MONTHLY DISCHARGE SYSTEM INSPECTION

Inspection Date: ______________________________ Vehicle #: ______________________________

Hose Identification #: ______________________ Hose Test Date: Month __________ Year __________

Cargo Tank Inspections:
Last Inspection Date (MO/YR.): VK _____ P _____ I _____
Next Inspection Date Required (MO/YR.): VK _____ P _____ I _____

Delivery Hose Assembly
- Damage to hose cover exposing reinforcement?
  Pass  Fail
- Wire braid reinforcement kinked or flattened?
  Pass  Fail
- Soft spots when not under pressure, bulging under pressure, or loose outer covering.
  Pass  Fail
- Damaged, slipping, or excessively worn hose couplings.
  Pass  Fail
- Loose or missing bolts or fastenings on bolted hose coupling assemblies.
  Pass  Fail

Notes/Defects/Repairs Made: ____________________________________________________________

Piping System
- External leak identifiable without instruments?
  Pass  Fail
- Bolts loose, missing, or severely corroded?
  Pass  Fail
- Manual stop valves that will not actuate?
  Pass  Fail
- Rubber flexible hose connectors w/conditions under delivery hose assembly?
  Pass  Fail
- Stainless steel flexible connectors?
  Pass  Fail
- Pipes or joints corroded?
  Pass  Fail

On Truck Emergency Shut Down System Test
- Internal self-closing stop valves without the use of instruments (Meter Creep Test)
  Pass  Fail
- ESV & Internal valve
  Pass  Fail

Off Truck (Remote) Emergency Shut Down System Test
- Engine Shutdown
  Pass  Fail
- Liquid Discharge Internal Valve Closed
  Pass  Fail

Notes/Defects/Repairs Made: ____________________________________________________________

I verify that the above identified delivery hose assembly and piping system has been inspected and tested according to the requirements set forth in 49 CFR Part 180.

Repairs – Certified By:

<table>
<thead>
<tr>
<th>Mechanic</th>
<th>Date</th>
<th>Inspected by</th>
<th>Date</th>
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Appendix A to Part 180—Internal Self-closing Stop Valve Emergency Closure Test for Liquefied Compressed Gases

1. In performing this test, all internal self-closing stop valves must be opened. Each emergency discharge control remote actuator (on-truck and off-truck) must be operated to ensure that each internal self-closing stop valve’s lever, piston, or other valve indicator has moved to the closed position.

2. On pump-actuated pressure differential internal valves, the three-way toggle valve handle or its cable attachment must be activated to verify that the toggle handle moves to the closed position.

Appendix B to Part 180—Acceptable Internal Self-closing Stop Valve Leakage Tests for Cargo Tanks Transporting Liquefied Compressed Gases

For internal self-closing stop valve leakage testing, leakage is defined as any leakage through the internal self-closing valve or to the atmosphere that is detectable when the valve is in the closed position. On some valves this will require the closure of the pressure by-pass port.

(a) Meter Creep Test.

1. An operator of a cargo tank equipped with a calibrated meter may check the internal self-closing stop valve for leakage through the valve seat using the meter as a flow measurement indicator. The test is initiated by starting the delivery process or returning product to the cargo tank through the delivery system. This may be performed at an idle. After the flow is established, the operator closes the internal self-closing stop valve and monitors the meter flow. The meter flow must stop within 30 seconds with no meter creep within 5 seconds after the meter stops.

2. On pump-actuated pressure differential internal self-closing stop valves, the valve must be closed with the remote actuator to assure that it is functioning. On other types of internal self-closing stop valves, the valve(s) may be closed using either the normal valve control or the discharge control system (e.g., remote).

3. Rejection criteria: Any detectable meter creep within the first five seconds after initial meter stoppage.

(b) Internal Self-Closing Stop Valve Test.

An operator of a cargo tank that is not equipped with a meter may check the internal self-closing stop valve(s) for leakage as follows:

1. The internal self-closing stop valve must be in the closed position.

2. All of the material in the downstream piping must be evacuated, and the piping must be returned to atmospheric temperature and pressure.

3. The outlet must be monitored for 30 seconds for detectable leakage.

4. Rejection criteria. Any detectable leakage is considered unacceptable.

§177.840 Class 2 (gases) materials.

(o) Daily test of off-truck remote shut-off activation device. For a cargo tank motor vehicle equipped with an off-truck remote means to close the internal self-closing stop valve and shut off all motive and auxiliary power equipment, an operator must successfully test the activation device within 18 hours prior to the first delivery of each day. For a wireless transmitter/receiver, the person conducting the test must be at least 45.72 m (150 feet) from the cargo tank and may have the cargo tank in his line of sight.