

10/24/24

OWNER SJA Transport Inc		CARRIER (if other than owner)	
PRINCIPAL PLACE OF BUSINESS ADDRESS 101 E South St		PRINCIPAL PLACE OF BUSINESS ADDRESS	
CITY, STATE, ZIP CODE Rockford, OH 45882		CITY, STATE, ZIP CODE	
OWNER'S SERIAL NO.		TELEPHONE 419.363.2342	TELEPHONE
CARGO TANK MOTOR VEHICLE MFG.	MFG. DATE 10/2004	ORIG. TEST DATE 10/2004	CARRIER'S EQUIPMENT NO. 213
	CARGO TANK MOTOR VEHICLE CERT. DATE	TANK MANUFACTURER POLAR	VESSEL MATERIAL SPEC. NO. 5454-H32
MAX. WEIGHT OF LADING LBS. NA	LADING MATERIALS	DOT SPECIFICATION NO. 406	MANUFACTURER'S SERIAL NO. 1PMA2442295004197
HEATING SYSTEM	DESIGN PRESSURE (PSI-G) NA	DESIGN TEMPERATURE °F NA	FLUID CAPACITY (GALS.) 9300
	MATERIAL	ORIGINAL TEST DATE 10/2004	MAXIMUM ALLOWABLE WORKING PRESSURE PSIG 3.3
SHELL	HEAD	DESIGN TEMPERATURE °F TO °F	WATER CAPACITY IN LBS.
EXPOSED SURFACE AREA IN SQ. FT. NA	MAX. DESIGN DENSITY OF LADING (LBS. PER GAL.) NA	TANK <input type="checkbox"/> LINED <input type="checkbox"/> INSULATED	
EXTERNAL VISUAL (M) <input checked="" type="checkbox"/> INTERNAL VISUAL (I) <input type="checkbox"/> LINING INSPECTION (L) <input type="checkbox"/> THICKNESS TEST (T)		LEAKAGE TEST (K) <input checked="" type="checkbox"/> HYDROSTATIC <input checked="" type="checkbox"/> PNEUMATIC <input type="checkbox"/> DELIVERY HOSE/PIPING <input type="checkbox"/> K-29427	
		PRESSURE RETEST (P) <input checked="" type="checkbox"/> HYDROSTATIC <input checked="" type="checkbox"/> PNEUMATIC	
		SPECIAL SERVICE <input type="checkbox"/> MATERIAL CORROSIVE TO TANK <input type="checkbox"/> DEDICATED SERVICE <input type="checkbox"/> OTHER	

YES/NO	ITEM	YES/NO	ITEM	TYPE	LEAKAGE		PRESSURE		AVERAGE RESULTS
					TEST	TIME	START	END	
✓	Tank Shell	NA	Flange (Pressure) Disk	PRESSURE					
✓	Tank Heads	✓	Major Appendages	RELIEF					
✓	Head-to-Shell Seam	✓	Upper coupler assembly	DEVICES					
✓	Valves	✓	Suspension system attachments						
✓	Gaskets	✓	connecting structures						
✓	Manhole Covers	✓	Lining Material	Device Number	1	2	3	4	5
✓	Manhole Gaskets	NA	Pressure Bearing Parts of Heating System	Tested	✓	✓	✓	✓	
✓	Devices for Tightening Manhole Gaskets on Full Opening Rear Head	NA	Fuels for Heating System	Removed	✓	✓	✓	✓	
NA	Self-sealing Stop Valves	NA	Connect of Abraded Areas	Inspected	✓	✓	✓	✓	
✓	Excess Flow Valves	✓	Clampless	Replaced					
NA	Remote Closure Devices	✓	Dents	Reinspected	✓	✓	✓	✓	
✓	Recycling Fraction Relief Valves	✓	Welds	Pressure - set to discharge	3.6	3.6	3.6	3.6	
✓	Welds and Bells	✓		Pressure - when open	4.0	3.6	3.8	3.9	
				Pressure - when reclosed	3.7	3.3	3.5	3.5	
				THICKNESS (INCHES)					
				HEAD					
				SHELL TOP					
				SHELL SIDE					
				SHELL BOTTOM					
DELIVERY HOSE/PIPING				UPPER COUPLER ASSEMBLY					
HOSE I.D. NO.				<input type="checkbox"/> EXAMINED IN PLACE					
DATE OF ORIG. HOSE ASSEMBLY TEST				<input checked="" type="checkbox"/> REMOVED FOR EXAMINATION					
CONDITION OF HOSE ASSEMBLY & PIPING SYSTEM				I.D. OF FLUID USED FOR TEST					
				E20-AIR LEAKAGE/PRESSURE					
				TEST PRESSURE		3.3lbs/5 lbs			
				HOLDING TIME OF TEST		5 mins/10mins			

(CHECK ONE) NO DEFECT OR DAMAGE DISCOVERED DEFECTS OR DAMAGE DISCOVERED

LOCATION OF DEFECTS OR DAMAGE: weld heat-affected zone full-thickness vapor phase head-to-shell seam delivery hose/lining suspension

Defects: #3 + #4 Lid seals. leaking past. #1 + #4 baffles cracked

NATURE AND SEVERITY:

METHOD OF REPAIR: IS REPAIR CERTIFICATION REQUIRED? YES NO DESIGN CERTIFYING ENGINEER REGISTRATION NO.

Replaced #3 + #4 lid seals. Reinspected #1 + #4 cracks at baffles

THIS UNIT HAS HAULED ANHYDROUS AMMONIA CORRODED AS TEST WATER BY WEIGHT LIQUEFIED PETROLEUM GAS ANY OTHER MATERIAL THAT MAY CAUSE STRESS CORROSION CRACKING

STRESS RELIEVED AFTER FABRICATION YES NO REPAIR DATE YES NO

DOT REGISTRATION NUMBER OF THE TESTING FACILITY/PERSON: **CT 3437** TEST DATE: **10/24/24** STRESS RELIEVED AFTER REPAIR YES NO NA

TESTED BY (Person's Name): **Michael Copland** REPAIRED BY: **BOOSIER TRAILER AND TRUCK EQUIP. INC.**

ADDRESS: **4830 TODD DRIVE** ADDRESS: **4830 TODD DR**

CITY, STATE, ZIP: **FORT WAYNE, IN 46803** CITY, STATE, ZIP: **FORT WAYNE, TN 46803**

CARGO TANK MEETS FAILS TO MEET THE REQUIREMENTS OF THE DOT SPECIFICATIONS IDENTIFIED ON THIS REPORT

DISPOSITION OF CARGO TANK: WITHDRAWN FROM SERVICE RETURNED TO SERVICE MARKINGS APPLIED: YES NO

SIGNATURE OF INSPECTOR: **Michael Copland** DOT REGISTRATION NUMBER: **CT 3437** DATE: **10/24/24** SIGNATURE OF OWNER: **Robert W. Bohm** DATE: **10/24/24**

TANKER TEST AND INSPECTION REPORT

Manufactured in accordance with Sec. 100.407(b)(1), and 100.417(b) & (c) of the D.O.T. Hazardous Materials Regulations

INSPECTION DATE

10/24/24

OWNER SJA Transport Inc		CARRIER (If other than owner)	
PRINCIPAL PLACE OF BUSINESS ADDRESS 101 E South St		PRINCIPAL PLACE OF BUSINESS ADDRESS	
CITY, STATE, ZIP CODE Rockford, OH 45882		TELEPHONE 419.363.2342	TELEPHONE
OWNER'S SERIAL NO.	MFG. DATE 10/2004	ORIG. TEST DATE 10/2004	CARRIER'S EQUIPMENT NO. 213
CARGO TANK MOTOR VEHICLE MFG.		VESSEL/MATERIAL SPEC. NO. 5454-H32	
CARGO TANK MOTOR VEHICLE CERT. DATE		TANK MANUFACTURER POLAR	MANUFACTURER'S SERIAL NO. 1PMA2442295004197
MAX. WEIGHT OF LOADING	LOADING MATERIALS	DOT SPECIFICATION NO. 406	FLUID CAPACITY (GALS.) 9300
LSS: NA	DESIGN PRESSURE	DESIGN TEMPERATURE	ASME CODE SYMBOL
HEATING SYSTEM	(PSIG) NA	'F' NA	ORIGINAL TEST DATE 10/2004
MATERIAL		MAXIMUM ALLOWABLE WORKING PRESSURE PSIG 3.3	
SHELL	HEAD	DESIGN TEMPERATURE	
EXPOSED SURFACE AREA IN SQ. FT.	MAX. DESIGN DENSITY OF LOADING (LBS. PER GAL)	WATER CAPACITY IN LBS.	
NA	NA	TANK <input type="checkbox"/> UNED <input type="checkbox"/> INSULATED <input type="checkbox"/> SPECIAL SERVICE <input type="checkbox"/> MATERIAL CORROSIVE TO TANK <input type="checkbox"/> DEDICATED SERVICE <input type="checkbox"/> OTHER	
<input type="checkbox"/> EXTERNAL VISUAL (V) <input type="checkbox"/> LEAKAGE TEST (L) <input type="checkbox"/> PNEUMATIC <input type="checkbox"/> PRESSURE RETEST (P) <input type="checkbox"/> INTERNAL VISUAL (I) <input type="checkbox"/> HYDROSTATIC <input type="checkbox"/> HYDROSTATIC <input type="checkbox"/> UNKING INSPECTION (U) <input type="checkbox"/> DELIVERY HOSE/PIPING <input type="checkbox"/> PNEUMATIC <input type="checkbox"/> THICKNESS TEST (T) <input checked="" type="checkbox"/> EPA27			

YES/NO	ITEM	YES/NO	ITEM	TYPE	TEST	START	END	START	END	AVERAGE RESULTS
	Tank Shell		Frangible (Rupture) Disk	PRESSURE RELIEF DEVICES	MODIFIED / METHOD 27	PRES. 1	2:00	2:05	18	17.9
	Tank Heads		Major Attachments *							
	Head-to-Shell Seam		Upper coupler assembly							
	Valves		Inspection system attachments							
	Gaskets		connecting structures							
	Manhole Covers		Using Materials							
	Manhole Gaskets		Pressure Bearing Portions of Heating System							
	Devices for Tightening Manhole Gaskets on Full Opening Rear Heads		Flange for Heating System							
	Self-closing Stopvalves		Conceded or Abused Areas							
	Excess Flow Valves		Distortions							
	Remote Closure Devices		Cracks							
	Relieving Pressure Relief Valves		Welds							
	Welds and Solder									

DELIVERY HOSE/PIPING	THICKNESS (INCHES)	MEG.	MIN.	I.D. OF FLUID USED FOR TEST Water
HOSE I.D. NO. _____	HEAD _____	_____	_____	TEST PRESSURE 18"
DATE OF ORIG. HCSE ASSEMBLY TEST _____	SHELL TOP _____	_____	_____	HOLDING TIME OF TEST 5 mins
CONDITION OF HOSE ASSEMBLY & PIPING SYSTEM _____	SHELL SIDE _____	_____	_____	
	SHELL BOTTOM _____	_____	_____	

(CHECK ONE) NO DEFECT OR DAMAGE DISCOVERED DEFECTS OR DAMAGE DISCOVERED

LOCATION OF DEFECTS OR DAMAGE: weld heat-affected zone frangible disk vapor phase head-to-shell seam delivery hose/pipe attachments

Defect: **Swing hose leaking at cracked tubing area at fitting.**

NATURE AND SEVERITY:

METHOD OF REPAIRS: (IS REPAIR CERTIFICATION REQUIRED?) YES NO DESIGN CERTIFYING ENGINEER REGISTRATION NO. _____

cut off cracked tube area & reattached to fitting.

THIS UNIT HAS HAULED ANHYDROUS AMMONIA ANY OTHER MATERIAL THAT MAY CAUSE STRESS CORROSION CRACKING STRESS RELIEVED AFTER FABRICATION YES NO REPAIR DATE **NA**

DOT REGISTRATION NUMBER OF THE TESTING FACILITY/PERSON **CT 3437** TEST DATE **10/24/24** STRESS RELIEVED AFTER REPAIR YES NO **NA**

TESTED BY (Person's Name) **Michael Copeland** REPAIRED BY **HOOSIER TRAILER AND TRUCK EQUIP. INC.**

ADDRESS **4830 TODD DRIVE** ADDRESS **4830 TODD DRIVE**

CITY, STATE, ZIP **FORT WAYNE, IN 46803** CITY, STATE, ZIP **FORT WAYNE, IN 46803**

CARGO TANK: MEETS FAILS TO MEET THE REQUIREMENTS OF THE DOT SPECIFICATIONS IDENTIFIED ON THIS REPORT

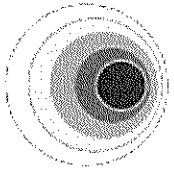
DISPOSITION OF CARGO TANK: WITHDRAWN FROM SERVICE RETURNED TO SERVICE MARKINGS APPLIED: YES NO

SIGNATURE OF INSPECTOR **Michael Copeland** DOT REGISTRATION NUMBER **CT 3437** DATE **10/24/24** SIGNATURE OF OWNER **Robert B...** DATE **10/24/24**

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ORIGINAL

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



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 #: 213

Certification Date: _____

Trailer Serial #
1PMA2442295004197

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

		#1	#2	#3	#4	#5	
Max Capacity	Front	3651	2132	1261	2827	N/A	Rear
		-60	-60	-60	-60	-60	
Working Capacity	Front	3500	2000	1100	2700		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.

Michael Gephart CT 3437
Sig. of Inspector / Inspector's DOT Reg. #

HOOPER TRAILER + TRUCK
Inspection Company Name

10/24/24
Date



Energy Transfer Partners
 Carrier Access & Compliance
 4041 Market Street
 Upper Chichester, PA 19014
 Em: TDataAdmin@EnergyTransfer.com
 Version 2.0 - Rev. 03/01/2024

TRAILER INSPECTION & WET TEST CERTIFICATION FORM

Carrier Name: SJA Transport, Inc. Trailer #: 213
 Carrier Address: 101 E. South Street Rockford, OH 45882 Serial/VIN: 1PMA2442295004197
 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.	X	
2.	X	
3.	X	
4.		X
5.	X	
6.	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	3651	2132	1261	2827	N/A	N/A
Probe Outage (60 Gal min.)	60	60	60	60		
Carrier Outage *	3591	2072	1201	2767		
Maximum Preset	3500	2000	1100	2700		

* 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: 10/24/24
 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: SJA Transport Inc Trailer Unit #: 213
 Trailer: Make POLAR Year 10/2004 DOT Type 406 Serial Number 1PMA2442295004197

Retain Sensors Installed Yes X No _____

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

	Example	Front	Compartments				Rear
		#1	#2	#3	#4	#5	#6
1 Max Compartment Capacity	3140	3651	2132	1261	2827	N/A	N/A
2 Probe Outage (60 gal min)	60	60	60	60			
3 *Carrier Outage	3030	3591	2072	1201	2767		
4 Maximum Preset	3000	3500	2000	1100	2700		

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

- 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?

YES

Yes
Yes
Yes
Yes
Yes
Yes
Yes

Michael Copeland
Name (Print)

Hoosier Trailer & Truck Equip. INC
Inspection Company

10/24/24
Date (MM/DD/YY)

Michael Copeland
Name (Sign)

CT 3437
Inspector's DOT reg. #

Carrier Verification Requirements

- 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?

YES

✓
✓
✓
✓
✓
✓
✓

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

Robert W. Beh
Name (Print & Sign)

PRESIDENT
Title

10/24/24
Date (MM/DD/YY)