





P2L label #

Expiry

	Section ref. and or Note	Photo	Inspection	
			1	2
<b>8. Engine Emergency Shut Down System</b>	Ref: SLP OG7-V3. Note F		1	2
For pump vehicles only; is the emergency shutdown switch easily accessible when pumping?	Section 3.8	14 - 20		
Does the emergency shutdown switch shut down the engine when activated? <i>Note 1: Switches in photos 13 (RHS) and 14 (LHS) of vehicle, shut down the vehicle engine. Switch in photo 20 (control panel) stops pumping, but does not stop the vehicle engine.</i> <i>Note 2: The "Rotzler" Emergency switch mounted on the LHS (photo 14) comes with an extension cable and remote switch. This is an ADF requirement and does not affect SLP compliance.</i>	-	13 14 20		
Is the emergency shutdown switch clearly labelled?				
<b>9. Electrical Systems and Wiring</b>	Ref: SLP OG7-V3		1	2
<i>Note: Cab-chassis wiring has been approved by WorkSafe Victoria (Appr.no.VDGT1744) for use with DG Class 3 liquids. Photo 15 shows typical cab-chassis wiring including conduit type and "Deutsch" connectors. See special feature notes.</i>	Note E	15		
Is there is a vehicle rollover device fitted and can it be easily tested?	Section 3.8	16		
Does the rollover device shut down the engine and isolate all power when tested? <i>Note: Test instructions for the roll over device are provided in a separate document.</i>	-			
Is all wiring rear of the cabin secure and protected from mechanical or thermal stress?	-			
Is all wiring rear of the cabin protected by a conduit or an alternate means of effectiveness?	-			
Ensure there is no exposed single insulated wiring, electrical connections or terminals?	-			
Are all lights weatherproof and in working order?	-			
Are light lenses, seals, rubbers and mountings in good condition?	-			
Are work lights positioned at least 500mm away from any product valve or tank opening?	-			
Are work light lenses free of cracks and protected by wire guards or hardened plastic covers?	-			
Are work light switches suitable for use in a Zone 1 hazardous area?	-			
Is electrical equipment used during cargo transfer suitable for a Zone 1 hazardous area? <i>Note: Alfons Haar ARU-Master 4A MIL metering system is designed for Fuel and Military applications and is rated: EX II (1)2G Ex e mb [ia/ib] IIA T4.</i>	-	17		
<b>10. Heat Shielding</b>	Ref: SLP OG7-V3		1	2
<i>Note: This vehicle is not fitted with heat shielding.</i> <i>Approved by WorkSafe Victoria (Appr.no.VDGT1744) for use with DG Class 3 liquids.</i>	Note D	18	N/A	N/A
<b>11. Exhaust Outlets</b>	Ref: SLP OG7-V3		1	2
<b>Vertical exhaust outlets</b>				
Is the exhaust one metre away from any tank compartment opening?	Section 3.7			
Is the exhaust discharge outlet above the height of the vehicle cabin?				
<b>12. Tank Shell (Barrel)</b>	Ref: SLP OG7-V3		1	2
<b>Drainage from Coaming</b>				
Is the tank fitted with rollover protection (coaming) and drains?	Section 4.6			
Are the drainage pipes in a serviceable condition and not blocked?	-			
Do the drainage pipes discharge clear of and below the engine exhaust system?	-			
<b>Tank Shell Condition</b>				
Is the tank, its attachments and connections free of cracks, defective welding, serious dents and corrosion?	-			
Check there is no sign of liquid weeping from the tank, its attachments and connections?	-			
Check the degassing holes at the bottom of the tank barrel open and not plugged? <i>Note: Degassing holes are unplugged and fitted with mesh filters required by ADF.</i>	-	19		

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Expiry

	Section ref. and or Note	Photo	Inspection	
			1	2
<b>12. Tank Shell (Barrel) Cont;</b>	<i>Ref: SLP OG7-V3</i>		<b>1</b>	<b>2</b>
<b>Electrical Bonding / Earthing</b>	-			
There must be less than 10Ω resistance between the tank shell and any part of the vehicle?	-			
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?	-			
The earth reel has been tested 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?	-			
<b>13. Vehicle Drive-Away Protection</b>	<i>Ref: SLP OG7-V3</i>		<b>1</b>	<b>2</b>
Can the vehicle be immobilised when a transfer of product to or from the vehicle occurs?	<i>Section 4.7</i>			
For bottom loading vehicles, 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?	-			
<b>14. Valves / Fittings and Delivery Lines</b>	<i>Ref: SLP OG7-V3</i>		<b>1</b>	<b>2</b>
<b>API Outlet Valve Inspection</b>	-			
If Tanker is configured for Aviation Fuel are API selective features fitted to the API valves?	-			
Is the loading/unloading valve and venting control system free from air leaks?	<i>Section 4.8</i>			
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 chain?	-			
Do API valve handles open and close in the same direction?	-			
Are all locking pins, bushes, camlock levers, and circlips undamaged and in working order?	-			
Utilizing an API wear gauge, are all API valve nose cones within wear tolerances?	-			
Are all gaskets that are subject to bottom loading pressure of a non-cork type?	-			
<b>Product Outlet Markings</b>	-			
Are all outlets clearly marked with the compartment safe fill level directly above each outlet?	<i>Section 4.8</i>			
Are there legible product tumblers, indicators or tags in working order for each compartment?	-			
<b>Emergency Shut-off System</b>	-			
Is there an emergency shut off system in place to stop product flow during discharge?	<i>Section 4.8</i>	<b>20</b>		
Are all tanker emergency stops functioning and clearly labelled?	-			
<b>Top of Tank Inspection</b>	-			
Do compartment internal valves close without delay when an emergency stop is actuated?	<i>Section 4.8</i>			
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?	-			

P2L label #

Expiry

	Section ref. and or Note	Photo	Inspection	
<b>14. Valves / Fittings and Delivery Lines Cont;</b>	<i>Ref: SLP OG7-V3</i>		<b>1</b>	<b>2</b>
<b>Top of Tank Inspection Cont;</b>	-			
Are work lights positioned at least 500mm away from any valve, vent or tank opening?	-			
Are work light lenses free from cracks and protected by a wire guard or hard plastic cover?	-			
Are work light switches suitable for use in a Zone 1 hazardous area?	-			
Is all electrical wiring suitably enclosed and not damaged?	-			
Are all tell-tale degassing holes on the top of the tanker barrel plugged?	-			
<b>15. Over fill Protection Devices for Bottom Loading</b>	<i>Ref: SLP OG7-V3</i>		<b>1</b>	<b>2</b>
Using an approved testing device, do all overfill protection probes pass a wet test?	<i>Section 4.9</i>			
Are all over fill protection probes secure and correctly installed?	<i>SLP OS-10</i>			
<b>16. Vapour Vents</b>	<i>Ref: SLP OG7-V3</i>		<b>1</b>	<b>2</b>
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 close?	-			
<b>17. Safety Equipment</b>	<i>Ref: SLP OG7-V3</i>		<b>1</b>	<b>2</b>
Is safety equipment easily accessible and located away from the discharge connections? (e.g. fire extinguishers, spill kit, breakdown triangles)	<i>Section 4.12</i>			
<b>Fire extinguishers</b>	-	<b>21</b>		
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?	-			
All fire extinguishers are mounted securely with a quick-release attachment?	-			
All fire extinguishers are located where they can be easily accessed?	-			
Are the correct types of fire extinguishers attached as detailed in SLP OG7?	-			
<b>18. Vapour Hoses and Transfer Hoses</b>	<i>Ref: SLP OG7-V3</i>		<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 does the vehicle operator have a hose service agreement to ensure hoses are serviced every 6 months)	<i>Section 4.14</i>			
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?	-			
<b>19. Stowage of Hoses and Other Equipment</b>	<i>Ref: SLP OG7-V3</i>		<b>1</b>	<b>2</b>
Are there fittings for securing the vapour hoses and all delivery hoses?	<i>Section 4.15</i>			
Is the vapour hose and all delivery hoses and fittings secure on the vehicle?	-			
Are there fittings and brackets for securing all removable equipment that is not stowed in a locker? (Ditching tools, Cab safety strut, Wheel chocks, Water Jerry can, Spare wheel)	-			
Are other tools, accessories or removable equipment secured?	-			

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

**NOTES:** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## Notes on Special Features of this Defence Tanker Vehicle

### A. Approval by Competent Authority

- The TRUCK, HEAVY, TANKER – Def(AUST)10471 has been approved by the Victorian WorkCover Authority (WorkSafe Victoria Approval no. VDG T 1744) as compliant with the Australian Dangerous Goods Regulations and AS2809.1 and AS2809.2.
- SLP has also approved the Vehicle Design and all special features.

### B. Safety Equipment locations

- Safety equipment locations have been approved by WorkSafe Victoria and SLP.
  - Stowage is provided in the vehicle cab for one 10B(E) extinguisher.
  - Stowage is provided on the right-hand side of the vehicle for two 80B size extinguishers.
  - Stowage is provided in the vehicle cab for the eye-wash bottle.
  - The intrinsically safe torch and the safety triangles are stowed in the rear stowage bins.

### C. Rear Impact Protection

- The tanker is fitted with a bumper and under-run that complies with AS2809.1 to provide rear impact protection.
- The Rear Impact Protection (RIP) may be folded up to attain sufficient ground clearance for Cross-Country and other Defence operational requirements.
- This foldable RIP has been approved by WorkSafe Victoria and is acceptable to SLP.

### D. Exhaust Shielding

- This vehicle does not have exhaust shielding. This arrangement has been approved by both WorkSafe Victoria and SLP for use with DG Class 3 liquids.
- The vehicle meets all AS2809 and SLP requirements without exhaust shielding. The distance requirement is clearly stated as >1m. In view of the fact that some cooldown time will typically occur before loading, the possibility of spillage contacting the exhaust when hot is considered low enough to not require shielding.

### E. Electrical Systems and Wiring

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.
- All Cables on the Body are carried in PVC Conduit, as detailed in AS2809.2 – Figure 2.3, in accordance with AS/NZS 2053 Part 1, 2 & 7. Circuit protection is provided at the current source.
- The Cabling & Electrical Equipment on the cab-chassis complies with the EU ADR requirements and has been assessed as providing an equivalent level of safety to the Australian Standards. This has been approved by WorkSafe Victoria and SLP.

### F. Emergency Stop Switches

The Tanker has the following emergency stop switches, these have been assessed and approved by both WorkSafe Victoria and SLP:



- In the control panel (this switch stops product flow, but not the vehicle engine).
- On the tank top walkway (this switch stops product flow, but not the vehicle engine).
- On the Driver's side (as required by AS2809.1 - Section 2.1.10). \*
- In the vehicle cabin. \*
- On the LHS (ADF requirement). \*
- On a "hand-held" remote Emergency Switch (ADF requirement). \*
- All E-Stops located are appropriately labelled.
- \* These switches also function as Battery Isolation Switches and stop the vehicle engine.

### G. Non-Essential Switch

- The Tanker is NOT fitted with a *non-essential switch*. This has been specified by the Australian Defence Force as a requirement for this Tanker and the absence of a non-essential switch is approved by SLP.

Photos to assist inspections

<p>1</p>		<p>Overview of Vehicle for General Identification (LHS – Fuel Loading and Dispensing)</p>
<p>2</p>		<p>Overview of Vehicle for General Identification (RHS – Driver's Side)</p>
<p>3</p>		<p>Foldable Rear Impact Protection System; bar in normal, lowered position.</p>  <p>Bar in raised position. For information only, not relevant to SLP approval, used for Defence special requirements only.</p>

4		DG Diamond Holder																																								
5	<table border="0"> <tr> <td><b>TANK MANUFACTURER:</b></td> <td><b>HOLMWOOD HIGHGATE (AUST)</b></td> </tr> <tr> <td>APPROVAL NUMBER:</td> <td>VDGT 1744</td> </tr> <tr> <td>COMPETENT AUTHORITY:</td> <td>Victorian WorkCover Authority (WorkSafe Victoria)</td> </tr> <tr> <td>DESIGN CODES:</td> <td>AS 2809 PARTS 1 &amp; 2</td> </tr> <tr> <td>MANUFACTURER SERIAL NUMBER:</td> <td>T02502</td> </tr> <tr> <td>DATE OF MANUFACTURE:</td> <td>DD / MM / YYYY</td> </tr> <tr> <td>DATE OF TEST:</td> <td>DD / MM / YYYY</td> </tr> <tr> <td>DESIGN PRESSURE:</td> <td>20 kPa</td> </tr> <tr> <td>INITIAL TEST PRESSURE:</td> <td>30 kPa</td> </tr> <tr> <td>DESIGN TEMPERATURE RANGE:</td> <td>-24°C TO 60°C</td> </tr> <tr> <td>HEAD MATERIAL:</td> <td>8.0mm ALUM. 5083-0</td> </tr> <tr> <td>SHELL MATERIAL:</td> <td>6.0mm ALUM. 5803-H321</td> </tr> <tr> <td>MAX. TANK CAPACITY (F TO R):</td> <td>7398 6086 5980</td> </tr> <tr> <td>SFL TANK CAPACITY (F TO R):</td> <td>7030 5610 5360</td> </tr> <tr> <td>MAX. DESIGN PRODUCT DENSITY:</td> <td>1.0 KG PER LITRE</td> </tr> <tr> <td>MAXIMUM PRODUCT LOAD:</td> <td>18000 LITRES</td> </tr> <tr> <td>LOADING &amp; UNLOADING LIMIT:</td> <td>2500 LITRES PER MIN</td> </tr> <tr> <td>CALIBRATION BY:</td> <td>Petroleum &amp; Gas Measurement Services</td> </tr> <tr> <td>NSC APPROVAL NUMBER:</td> <td>9/2/3</td> </tr> <tr> <td>TRADE MEASUREMENT MARKINGS:</td> <td>ITS 0753 – A15 – ITS</td> </tr> </table>	<b>TANK MANUFACTURER:</b>	<b>HOLMWOOD HIGHGATE (AUST)</b>	APPROVAL NUMBER:	VDGT 1744	COMPETENT AUTHORITY:	Victorian WorkCover Authority (WorkSafe Victoria)	DESIGN CODES:	AS 2809 PARTS 1 & 2	MANUFACTURER SERIAL NUMBER:	T02502	DATE OF MANUFACTURE:	DD / MM / YYYY	DATE OF TEST:	DD / MM / YYYY	DESIGN PRESSURE:	20 kPa	INITIAL TEST PRESSURE:	30 kPa	DESIGN TEMPERATURE RANGE:	-24°C TO 60°C	HEAD MATERIAL:	8.0mm ALUM. 5083-0	SHELL MATERIAL:	6.0mm ALUM. 5803-H321	MAX. TANK CAPACITY (F TO R):	7398 6086 5980	SFL TANK CAPACITY (F TO R):	7030 5610 5360	MAX. DESIGN PRODUCT DENSITY:	1.0 KG PER LITRE	MAXIMUM PRODUCT LOAD:	18000 LITRES	LOADING & UNLOADING LIMIT:	2500 LITRES PER MIN	CALIBRATION BY:	Petroleum & Gas Measurement Services	NSC APPROVAL NUMBER:	9/2/3	TRADE MEASUREMENT MARKINGS:	ITS 0753 – A15 – ITS	ADG Compliance Plate (example of typical content)
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6		Eye wash bottle in holder																																								



CAMOUFLAGE  
SCALE 1:7.5



DIESEL  
SCALE 1:7.5



AVIATION  
SCALE 1:7.5

EIP Configuration.

*Note: "Specialist Advice" section will be provided by Army prior to final SLP inspection.*

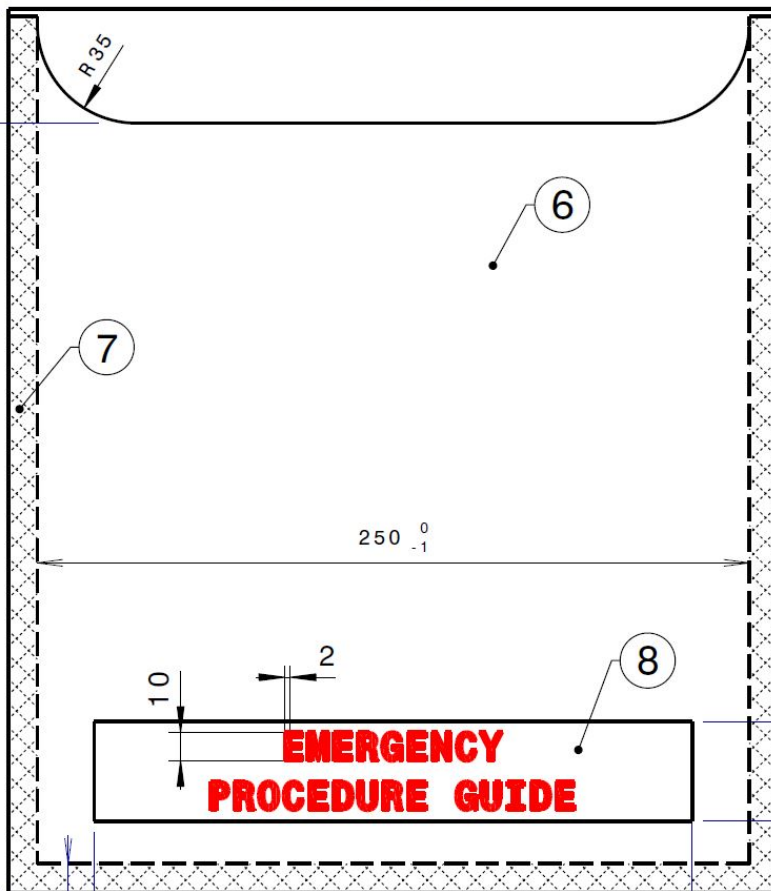
8



Intrinsically safe torch is stowed in LHS rear locker

9

### FRONT VIEW



Emergency Procedure Guide: pocket is mounted on driver's door.

*Note: The EPG will be provided by Army prior to final SLP inspection.*

10



Location of in-cab 10B(E) fire extinguisher

11



Reflector triangles are stowed in right rear stowage locker.

12



Battery Box and Cover.

The brown cover is made of electrically insulating (fibreglass) material.

13



Battery Isolation Switch and label (Driver's side).

Note: the LAN sockets are an ADF requirement and do not affect SLP compliance.

14

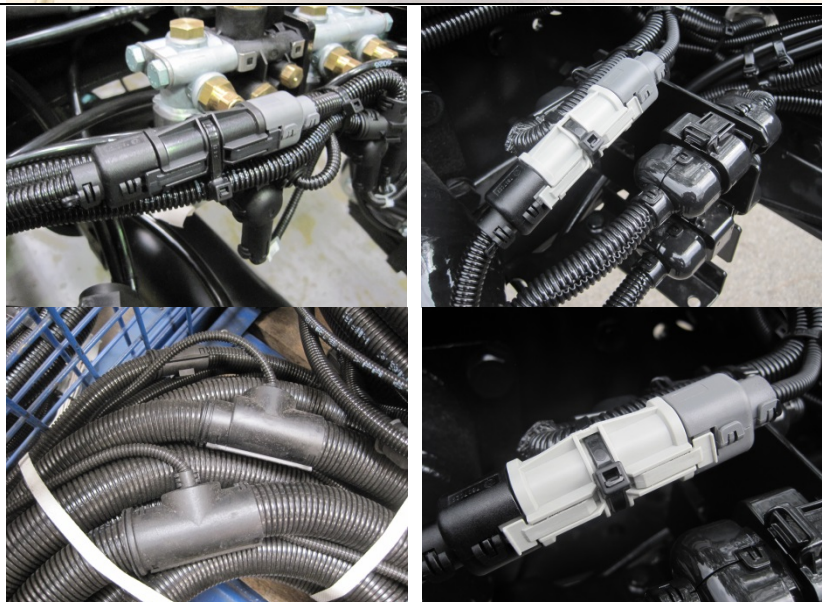


Emergency switch (Rotzler) – LHS

Note: This switch also comes with an extension cable and a remote switch (this is a special ADF requirement and does not affect SLP compliance).



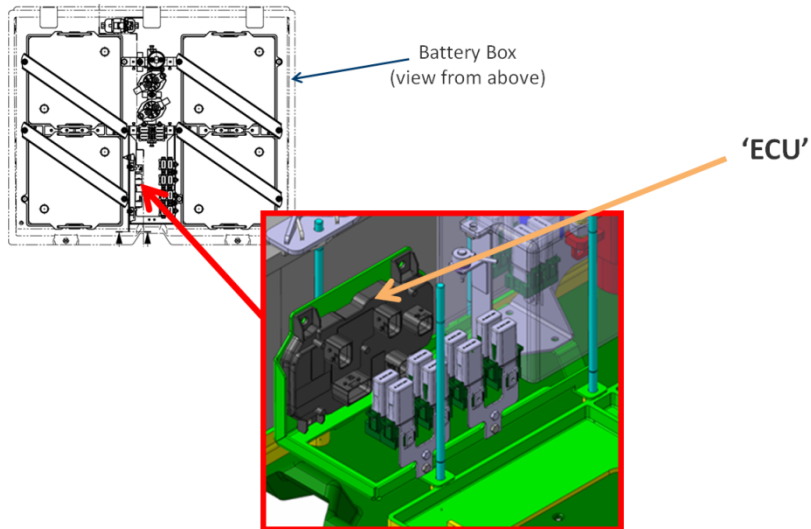
15



Typical approved cab-chassis wiring standards.

Note: The Cabling & Electrical Equipment *on the cab-chassis* complies with the EU ADR requirements and has been assessed as providing an equivalent level of safety to the Australian Standards. This has been approved by WorkSafe Victoria and SLP – see note E above.

16

**(1) Location in Battery Box**

Roll Over Device.

Test procedure is attached.

17



Alfons Haar Control System.

This System is designed for Fuel and Military applications and is suitably rated: EX II (1)2G Ex e mb [ia/ib] IIA T4.

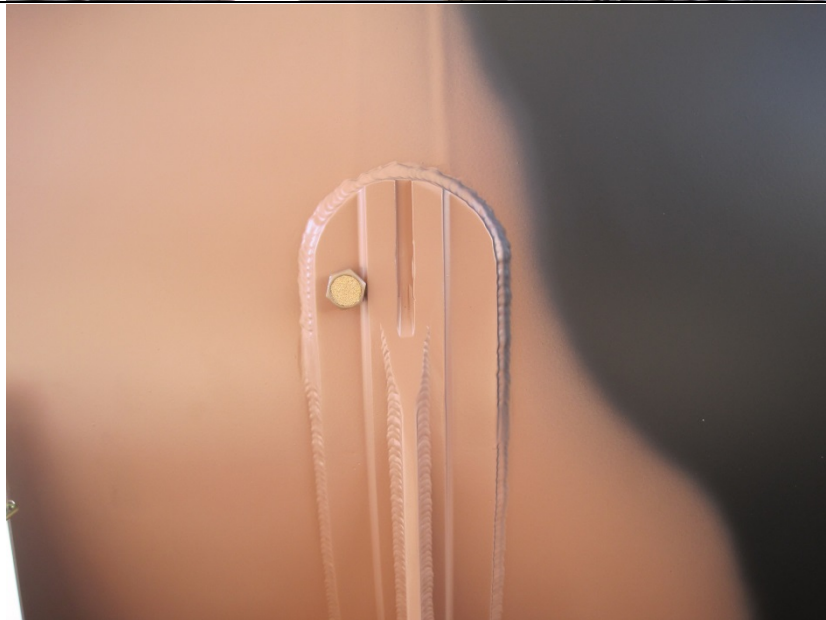
18



Engine exhaust

This is approved, unshielded, by both Worksafe Victoria and SLP – see notes A and D above.

19



Degassing holes are unplugged, but fitted with mesh filters (this is a special ADF requirement).

