum distance of 1 metre from any tank opening?   | Section 4.6.1                      |   |   |
| Check the vertical exhaust outlet is not lower than the top of the vehicle cabin?   | -                                  |   |   |
| If a left-hand exhaust is fitted, it must discharge either vertically, directly to the rear or at 45 degrees to the left-hand side of the vehicle?  | -                                  |   |   |
| <b>Horizontal exhaust outlets</b>   |                                    |   |   |
| Check the horizontal exhaust outlet discharges to the right-hand side of the vehicle?   | Section 4.6.1                      |   |   |
| Check exhaust outlet does not discharge within 1 metre of a tank opening, product connection point or vent: wherever possible the exhaust outlet should be located as close as practicable behind the rear front wheel? | -                                  |   |   |

Inspector's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**NOTES:**

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