

C.H. Bradshaw Co.  
2004 Hendrix Drive  
Grove City, Ohio 43123-1278  
DOT CT0097

(VKE) REVISION 11/21

Work Order # 097413

V.   
K.   
K-EPA 27

External Visual Inspection  
Leakage Test / Inspection  
Annual Certification Test  
Method 27 - 63.425 (e) (1) (2)

Owner SAME

Customer SSA Transport Inc  
Address 101 E South St  
C.S.Z. Rockford, Ohio 45882

License Plate # TQR 6163  
Owners Unit # 203  
Serial # 6515041  
Trlr. Vin # (If Applicable) IPMA2422365015041  
D.O.T. Spec # DOT 406AL  
Original Test Date 09-15  
Design or MAWP 3.3  
Test Location (C.S.) Rockford, Ohio

Previous Test Dates  
V 9-23  
I 9-20  
P 9-20  
K 9-23  
K-EPA 27 9-23  
Number of Compartments 4

Compartment Size: #1 3500 #2 1200 #3 2000 #4 2800 #5 X

Year Tank Mfg. 09-15 Mfg. Name Polar Trailer Gallons 9500

Minimum Thickness of Cargo Tank Shell .173 Heads .220

Is Tank Lined? NO Insulated? NO

Is the unit used for transport of any material other than petroleum based products? NO

External Visual Inspection 180.407 (d)

	Faulty	Okay
1.) External Inspection Of Tank Shell And Heads:		
A) Corroded or Abraded Areas (Rust)	_____	<u>/</u>
B) Dents or Punctures	_____	<u>/</u>
C) Distortion or Defects In Welds	_____	<u>/</u>
D) Thickness Testing Needed	_____	<u>/</u>
E) Tank has Imaging Decals (Wrap)	YES	<u>NO</u>
Internal Visual In Accordance To 180.407(c)	YES	<u>NO</u>
2.) External Inspection Of Piping, Valves, Gaskets:		
A) Corroded Areas	_____	<u>/</u>
B) Defects in Welds, Signs of Leakage	_____	<u>/</u>
C) Condition of delivery, vapor hoses	_____	<u>/</u>

	Faulty	Okay
3) External Inspection Of Manholes:		
A) Devices for tightening manhole covers operative	___	<u>  /  </u>
B) Evidence of leakage	___	<u>  /  </u>
C) Inspect and pressure test fill lids, normal vents	___	<u>  /  </u>
4) External Inspection Of Emergency Valves And Devices		
A) Emergency valves free from corrosion, erosion, distortion, or external damage that would prevent safe operation	___	<u>  /  </u>
B) Remote trip control in operation / activate	___	<u>  /  </u>
C) Leakage test seating disc in emergency valve	___	<u>  /  </u>
D) Self closing stop valves in operation - function	___	<u>  /  </u>
5) <u>Missing</u> bolts, nuts, and fusible links must be replaced and loose nuts - bolts tightened	___	<u>  /  </u>
6) All Required Marking On Tank Legible		
A) DOT spec. plate accessible / legible	___	<u>  /  </u>
B) Flammable placards legible (all 4-sides)	___	<u>  /  </u>
7) External Inspection Of All Major Appurtenances		
A) Fifth wheel plate, pins, bolts	___	<u>  /  </u>
B) Suspension, springs, hangers, etc.	___	<u>  /  </u>
C) Frame, cross members, gussets, etc.	___	<u>  /  </u>
8) Inspect all re-closing pressure relief valves	___	<u>  /  </u>
9) Lights, reflectors, wiring in good working order	___	<u>  /  </u>
10) Brakes in good working order	___	<u>  /  </u>
11) Air hoses above axles, chambers, chafed, or rotted	___	<u>  /  </u>
12) Air system have any leaks	___	<u>  /  </u>
13) Tank mounting bolts, boards, attachments in proper working order	___	<u>  /  </u>
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>9:08</u>	<u>9:26</u>	<u>9:16</u>	<u>9:48</u>	<u>—</u>	<u>—</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>9:13</u>	<u>9:31</u>	<u>9:21</u>	<u>9:53</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	Average
1	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>
2	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>

Time 9:55 AM

Vacuum Test = -6.0"

Test	1 Minute	2 Minutes	3 Minutes	4 Minutes	5 Minutes	Average
1	<u>-6.0</u>	<u>-6.0</u>	<u>-5.9</u>	<u>-5.9</u>	<u>-5.8</u>	<u>-5.8</u>
2	<u>-6.0</u>	<u>-6.0</u>	<u>-6.0</u>	<u>-5.9</u>	<u>-5.8</u>	<u>-5.8</u>

Time 10:08 AM

Vapor Vent Test/Vapor Rail Pressure Test

Test 1	1 Minute	2 Minutes	3 Minutes	4 Minutes	5 Minutes
	<u>0"</u>	<u>0"</u>	<u>0"</u>	<u>0"</u>	<u>0"</u>

Time 10:22 AM

Location of Defects Found and Method of Repair:

- 1.) \_\_\_\_\_
- 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" yes Month 9 Year 24  
 "K" yes Month 9 Year 24  
 "K" EPA yes Month 9 Year 24  
 "T" — Month — Year —

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

Owner Acknowledgment Robert W. Boh Date 9-9-24  
 R/L Manager's Acknowledgment [Signature] Date 9-9-24  
 Inspected By: [Signature] Print Tim BUCK Date 9-9-24



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 FORM**

Carrier Name: SJA Transport, Inc. Trailer #: 203  
 Carrier Address: 101 E. South Street Rockford, OH 45882 Serial/VIN: 1PMA2422365015041  
 Load Type: Top \_\_\_\_\_ Bottom X Trailer Type: LPG \_\_\_\_\_ Gas / Dist. X Dist. Only \_\_\_\_\_  
 Vapor Test: Has a valid Method27 Vapor Tightness Test been attached? YES X NO \_\_\_\_\_

**Trailer & Safety Maintenance**

**Certified Inspection Requirements - All Boxes Must Be Completed**

1. Is the overflow protection system in working condition and have the overfill protection probes been set and tested to a minimum 60 gross gallons?
2. Has each compartment probe been tested to verify it activates the shutdown circuitry on this unit?
3. Has the grounding system been checked to ensure it is in working condition and has not been modified or rewired in any manner?
4. Has the grounding system been tampered with to allow a false reading to permit loading?
5. Are all gauge rods and compartment protrusions grounded with secure bonding wires?
6. Has a brake interlock system been installed on the loading header and vapor recovery hose?

	YES	NO
1. Is the overflow protection system in working condition and have the overfill protection probes been set and tested to a minimum 60 gross gallons?	X	
2. Has each compartment probe been tested to verify it activates the shutdown circuitry on this unit?	X	
3. Has the grounding system been checked to ensure it is in working condition and has not been modified or rewired in any manner?	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 protrusions 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 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 correctly. The trailer noted 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.

The carrier certifies that all DOT inspections, stickers, decals and DOT 396/17 data is current for this trailer. An emergency response guidebook is on board and the vehicle has compartment capacity / strapping charts that are current and available upon request.

**Max Compartment Capacities**

	EXAMPLE	Comp #1	Comp #2	Comp #3	Comp #4	Comp #5	Comp #6
Max Compartment Capacity	3140	3602	1362	2061	2988	N/A	N/A
Probe Outage (60 Gal min.)	60	60	60	60	60		
Carrier Outage *	80	3552	1302	2001	2938		
Maximum Preset	3000	3500	1200	2000	2800		

\* 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 Belna

Date: 9/9/24

Print Name: Robert Belna



CITGO Petroleum Corporation  
TERMINALS AND PIPELINES

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

Carrier Name: SCA Trailer Unit #: 203  
 Trailer: Make Prior Year 9-15 DOT Type 406AL Serial Number 10112407345015014  
 Retain Sensors Installed Yes  No

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

	Example
1 Max Compartment Capacity	3140
2 Probe Outage (60 gal min)	60
3 *Carrier Outage	3080
4 Maximum Preset	3200

Subtract Lines 2&3 from Line 1

Front	Compartments				Rear
#1	#2	#3	#4	#5	#6
3400	1080	2000	2800	/	/
60	60	60	60	/	/
3340	1140	1940	2740	/	/
3300	1060	1860	2660	/	/

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

- 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 this 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?

Rob Johnson  
Name (Print)  
[Signature]  
Name (Sign)

MOT  
Inspection Company  
670090  
Inspector's DOT reg. #

9/9/24  
Date (MM/DD/YY)

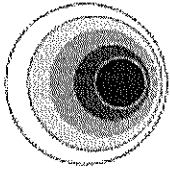
**Carrier Verification Requirements**

- Is an MC-306, DOT-406 or other specification plate installed?
- Is proper placarding installed for the product(s) that are hauled?
- Is the state DOT inspection or DOT 696/17 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?

All information on this document is confidential and for internal use only.

Robert W. Bazzani Roberta President  
Name (Print & Sign) Title

9/9/24  
Date (MM/DD/YY)



### Buckeye Annual & Post Incident Trailer Inspection Form

This form must be completed each year or following a lock out on each trailer and provided to each facility utilized by this equipment. This form shall accompany the federally required annual pressure-vacuum test or Distillate Only Loading Certification and as such any equipment without either shall be automatically locked out from the loading system if no renewal is provided on or before the anniversary date.

Carrier Name: SJA TRANSPORT

Trailer #: 203

Certification Date: \_\_\_\_\_

Trailer Serial #  
1PMA242365015041

Calculate Working Volume (Max volume minus - 60 gallons ullage) for each compartment below.

		#1	#2	#3	#4	#5	
Max Capacity	Front	3602	1362	2061	2988	N/A	Rear
		-60	-60	-60	-60	-60	
Working Capacity	Front	3500	1200	2000	2800		Rear

### Certified Inspection Company Verification Requirements

#### Wet Test Certification

The Overfill Protection Probe system has been inspected and is in operating condition. The process should test the probe of each compartment with a liquid to verify it activates the shutdown circuitry.

#### Ullage Certification

Overfill Protection Probes are at such a height to allow for 60 gallons of ullage prior to reaching the compartments maximum volume.

#### Grounding System Certification

The Grounding system has been checked and is in proper working condition, AND has not been modified in any way to provide a false reading allowing the trailer to be loaded.

#### Brake Interlock Certification

A brake interlock system is installed and functional on the loading header and the vapor recovery hose connection.

#### MC 306 / DOT 406 Certification

The unit has passed the inspection and is released for return to service.

Tim Brook CT0097  
Sig. of Inspector / Inspector's DOT Reg. #

C.H. BRADSHAW  
Inspection Company Name

9/9/24  
Date