Monthly Discharge System Inspection

Inspection Date: **Vehicle #:**

Manufacturer of Hose: _____ **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 and seals?	Pass	Fail
Pipes or joints corroded?	Pass	Fail
Fusible Elements?	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:

_____ _____ _____ _____

Mechanic Date Inspected By Date

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.