

## Department of Transportation Cargo Tank Motor Vehicle Monthly Inspection Report

The following inspections and tests are to be performed on the Cargo Tank Motor Vehicle on the first working day of each month.

Company Name: \_\_\_\_\_

Vehicle Number: \_\_\_\_\_ Hose Identification Number: \_\_\_\_\_

Hose Assembly Date & Test Data: \_\_\_\_\_

Date of this inspection: \_\_\_\_\_ Inspection performed by: \_\_\_\_\_

### INSPECTIONS

#### A. Piping System (under vehicle)

Tests are to be performed with the vehicle parked, engine off, brakes set and chock blocks in place. Internal Shut-off valve (ISC) should be opened to allow full operating pressure into the piping system. Inspector should carefully examine each component of the discharge system visually looking for any signs of leakage while listening carefully for any leakage.

	PASS	FAIL
1. Internal Valve	_____	_____
2. Fuse Link	_____	_____
3. Flange Bolts (if applicable)	_____	_____
4. Pump	_____	_____
5. Auxiliary Pump <i>Inlet</i> (if applicable)	_____	_____
6. Flexible Connectors	_____	_____
7. Piping to Meter (under vehicle)	_____	_____

#### B. Piping/Metering System:

	PASS	FAIL
1. Piping to Meter (exposed)	_____	_____
2. Meter/vapor eliminator/differential valve	_____	_____
3. Bypass valve	_____	_____
4. Vapor valves and connectors	_____	_____
5. Liquid valves and connectors	_____	_____
6. Hose reel swivel	_____	_____
7. Hose reel piping connections	_____	_____
8. ACME fittings (check both fittings and caps)	_____	_____
9. ACME gaskets	_____	_____

## Emergency Discharge Control Device Tests

PASS      FAIL

### **A. Internal Self-closing Stop Valve Test:**

With the ISC valve in the open position, activate the emergency release mechanism located behind the driver's door. Observe ISC valve handle to insure that it moves to a fully closed position. Repeat test by operating valve at rear of unit, observe ISC valve handle to insure that it moves to a fully open position, then close ISC with the operating mechanism at rear of unit. Again, observe position of ISC valve handle to insure it moves to a fully closed position.

PASS      FAIL

### **B. Internal Self-closing Stop Valve leakage Test:**

Extend hose fully from hose reel. Connect hose to vapor or liquid ACME coupling on back of bobtail unit, start vehicle engine, open ISC valve and engage power take-off. With engine pumping at idle speed activate the ISC emergency shut-off mechanism behind the driver's door and observe the meter register. Meter should stop within 30 seconds with no meter creep within 5 seconds. If meter continues to creep, it indicates the ISC is not closing fully. Check adjustment of ISC handle and control mechanism. Readjust as necessary. Repeat test, if you observe the meter continuing to creep, the ISC is defective and must be repaired or replaced prior to vehicle being placed into service.

PASS      FAIL

### **C. Units equipped with RF Device (remote radio frequency activation)**

If the cargo Link motor vehicle is equipped with a remote radio frequency device, the RF device must be tested with the engine running. Test can also be performed with the unit pumping. With hose still connected to the rear of the bobtail, open the ISC valve and activate the power take off and begin pumping procedure. Walk 150 feet away from the cargo link motor vehicle and active the Remote Radio Frequency Device. The vehicle engine should immediately stop and the ISC valve close. Walk back to the unit and check the valve handle position on the ISC to insure that it is in the fully closed position.

## HOSE INSPECTIONS & TESTS

PASS      FAIL

### **D. Hose Inspection(hose under normal operating pressure)**

With the hose fully extended from the hose reel, perform a visual inspection of the hose and hose couplings including the connecting valves. Hose is to be closely examined for (1) Damage to the hose cover that exposes the reinforcement. (2) Wire braid reinforcement that has been kinked or flattened so as to permanently deform the wire braid. (3) Bulging under pressure or loose outer covering. (4) Damaged, slipping or excessively worn couplings. (5) Loose or missing bolts or fastenings on bolted hose coupling assemblies.

PASS      FAIL

### **E. Hose Inspection (hose depressurized)**

Depressurize hose, following company safety procedures. Close valve closest to hose reel and proceed to bleed down the liquid propane from the delivery hose. Bleeding off hose should be done very carefully and inspector must insure that liquid propane is bled off in a safe manner following appropriate company safety procedures. When hose is fully depressurized, the entire length of the hose is to be closely examined for the following conditions: (1) Damage to the hose cover that exposes the reinforcement. (2) Wire braid reinforcement that has been kinked or flattened so as to permanently deform the wire braid (3) Soft spots when not under pressure, or loose outer covering.