



Operating Guidelines for

PASS-2-LOAD

Inspections

OG7-Version 3.3

Safe Load Program (SLP)

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1. PREFACE

These guidelines were developed by the Safe Load Program™ (SLP) for use by the major refiner-marketers engaged in the distribution of petroleum products throughout Australia.

These guidelines do not replace statutory regulations which where they exist, shall govern at all times. Nor do they take the place of any special requirements by individual companies for loading at their facilities.

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1.1 Acronym's & Abbreviations

ADF	Australian Defence Force	ADGC	Australian Dangerous Goods Code
ADR	Australian Design Rule	AIL	Authorised Inspection Location
AIP	Australian Institute of Petroleum	AS	Australian Standard
CD	Compliance Document	DG	Dangerous Goods
EBS	Electronic Braking System	ESC	Electronic Stability Control
ESC	Enhanced Stability Control	JV	Joint Venture
NTC	National Transport Commission	NDG	Non-Dangerous Goods
OG	Operating Guidelines	OPS	Overfill Protection System
OS	Operating Standard	P2L	Pass-2-Load
SFL	Safe Fill Level	RSC	Roll Stability Control
RSS	Roll Stability System	SOL	Safe Operating Level
SRD	Standard Reference Document	TEBS	Trailer Electronic Braking System
VCP	Vehicle Compliance Program		

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2. INTRODUCTION

2.1 Purpose & Objective

The Pass-2-Load (P2L) scheme is a program designed for the assessment of a bulk fuel road tank vehicle's compliance with specific requirements deemed necessary by the Safe Load Program's participating members for the safe entry, loading and exit from loading facilities.

The purpose of these guidelines is to ensure that road tankers have safety inspections at 6 monthly intervals to ensure they meet the requirements of the relevant Australian Standards & Codes, and SLP Standard Reference Documents.

The objective of these guidelines is to provide Authorised Inspection Locations and their inspection personnel with the information and technical requirements to inspect and report on road tankers for Pass-2-Load compliance.

Throughout these guidelines the term 'bulk fuel road vehicle' or 'road tank vehicle' is used and has the same meaning as 'tanker'.

2.2 Scope

A Pass-2-Load inspection is a mandatory requirement for road tankers that load bulk liquid petroleum products at terminals and depots operated by participating SLP Joint Venture member companies.

A Pass-2-Load label is to be issued and affixed to each separate component of the bulk road tank vehicle.

Notes:

In general, petroleum-loading facilities not associated with the SLP Joint Venture owner companies require adherence to SLP Pass-2-Load scheme as a minimum requirement for vehicles to load bulk petroleum products at their facilities.

These guidelines are intended as a reference source for vehicle Pass-2-Load inspections, which requires an inspection checklist to be completed for each individual component of a bulk liquid fuel tanker, and a Pass-2-Load attached.

Vehicles requiring inspection include prime movers, rigid tankers, tanker trailers, road train dollies and trailers, which are used to transport bulk petroleum products in demountable tanks.

Demountable tanks designed or adapted for bottom loading may also be required to have a Pass-2-Load inspection. Refer to Section 4.16 - Demountable Tanks.

2.3 Non Dangerous Goods Carrying Vehicles

SLP joint venture terminals, including diesel only terminals, will not allow tankers to load that do not meet all the requirements for compliance of a dangerous goods transport vehicle.

To be eligible for a Pass-2-Load inspection, fuel tanker barrels, including those dedicated to carrying combustible only products shall be compliant to ADGC requirements for a dangerous goods tanker carrying bulk dangerous goods according to state / territory law. The only exclusion is there will be no requirement for the combustible only tanker to hold a state or territory dangerous goods license if the tanker owner chooses not to hold a licence for that tanker.

Note:

From 1st July 2015, SLP will verify all tankers ability to meet the minimum requirements of a Dangerous Goods vehicle according to the ADGC, excluding the requirement to hold a dangerous goods licence for those vehicles loading and transporting combustible only products.

Action - Refer Section 2.3 NON-Dangerous Goods Pass-2-Load Labels

2.4 New Designs and Innovations

The provisions of these guidelines are not intended to limit the appropriate use of alternative materials, equipment, designs or methods not specifically described therein. Alternative materials, equipment, designs or methods which do not comply with the specific requirements of these guidelines or are not mentioned but which give equivalent results to those specified may be acceptable. Any new design and or innovation will require approval in writing by the Safe Load Program Manager.

2.5 Copyright

For the purposes of the Pass-2-Load scheme these guidelines have been produced in a format that enable the copying of the Pass-2-Load compliance checklists. Copyright is therefore not intended to prevent the reproduction of these sections of the guidelines or to the reproduction of other sections of these guidelines in order to facilitate the Pass-2-Load scheme.

2.6 Referenced Documents

The following documents are referenced in these guidelines or are applicable to them. The application of regulations, codes of practice and standards is not limited solely to those paragraphs in the guidelines where they are specifically referenced.

*Australian Code for the Transport of Dangerous Goods by Road and Rail
National Transport Commission (NTC) Load Restraint Guide*

ADR42	<i>General Safety Requirements</i>
AS1180	<i>Methods of test for hose made from elastomeric materials</i>
AS1678.X1-1993	<i>Emergency Procedure Guide</i>
AS1841-2007	<i>Portable fire extinguishers</i>
AS1850-2009	<i>Portable fire extinguishers</i>
AS2683-2000	<i>Hose and hose assemblies for distribution of petroleum and petroleum products</i>
AS2809.1-2008	<i>Road tank vehicles for dangerous goods: General requirements</i>
AS2809.2-2008	<i>Road tank vehicles for dangerous goods: Tankers for flammable liquids</i>
AS3790-1992	<i>Portable warning triangles for motor vehicles</i>
AS5602-2009	<i>Vehicle bottom loading and vapour recovery AS/NZ60079.11-2011</i>

2.7 Definitions

Words or phrases shall have the meanings that are commonly assigned to them in the context in which they are used in these guidelines, taking into account the specialised use of terms by various trades and professions to which the terminology applies.

2.8 Conditions

The Pass-2-Load label is valid up to and including the day of expiry indicated on the label, however access to loading facilities remains at the discretion of facility management.

Initial terminal access may not be approved, or access may be withdrawn at any time if the condition of the vehicle is judged to be unsatisfactory.

To ensure the validity of the Pass-2-Load scheme, when hydrostatic / hatch & vent test expiry dates fall within the Pass-2-Load period, the Pass-2-Load expiry date shall be marked on the Pass-2-Load label with a date no later than the next required hydrostatic / hatch & vent test. In these situations, to maintain the 6-month Pass-2-Load period, a hydrostatic / hatch & vent test shall be carried out prior to or at the time of the Pass-2-Load inspection.

2.9 Pass-2-Load scheme administration

The administration of the Pass-2-Load scheme is the responsibility of Safe Load Program ©.

2.10 Authorised Inspection Location (AIL)

A Pass-2-Load label may only be issued by an Authorised Inspection Location, AILs are registered business entities with competent personnel, appropriate knowledge and suitable facilities and equipment for carrying out the inspections of road tankers according to these guidelines.

All AILs licenced by SLP to conduct Pass-2-Load inspections, are required to pay an annual Licence Fee and are subject to periodic auditing to ensure compliance to the Pass-2-Load scheme.

2.11 Vehicle Legislative Compliance

The owner and/or operator of the vehicle or vehicles, by the act of presentation for assessment under the SLP Pass-2-Load scheme, is considered to be presenting a vehicle or vehicles that to the best of their knowledge is / are maintained in a roadworthy condition, registered and licensed, and is / are compliant with all Australian Standards, Codes and legislative requirements necessary under Australian law for entry to an SLP participating member's fuel terminal / depot for the purpose of loading the vehicle or vehicles with petroleum products.

SLP Pass-2-Load inspections are an initiative of JV partner companies to protect people, property and the environment in their loading facilities. The Pass-2-Load inspection does not verify vehicle roadworthy requirements or fulfil the vehicle owner's responsibilities under AS2809.1-2008.

Note:

At a date yet to be advised, SLP will be implementing a program which will require vehicles owners to provide evidence of roadworthiness to the AIL before the Pass-2-Load inspection can be conducted.

The following extract from AS2809.1-2008 details the minimum requirements of the vehicle owner for maintaining dangerous goods carrying vehicles as per the Australian Standard.

AS2809.1-2008 (extract)

SECTION 3 VEHICLE INSPECTIONS

3.1 INSPECTION

The vehicle owner shall instigate an inspection scheme to determine the safety of the road tank vehicle with a frequency of distance travelled or time, but in any case, the inspection intervals shall not exceed 3 months.

3.2 ITEMS

The items subject to inspection shall include, but not be limited to:

- (a) Tank, tyres, wheels and brakes*
- (b) Suspension.*
- (c) Chassis.*
- (d) Steering.*
- (e) Fifth wheel coupling(s)*
- (f) Engine*
- (g) Lights, conduits, batteries and battery switch.*
- (h) Rollover shutdown switch.*
- (i) Electronics, including recorders and transmission.*
- (j) Fire Extinguishers.*
- (k) Signs of cargo leaks*
- (l) Stowed safety gear.*
- (m) Drive away protection.*
- (n) Sub frame.*
- (o) Tank barrel.*

3.3 REPAIRS

Any necessary repairs arising from the items inspected shall be completed and checked by the competent person before entry back into service.

2.12 Australian Defence Force vehicles and equipment

All Australian Defence Force road tankers are manufactured to relevant Australian Design Rules, Australian Standards and the Australian Dangerous Goods Code requirements. Compliance is detailed in the Australian Defence Force document “Technical Regulations of ADF Materiel Manual – Land”, issue date 01/12/2009. As such, they meet or exceed the requirements of the applicable Australian Standards and Codes for Dangerous Goods carrying vehicles and are not required to be registered to carry dangerous goods by an individual state or territory legislation.

Aviation refuelling hoses on Australian Defence Force vehicles are subject to the: “Joint Inspection Group Guidelines for Aviation Fuel Quality Control & Operating Procedures for Joint Into-Plane Fuelling Services. Endorsed by IATA Technical Fuels Group.”

For Australian Defence Force vehicles, it is acceptable for the Park Brake Door Alarm to be isolated when the vehicle’s lights are in “blackout mode”.

In normal circumstances, Australian Defence Force road tank vehicles do not load at commercial petroleum-loading facilities. As such, there is no requirement for a Return to Service checklist to be completed after a Pass-2-Load inspection unless specifically requested by the customer.

2.13 Roles and Responsibilities

Role	Responsibilities
Safe Load Program (SLP)	<ul style="list-style-type: none"> • To approve and licence Authorised Inspection Locations. • Provide and review Pass-2-Load compliance documentation. • Conduct assessments of Authorised Inspection Locations. • Maintain a register of AILs and audit status. • Issue Pass-2-Load labels to AILs and maintain a register.
Equipment Owner and or Operator	<ul style="list-style-type: none"> • Ensure all equipment presented for inspection is roadworthy and can provide evidence as required. • Ensure the vehicle is registered in the SLP Vehicle Compliance Program system. • Ensure equipment is presented for inspection in compliance with: <ul style="list-style-type: none"> ○ Applicable Australian Standards. ○ The Australian Dangerous Goods Code. ○ Australian Design Rules. ○ State Legislative requirements ○ State Dangerous Goods licencing conditions
Authorised Inspection Location (AIL)	<ul style="list-style-type: none"> • Have and maintain a Workplace Health and Safety; Security and Environmental management system. • Individual/s responsible for the management and safe operation of the SLP Pass-2-Load process within the AIL. • Responsible for ensuring checklist assessors are trained and are competent to perform the Pass-2-Load assessment. • Conduct the Pass-2-Load inspection in a safe and appropriate location. • Ensure working at heights measures are in place where required. • Provide tools and equipment to safely perform inspection. • Provide 'AIL' compliance checklists. • Issue Pass-2-Load labels purchased from SLP. • Do not provide or on-sell labels to third parties without prior approval from SLP. • Retain inspection records via the SLP Vehicle Compliance Program in soft copy.
SLP Pass-2-Load checklist assessor	<ul style="list-style-type: none"> • Adhere to Pass-2-Load inspection guidelines for equipment inspection. • Use checklists that meet or exceed the requirements of the SLP Pass-2-Load compliance checklists. • Ensure only equipment that passes inspection is issued with a Pass-2-Load label.
SLP Joint Venture Loading Facilities	<ul style="list-style-type: none"> • Only allow loading by vehicles with a valid Pass-2-Load • Spot check vehicles entering their facility for compliance with Pass-2-Load • On failure of compliance with Pass-2-Load spot check, advise vehicle operator or owner and SLP administration. • For demountable tanks / Isotainers, it is the responsibility of the loading facility to confirm that the vehicle is safe to be loaded each time it enters the facility.

3. INSPECTIONS

3.1 Performing Inspections

Pass-2-Load inspections shall be carried out by competent personnel who have acquired through training; a qualification or experience or a combination delivering the knowledge and skills to perform the tasks. Personnel shall be trained in the precautions required for servicing and repair of road tank vehicles.

Each inspection is to be completed using the approved Pass-2-Load inspection checklists, or company specific checklists that meet or exceed the requirements of the SLP guidelines.

The Pass-2-Load inspection shall be performed when the tanker is unladen, isolated from ignition sources, and in a safe location. Working at height protection shall be employed to allow safe access to the top of tanker barrels and a Lock out / Tag out system shall be employed to ensure the safety of facility personnel.

Pass-2-Load inspections may be carried out at remote locations i.e. transport depots, fuel depots etc., as long as the above requirements are met, a documented risk assessment is carried out, i.e. work permit, and the inspector can fully complete the inspection to Pass-2-Load requirements.

The AIL shall enter information specific of each Pass-2-Load completed and label issued, including at a minimum; the pass number, vehicle registration number, date of issue and expiry date; and a copy of the completed inspection checklist. The Pass-2-Load inspection checklist maybe completed electronically using the SLP VCP system or completed manually and a copy of the completed inspection document uploaded to the VCP immediately upon completion of the inspection.

A Pass-2-Load label is to be issued and affixed to each separate unit of a road tanker combination at the time of inspection.

The Pass-2-Load label will expire on the last day of the 6th month from the date of inspection. It is critical that the vehicle shall remain compliant for the whole of the Pass-2-Load period. As such, fire extinguishers and hoses on the vehicle shall be tested at the time of *inspection and be issued with the same month of expiry as the Pass-2-Load inspection label.

*The only exception is where the vehicle owner / operator has, for commercial and logistical purposes, a common test date for fleet vehicles' extinguishers and / or hoses. The owner / operator shall provide the AIL by email or letter, assurance of this process. This shall also be noted on the Pass-2-Load compliance checklist to ensure the onus is on the owner / operator should the vehicle be audited at a later date and found with expired equipment within the Pass-2-Load period.

Notes:

It is the AIL's responsibility to ensure that vehicles, at the completion of the Pass-2-Load inspection, leave the inspection location in a state of readiness to load, i.e. hatches and caps secured, hoses and ancillary equipment secured, and a Return to Service Checklist completed and signed by the inspector.

The SLP Return to Service Checklist or equivalent shall be completed whenever a tanker barrel and ancillary equipment (hatches, valves, vents & pipework) have been subject to repairs, maintenance, inspection and testing, and ensures compliance with AS2809.2 – 2008 Regular Testing and Maintenance.

A Return to Service Checklist is not required for routine maintenance when the tanker barrel and ancillary equipment is not opened or repaired.

SLP recommends that new vehicles be equipped with:

- *A first aid kit located in the vehicle cabin.*
- *A product spill kit fitted on or in the vehicle, fully stocked and secure.*

Selected petroleum loading facilities have individual requirements for vehicles loading at their facilities that are not a requirement of SLP. For example, in cabin non-essential electrical device switch, these are fitted to assist drivers entering a loading facility in isolating all non-essential electrical equipment with one switch.

Vehicle Non-essential switch:

For vehicles that are fitted with an in-cabin non-essential switch; the following electrical items are deemed to be essential to driver and vehicle safety in a terminal environment and shall not be isolated under any circumstances via a non-essential switch:

- *Headlights;*
- *Taillights;*
- *Clearance lights*
- *Brake lights*
- *Turn indicator signal lights*
- *Daytime running lights*
- *Cabin interior lights*
- *Exterior cabin step entry lights*
- *Windscreen wipers*
- *Vehicle warning device (horn)*
- *Electric windows*
- *Electric seat controls*
- *Any item that, by its nature is a safety device and or is deemed by the vehicle manufacture as a driver or vehicle safety device shall not be isolated via a non-essential switch.*

3.2 Pass-2-Load Labels

SLP Inspection locations shall enter the following information on all Pass-2-Load labels issued;

- The registration number of the equipment inspected;
- The AIL name and the AIL licence number;
- The date the Pass-2-Load inspection was physically completed in a day/month/year format EXAMPLE [**01/10/2018**];
- The month the Pass-2-Load inspection label will expire in a numeric format EXAMPLE the pass expires on the 31/08/2018 the expiry month shall be entered as an [**8**];
- The date the Pass-2-Load inspection will expire, in a day/month/year format, example [**31/10/2018**], the expiry date shall be entered as the last day of the expiry month.

Note:

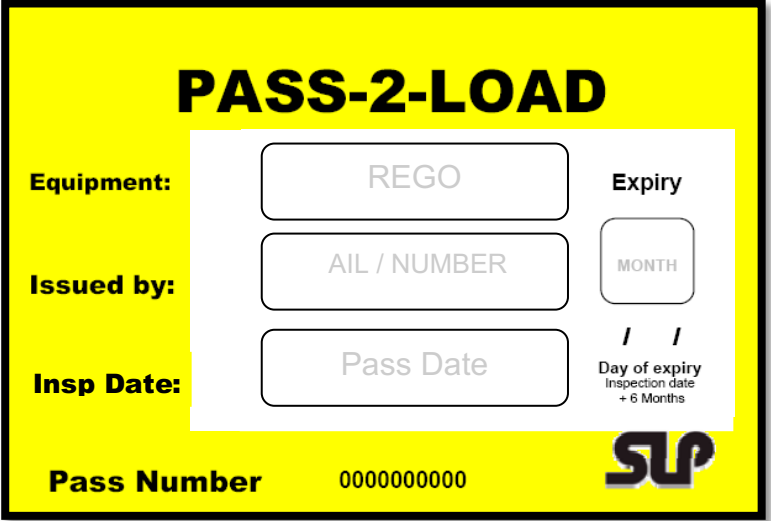
Pass-2-Load labels are purchased at www.safeloadprogram.com.au

Pass-2-Load labels are uniquely identified and shall not be exchanged or on-sold by an AIL without the prior approval from SLP.

Pass-2-Load labels shall be affixed to the vehicle at the completion of the inspection, and prior to the vehicle leaving the inspection location.

From November, 2017 any previous instruction by SLP to fit specific label colours according to year or period, is no-longer required under the Pass-2-Load scheme. AIL's are requested to exhaust any current stocks of Blue labels before ordering new label stock.

Figure 1 – Pass-2-Load Label

<p>How to use</p> <p>Equipment:</p> <ul style="list-style-type: none"> • Enter the equipment ID / Rego Number <p>Issued By:</p> <ul style="list-style-type: none"> • Enter the AIL NAME / NUMBER <p>Insp Date:</p> <ul style="list-style-type: none"> • Actual date of inspection <p>Expiry</p> <p>Month:</p> <ul style="list-style-type: none"> • Month the Pass-2-Load will expire <p>Day of Expiry:</p> <ul style="list-style-type: none"> • Last day in the month of expiry 	 <p>The image shows a yellow rectangular label form titled "PASS-2-LOAD". It contains several input fields: "Equipment:" with a "REGO" field; "Issued by:" with an "AIL / NUMBER" field; "Insp Date:" with a "Pass Date" field; and "Expiry" with a "MONTH" field. Below these fields is a "Day of expiry" section with two slashes "/" and the text "Inspection date + 6 Months". At the bottom left, it says "Pass Number 0000000000" and at the bottom right is the SLP logo.</p>
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Information written on the Pass-2-Load label shall to be legible for the six (6) month period of issue. SLP recommends the use of weatherproof indelible ink markers only, DO NOT – use a ballpoint pen, pencil or similar as these will fade.

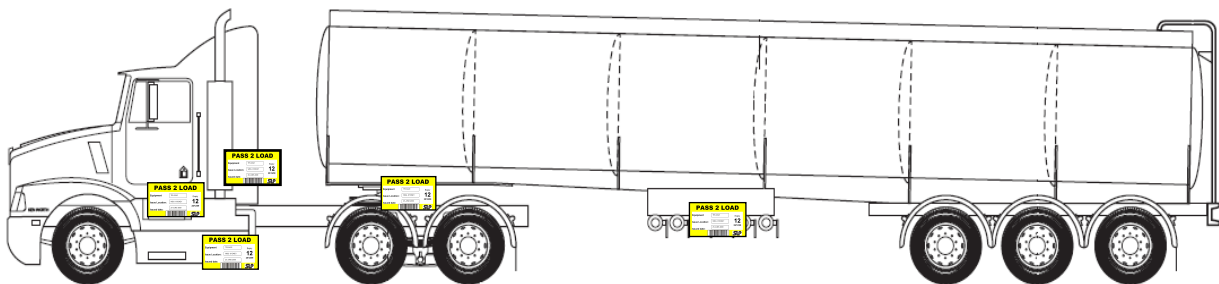
3.3 Label positioning

- Prime Mover /Rigid Cab-chassis
 - Shall be attached in close proximity to the kerbside door, or
 - On the kerbside chassis rail, or
 - An alternative location on the left-hand side of vehicle – where it is clearly legible from a standing position.
- Tanker
 - Shall be attached directly to the chassis (forward of or above the delivery outlets), or;
 - On front bulkhead (kerbside)
- Dollies, Skel's, etc.
 - Shall be located on the kerbside in a position not exposed to damage from dust and gravel

Prohibited Placement:

- *Shall Not to be attached to the windscreen*
- *Shall Not to be attached to the vehicle where details cannot be read from a standing position on the ground – e.g. cabin rear window*

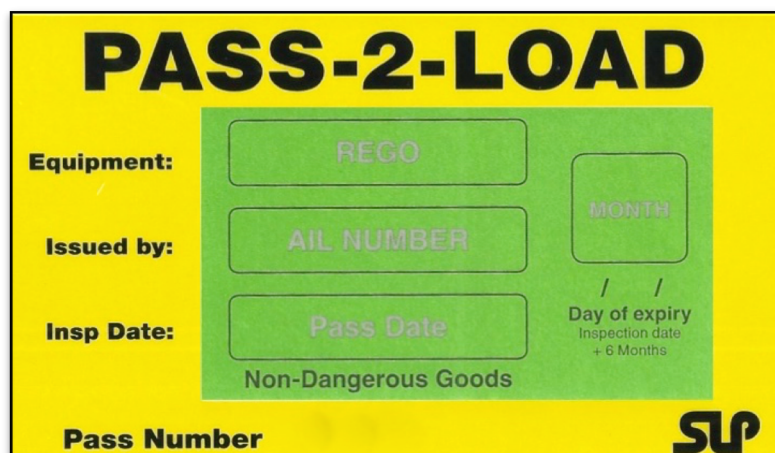
Figure 2 – Pass-2-Load Correct Label Placement



3.4 NON-Dangerous Goods Pass-2-Load Labels

Vehicles that satisfy the requirements of the OG-7 Pass-2-Load scheme, but do not hold a current Dangerous Goods Licence shall be issued with an SLP Pass-2-Load label with a “GREEN” label insert. This denotes that the vehicle is approved for loading of Non-dangerous goods (combustible products only) at an SLP participating petroleum-loading facility.

Figure 3 - Non-dangerous goods



4. PRIME MOVER / RIGID VEHICLE – INSPECTION GUIDE

4.1 Vehicle Registration

Presenting the vehicle for inspection, the owner/operator of the vehicle is considered to be presenting a vehicle that is registered and roadworthy. The vehicle owner/operator shall ensure the vehicle is registered and [LIVE] in the SLP Vehicle Compliance Program system. *Figure 4.*

Further verification of registration by the AIL is not a requirement of the Pass-2-Load inspection.

The AIL shall insure the vehicle is registered for inspection in the SLP Vehicle Compliance Program before commencing a Pass-2-Load inspection of the vehicle. (*Figure 4*).

For unregistered vehicles inspected for Pass-2-Load prior to registration, the Vehicle Identification Number can be used on the Inspection Checklist, i.e. Chassis No./ V.I.N.

The AIL can locate the vehicle in the SLP Vehicle Compliance Program by entering the VIN, again the AIL shall insure the vehicle is registered in the SLP Vehicle Compliance Program system before commencing a Pass-2-Load inspection of the vehicle.

Note:

Subsequent Pass-2-Load inspections shall refer to the vehicle registration number once the vehicle owner has updated the new vehicle details in the SLP Vehicle Compliance Program system.

Figure 4 – Registered for inspection/Live

Registration No	Demo01	Live
Tier	Registered For Inspection	
Vehicle Type:	Tanker	
VIN:	000789BEST678TRUCK	

ACTION:

Record:

- Vehicle registration (or ID) number on the Inspection Checklist

4.2 Vehicle Dangerous Goods Registration

A vehicle dangerous goods licence is not required for prime movers.

4.3 Electrical Equipment

4.3.1 Battery

Ref: AS2809.1-2008 – Section 2.1.9

ACTION:

Check the vehicle batteries:

- Are in an accessible position
- Are firmly secured to prevent movement in the event of a vehicle rollover
- Are ventilated

ACTION:

Check that the battery cover is:

- Electrically insulated on the side adjacent to the battery terminals
- Substantial, secured and acid resistant

4.3.2 Battery Isolation Switch

Ref: AS2809.1-2008 – Section 2.1.10

ACTION: **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*
- *The means of operating the battery isolation switch is clearly visible and easily accessible to a person outside the vehicle*
- *Shuts down the engine and all power sources*
- *The battery isolation switch and or remote switches shall be clearly labelled as: Battery Isolation Switch*

4.4 Electrical Systems and Wiring

Ref: AS2809.2-2008 – Section 2.6

ACTION: **Check the wiring outside and to the rear of the cab:**

- *Is securely fastened and located such that it is adequately protected against vibration, impact, abrasion and any other types of mechanical and thermal stress*
- *Is enclosed in conduit, as detailed in AS2809.2-2008 – Figure 2.3 or is protected by an alternate means having at least equivalent effectiveness*

ACTION: **Check the vehicle's lights to ensure:**

- *Any tank mounted work light shall be at least 500mm from the nearest external valve or transfer connection*
- *The lens of any light used to illuminate a fill or discharge point shall be protected by a stout wire guard (or hardened plastic equivalent) unless the thickness of the lens itself constitutes the equivalent resistance to breakage*
- *Exposed lights shall be weather proof, having a degree of protection equivalent to the relevant code or Australian Standard*
- *Work light switches located outside the vehicle cabin are rated for the hazardous zone they are located.*
- *The operation of lights, integrity of lenses, seals, rubbers and mountings*

4.4.1 Hazardous Locations

Ref: AS2809.2-2008 – Clause 2.6.4

Any electrical equipment that may be active during cargo transfer and that is located within a hazardous area shall be suitable for use in such an area.

ACTION: **Check:**

- *Electrical / mechanical equipment located behind the vehicle cabin used for, or required to operate during the transfer of liquid petroleum products are rated to operate in a Zone 1 hazardous location*
- *Electrical / mechanical equipment not required to operate during the transfer of cargo is isolated and cannot automatically start*

Note:

Under normal operating conditions, cabin air-conditioning units with components located behind the vehicle cabin shall not operate in a hazardous location. They are compliant to SLP OG7 requirements if they can only be operated by the driver from inside the cabin. Best practice is for; air-conditioning units are isolated by the non-essentials switch.

4.4.2 Vehicle rollover device

Ref: AS2809.1-2008 – Section 2.1.11; AS2809.2-2008 - Section 2.6.3

Purpose built road tank vehicles shall be fitted with a rollover-sensing device that automatically shuts down the engine and isolates all power sources in the case of a vehicle rollover, by activating the battery isolation switch.

ACTION: **Check the rollover device is:**

- Able to be readily self-tested
- Operational, and cannot be activated at less than 45 degrees to the vertical

Notes:

Electronic rollover protection devices with an incorporated test switch replicate a rollover scenario when the test button is actuated are not required to be physically handled to 45 degrees to test. Remote test switches for the rollover protection device shall not be fitted unless they replicate a rollover scenario.

Vehicle rollover protection devices are not required for vehicles manufactured for petroleum fuel transport before Sep 1999.

Vehicles manufactured prior to Sep 1999 but retrofitted after that date to carry bulk petroleum products shall be fitted with a rollover protection device.

4.5 Safety Equipment

Ref: AS2809.1-2008 – Section 2.6

For the loading, cartage and delivery of class 3 liquid petroleum products, safety equipment includes, but is not limited to:

- Fire extinguishers
- Eye wash kit
- Intrinsically safe torch
- Breakdown triangles
- Safety cones
- Spill kits

ACTION: **Check:**

- Safety equipment is in a readily accessible location and not within close proximity of the discharge connections

4.5.1 Park Brake Door Alarm

Ref: [SLP OG7-CD-3.5](#)

Vehicles are required to have a park brake door alarm, or a factory fitted device that will activate a clearly audible alarm, or automatically apply the parking brake if the driver door is opened prior to the parking brake being applied.

ACTION: **Check:**

- Is the vehicle fitted with a park brake door alarm (or an auto parking brake device)?
- 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?

Notes:

- There is no requirement for the alarm to continue to operate once the door is closed.
- For ADF vehicles, refer to section 1.12

4.5.2 Fire extinguishers

Ref: AS2809.1-2008 – Section 2.3; AS1841-2007 & AS1850-2009;
ADGC Part 12 (12.1.2.5.5) & Table 12.1

Note:

To ensure fire extinguishers remain in date for the 6 month Pass-2-Load period, it is required that they are tested and tagged at the time of the inspection, unless assurance is provided in writing by the vehicle owner / operator that they are tested on a common expiry date by a service provider.

ACTION: Check the fire extinguisher:

- *Is mounted securely by means of a quick-release attachment*
- *Located inside the cabin and readily accessible for use*
- *As an alternative to being located in the cabin the fire extinguisher may be located directly behind the cabin or may be mounted on the rear of the cabin.*
- *Has been inspected, tested and tagged in accordance with AS1841-2007 and AS1850-2009 as appropriate*

4.5.3 Eyewash Kit

Ref: ADGC - Section 12.1.3 - Table 12.2

ACTION: Check:

- *That an eyewash kit is provided, clean, filled and ready for use (250 ml minimum)*
- *The kit is located on the vehicle and readily accessible;*

Note:

The preferred position being in the vehicle cabin on the passenger side, where the kit can be reached by a driver standing at ground level when the cabin door is opened.

4.5.4 Torch

Ref: AS/NZ60079.11-2011: ADGC - Section 12.1.3 - Table 12.2

ACTION: Check:

- *There is a working torch located in the vehicle that is marked as suitable for use in hazardous areas*

4.5.5 Safety Hazard devices

Ref: AS 3790-1992; ADGC - Section 12.1.1

ACTION: Check:

- *There are three (3) double-sided reflector triangles in a readily accessible location*
- *They are clean and in good condition*

4.5.6 Emergency Information Holder

Ref: ADGC - Section 11.2.1&2

ACTION: Check there is an Emergency Information Holder, which is:

- *Located inside a door of the cabin, or immediately adjacent to a door of the cabin (or elsewhere in the cabin with a label inside the driver's door indicating its whereabouts)*
- *Marked with the words "Emergency Procedure Guides" or "Emergency Information" in red letters at least 10mm high on a white background*

4.5.7 Emergency Procedure Guide (EPG)

Ref: AS 1678.X1-1993; ADGC - Section 11.2.1

ACTION:

Check:

- *There is an EPG for Vehicle Fire approved by Standards Australia in the Emergency Information Holder*

4.5.8 Class Diamond Holder

Ref: ADGC - Section 5

ACTION:

Check:

- *Is there a red class 3 diamond attached to the front of the vehicle*
- *Is the class 3 diamond clearly visible and in good condition*
- *Is the class 3 diamond reversible*
- *If the vehicle is exclusively used with a tanker that is not licensed for dangerous goods, then the vehicle is not required to be fitted with or carry a class 3 diamond.*

4.6 Heat Shielding

Ref: AS2809.1-2008 & AS2809.2-2008, ADR/42;

[SLP-OG7-CD-3.6-3.7](#)

Shielding is required where there is a possibility of a flammable liquid spillage contacting a hot engine or exhaust component, or the like.

ACTION:

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.*
- *All hot engine or exhaust system components within 1000mm (1 metre) of liquid-carrying components shall be shielded.*
- *There is a minimum 50 mm gap between hot engine or exhaust components and the metal shielding.*
- *There is a minimum 75 mm gap between shielding and the tanker compartment and or liquid-carrying components.*
- *Any holes or air-cooling perforations in the vehicle exhaust shielding shall be located on the side furthest from the cargo tank and all secondary cargo transfer equipment.*
- *The top of the vertical exhaust shielding shall be liquid tight.*
- *The vertical exhaust pipe shielding extends as far as possible to the top of the exhaust pipe outlet.*
- *The exhaust and shielding shall be fitted securely in place.*
- *If the exhaust system runs under the cargo tank, it shall be protected by metal shielding.*

4.7 Exhaust Outlets

Ref: AS2809.1-2008 & AS2809.2-2008, ADR42 - Section 10,
[SLP-OG7-CD-3.6-3.7](#)

ACTION: **Check that vertical exhaust outlets:**

- *Is a minimum distance of 1000mm (1 metre) from any tank opening?*
- *Are not lower than the top of the vehicle cabin*
- *Do not discharge directly to the left-hand side of the vehicle*

ACTION: **Check that a horizontal exhaust outlet:**

- *Is less than 750 mm above the ground*
- *Discharges to the right hand side of the vehicle*
- *Is no more than 150 mm behind the rear of the front wheels (refer to important note below)*
- *Does not extend beyond the perimeter of the vehicle*
- *Is directed between horizontal and 45 degrees downward.*

Notes:

There is no requirement for rain hats to be fitted on vertical exhausts discharging directly upward.

Exhaust outlets discharging directly to the rear, or horizontal exhaust outlets facing to the right hand side do not contravene the Australian Standards.

Horizontal exhaust outlets on conventional vehicles will contravene Australian Design Rule ADR42 if the outlet is forward of the rearmost seating position. In all situations, Australian Design Rules for vehicles take precedence over Australian Standards where there are conflicting requirements.

4.8 Engine - Emergency Shut-down System

Ref: AS2809.1-2008 – Section 2.5

The vehicle engine or an auxiliary engine may be used for the propulsion of a product pump.

ACTION: **For vehicles fitted with a product pump, check:**

- *The pump drive engine is fitted with an emergency shutdown system that is easily identified and accessible by the operator when operating the pump.*

Note:

The Battery Isolation Switch is an appropriate shutdown device if the above conditions are met. In such cases, the Battery Isolation Switch shall be labelled “Battery Isolation Switch” and also labelled “Emergency Stop”

4.9 Auxiliary engines

Ref: AS2809.2-2008 – Section 1.7.3

ACTION: **For a permanently mounted auxiliary engine and all attachments, check:**

- *It is suitable for operating in a Zone 1 hazardous area*
- *Its engine intake and exhaust outlet terminate at a level not lower than the top of the vehicle cabin*

5. TANK BARREL – INSPECTION GUIDE

5.1 Vehicle Registration

Presenting the vehicle for inspection, the owner/operator of the vehicle is considered to be presenting a vehicle that is registered and roadworthy. The vehicle owner/operator shall ensure the vehicle is registered and [LIVE] in the SLP Vehicle Compliance Program system. *Figure 4.*

Further verification of registration by the AIL is not a requirement of the Pass-2-Load inspection.

The AIL shall insure the vehicle is registered for inspection in the SLP Vehicle Compliance Program before commencing a Pass-2-Load inspection of the vehicle. (*Figure 4.*)

For unregistered vehicles inspected for Pass-2-Load prior to registration, the Vehicle Identification Number can be used on the Inspection Checklist, i.e. Chassis No./ V.I.N.

The AIL can locate the vehicle in the SLP Vehicle Compliance Program by entering the VIN, again the AIL shall insure the vehicle is registered in the SLP Vehicle Compliance Program system before commencing a Pass-2-Load inspection of the vehicle.

Note:

Subsequent Pass-2-Load inspections shall refer to the vehicle registration number once the vehicle owner has updated the new vehicle details in the SLP Vehicle Compliance Program system.

ACTION: **Record the vehicle registration (or ID) number on the Trailer Inspection Checklist**

5.2 Vehicle Dangerous Goods (DG) Registration

Is there evidence, i.e. label or plate, that the vehicle DG registration is valid and current; Or is the vehicle dedicated to combustible only products; if so, a DG license is not required.

Notes:

If a vehicle has an expired DG label attached, or a newly registered vehicle is yet to be issued with a label, it shall be noted on the inspection checklist, and the vehicle owner/operator shall be formally advised that the vehicle shall not carry dangerous goods until the label is fitted.

For vehicles registered to carry dangerous goods in states / territories that do not issue DG registration labels, the owner / operator shall provide evidence that the vehicle is registered to carry dangerous goods.

For ADF vehicles refer to SLP OG-7 Section 1.12

ACTION: **Check:**

- *Is the tanker registered for Dangerous Goods?*
 - Yes Confirm the validity and currency of the DG registration label, note the expiry date on the inspection checklist*
 - No. Indicate on the checklist by writing “Non-DG” on the inspection checklist in the box labelled DG Number and entering “N/A” in question 1 section 1. Vehicle Placards and Dangerous Goods Registration.*

5.3 Tank Certification

Ref: AS2809.2-2008 & ADGC - Section 6.9

Information shall be displayed on a certification plate on the tank or tank frame in a conspicuous place readily available for inspection:

ACTION: **Check the following information is on the Tank Certification/Compliance Plate:**

- The name of the tank manufacturer
- The design approval number
- The date of manufacture, test date
- The tank barrel serial number

Note:

For terminal access inspection of new equipment, the test date on the tank certification plate is the date of the initial hydrostatic test.

Hydrostatic and Hatch & Vent integrity test dates subsequent to the initial test may be displayed on numerous and various certification plates.

5.3.1 Roll Stability

New South Wales (NSW) – Environmental Protection Authority (EPA) requires that from the 1st January 2019 all heavy vehicle tank trailers loaded with dangerous goods (DG) and driven on New South Wales roads must be fitted with a functioning roll stability system (RSS).

Roll Stability System may also be referred to as:

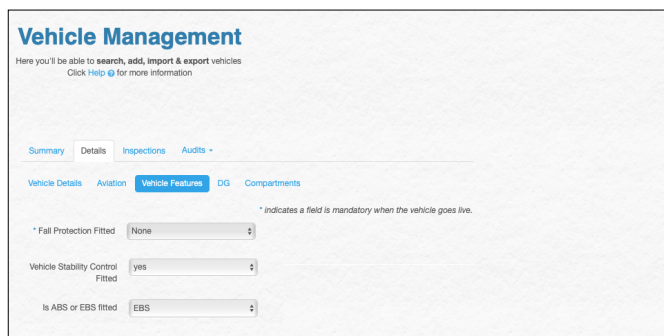
- Enhanced Stability Control (ESC)
- Electronic Stability Control (ESC)
- Roll Stability Control (RSC)
- Trailer Electronic Braking System (TEBS)

It will be unlawful to operate, drive, load and/or consign a dangerous goods heavy vehicle tank trailer that is not fitted with RSS that operates on a NSW road.

ACTION: **Check:**

- The SLP vehicle compliance system (Figure 5) and confirm the tanker owner has indicated the tanker is or is not fitted with stability control and ABS or EBS.

Figure 5 - (fitted with stability control and ABS or EBS)



The screenshot shows a web interface titled "Vehicle Management" with a sub-header "Here you'll be able to search, add, import & export vehicles". Below this are tabs for "Summary", "Details", "Inspections", and "Audits". Under the "Details" tab, there are sub-tabs for "Vehicle Details", "Aviation", "Vehicle Features", "DG", and "Compartments". The "Vehicle Features" sub-tab is active, showing a form with the following fields:

- * Fall Protection Fitted: None
- Vehicle Stability Control Fitted: yes
- Is ABS or EBS fitted: EBS

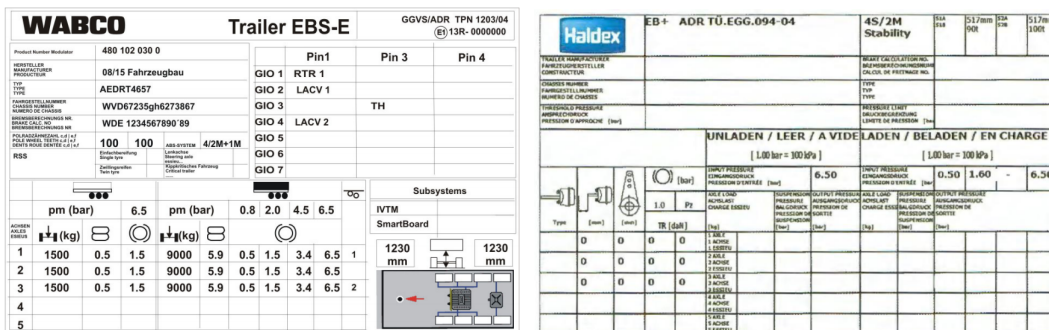
A note at the bottom of the form states: "* indicates a field is mandatory when the vehicle goes live."

5.3.1 Roll Stability (Continued)

If the owner has not answered the questions relating to stability control or EBS/ABS, then the Pass-2-Load inspection checklist shall be marked as “N-DG” and Non-DG Pass-2-Load label shall be fitted to the tanker (Figure 3).

If the owner has answered the questions relating to stability control and EBS/ABS and indicated the tanker is fitted with stability control, then the AIL shall confirm the tanker is fitted with a data plate (Figure 6 & 7) indicating that the tanker is equipped with an electronic braking system (EBS) complete with roll stability. If confirmed then the tanker can be fitted with a Pass-2-Load label for loading Dangerous Goods (Figure 1).

Figure 6 & 7 – (Examples of EBS data labels complete with stability control)



Example of Roll Stability Manufacture markings found on a data plate.

Manufacture	Marking
Haldex (BPW Econtronic)	EB+
Knorr-Bremse/Bendix	TEBS 4 or TEBS G2
Wabco	EBS-E or EBS-D

If the owner has answered the questions relating to stability control and EBS/ABS and indicated the tanker is not fitted with stability control, and is registered, and DG licenced in NSW then the Pass-2-Load inspection checklist shall be marked as “N-DG” and Non-DG Pass-2-Load label shall be fitted to the tanker (Figure 3).

If the owner has answered the questions relating to stability control and EBS/ABS and indicated the tanker is not fitted with stability control, and the tanker is not registered and not DG licenced in NSW then the tanker can be fitted with a Pass-2-Load label for loading Dangerous Goods (Figure 1).

For more information: <http://www.epa.nsw.gov.au/your-environment/dangerous-goods/>

5.4 Hydrostatic Test

Petroleum fuel tanker barrels are hydrostatically pressure tested at the time of manufacture. It is a SLP requirement that subsequent hydrostatic testing shall be carried out at intervals not exceeding 5 years.

Note:

If the date of the previous Hydrostatic Test is over 4.5 years, the next test will be due prior to the expiry of the Pass-2-Load.

If so, the vehicle owner / operator shall be notified to authorise the Hydrostatic Test to be carried out, or alternately, the Pass-2-Load expiry date shall be aligned with the Hydrostatic expiry date.

ACTION: Steps to follow:

- *Validate the date of the previous Hydrostatic Test, and note on the inspection checklist*
- *Note the next due date on the inspection checklist*

Note:

Where repairs and modifications are carried out on tank compartments and or ancillary equipment, they shall be hydrostatically tested in accordance with AS2809.2-2008 – Section 2.7.

The [SLP Return to Service Checklist](#) or equivalent shall be completed whenever a tanker barrel and its ancillary equipment (hatches, valves, vents & pipework) have been subject to repairs, maintenance, inspection and testing.

5.5 Hatch & Vent Test

Ref: AS2809.2-2008 – Section 3.5.1&2

At intervals not exceeding two and a half years, fuel tanker hatches, vents and valves, (including the vapour recovery system) shall be pressure tested at 25 kPa, either on the tank or bench tested (as per AS2809.2-2008 - Appendix B).

At intervals not exceeding two and a half years, Pressure-Vacuum Vents (PVVs) shall be removed and completely dismantled and cleaned. New seals and gaskets shall be fitted, and the reassembled PPVs shall be tested. (as per AS2809.2-2008 – Appendix B). Alternatively, they may be replaced with new or refurbished PPVs.

Note:

Hydrostatic testing of the tank and ancillary equipment every 2.5 years fulfils the requirements of the standard.

If the date of the previous Hydrostatic or Hatch & Vent Test is over 2 years, the next test will be due prior to the expiry of the Pass-2-Load.

If so, the vehicle owner / operator shall be notified to authorise the Hydrostatic or Hatch & Vent test to be carried out, or alternately, the Pass-2-Load expiry date shall be aligned with the Hydrostatic or Hatch & Vent expiry date.

ACTION: Steps to follow:

- *Validate the date of the initial test date (if the tank is less than 2.5 years old) or the previous Hatch & Vent test, and note on the Trailer Compliance Checklist*
- *Note the next due date on the inspection checklist*

5.6 Tank Shell (Barrel)

5.6.1 Drainage from Coaming

Ref: AS2809.2-2008 – Section 2.2.13

Tanks with a capacity greater than 2500 litres shall have rollover protection (or coaming) incorporating drains to prevent liquid from collecting on top of the tank.

ACTION: **Check:**

- *Is the tank fitted with rollover protection (coaming) and drains?*
- *Are the drainage pipes in a serviceable condition and not blocked?*
- *Do the drainage pipes discharge clear of and below the engine exhaust system?*

5.6.2 Tank Shell Condition

Ref: AS2809.2-2008

The tank shell and connections shall be free of cracks, defective welding, serious dents and corrosion.

Note:

Road tank vehicles subject to harsh operating conditions should be carefully inspected.

ACTION: **Check:**

- *The tank, its attachments and connections are free of cracks, defective welding, serious dents and corrosion.*
- *There is no sign of liquid weeping from the tank, its attachments and connections*

Tell-tale signs of cracks that may not be obvious are the presence of stains due to the weeping of liquid through cracks.

The degassing holes on the top of the tanker barrel shall be plugged. The degassing holes at the bottom of the tank barrel **shall not** be plugged. If plugs have been fitted in the bottom degassing holes between compartments, then suspect there may be internal cracking.

ACTION: **Check:**

- *All bottom degassing holes are unplugged and there is no evidence of product leaks.*

Note:

Plugs shall be removed from bottom degassing holes. If there is evidence of product leakage, a Pass-2-Load inspection cannot be completed until a hydrostatic test is conducted and repairs completed.

5.6.3 Electrical Bonding / Earthing

Ref: AS2809.2-2008

The electrical resistance between the tank and the tanker chassis, the trailer undercarriage and the earthing reel connection clamp shall not exceed 10Ω.

On tankers where there is provision for top loading, at least one bare metal lug shall be welded to an integral part of the tank for use as an earthing / bonding point.

ACTION: **Check the bonding / earthing lug:**

- *Is free from corrosion and coatings such as paint, grease etc.*

ACTION: **On tankers fitted with an earthing reel check:**

- *The earth reel is secure and in good condition.*
- *The earth reel has been tested 6 monthly for electrical continuity, is tagged and is in test date.*
- *Less than 10Ω resistance between the earth reel cable clamp and any part of the tanker*

5.7 Vehicle Drive-away Protection

Ref: AS2809.1-2008 - Section 2.1.12

All road tank vehicles shall be fitted with a means of immobilising the vehicle whenever there is any transfer of product to or from the vehicle.

Note:

Wheel chocks or other external wheel locking devices are not to be used as a primary method of immobilisation.

The means of immobilisation shall be that it cannot operate while the vehicle is being driven.

All bottom loading bulk tank vehicles shall be fitted with a safety gate over the inlet / outlet valves that when raised, will ensure the vehicle is immobilised.

Top loading vehicles may have an alternate device to immobilise the vehicle that meet the requirements of the standard, note that spring parking brakes meet the requirements.

ACTION: **For bottom loading vehicles, check:**

- *The vehicle can be immobilised when a transfer of product to or from the vehicle occurs.*
- *Is there a safety gate over inlet/discharge valves?*
- *When raised, does the gate prevent the parking brakes from being released.*
- *With the safety gate closed is the overfill protection system plug prevented being connected*
- *Does the safety gate have a secure method of being locked in the closed position?*
- *Does the locking method prevent the safety gate opening while the vehicle is in motion?*

5.8 Valves / Fittings and delivery lines

Ref: AS2809.2-2008 – Section 2.3

5.8.1 API Outlet Valve Inspection

ACTION: Check the following:

- The loading/unloading valve and vent control system is free of air leaks.
- All fittings, O-rings and seals are free of leaks, breaks, cracks, wear or other damage
- Outlets valve caps and adaptors are connected by a steel cable or chain
- API valve handles open \curvearrowright and close \curvearrowleft in the same direction
- All locking pins, bushes, camlock levers, and cur-clips are undamaged and in working order
- Using an API wear gauge, all API valve nose cones are within wear tolerances
- All gaskets subject to bottom load pressure are of a non-cork type

Note:

It is essential that an “API Nose Cone Testing Gauge” is used to check API nose cone for signs of wear from dust cap cam levers and loading coupling connector lugs.

All API valves in a group shall be consistent across the discharge point i.e. all actuating handles shall open / close the valve in the same direction

From Jan 1, 2015; equipment presented for a Pass-2-Load inspection shall be fitted with [non-cork gaskets](#) on valves and delivery lines that are exposed to product pressure when the tanker is bottom loaded.

5.8.2 Product Outlet Markings

All outlets shall be clearly marked with the compartment (SFL) Safe Fill Level and an indicator able to identify the product in that compartment.

ACTION: Check compartment outlets to ensure:

- All outlets are clearly marked with the compartment safe fill level directly above each outlet
- There are legible product tumblers, indicators or tags in working order for each compartment

5.8.3 Emergency Shut-off System

The Emergency Shut-off System is designed to shut of the product flow in the event of an emergency when product is being discharged. This system is not designed for use during vehicle loading.

The Emergency Shut-off is actuated by Emergency Stop (E-Stop) switches, which are located on the tanker. As a minimum, there shall be an E-Stop adjacent to the discharge outlets.

It is recommended that additional E-Stops may be located on the tank top walkway, at the front and the rear LH side of the vehicle.

The Emergency Shut-off System shall be clearly labelled and tested to ensure functionality.

ACTION: Check:

- There an emergency shut off system in place to stop product flow during discharge
- All tanker emergency stops are functioning and clearly labelled

5.8.4 Top of Tank Inspection

Caution:

Working at height protection shall be available and employed when carrying out a Pass-2-Load inspection, i.e. lift-up tanker rails, harness, access to a gantry etc. Be aware that a tank compartment is a confined space and may contain flammable vapours. Exercise all necessary care while working around an open compartment. If a light source is required to check the internals of the tank, only torches or work lights rated for use in hazardous areas shall be used.

ACTION: **Access the top of the tanker and physically check:**

- *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.*
- *Compartment internal valves close without delay when an emergency stop is actuated.*
- *Dip and fill tubes are secure.*
- *Pressure/vacuum vents are in place, free from visible damage and vent wire mesh is clean.*
- *All fittings, O-rings and seals are free from leaks, breaks, cracks or other damage or wear*
- *Where applicable, cables connecting the top and bottom operators are in working order.*
- *All compartment hatches and emergency vents/inspection hatches can be firmly secured.*
- *All dust caps have the correct fitting seals and can be locked/secured in the closed position.*
- *Work lights are positioned at least 500mm away from any valve, vent or tank opening.*
- *Work light lenses are free of cracks and protected by a wire guard or hard plastic cover.*
- *Work light switches if fitted are suitable for use in a Zone 1 hazardous area.*
- *All electrical wiring is suitably enclosed, protected and not damaged.*
- *All tell-tale degassing holes on the top of the tanker barrel are plugged.*

5.9 Overfill Protection Devices for Bottom Loading

Ref: AS5602-2009; [SLP OS-10](#)

All vehicles loading at bottom loading facilities shall be equipped with an Overfill Protection System (OPS). The OPS consists of a 10-point plug connected to probes in the top of each compartment. In the event of liquid product coming into contact with the OPS probe, the system will shut down the loading process.

An OPS wet probe test shall be conducted to ensure the safe operation of the system and that all probes are functioning correctly. As well, OPS probes shall be checked visually to ensure that they are correctly in place.

ACTION: **Check:**

- *All overfill protection probes pass a wet test, do this using an approved testing device.*
- *All over fill protection probes secure and correctly installed.*

Caution:

The wet test shall be conducted by immersing compartment probes in a non-flammable petroleum liquid (i.e. diesel/heating oil). If petroleum vapours are present, steps shall be taken to mitigate static electricity and to avoid inhaling the vapours.

Note:

It is a SLP requirement that probe heights are checked and adjusted during a Hatch & Vent inspection. Should probe heights require adjustment, the following guidelines should be applied. For more detailed instructions and measurements, refer to SLP Operating Standard [SLP OS-10](#)

Minimum Ullage (vapour space between the maximum capacity of a tank compartment and the Safe Fill Level)

- *3% of the maximum capacity of the compartment or 230 litres, whichever is the greater*

Probe Setting

- *Maximum 12 mm above the compartment's Safe Fill Level (SFL)*

5.9.1 Removable Probes

Where removable probes are fitted an interlock, system is required to ensure the overfill protection system is disabled.

ACTION: **Check:**

- *If removable overfill protection probes are fitted, is the overfill protection system disabled when any single probe is removed .*

5.10 Vapour Vents

Ref: AS2809.2-2008 - Section 2.3.8

Sequential vapour vent interlock systems that prevent loading should any vapour vent stay closed on a compartment when the safety gate is actuated, sequential vents shall be fitted and fully operational.

Note: Some vapour vent systems are not activated by raising the safety gate alone, but also require the driver to activate a pneumatic button adjacent to the discharge outlets that opens the tanker internal valves and vapour vents in the one action. Although these systems are acceptable under SLP they are not used broadly across the industry.

ACTION:

Check:

- *Is there a sequential vapour vent interlock system in place?*
- *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?*

5.11 Vehicle placards

5.11.1 Emergency Information Panels (EIPs)

Ref: AS2809.1-2008 & AS2809.2-2008; ADGC – Section 5

ACTION:

Check:

- *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.*
- *Do emergency information panels display emergency contact details and phone numbers*
- *Can emergency information panels be [easily accessed from ground level](#)*

Note:

When completing an inspection check to ensure EIP signs can be easily accessed from ground level. EIP's located to the rear of B-Double lead tankers must have a means of safe access to the EIP, either via a step or ladder and platform, a method where a driver can stand to safely access and operate the EIP. If a vehicle is fitted with EIP signs that are not easily accessible from the ground, or where a rear B-Double lead tanker EIP is not supplied with a safe means of access then this risk should be raised with the vehicle owner and a note placed on the SLP inspection form.

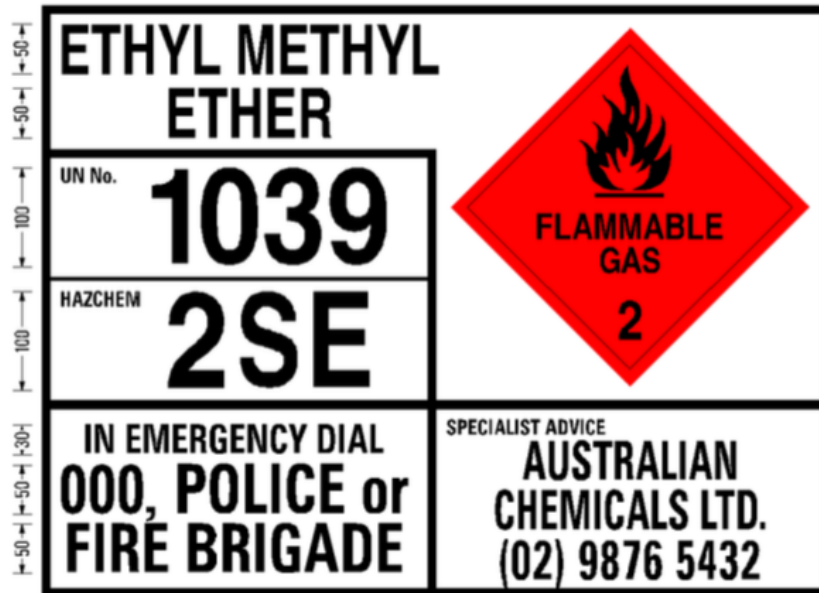
The Australian Dangerous Goods Code Part 5 provides an example of an EIP with specialist advice lettering 50mm in height (Figure 8).

SLP recommends lettering of 50mm high used in providing specialist advice information.

If the tanker is not licensed for Dangerous Goods the tanker shall not be fitted with EIPs for class 3 products unless the panels are secured in a manner that does not easily allow the class 3 panels to be displayed.

Figure 8 – (Example of Completed Emergency Information Panel)

All measurements are in millimeters



5.12 Safety Equipment

Ref: AS2809.1-2008 – Section 2.6

For the loading, cartage and delivery of class 3 liquid petroleum products, safety equipment includes, but is not limited to:

- Fire extinguishers
- Eye wash kit
- Intrinsically safe torch
- Breakdown triangles
- Safety cones
- Spill kit

ACTION: Check

- *Is safety equipment easily accessible and located away from the discharge connections.*

5.12.1 Fire extinguishers

Ref: AS2809.1-2008 – Section 2.3, AS1841 & AS 1850 and ADGC Part 12.1.2 - Table 12.1

Note:

To ensure fire extinguishers remain in date for the 6 month Pass-2-Load period, it is required that they be tested and tagged at the time of the inspection unless assurance is provided in writing by the vehicle owner/operator that they are tested on or by a common expiry date by a service provider.

ACTION: Check the fire extinguisher(s):

- *Fire extinguishers will remain in date for the 6-month Pass-2-Load period.*
- *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.*

Preferred locations are:

- *One (1) only - located on the discharge side or near the driver's door*
- *Two (2) only - located on the left side toward the rear, and on the right side towards the front*

Check that the vehicle carries the correct number and type of fire extinguishers as outlined in the following Index ADGC Part 12.1.2 - Table 12.1.

TYPE AND NUMBER OF FIRE EXTINGUISHERS

Application	Minimum requirement
All types of dangerous goods containing flammables with up to (and including) 10,000 L total capacity.	1 x 30B dry powder that is to be placed in the cabin, or at the front of any trailer transporting a placard load.
Non-flammable goods in tanks	1 x 60B dry powder, or 2 x 30B dry powder, in the load area
Flammable goods packed in tanks, or bulk containers greater than 10,000 L total capacity	2 x 60B dry powder, or 1x 80B dry powder and 1 x 20B foam, in the load area
As an alternative to being located in the cabin the fire extinguisher may be located directly behind the cabin or may be mounted on the rear of the cabin.	

5.13 Electrical System and Wiring

Ref: AS2809.1-2008, AS2809.2-2008

ACTION: **Check the wiring behind the cabin 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,*
- *Is enclosed in conduit or is protected by another method as illustrated in AS2809.2-2008 Fig 2.3.*
- *Has no exposed single insulation or conductors.*

ACTION: **Check the vehicle's lights to ensure:**

- *Are all lights weatherproof and in working order?*
- *Are light lenses, seals, rubbers and mountings in good condition*
- *Any tank mounted work light shall be at least 500mm from the nearest external valve or transfer connection.*
- *The lens of any light used to illuminate a fill or discharge point shall be protected by a stout wire guard (or hardened plastic equivalent) unless the thickness of the lens itself constitutes the equivalent resistance to breakage.*
- *Exposed lights shall be weather proof, having a degree of protection equivalent to the relevant code or Australian Standard.*
- *Work light switches are rated for the hazardous zone they are located.*
- *The operation of lights, and the integrity of lenses, seals, rubbers and mountings.*
- *Is electrical equipment used during cargo transfer suitable for a Zone 1 hazardous area*

5.14 Vapour Hoses and Transfer Hoses

Ref: ADGC 10.1.3; AS1180, AS2683-2000 Section 1.5.1 & 1.5.3

Note:

To ensure vapour and delivery hoses remain in date for the 6-month Pass-2-Load period, it is required that they be tested and tagged at the time of the inspection to ensure the hose testing expiry date aligns with the Pass-2-Load expiry date.

ACTION: Check to ensure:

- *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*
- *All hoses on the vehicle have identification tags certifying manufacture and test details*
- *All hoses and hose fittings are undamaged, and seals are in good condition*
- *If the vapour hose coupling is stowed/connected to a dummy adaptor the hose coupling poppet must be closed when connected?*

Note:

6 monthly electrical continuity testing shall be performed at the time of the Pass-2-Load inspection and proof of current test period for individual hoses shall be provided on the hose identification plate.

Hydrostatic (pressure) testing shall be performed every twelve months and proof of current test period for individual hoses shall be provided on the hose identification plate. If the expiry date of the hydrostatic test falls during the Pass-2-Load period, hoses shall be retested at the time of the Pass-2-Load inspection.

The only exemption to testing hoses at the time of the Pass-2-Load inspection is when assurance is provided in writing by the vehicle owner/operator that they are tested on or by a common date by a service provider.

5.15 Stowage of Hoses & Other Equipment

Ref: AS2809.2-2008 – Section 1.7.4, AS5602-2009 – Section 6.4

All accessories and removable equipment that are fitted to the tanker shall be restrained in order to prevent their ejection from the vehicle in an accident.

SLP recommends that Vapour hoses be connected to a dummy vapour adaptor when stowed on the vehicle to secure the hose in position, but the vapour adaptor poppet shall remain closed in transit.

ACTION: Check to ensure

- *The vapour hose and all delivery hoses and fittings are secure on the vehicle*
- *Other tools, accessories or removable equipment is secured*

5.16 Demountable Tanks

Ref: AS2809.1-2008 – Section 1.5.40; ADGC - Section 8.2.2;
NTC Load Restraint Guide

ACTION: Check that:

- *The method of fixing the tank to the vehicle is compliant to ADGC, Australian Standards and codes,*
- *The tank is secure,*
- *The tank does not exceed 7500 litres if used to carry dangerous goods unless it meets the requirements of the ADGC - 8.2.2.3*
- *The tank is fitted with a compliance plate, and*
- *Vapour recovery connection is located to the right of the product outlets.*

Note:

If demountable tanks mounted on rigid vehicles and or trailing equipment are loaded or unloaded with dangerous goods while on the vehicle, the vehicles / trailers shall meet the requirements of the standards and codes and require Pass-2-Load inspections.

For a Pass-2-Load inspection of a demountable tank designed for repeated bottom loading whilst attached to a vehicle, it shall meet AS5602-2009 requirements for bottom loading and vapour recovery; and have an interlock system connected to the vehicle which meets AS2809.1-2008 and OG7 requirements for drive-away protection.

