SAIBA ENGINEERING cc

Government Approved Inspection Authority-LVUP059

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181 Estate Road
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1509

PRESSURE VESSEL STATUTORY INSPECTION REPORT

Client: KDG Logistics	**Inspection date:** 03 December 2025	
Identification of item: Air Receiver	**Serial No:** 054108/747157	
Location: Umlazi, KZN	**Job No:** JD360-25	
Type of Inspection: 36 monthly inspection and test	**PCD / QCP No:** PCD 7.1 (B)	**PCD Rev No:** 00

1	PRE-INSPECTION ACTIVITIES	REPORT NUMBER:	AIA:	DATE:
1.1	Date of last inspection	-	KDG Logistics	24/11/2022
1.2	Review of Certificate of Manufacture	Not produced for review at the time of inspection	-	-
1.3	Review of previous inspection and test records	-	KDG Logistics	24/11/2022
1.4	Records of wall thickness checks, especially where corrosion or erosion is a consideration	-	KDG Logistics	24/11/2022
1.5	Safety programs by owner, user or inspector's employer, or similar regulations applied?	Yes, -Compliant to Saiba HSE System and ---- HSE		

2.	DATA PLATE VERIFICATION	
2.1	Name of Manufacturer	INGERSOLL RAND INTERNATIONAL
2.2	Country of Origin	Italy
2.3	Year of Manufacture	2013
2.4	Manufacturer's Serial Number	054108/747157
2.5	Reference Number, Date and Edition of Health and Safety Standard	CE 0060 – EN286
2.6	Design Pressure (Pascal)	11 Bar
2.7	Design Temperature for Both Minimum and Maximum (Degrees Celsius)	*-10°C (Minimum)* *100°C (Maximum)*
2.8	Capacity (Cubic metres)	270L
2.9	Unique Mark of AIA	Yes
2.10	Hazard Category	None stated on nameplate

3.	LEGAL-OSHACT REQUIREMENTS	Yes	No	N/A
3.1	Are the pressure equipment markings secure and conspicuous?	✔		
3.2	Are the pressure equipment markings in accordance with the OSH act?	✔		
3.3	Are the pressure equipment markings legible?	✔		
3.4	Is there access around the vessel?	✔		

4. EXTERNAL INSPECTION ON VESSEL

Shell / dished ends

A visual inspection was performed on the external surface of the shell. Scattered areas of slight scaling corrosion was noted on the shell which were concentrated on the top of the shell (see attached picture 6). Apart from the noted corrosion, there were no other visible signs of any notable damage or distortion of the shell detected. The longitudinal and the circumferential welds of the shell to the dished ends displayed a well-defined weld profile.

Heads SIDE 1:

A visual inspection was performed on the external of the top head the head displayed a paint coated finish. The coating and the head did not display any damage or deterioration. No notable damage, distortion or deterioration of the head was detected. The circumferential weld of the head to the shell displayed a well-defined weld profile.

Heads SIDE 2:

A visual inspection was performed on the external of the top head the head displayed a paint coated finish. The coating and the head did not display any damage or deterioration.
The circumferential weld of the head to the shell displayed a well-defined weld profile.

Fire Proofing / Insulation

- The vessel had no fireproofing or insulation.

Nozzles

- The sockets displayed a smooth paint coated surface and were free of any notable damage or deterioration.

Welding

- The weld seams and attachment welds appeared sound and free of surface defects. The weld profiles and contours were visible.

Earth Cable

- There was no earth cable attached to the vessel at the time of the inspection.

Name Plate

- The nameplate was securely attached to the vessel at the time of this inspection. The information on the nameplate was legible.

Framework

- The vessel was placed on a concrete floor which was intact with no notable damage or deterioration of the concrete floor detected.

5. INTERNAL INSPECTION ON VESSEL

Shell / Dished Ends

- The internal shell was not seen due to the design of the vessel which has no viewing ports.

Nozzles

- The nozzle bores showed no significant corrosion or other damage.

Attachments

- There were no internal attachments in this vessel.

Welding

- Where seen, the weld seams appeared sound and free of surface defects – Longitudinal and circumferential weld seams were intact.

Paint coating / Lining / Refractory

- None.

6. PRESSURE AND SAFETY ACCESSORIES INSPECTION

6.1	SAFETY RELIEF VALVE:				
Serial number:	DIR97/23/CE	**Maker of meter:**	-	**Set pressure:**	-
Comments: The safety valve appeared intact but there was no identification and set pressure.					

NB: The maintenance and calibration of the pressure and safety accessories is the responsibility of the user

6.2	PRESSURE GAUGE:				
Serial number:	-	**Make of meter:**	FIMET	**Size:**	0-20 bar
Comments:	Glass of pressure gauge is not transparent – information cannot be viewed clearly (picture 4).				

NB: The maintenance and calibration of the pressure and safety accessories is the responsibility of the user.

7. ULTRASONIC THICKNESS MEASUREMENTS

- Minimum reading of around 3.26mm on shell, 4.83mm on side 1 and 4.69mm on side 2. No concerns were noted.

CALIBRATED ULTRASONIC WALL THICKNESS METER USED:					
Serial number:	1016962	**Cal. Expiry date**	01 July 2026	**Calibration block**	V1
Make of meter:	Sonatest	**Model of meter**	D50	**Range:**	0 – 1200mm

8. REMAINING LIFE CALCULATION/WALL THICKNESS SURVEY:

Minimum shell wall thickness: Actual	3.26mm	**Minimum dome wall thickness: Actual**	4.69mm
Shell wall thickness: Required		**Dome wall thickness: Required**	
Years in service	12	**Remaining life (years)**	

9. SURFACE NON-DESTRUCTIVE TESTING

- No non-destructive testing was conducted on this vessel during this inspection opportunity

10. PRESSURE TESTING ON VESSEL

CALIBRATED PRESSURE GAUGE USED FOR PRESSURE TEST:					
Serial number:	PG-485-3	**Cal. Expiry date**	01/10/2026	**Return to 0 kPa**	Yes
Make of Gauge:	Foreign	**Size:**	4" Dial	**Range:**	0 – 2500 kPa
PRESSURE TESTING DETAILS					
Test duration	30 Minutes	**Test Medium**	Plant Water	**Material Temp.**	24°C
Test pressure required		1375 kPa	**Test pressure actual**		1400 kPa
Remarks	**No visible leaks or notable drop in gauge pressure was noted during the pressure test. The pressure test was found to be acceptable.**				

11. RECOMMENDATIONS

- Pressure gauge needs to be calibrated.
- The previous inspection documentation needs to be produced for review.
- Safety valve needs to be calibrated.
- Certificate of manufacture needs to be produced for review.
- The need for an earth cable needs to be investigated.
- The pressure gauge needs to be replaced.

12. CONDITIONS OF INSPECTION

- Pressure vessel was not in operation.
- Pressure vessel ventilated.
- Pressure vessel cleaned internally.

CERTIFICATE BY COMPETENT PERSON

I, the undersigned, hereby, certify that I have inspected / tested the above-mentioned equipment and that the details given above are a true report of the condition of the equipment.

Name: Denesh Prahm Singh
Identity Number: 690112 5217 086
Qualifications: (Mech Trade Dip.)
(SAQCC IPE 569)(CPB 231 and CPPV 485)

SAIBA
D.P. SINGH
(SAQCC IPE 569)
(CPPV 485) (CPB 231)
ENGINEERING

Signature of competent person
Date: 04 December 2025

*CORROSION TERMINOLOGY

Term	Definition
Superficial	On the surface, depth < 0.1mm
Slight	Depth is < 0.5mm
Moderate	A depth of between 1 to 1.5mm
Considerable	A depth of <2.5 mm
Severe/Extensive/Serious	Where metal wastage exceeds Corrosion Allowance

13. I, THE UNDERSIGNED, HEREBY DECLARE THAT –

I, ... accept / do not accept the report of the competent person on the condition of the vessel.

Signed: ..... *Date: .....*

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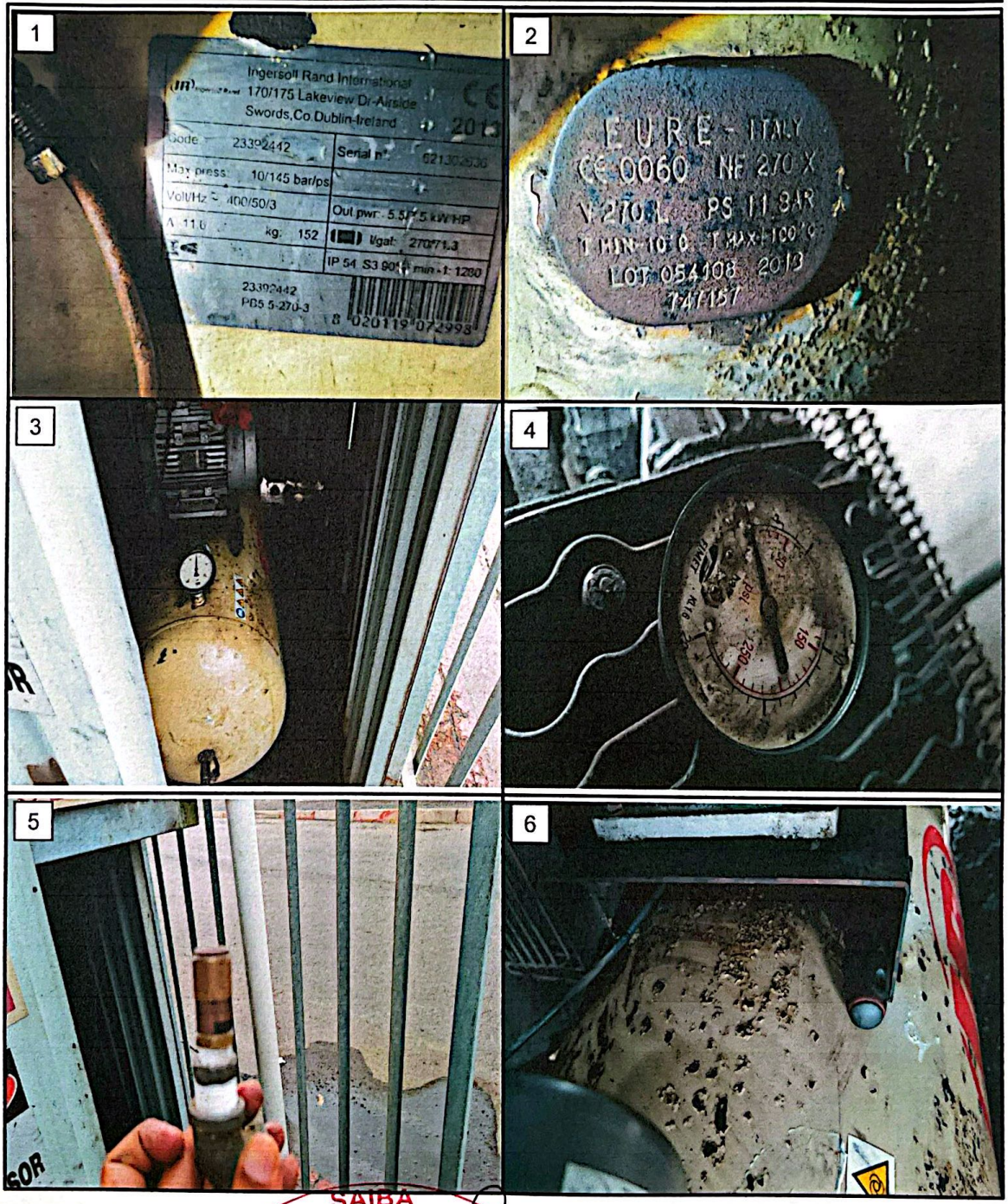
sanas Inspection Body
LVUP 059

Client:	*KDG Logistics*	*Serial No.*	*054108/747157*
Description:	*Pressure Vessel*		



Inspected by: (sign):

SAIBA
D.P. SINGH
(SAQCC IPE 569)
(CPPV 485) (CPB 231)
ENGINEERING

Name: (print): D.P Singh

Job Number: JD360-25

Inspection date: 03/12/2025