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TESTED BY (Person's Namo)

ADDRESS

165-FS-D2 (Rev. 4/05) 8897



CITGO Petroleum Corporation TERMINALS AND PIPELINES

	Carrier Equipment Inspect Effective Date: June 15, 202	ion Form				TPL-OPS	-002-C			
Carr	ier Name: SJA Transport II									
				ailer Unit #						
Trail	er: Make <u>POLAR</u> Ye	ar <u>8/2018</u> DO	Т Туре <u>40</u>	6	Serial N	Vumber <u>1</u> F	MS245	<u>27K801</u> 6054		
Reta		X No								
	API RP 1004: Bottom Loading and Vapor Recovery for MC-306 & DOT- 406 Tank Motor Vehicles		Front		Compa	rtments		Rear		
		Example	#1	#2	#3	#4	#5	#6		
1	Max Compartment Capacity	3140	3763	1310	214/2	3128	N/A	N/A		
2	Probe Outage (60 gal min)	60	60	60	60	60		14//		
3	*Carrier Outage									
4	Maximum Preset	3000	3500	1200	2000	2800		<u> </u>		
	Cultimate Linear On O.C.									
	Subtract Lines 2&3 from Line 1 All Sections must be completed									
	*Carrier outage is the distand (domeouts). This option is at	ce between the overfill pro t the discretion of the carri	be and the pro er and varies o	duct that pre	vents setting rapping chart	off the rack s	hutdown sys el outage se	tem lected.		
	Certified Inspection Requirer	ments A	II Boxes M	ust Be Co	mpleted			YES		
1	Has the overfill protection probe be compartment capacity?					e maximum	ſ			
2	Is the overfill protection system in	working condition?					-			
3	Has each compartments probe been tested with liquid to verify that it activates the shutdown circuitry?									
4	Has the grounding system been of	necked and is in proper	operating co	ndition?			<u> </u>			
5	Has the grounding system been of would allow it to provide a false re-	necked to ensure that h	as not been :	modified or	rewired in a	iny manner t	that	/		
6	Are all gauge rods and any other of	compartment protrusion	s properly gr	ounded with	secure bo	nding wires?	, }			
7	is a functional brake interlock system	em installed on the load	ilng header a	ınd vapor re	covery hos	e?				
Ky	le McCan	Hoosia trail	er a tro	vcK	•	7-24-2	LI.			
Name	(Print) Insp	ection Company		- , , ,	Dat	7-24-2 le (MM/DD/Y)	/			
M	1 /Im	C+ 3437 ector's DOT reg. #								
Name	(Sigh) Insp	ector's DOT reg. #	***************************************							
	Continuity to the second									
1	Carrier Verification Requirem Is an MC306, DOT406 or other spe		-10				-	YES		
2	Is proper placarding installed for the						_			
3			auleu?				-			
4	Is the state DOT inspection or DOT 396/17 data current? Are pressure, leakage and visual decals current?									
5	Is emergency response information (including guidebook) on board?									
6	Is each tank/trailer marked with appropriate unit numbers?									
7	Are compartment capacity charts of						<u> </u>			
8	is each compartment loading head			recorded a	bove?		-			
As rer	presentative of the company, I certif	y that all information on	this docume	nt is certifie	d and true		ــا ــــــــــــــــــــــــــــــــــ			
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Name	(Print & Sign)	Title	1		Da	ite (MM/DD/Y	n/			

TPL-OPS-002-C



Energy Transfer Partners Carrier Access & Compliance

4041 Market Street
Upper Chichester, PA 19014
Em: TTDataAdmin@EnergyTransfer.com
Version 2.0 - Rev. 03/ 01/ 2024

TRAILER INSPECTION & WET TEST CERTIFICATION	ATION	FORN	1	
carrier Name: SJA Transport, Inc.	****		- 524527K8	016054
Carrier Address: 101 E. South Street Rockford, OH 45882	Serial/VIN			
Load Type: Top Bottom X Trailer Type: LPG	X	Dist. Only		
Vapor Test: Has a valid Method27 Vapor Tightness Test been attached?	X	_ NO		
<u>Trailer & Safety Maintenance</u>				
Certified Inspection Requirements - All Boxes Must Be Completed			YES	NO
1. Is the overflow protection system in working condition and have the overfill protection probes been minimum $60\ gross\ gallons$?	d to a	X		
2. Has each compartment probe been tested to verify it activates the shutdown circuitry on this unit?			X	
3. Has the grounding sytem been checked to ensure it is in working condition and has not been modified manner?	d or rewired	in any	X	
4. Has the grounding system been tampered with to allow a false reading to permit loading?				X
5. Are all gauge rods and compartment protusions grounded with secure bonding wires?			X	
6. Has a brake interlock system been installed on the loading header and vapor recovery hose?		X		
Trailer Wet Test Verification				
This document certifies that this trailer testing has been completed and has passed the probes. This certifies that the entire operation of the truck overfill prevention system is wired correctly correctly. The trailer noted meets the requirements for the overfill probes to be set where the maximum than the manufacturers specified compartment capacity.	and that the rail is a	e entire sy at least six	stem is worki cty (60) gallon	ng s less
The carrier certifies that all DOT inspections, stickers, decals and DOT 396/17 data is curesponse guidebook is on board and the vehicle has compartment capacity / strapping charts that are	rrent for this current and a	strailer. Α available ι	an emergency upon request.	

Max Compartment Capacities

Max Compartment Capacity Probe Outage (60 Gal min.) Carrier Outage * Maximum Preset

_	
	EXAMPLE
	3140
	60
	80
Γ	3000

Comp #1	Comp #2	Comp #3	Comp #4	Comp #5	Comp #6
3763	1310	2142	3128	N/A	N/A
60	60	60	60		
3700	1250	2082	3068		
3500	1200	20002800			

^{*} The distance between the overfill probe and the product that prevents the rack shutdown system from being activated.

My signature below certifies that as a representative of the above carrier, all information obtained and written on this document is certified and true.

Signature: Robert Belin	Date: 7/24/24
Print Name: Robert Belna	