

RIGID TANKER INSPECTION CHECKLIST AS2809:2008

AIL Name:	AIL Location:	AIL No:
Inspector Name:	Rego No: <small>Ref: SLP OG7-V3.6 Section 4.1</small>	DG No: <small>Ref: SLP OG7-V3.6 Section 5.2</small>
Vehicle Owner:		DG expiry date: _ / _ / _ _ _
This checklist must be completed in conjunction with the SLP Operating Guidelines for Pass-2-Load Inspections - OG7-3.6		Initial Inspection = 1 Re-inspection = 2
		Record as: N/A <input type="checkbox"/> Satisfactory <input checked="" type="checkbox"/> Defective <input checked="" type="checkbox"/>
1. Vehicle Placards and Dangerous Goods Registration		<small>Ref: SLP OG7-V3.6</small>
Is the tanker dangerous goods registration current? <i>(ADF vehicles refer to SLP OG-7 Section 1.12)</i>		<small>Section 5.2</small>
Is there a red class 3 diamond attached to the front of the vehicle? (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>Section 4.4.10</small>
Is the class 3 diamond clearly visible, reversible and in good condition?		-
Are emergency information panels clearly visible, legible and in good condition?		-
Are emergency information panels displayed on both sides and the rear of the tank barrel?		<small>Section 5.11</small>
Do emergency information panels display emergency contact details and phone numbers?		-
Can emergency information panels be easily/safely accessed from ground level?		-
2. Tank Certification / Compliance Plate		<small>Ref: SLP OG7-V3.6</small>
Does the tank compliance plate show the name of the tank barrel manufacturer?		<small>Section 5.3</small>
Does the tank compliance plate show the design approval number?		-
Does the tank compliance plate show the date of manufacture and test date?		-
Does the tank compliance plate show the tank barrel serial number?		-
3. Hydrostatic Test Compliance		<small>Ref: SLP OG7-V3.6</small>
Last hydrostatic test date: _ / _ / _ _ _ Next hydrostatic test date (+5 years): _ / _ / _ _ _		
Is the tank barrel within its 5-year hydrostatic test period?		<small>Section 5.4</small>
Will the tank remain within its hydrostatic test period until its next Pass-2-Load expiry date is due? (If no, the Pass-2-Load expiry must be reduced to align with its hydrostatic test expiry)		-
4. Hatch and Vent Test Compliance		<small>Ref: SLP OG7-V3.6</small>
Last hatch/vent test date: _ / _ / _ _ _ Next hatch/vent test date (+2 ½ years): _ / _ / _ _ _		
Is the tank barrel within the 2 ½ year hatch and vent test period?		<small>Section 5.5</small>
Will the tank remain within its hatch and vent test period till its next Pass-2-Load expiry date is due? (If no, the Pass-2-Load expiry must be aligned with the hatch and vent test expiry date)		-
5. In Cab Inspection		<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 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 Emergency Procedure Guides or Emergency Information ?		-
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?		-
6. Electrical Equipment		<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?		-

P2L label #

Expiry

Electrical Equipment Continued		Ref: SLP OG7-V3.6	1	2
Check is the cover electrically insulated on the side adjacent the battery terminals?		Section 4.3.2.1		
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?			-	
7. Battery Isolation Switch		Ref: SLP OG7-V3.6	1	2
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?		Section 4.3.3.1		
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? : Battery Isolation Switch			-	
8. Engine - Emergency Shut Down System		Ref: SLP OG7-V3.6		
For pump vehicles only; is the emergency shutdown switch easily accessible?		Section 4.7.1		
Does the emergency shutdown switch shut down the engine when activated?			-	
Is the emergency shutdown switch clearly labelled? EMERGENCY STOP			-	
The rollover device is operational either by manual rotation of the device or use of the test switch?		Section 4.3.9.1		
Does the rollover device shut down the engine and isolate all power when tested?			-	
9. Electrical Systems and Wiring		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 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?			-	
10. Heat Shielding		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?			-	
11. Exhaust Outlets		Ref: SLP OG7-V3.6	1	2
Vertical exhaust outlets				
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?			-	
Horizontal exhaust outlets				
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?			-	

P2L label #

Expiry

		Ref: SLP OG7-V3.6	1	2
12. Tank Shell (Barrel)				
Drainage from Coaming				
Is the tank fitted with rollover protection (coaming) and drains?	Section 5.6			
Are the drainage pipes in a serviceable condition and not blocked?	-			
Do the drainpipes discharge clear of and below any hot component?	-			
Is the tank, its attachments and connections free of cracks, defective welding, serious dents and corrosion?	Section 5.6.2			
Check there is no sign of liquid weeping from the tank, its attachments, connections?	-			
Check degassing holes are unplugged and there is no evidence of product leaks?	-			
There must be less than 10Ω resistance between the tank shell and any part of the vehicle?	Section 5.6.3			
If the vehicle can top load, is there a clean and bare earth lug located on the tank coaming?	-			
If there is an earth reel fitted, is it secure and in good condition?	-			
Check the earth reel has been tested for electrical continuity, is tagged and is in test date?	-			
Check there is less than 10Ω resistance between the earth reel cable clamp and any part of the tanker?	-			
13. Vehicle Drive-Away Protection				
		Ref: SLP OG7-V3.6	1	2
Does the safety gate activate a brake interlock securing the vehicle against movement during a transfer of product to or from the vehicle?	Section 5.7.1			
Is there a safety gate over the inlet/outlet valves that prevents the operator from attaching a loading arm when the gate is closed?	-			
With the safety gate closed, is the overfill protection system plug prevented from being connected?	-			
Does the safety gate have a secure locking method in the closed position?	-			
14. Valves / Fittings and Delivery Lines				
		Ref: SLP OG7-V3.6	1	2
Is the loading/unloading valve and venting control system free from air leaks?	Section 5.8			
Are all fittings, O-rings and seals free from leaks, breaks, cracks, wear or other damage?	-			
Are all outlets valve caps and adaptors connected by a steel cable or chain?	-			
Do API valve handles open \cup and close \cap in the same direction?	-			
Are all locking pins, bushes, camlock levers, and cur-clips undamaged and in working order?	-			
Utilizing an API wear gauge, are all API valve nose cones within wear tolerances?	-			
Are all gaskets subject to bottom load pressure of a non-cork type?	-			
Are all outlets clearly marked with the compartment safe fill level directly above each outlet?	Section 5.8.2			
Are there legible product tumblers, indicators or tags in working order for each compartment?	-			
Is there an emergency shut off system in place to stop product flow during discharge?	Section 5.8.3			
Are all tanker emergency stops functioning and clearly labelled?	-			
Top of Tank Inspection				
Are compartments clean internally, free of dirt, scum or heavy staining, verify that internal stains cannot be dislodged by mopping or scrubbing the surface or the stain?	Section 5.8.4.1			
Do compartment internal valves close without delay when an emergency stop is actuated?	-			
Are dip and fill tubes secure?	-			
Are pressure/vacuum vents in place, free from visible damage and vent wire mesh is clean?	-			
Are all fittings, O-rings and seals free from leaks, breaks, cracks or other damage or wear?	-			
Where applicable, are the cables connecting the top and bottom operators in working order?	-			
Can all compartment hatches and emergency vents/inspection hatches be firmly secured?	-			
All dust caps have the correct fitting seals and can be locked/secured in the closed position?	-			
Are all tell-tale degassing holes on the top of the tanker barrel plugged?	-			
Is wiring protection and or conduits are undamaged and in good 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?	-			
15. Over fill Protection Devices for Bottom Loading				
		Ref: SLP OG7-V3.6	1	2
Using an approved testing device, do all overfill protection probes pass a wet test?	Section 5.9			
Are all over fill protection probes secure and correctly installed?	SLP OS-10			
If removable overfill protection probes are fitted, is the overfill protection system disabled when any single probe is removed?	Section 5.9.1			
16. Vapour Vents				
		Ref: SLP OG7-V3.6	1	2
Is there a sequential vapour vent interlock system in place?	Section 5.10			
Does the overfill protection system prevent loading until all vapour vents are open?	-			
Does the overfill protection system stop the vehicle loading if a vapour vent closes due to a loss of air pressure?	-			
Do all vapour vents open when the safety gate is opened and close when the gate is closed?	-			

