

# TANKER TRAILER INSPECTION CHECKLIST AS2809:2008

AIL Name:		AIL Location:		AIL No:	
Inspector Name:		Rego No: <i>Ref: SLP OG7-V3.6 Section 4.1</i>		DG No: <i>Ref: SLP OG7-V3.6 Section 5.2</i>	
Vehicle Owner:				DG expiry date: _ _ / _ _ / _ _ _ _	
<b>This checklist must be completed in conjunction with the SLP Operating Guidelines for Pass-2-Load Inspections - OG7-3.6</b>			<b>Initial Inspection = 1</b> <b>Re-inspection = 2</b>	<b>Record as:</b> N/A <input type="checkbox"/> Satisfactory <input checked="" type="checkbox"/> Defective <input checked="" type="checkbox"/>	
<b>1. Vehicle Placards and Dangerous Goods Registration</b>				<i>Ref: SLP OG7-V3.6</i>	<b>1</b> <b>2</b>
Is the tanker dangerous goods registration current? ( <i>ADF vehicles refer to SLP OG-7 Section 1.12</i> )				<i>Section 5.2</i>	
Are emergency information panels clearly visible, legible and in good condition?				<i>Section 5.11</i>	
Are emergency information panels displayed on both sides and the rear of the tank barrel?				-	
Do emergency information panels display emergency contact details and phone numbers?				-	
Can emergency information panels be easily/safely accessed from ground level?				-	
<b>2. Tank Certification / Compliance Plate</b>				<i>Ref: SLP OG7-V3.6</i>	<b>1</b> <b>2</b>
Does the tank compliance plate show the name of the tank barrel manufacturer?				<i>Section 5.3</i>	
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?				-	
If the tanker owner has indicated the tanker is fitted with Vehicle Stability Control. Check; does the vehicle have a data plate indicating the tanker is equipped with an electronic braking system complete with stability control?				<i>Section 5.3.1.1</i>	
<b>3. Hydrostatic Test</b>				<i>Ref: SLP OG7-V3.6</i>	<b>1</b> <b>2</b>
Last hydrostatic test date: _ _ / _ _ / _ _ _ _ Next hydrostatic test date (+5 years): _ _ / _ _ / _ _ _ _					
Is the tank barrel within its 5-year hydrostatic test period?				<i>Section 5.4</i>	
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)				-	
<b>4. Hatch and Vent Test</b>				<i>Ref: SLP OG7-V3.6</i>	<b>1</b> <b>2</b>
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?				<i>Section 5.5</i>	
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)				-	
<b>5. Electrical Systems and Wiring</b>				<i>Ref: SLP OG7-V3.6</i>	<b>1</b> <b>2</b>
Check wiring on the vehicle is securely fastened and located such that it is adequately protected against vibration, impact, abrasion and any other types of mechanical and thermal stress?				<i>Section 5.13.1</i>	
Check the wiring is enclosed in conduit or is it protected by an alternate means having at least an equivalent effectiveness?				-	
Check the wiring has no exposed single insulation or conductors?				-	
Are all lights weatherproof and in working order?				-	
Are light lenses, seals, rubbers and mountings in good condition?				-	
Check, are 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>6. Tank Shell (Barrel)</b>				<i>Ref: SLP OG7-V3.6</i>	<b>1</b> <b>2</b>
Is the tank fitted with rollover protection (coaming) and drains?				<i>Section 5.6</i>	
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?				<i>Section 5.6.2</i>	
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?				<i>Section 5.6.3</i>	
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?				-	

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P2L label #

Expiry

<b>7. Vehicle Drive-Away Protection</b>		Ref: SLP OG7-V3.6	<b>1</b>	<b>2</b>
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?		-		
<b>8. Valves / Fittings and Delivery Lines</b>		Ref: SLP OG7-V3.6	<b>1</b>	<b>2</b>
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?		-		
<b>Top of Tank Inspection</b>				
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?		-		
<b>8. Over fill Protection Devices for Bottom Loading</b>		Ref: SLP OG7-V3.6	<b>1</b>	<b>2</b>
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		
<b>9. Vapour Vents</b>		Ref: SLP OG7-V3.6	<b>1</b>	<b>2</b>
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?		-		
<b>10. Safety Equipment</b>		Ref: SLP OG7-V3.6	<b>1</b>	<b>2</b>
Test discharge system E-stops, when activated visually confirm all internal valves close?		Section 5.8.3		
Are all tanker emergency stops clearly labelled?		-		
Is safety equipment easily accessible and located away from the discharge connections?		Section 5.12		
Will fire extinguishers remain in date for the 6-month Pass-2-Load period, (or does the vehicle operator have a service agreement to ensure extinguishers are serviced every 6 months)?		Section 5.12.1		
All fire extinguishers are mounted securely with a quick-release attachment?		-		
All fire extinguishers are located where they can be easily accessed?		-		
Are all fire extinguishers attached in the preferred locations as detailed in SLP OG7?		-		
Are the correct types of fire extinguishers attached as detailed in SLP OG7?		-		
<b>11. Vapour Hoses and Transfer Hoses</b>		Ref: SLP OG7-V3.6	<b>1</b>	<b>2</b>
Will the vapour hose and all transfer hoses on the vehicle at the time of inspection remain in test date for the 6-month Pass-2-Load period? (or is a service agreement in place)		Section 5.14		
All hoses on the vehicle have identification tags certifying manufacture and test details?		-		
Are all hoses and hose fittings undamaged and seals in good condition?		-		
If the vapour hose coupling is stowed/connected to a dummy adaptor the hose coupling poppet must be closed when connected?		-		

