

	Faulty	Okay
3) External Inspection Of Manholes:		
A) Devices for tightening manhole covers operative	___	/
B) Evidence of leakage	___	/
C) Inspect and pressure test fill lids, normal vents	___	/
4) External Inspection Of Emergency Valves And Devices		
A) Emergency valves free from corrosion, erosion, distortion, or external damage that would prevent safe operation	___	/
B) Remote trip control in operation / activate	___	/
C) Leakage test seating disc in emergency valve	___	/
D) Self closing stop valves in operation - function	___	/
5) <u>Missing</u> bolts, nuts, and fusible links must be replaced and loose nuts - bolts tightened	___	/
6) All Required Marking On Tank Legible		
A) DOT spec. plate accessible / legible	___	/
B) Flammable placards legible (all 4-sides)	___	/
7) External Inspection Of All Major Appurtenances		
A) Fifth wheel plate, pins, bolts	___	/
B) Suspension, springs, hangers, etc.	___	/
C) Frame, cross members, gussets, etc.	___	/
8) Inspect all re-closing pressure relief valves	___	/
9) Lights, reflectors, wiring in good working order	___	/
10) Brakes in good working order	___	/
11) Air hoses above axles, chambers, chafed, or rotted	___	/
12) Air system have any leaks	___	/
13) Tank mounting bolts, boards, attachments in proper working order	___	/
14) Leakage test entire pump system(s)	<u>N/A</u>	<u>N/A</u>

Leakage Test 180.407 (h) Pneumatic

Each cargo tank with all valves and accessories in place or operative must be tested at not less than 80% of the tank design pressure or maximum allowable working pressure (MAWP) whichever is marked on the certification plate.

Compt.	#1	#2	#3	#4	#5	#6
Start Time	<u>6:53</u>	<u>7:04</u>	<u>6:49</u>	<u>7:09</u>		
Pressure	<u>2.6</u>	<u>2.6</u>	<u>2.6</u>	<u>2.6</u>	<u>/</u>	<u>/</u>
Final Time	<u>6:58</u>	<u>7:09</u>	<u>6:54</u>	<u>7:14</u>	<u>/</u>	<u>/</u>

Alternate EPA / Pressure Vacuum Test Method 27 / 40CFR63.425

Pressure Test = 18"

Test	1 Minute	2 Minutes	3 Minutes	4 Minutes	5 Minutes	Time
1	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>7:16 AM</u>
2	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>Average</u>
						<u>18.0"</u>

Vacuum Test = -6.0"

Test	1 Minute	2 Minutes	3 Minutes	4 Minutes	5 Minutes	Time
1	<u>-6.0</u>	<u>-5.9</u>	<u>-5.8</u>	<u>-5.7</u>	<u>-5.6</u>	<u>7:32 AM</u>
2	<u>-6.0</u>	<u>-5.9</u>	<u>-5.9</u>	<u>-5.8</u>	<u>-5.8</u>	<u>Average</u>
						<u>-5.7"</u>

Vapor Vent Test/Vapor Rail Pressure Test

Test 1	1 Minute	2 Minutes	3 Minutes	4 Minutes	5 Minutes	Time
	<u>0"</u>	<u>0.1"</u>	<u>0.2"</u>	<u>0.2"</u>	<u>0.3"</u>	<u>7:47 AM</u>

Location of Defects Found and Method of Repair:

- 1.) #70 2" vapor hoses in tray are busted - needs replaced
- 2.) _____
- 3.) _____
- 4.) _____
- 5.) _____

Attach Supplemental Sheets For Information Or Supporting Test Papers

Cargo Tank Meets The Requirements Of The DOT Specification

Identified On This Report Yes No

Was The Tank Marked

"V"	<u>Yes</u>	Month <u>1</u>	Year <u>24</u>
"K"	<u>Yes</u>	Month <u>1</u>	Year <u>24</u>
"K" EPA	<u>Yes</u>	Month <u>1</u>	Year <u>24</u>
"T"	<u>=</u>	Month <u>=</u>	Year <u>=</u>

I certify that the above inspections were conducted in accordance with 180.407.

Owner Acknowledgment Robert W. Busch Date 1-22-24
 R/I, Manager's Acknowledgment _____ Date 1-22-24
 Inspected By: T. Busch Print Tim Busch Date 1-22-24



CITGO Petroleum Corporation
TERMINALS AND PIPELINES

Carrier Equipment Inspection Form	TPL-OPS-002-C
Effective Date: June 15, 2020	Rev. 0

Carrier Name: SJA Transport, Inc Trailer Unit #: 220
 Trailer: Make Polar Year 2020 DOT Type 406 Serial Number PKA4527M7108658
 Retain Sensors Installed Yes No

API RP 1004: Bottom Loading and Vapor Recovery for MC-306 & DOT-406 Tank Motor Vehicles

	Example	Front Compartments					
		#1	#2	#3	#4	#5	#6
1 Max Compartment Capacity	3140	3218	1611	2145	3304		
2 Probe Outage (60 gal min)	60	113	80	72	113		
3 *Carrier Outage	3080	3105	1531	2173	3191		
4 Maximum Preset	3000	3000	1500	2000	3000		

Subtract Lines 2&3 from Line 1

All Sections must be completed

*Carrier outage is the distance between the overfill probe and the product that prevents setting off the rack shutdown system (domeouts). This option is at the discretion of the carrier and varies on the tank strapping charts and the level outage selected.

Certified Inspection Requirements

All Boxes Must Be Completed

YES

- Has the overfill protection probe been set & tested to a minimum of 60 gross gallons below the maximum compartment capacity?
- Is the overfill protection system in working condition?
- Has each compartments probe been tested with liquid to verify that it activates the shutdown circuitry?
- Has the grounding system been checked and is in proper operating condition?
- Has the grounding system been checked to ensure that has not been modified or rewired in any manner that would allow it to provide a false reading to allow loading?
- Are all gauge rods and any other compartment protrusions properly grounded with secure bonding wires?
- Is a functional brake interlock system installed on the loading header and vapor recovery hose?

/
/
/
/
/
/
/

Tim Buck
Name (Print)
T. Buck
Name (Sign)

CrH. Bradshaw Co
Inspection Company
CT0097
Inspector's DOT reg. #

1/22/24
Date (MM/DD/YY)

Carrier Verification Requirements

YES

- Is an MC306, DOT406 or other specification plate installed?
- Is proper placarding installed for the product(s) that are hauled?
- Is the state DOT inspection or DOT 396/17 data current?
- Are pressure, leakage and visual decals current?
- Is emergency response information (including guidebook) on board?
- Is each tank/trailer marked with appropriate unit numbers?
- Are compartment capacity charts current and available upon request?
- Is each compartment loading headers matching with maximum presets recorded above?

/
/
/
/
/
/
/
/

As representative of the company, I certify that all information on this document is certified and true.

Robert Dean ROBERT DEAN PRESIDENT
Name (Print & Sign) Title

1/22/24
Date (MM/DD/YY)



WET TEST CERTIFICATION FORM

This document certifies that this trailer testing has been completed and has passed the wet test requirement for overfill protection probes. This certifies that the entire operation of the truck overfill prevention system is wired correctly and that the entire system is working properly.

The trailer noted below meets the requirements for the overfill probes to be set where the maximum safe fill is at least sixty (60) gallons less than the manufacturers specified compartment capacity.

PROBES TESTED AND SET PROPERLY

	YES	NO	SAFE FILL AMOUNT (GALS)
Compartment #1:	✓		
Compartment #2:	✓		
Compartment #3:	✓		
Compartment #4:	✓		
Compartment #5:	X		
Compartment #6:	X		

Carrier Name: SJA TRANSPORT

Carrier Address: 101 E. SOUTH ST.
ROCKFORD, OH 45882

Trailer Number: 220

VIN Number: 1PMKA4527M7108650

Signature: Robert L. P...

Date: 1/22/24