2024
NOVEMBER

OG7-V3.5

Update

REVIEW THE CHANGES

Return to service
SECTION 3.1.2

Draining Bucket
SECTION 5.15

Emergency Shutdown
SECTION 5.8.3

Operating Guideline No. 7 Version 3.5

2008-Prime-Mover-Inspection-Checklist
2008-Rigid-Tanker-Inspection-Checklist
2008-Skel-Trailer-Dolly-Inspection
2008-Tanker-Trailer-Inspection
2020-Prime-Mover-Inspection-Checklist
2020-Rigid-Tanker-Inspection-Checklist
2020-Skel-Trailer-Dolly-Inspection-Checklist
2020-Tanker-Trailer-Inspection-Checklist

SAFE LOAD PROGRAM

Return to service (RTS) Section 3.1.2

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.

- Readiness to load requires the tanker hatches and camlock caps are secured, hoses and ancillary equipment secured, and an RTS tag checklist completed and signed by the RTS checklist inspector.
- The SLP RTS tag checklist or equivalent must be completed whenever a tanker barrel and or ancillary equipment (hatches, valves, vents & pipework) have been subject to repairs, maintenance, inspection and testing.
- The RTS tag checklist or equivalent process must be employed and completed whenever a tanker barrel and its ancillary equipment have been opened, removed and replaced, repaired, tested or inspected.

Draining Bucket Section 5.15

If the vehicle has a product (draining, slops, drip) bucket on board, the bucket and handle must be metal and complete with a sealable lid, a static earth lead complete with a bonding clamp.

A resistance measurement between the bonding clamp and the bucket surface must be conducted using an ohmmeter or other suitable device every 6 months and the maximum resistance must not exceed 10 ohms.

- If fitted, the draining bucket is secure and in good condition?
- The draining bucket has been tested 6 monthly for electrical continuity, is tagged & in test date?
- There is less than 10Ω resistance between the earth reel cable clamp & any part of the tanker?

SLP
SAFE LOAD PROGRAM

Emergency shut-off system Section 5.8.3

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 must 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 must be clearly labelled and tested to ensure functionality.
Required for vehicles manufactured to meet AS2809 for the transport of dangerous goods cargo.

- Test discharge system E-stops, when activated visually confirm all internal valves close?
- Are all tanker emergency stops clearly labelled?

SAFE LOAD PROGRAM