

Return To Service Customer Driver Tasks

- ✓ Before loading your tanker for the first time:
- ✓ Inspect the tanker.
- ✓ Complete the 8 Return To Service driver tag checks.
- ✓ Initial each of the 8 checks on the tag as you check the tanker.
- ✓ Write your full name on the tag.
- ✓ Sign the tag.
- ✓ (Optional) Photocopy or take a photo of the completed tag.
- ✓ Have your company upload the Photocopy or photo into the SLP vehicle compliance program, uploading it into the most current SLP Pass-2-Load inspection entry.
- ✓ At the first fuel terminal you attend for loading after service, repairs, inspection or cleaning, submit the completed tag to fuel terminal staff before you start loading.



RETURN-2-SERVICE FAQ'S

Q Why do we need to have return to service?

A When a tanker is handed over to a driver after repairs or inspection, at times mistakes get made and the repairer or inspector fails to ensure the tanker is properly secured and ready for loading. The return to service procedure requires the repairer or inspector check the tanker is secured for loading and for the driver to check that the repairer or inspector has completed their checks properly.

Q What types of vehicles need a return to service tag?

A Tankers, tanks, rigid tanks, dog trailers, B-doubles, Isotainers, any tank or tanker that you can load in a terminal or depot gantry.

Q Does my prime mover need a return to service tag after a service or a Pass-2-Load inspection?

A No, prime movers are not required to have a return to service tag.

Q When should a Pass-2-load inspector, a repairer or a tank cleaning location issue a return to service tag?

A A return to service tag is required whenever a tank compartment hatch, overfill protection probe, vent, camlock cap or inlet/outlet valve has been opened or removed and or replaced by one of these businesses.

Q When do I need to hand over a completed return to service tag to a terminal?

A You only need to provide a completed return to service tag at the first terminal you load at after a Pass-2-Load inspection, repair or a tank wash has been performed on your tanker.

Q Do I need to provide a return to service tag at every terminal I attend for the first time after a Pass-2-Load inspection, repair or internal clean has been performed on my tanker?

A No, you are only required to provide a return to service tag at the first terminal you load at after a Pass-2-Load inspection, repair or a tank cleaner has been performed on your tanker.

Q I have a B-Double combination, do I need to have a RTS tag for each individual tanker?

A It depends;

- If you are loading each tanker separately at different terminals and at different times, then SLP suggests separate tags are supplied for each tanker in your combination;
- but if you are loading both tankers in your combination at the same time in the same terminal then one tag for the combination (both tanks) is appropriate. Both tankers in your combination must be listed on the same tag and checked.

Q What should I do if my tanker has not been issued with a return to service tag and I can see the tank has been opened by a repairer, Pass-2-Load inspector, tank cleaner or service location?

A You must insist they provide a completed return to service tag. If they will not supply an RTS tag contact your company supervisor for advice.

Q My tanker has only had its brakes repaired; do I need to have a return to service tag?

A No, you only need a return to service tag when a tank hatch, overfill protection probe, vent, camlock cap or valve has been opened or removed and or replaced.

Q If my tanker has just received an SLP Pass-2-Load inspection should a return to service tag be supplied?

A Yes, when a Pass-2-Load inspection is conducted the inspector will have opened tank hatches to test overfill protection probes and removed camlock caps to check the condition of seals, so a completed return to service tag must be provided.

Q If I open a hatch, or camlock cap on my own tanker and replace it, why don't I need to fill out a return to service tag?

A The return to service process is used when supervision of a tanker is handed from one to another, as an operator of the equipment you are the supervisor of your tanker and you are responsible for ensuring it is secure before loading. If you open or remove a hatch or cap, then you are responsible for closing and replacing the hatch or cap.

Q Am I responsible for ensuring the vehicle is secure and ready to load or is the repairers/inspector's responsible?

A Before your tanker is loaded each and every time you as the loader of the tanker are ultimately responsible to ensure your tanker is secured and ready to load. The return to service process is there to help remind you of your responsibility and guide you through a checklist designed to help you meet this responsibility.

Q What can happen if I fail to secure my tanker before loading?

A If your tanker is not secured there are a number of things that can happen;

- If a fill cap ears are not secured on a compartment hatch, when you commence loading, the fuel pressure can easily blow the cap off. Once the base of the fill tube is reached with less than 1000 litres, the fuel then races up the fill tube and out over the top of the tanker. One stray spark from an ignition source and your life is in danger.
- If a dip cap or hatch is left open, fuel vapours that are normally removed from the loading gantry via the vapour recovery system will now fill and flow about the loading gantry area, again one stray spark or ignition source and your life is in danger