

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

(VKE) REVISION 11/21

Work Order # 50332

V
K
K-EPA 27

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

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

Owner Same

License Plate # TUA 5381
Owners Unit # 204
Serial # J 815663
Trlr. Vin # (If Applicable) 1PMS24527J8015663
D.O.T. Spec # DOT 40644
Original Test Date 5-17
Design or MAWP 3.3
Test Location (C.S.) Rockford, Ohio

Previous Test Dates
V 4-25
L 5-22
P 5-22
K 4-25
K-EPA 27 4-25
Number of Compartments 4

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

Year Tank Mfg 5-17 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>1</u>
B) Dents or Punctures	_____	<u>1</u>
C) Distortion or Defects In Welds	_____	<u>1</u>
D) Thickness Testing Needed	_____	<u>1</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>1</u>
B) Defects in Welds, Signs of Leakage	_____	<u>1</u>
C) Condition of delivery, vapor hoses	_____	<u>1</u>

	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>7:14</u>	<u>7:27</u>	<u>7:18</u>	<u>7:36</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>7:19</u>	<u>7:32</u>	<u>7:23</u>	<u>7:41</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>7:43 AM</u>
2	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	<u>18.0</u>	Average
						<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>-6.0</u>	<u>-6.0</u>	<u>-6.0</u>	<u>-6.0</u>	<u>7:58 AM</u>
2	<u>-6.0</u>	<u>-6.0</u>	<u>-6.0</u>	<u>-6.0</u>	<u>-6.0</u>	Average
						<u>-6.0</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"</u>	<u>0"</u>	<u>0"</u>	<u>0"</u>	<u>8:12 AM</u>

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"	<u>Yes</u>	Month <u>4</u>	Year <u>26</u>
"K"	<u>Yes</u>	Month <u>4</u>	Year <u>26</u>
"K EPA"	<u>Yes</u>	Month <u>4</u>	Year <u>26</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. Bell Date 4-16-26
 R/I, Manager's Acknowledgment: [Signature] Date 4-16-26
 Inspected By: [Signature] Print Tim Buck Date 4-16-26



CITGO Petroleum Corporation
TERMINALS AND PIPELINES

Carrier Equipment Inspection Form
Effective Date: June 15, 2020

TPL-OPS-002-C
Rev. 0

Carrier Name: SJA TRANSPORT Trailer Unit #: 204
Trailer: Make POLAR Year 2017 DOT Type 406 Serial Number 1PMS2K52758015663
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	80
4 Maximum Preset	3000

Front	Compartments				Rear
#1	#2	#3	#4	#5	#6
3651	1361	2069	2928		
60	60	60	60		
3591	1301	2009	2868		
3500	1200	2000	2800	—	—

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 (domecut). 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

- 1 Has the overfill protection probe been set & tested to a minimum of 60 gross gallons below the maximum compartment capacity? YES
- 2 Is the overfill protection system in working condition? YES
- 3 Has each compartments probe been tested with liquid to verify that it activates the shutdown circuit? YES
- 4 Has the grounding system been checked and is in proper operating condition? YES
- 5 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? YES
- 6 Are all gauge rods and any other compartment protrusions properly grounded with secure bonding wires? YES
- 7 Is a functional brake interlock system installed on the loading header and vapor recovery hose? YES

TAN BUCK
Name (Print)
Tan Buck
Name (Sign)

C.H. BRADSHAW
Inspection Company
CT0097
Inspector's DOT reg. #

4/16/20
Date (M/WDDYY)

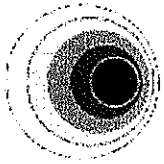
Carrier Verification Requirements

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

ROBERT BENA ROBERT BENA
Name (Print & Sign)

PRESIDENT
Title

4/16/20
Date (M/WDDYY)



Buckeye Terminals, LLC

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 #: 204

Certification Date: 4/21/25

Trailer Serial #
1PMS2452758015663

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

		#1	#2	#3	#4	#5	
Max Capacity	Front	3651	1361	2069	2928	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 Bruch CT 0097
Sig. of Inspector / Inspector's DOT Reg. #

C.H. BRADSHAW
Inspection Company Name

4/16/26
Date



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 #: 204
 Carrier Address: 101 E. South Street Rockford, OH 45882 Serial/VIN: 1PMS24527J8015663
 Load Type: Top _____ Bottom X Trailer Type: LPG _____ Gas / Dist. X Dist. Only _____
 Vapor Test: Has a valid Method 27 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 manufacturer's 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

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

EXAMPLE
3140
60
80
3000

Comp #1	Comp #2	Comp #3	Comp #4	Comp #5	Comp #6
3651	1361	2069	2928	N/A	N/A
60	60	60	60		
3591	1301	2009	2868		
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: 4/16/26

Print Name: Robert Belna