

Return To Service Terminal operator Tasks:

- ✓ Accept the Return To Service tag from the customer driver.
- ✓ Consider inspecting the tanker based on the works just completed, before giving approval to the customer Driver to load the tanker.
- ✓ Decide too either:
 - ❖ file the RTS tag with your local documents; or
 - ❖ dispose of the RTS tag; or
 - ❖ hand the RTS tag back to the customer once the tanker has successfully completed loading without incident.....



RETURN-2-SERVICE FAQ'S

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

A Tankers, rigid tanks, dog trailers, Isotainers, any tanker that can be loaded in a terminal or depot gantry.

Q Do prime movers require a return to service tag?

A No, prime movers do not require a return to service tag.

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

A When a tank compartment hatch, vent, overfill protection probe, camlock cap or valve has been opened or removed and or replaced by a Pass-2-load inspector, repairer or tank cleaning provider.

Q Will a return to service tag be issued if the tanker has only received a Pass-2-Load inspection?

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

Q Will a return to service tag be issued for each tanker in a B-Double combination?

A It depends;

- If each tanker in the combination will be loaded separately at different terminals and at different times, then separate tags must be supplied for each tanker;
- but if both tankers in the combination are going to be loaded at the same time in the same terminal, then one tag for the combination (both tankers) is appropriate.

Q How long does a return to service tag need to be retained?

A RTS tags are considered as documents of short-term value, once a tanker has successfully completed loading without a problem, the return to service tag no longer has any value and does not need to be retained.

Q If work on a tanker did not require a hatch, overfill protection probe, vent or camlock cap, to be opened or removed for example; a wheel bearing or brake repairs, does a return to service tag need to be issued?

A No, a return to service tag is only required when a tank hatch, overfill protection probe, vent, camlock cap or valve has been opened or removed and or replaced by a Pass-2-load inspector, repairer or tank cleaning provider.

Q If the driver opens up a hatch, or camlock cap on their own tanker and closes or replace it, do they need to fill out a return to service tag?

A No, the return to service process is used when supervision of a tanker is handed from one to another, the driver as the operator of the tanker is responsible for ensuring it is secure before loading. If the driver opens or removes a hatch or cap, then they are responsible for closing and replacing the hatch or cap.

Q What can happen if the tanker is not secure 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 they commence loading, the fuel pressure can easily blow the cap off. Once the base of the fill tube is reached, "this can take less than 1000 litres" the fuel then races up the fill tube and out over the top of the tanker. One stray spark or ignition source and the fire triangle is complete.
- 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 the fire triangle is complete.