EXTERNAL VISUAL INSPECTION REPORT

(In Accordance with 49CFR Part 180 Para. 180.407[d] and 180.417)

Cargo Tank Owner _____ Date _____
Owner's I.D. No._____ Name of Tank Manufacturer_____
Manufacturer Serial Mo._____ Year of Mfg._____
MC/DOT No. _____

Minimum Thickness Heads _____ Shell _____

Cargo Tank is Insulated ☐ Yes ☐ No Cargo Tank is Lined ☐ Yes ☐ No

Internal Visual Inspection Made ☐ Yes ☐ No

Cargo Tank is Used in Special or Dedicated Service ☐ Yes ☐ No

Capacity by Compartment:

Comp. 1 _____ Comp. 2 _____ Comp. 3 _____ Comp 4_____ Comp.5 _____

Cargo tank used to haul product corrosive to tank ☐ Yes ☐ No

Upper Coupler Assembly Removed ☐ Yes ☐ No
(Required every two years for tank in corrosive service)

Pressure Relief vent Removed and Tested ☐ Yes ☐ No
(Required every year for tank in corrosive service. If tested complete below)

Vent	Comp.1	Comp.2	Comp.3	Comp.4	Comp.5
Design PSI	_____	_____	_____	_____	_____
Open PSI	_____	_____	_____	_____	_____
Close PSI	_____	_____	_____	_____	_____

INSPECTION STEPS

	Acceptable	Non-Acceptable	See Corrective Action
1. Shell and heads: condition of welds - dents - gouges - corrosion or abrasion.	☐	☐	☐
2. Upper coupler assembly: condition of plate - corrosion, deformation and lubrication - bolt tightness - king pin wear and deformation.	☐	☐	☐
3. Bolted attachments: piping brackets and supports - valve installations - valve operator installation - dust cap retainers - all tank-to-frame and/or undercarriage attachments.....	☐	☐	☐
4. All major appurtenances and structural attachments on the cargo tank, including suspension system attachments, connecting structures, frame(s), cross-members, outriggers and bolsters.....	☐	☐	☐
5. Piping and all valves and adapters: attachments - leakage - handles and levers - cables or air lines - shear sections - dust caps - all gaskets or O-rings - lubrication points..	☐	☐	☐
6. Internal valve operation: three means of closure (normal, remote, and thermal) - function check - cable adjustment - condition of cables and pulleys - interconnection with load/unload vents - fusibles - brake interlocks - lubrication points.....	☐	☐	☐
7. Manhole assembly area (for each compartment): evidence of leakage - warpage, corrosion, and impact damage to dome and filler covers, weld			

collar, gasket seal surfaces, overturn protection structure, clamping ring, and all welds - condition of filler cover and dome gaskets - condition of latches, hinges, all bolted connections, and drains..... ☐ ☐ ☐

8. Pressure relief devices: verify all vents present - verify venting adequate for tank - markings on vents - visual check of fusible plugs. ..... ☐ ☐ ☐

9. Placards, location and condition ..... ☐ ☐ ☐

10. Specification plate markings legible and per 49CFR Part 178. Cargo tank inspection and test markings are current with 49CFR Part 180..... ☐ ☐ ☐

Corrective Action for Non-Acceptable Conditions:

_____

_____

_____

_____

_____

_____

_____

Thickness testing performed on corroded or abraded areas ☐ Yes ☐ No
Is a sketch included to show area(s) ☐ Yes ☐ No

Were repairs made by welding ☐ Yes ☐ No
Nat. Bd. "R" Stamp No. _____ ASME "U" Stamp No. _____
Is a sketch included to show area(s) ☐ Yes ☐ No
Was the repaired compartment pressure tested ☐ Yes ☐ No

☐ Cargo tank meets the requirements of the DOT specification identified in this report.

☐ Cargo tank fails to meet the requirements of the DOT specification identified in this report.

☐ Marking applied Month - Year - Letter 'V'

_____ _____ _____
Registered Inspector Registration Number Date

_____ _____
Cargo Tank Owner Acceptance Date

LEAKAGE TEST REPORT

☐ **Pneumatic Method** ☐ **Hydrostatic Method**

(In Accordance with 49CFR Part 180 Para. 180.407[h] and 180.417)

Cargo Tank Owner _____ Date _____
Owner's I.D. No. _____ MC/DOT No. _____
Manufacturer serial Number _____ Year of Mfg. _____
Name of Tank Manufacturer _____
Cargo Tank is Insulated ☐ Yes ☐ No Cargo Tank is Lined ☐ Yes ☐ No
Cargo Tank is used in Special or Dedicated Service ☐ Yes ☐ No
MAWP _____ Leakage Test Pressure _____
Fluid used in Hydrostatic method _____

Capacity by compartment

Comp. 1 _____ Comp. 2 _____ Comp. 3 _____ Comp. 4 _____ Comp. 5 _____ Comp. 6 _____

The following must be completed for each compartment. Red flag all vents removed or rendered inoperative. Replace vents after completing test.

	Acceptable	Non-acceptable (See Remarks)
Install test fitting into manhole assembly, clean out, or any other top opening. With manhole cover and internal valve in the closed position, and discharge valve open, gradually pressurize cargo tank to 80% of MAWP. Hold for appropriate amount of time to ensure zero leakage from manhole cover, internal valve seat, etc.	☐	☐
Close discharge valve and open internal valve. Stabilize internal pressure at 80% of MAWP (required leakage test pressure). Hold at zero pressure drop for 5 minutes.	☐	☐

Remarks:

Were repairs made by welding ☐ Yes ☐ No
Nat. Bd. "R" Stamp No. _____ ASME "U" Stamp No. _____
Was the affected compartment pressure tested ☐ Yes ☐ No

☐ Cargo tank meets the requirements of the DOT specification identified in this report.

☐ Cargo tank fails to meet the requirements of the cargo tank identified in this report.

☐ Marking applied Month – Year - Letter 'K'.

_____
Facility Performing Test

_____ _____ _____
Registered Inspector Registration Number Date

_____ _____
Cargo Tank Owner Acceptance Date

Method 27 - DETERMINATION OF VAPOR TIGHTNESS OF GASOLINE DELIVERY TANK USING PRESSURE-VACUUM TEST

EPA 40CFR Part 60 DOT 49CFR [180.407(h)(2) and 180.417)

Cargo Tank Owner_____ Date _____
Owner's I.D. No. _____ MC/DOT No. _____ Year of Mfg. _____
Manufacturer Name _____
Manufacturer Serial No. _____
Cargo Tank is Jacketed ☐ Yes ☐ No Cargo Tank is Lined ☐ Yes ☐ No
Cargo Tank used in Special or Dedicated Service ☐ Yes ☐ No
Cargo Tank Transports Corrosive Materials ☐ Yes ☐ No

TEST PROCEDURE

1. Open and close each dome cover.
2. Connect static electric ground connections to cargo tank. Attach vapor return hose(s) to vapor return line.
3. Attach the test cap to the end of the last vapor recovery hose. Test cap should have a pressure/vacuum inlet, manometer inlet pressure regulator or ball valve. A relief valve would insure safety.
4. Close all discharge valves and open all internal valves.
5. With regulator or ball valve in the closed position, attach pressure source to pressure/vacuum inlet.
6. Slowly open the pressure inlet valve (regulator or ball valve) and slowly pressurize the cargo tanks to 18" or water column.
7. Close the shut-off valve and allow the pressure in the tank to stabilize, adjusting the pressure if necessary to maintain pressure of 18" water column. When the pressure stabilizes, record the time and initial pressure.
8. At the end of 5 minutes, record the time and final pressure.
9. Repeat steps 7 through 9 until the change in pressure for two consecutive runs agrees with 18" +0/-1" criteria. Calculate the arithmetic average of the two results.
10. Compare the average measured change in pressure to the allowable pressure change +0/-1" water column. If the delivery tank does not satisfy the vapor tightness criterion, repair the source of leakage and repeat the pressure test until the criterion is met.
11. Disconnect the pressure source from the pressure-vacuum inlet and slowly open the shut-off valve to bring the tank to atmospheric pressure.
12. Connect the vacuum source to the pressure-vacuum inlet.
13. Open the valve in the test cap. Slowly evacuate the tank to 6" water column.
14. Close the valve and allow the pressure in the tank to stabilize, adjusting the pressure if necessary to maintain a 6" +0/-1" vacuum pressure. When the pressure stabilizes, record the time and initial vacuum.
15. At the end of 5 minutes, record the time and final vacuum.
16. Repeat steps 14 through 16 until the change in vacuum for two consecutive runs agrees with criteria 6" +0/-1". Calculate the arithmetic average of the two results.
17. Compare the average measured change in vacuum to the allowable vacuum change, +0/-1" water column. If the delivery tank does not satisfy the vapor tightness criterion specified in the regulation, repair the sources of leakage and repeat the vacuum test until the criterion is met.
18. Disconnect the vacuum source from the pressure-vacuum inlet and slowly open the valve to bring the tank to atmospheric pressure.

19. Connect the pressure source to the pressure-vacuum inlet, pressurize the cargo tank to just above 18" of water column (W.C.). When the pressure reaches 18" W.C., close the vapor valves. Bleed the pressure from the vapor line to zero pressure. Close the valve on the vapor line test fitting and begin timing the test. At the end of 5 minutes, the allowed pressure build up in the vapor line is 5" W.C. If it exceeds 5", repair or replace vapor valve(s) and repeat test.

TEST RESULTS

Pressure Test; No. 1	Time	Pressure Test, No. 2	Time
Start Pressure _____"W.C.	_____	Start Pressure _____" W.C	_____
Finish Pressure _____"W.C.	_____	Finish Pressure _____" W.C	_____
Change _____" W.C.		Change _____ " W.C.	

Measured Change From Test 1 to Test 2 = _____" W.C.
Calculate the Arithmetic Average of the Two Tests = _____" W.C.

Vacuum Test; No. 1	Time	Vacuum Test; No. 2	Time
Start Pressure _____"W.C.	_____	Start Pressure _____" W.C.	_____
Finish Pressure _____"W.C.	_____	Finish Pressure _____" W.C.	_____
Change _____"W.C.		Change _____" W.C..	

Measured Change From Test 1 to Test 2 = _____" W.C.
Calculate the Arithmetic Average of the Two Tests = _____" W.C.

Measured increase in vapor vent test _____" W.C.
Repairs Required for Compliance:
☐ Yes (see area marked Description of Defects and Corrective Action) ☐ No
Were repairs made by welding to the cargo tank shell or heads ☐ Yes ☐ No
Nat. Bd. "R" Stamp No. _____ ASME "U" Stamp No. _____
Description of Defects and Corrective Action:

_____
_____
_____
_____
_____

☐ Cargo tank meets the requirements of the DOT specification identified in this report.
☐ Cargo tank fails to meet the requirements of the DOT specification identified in this report.
☐ Marking applied Month - Year - K-EPA27.

Facility Conducting Test _____

_____ _____ _____
Registered Inspector Registration Number Date

_____ _____
Cargo Tank Owner Acceptance Date

MC 330/331 LEAKAGE TEST REPORT

(PER 49 CFR 180.407 b)

CARGO TANK OWNER_____ OWNER'S SERIAL NO. _____
DATE _____
D.O.T. SPECIFICATION _____ ORIGINAL TEST DATE _____
MANUFACTURER _____ MAWP _____psig AT _____° F
MANUFACTURER SERIAL NUMBER _____
MATERIAL SPECIFICATION _____ LEAKAGE TEST PRESSURE _____ psig
SPECIAL SERVICE OF THE CARGO TANK _____
LIQUID USED FOR THE TEST _____

HOSE I.D. NUMBER _____ DATE OF ORIGINAL HOSE ASSY. _____
HOSE I.D. NUMBER _____ DATE OF ORIGINAL HOSE ASSY. _____
HOSE I.D. NUMBER _____ DATE OF ORIGINAL HOSE ASSY. _____
HOSE I.D. NUMBER _____ DATE OF ORIGINAL HOSE ASSY. _____
HOSE I.D. NUMBER _____ DATE OF ORIGINAL HOSE ASSY. _____

ITEM	DESCRIPTION	COMPLIES	NEEDS REPAIRS
1	With internal valves closed and discharge valves open, pressurize vessel, if necessary, to a pressure allowed in 180.407 (h)(l)(i) or (ii). Check for internal valve leakage.	_____	_____
2	Close discharge valves, open internal valves, bring vessel, component piping and hose(s) if attached, to full leakage test pressure. Hold for 5 minutes with zero pressure drop. Inspect all surfaces for leaks. Inspect all gasketed, threaded and welded joints for leaks.	_____	_____
3	Inspect piping system for any:		
	(a) External leaks identifiable without the use of instruments	_____	_____
	(b) Bolts that are loose, missing or severely corroded	_____	_____
	(c) Manual stop valves that will not activate	_____	_____
	(d) Rubber hose flexible connectors with any condition described in 180.416 (g)(1)	_____	_____
	(e) Stainless steel flexible connectors with damaged reinforcement braid	_____	_____
	(f) Internal self-closing stop valves that fail to close or that permit leakage through the valve detectable without the use of instruments	_____	_____
	(g) Pipe or joints that are severely corroded	_____	_____

4. Leakage test for delivery hose(s).

☐ Metered Service ☐ Non-Metered Service

☐ Hose(s) attached to vessel

☐ Hose(s) tested separately at same leakage test pressure as vessel

(a) For hose(s) attached to vessel, extend, secure, plug end(s) if necessary and open valve(s) to fully pressurize _____ _____

(b) Inspect hose assembly(ies) for any of the following conditions

(i) Damage to hose cover that exposes the reinforcement _____ _____

(ii) Wire braid reinforcement that has been kinked or flattened so as to permanently deform the wire braid _____ _____

(iii) Soft spots when not under pressure, bulging under pressure, or loose outer covering _____ _____

Damaged, slipping, or excessively worn hose couplings _____ _____

(iv) Loose or missing bolts or fastenings on bolted hose coupling assemblies _____ _____

(vi) Hose expiration date has passed _____ _____

Defects found, location and corrective action.

_____

_____

_____

_____

_____

_____

☐ Cargo tank meets the DOT specification requirements listed in this report.

☐ Cargo tank does not meet the DOT specification requirements listed in this report.

☐ Month – Year – 'K' marked on the cargo tank

Were welded repairs made to the cargo tank shell or heads ☐ Yes ☐ No

Nat. Bd. Stamp Number _____ ASME Stamp Number _____

_____ _____ _____

Company Name Registered Inspector CT Number

_____ _____

Cargo Tank Owner Acceptance Date

10/3/03

MC 330/MC 331 HYDROSTATIC PRESSURE RETEST

(In Accordance with DOT 49CFR Part 180 Para. 180.407[g] and 180.417)

☐ MC 330 _____ gallons ☐ MC 331 _____ gallons Date _____
Cargo Tank Owner _____ Owners I. D. No. _____
Manufacturer _____ Year of Mfg. _____
Serial Number _____ Nat. Bd. Serial No. _____

Magnetic Particle Inspection Performed ☐ Yes ☐ No
Vessel Material _____ ☐ QT ☐ NQT

Cargo Tank is insulated ☐ Yes ☐ No
Cargo Tank used in Special or Dedicated Service ☐Yes ☐ No
Cargo Tank Transports Corrosive Material ☐ Yes ☐ No

Note: Upper coupler must be removed for inspection of the covered area of the shell and the backside of the upper coupler
Cargo tank was stress relieved after fabrication ☐ Yes ☐ No

Cargo Tank MAWP _____ PSI Test Pressure Applied _____ PSI
Gauge Identification No. _____ Calibration Due Date _____
Tester Name _____ Test Date _____
Defects were found and corrected by welding ☐ Yes ☐ No Sketch enclosed ☐ Yes ☐ No
Repaired Area was PWHT ☐ Yes ☐ No Repaired area was RT Examined ☐ Yes ☐ No
Nat. Bd. "R" Stamp No. _____ ASME "U" Stamp No. _____

Pressure Relief Valve Test

Design ____ PSI	Design ____ PSI
Open ____ PSI	Open ____ PSI
Reseat ____ PSI	Reseat ____ PSI

This pressure test was performed in accordance with Procedure No._____
Revision _____ Dated _____ and witnessed by the Registered Inspector.

☐ Cargo tank meets the requirements of the DOT specification identified in this report.
☐ Cargo tank fails to meet the requirements of the DOT specification identified in this report.
☐ Markings applied Month - Year - Letter 'P'

Name of Facility Conducting Test _____

_____ _____ _____
Registered Inspector Registration Number Date

_____ _____
Cargo Tank Owner Acceptance Date

Issue #4
10/10/03

MC 330/MC 331
HYDROSTATIC PRESSURE TEST DEFECT REPORT

Defects Corrected Without Welding

Defects Corrected by Welding

PRESSURE RETEST - HYDROSTATIC METHOD

(In Accordance with 49CFR Part 180 Para. 180.407[g] and 180.417)

Cargo Tank Owner _____ Date _____
Owner's I.D. No._____ MC/DOT No. _____
Name of Tank Manufacturer _____
Manufacturer Serial No. _____ Year of Mfg. _____
Cargo Tank is Jacketed ☐ Yes ☐ No Cargo Tank is Lined ☐ Yes ☐ No
Cargo Tank is used in Special or Dedicated Service ☐ Yes ☐ No
Cargo Tank is used in Corrosive Service ☐ Yes ☐ No

Capacity by Compartment

Comp. 1 _____ Comp. 2 _____ Comp. 3 _____ Comp. 4 _____ Comp. 5 _____
Comp. 6 _____

Heat Panels Tested ☐ Yes ☐ No Test Pressure _____

Fluid Used For Testing _____

			Reclosing Vents (in PSI)		
Comp.	Design Pressure	Test Pressure	Design	Open	Re-seat
1					
2					
3					
4					
5					

Normal Vents Tested ☐ Yes ☐ No ☐ Replaced

Complete this procedure for each compartment. Remove plug and red flag all vents that relieve at less than test pressure.

	Acceptable	Non-acceptable (See Remarks)
Bench test all reclosing vents removed from tank.....	☐	☐
Pull vacuum test on emergency valve and discharge valve to determine seal integrity before filling tank (RECOMMENDED, NOT REQUIRED).....	☐	☐

	Acceptable	Nonacceptable (See Remarks)
Close internal valve, leaving discharge valve open. Close manhole cover and install test fitting at top of tank. Fill with water or other liquid having similar viscosity to Top of dome cover. Temperature of liquid shall not exceed 100°F. Open dump valve on test fitting and start pressurizing tank. When water begins to flow from dump valve, close valve and bring tank to full test pressure. Hold at prescribed test pressure for at least 10 minutes and inspect for leakage or bulging	☐	☐
Upper coupler must be dropped to inspect the frame, crossmembers and area of shell and heads that may be covered by the upper coupler. Upper Coupler removed ☐ Yes ☐ No	☐	☐

Remarks:

Were weld repairs made to the cargo tank shell or heads ☐ Yes ☐ No

Affected Compartment Pressure Tested After Weld Repair ☐ Yes ☐ No

Nat. Bd. "R" Stamp No. _____ ASME "U" Stamp No. _____

☐ Cargo tank meets the requirements of the DOT specification identified in this report.
☐ Cargo tank fails to meet the requirements of the DOT specification identified in this report.
☐ Marking applied Month - Year - Letter 'P'

_____
Name of Test Facility

_____ _____ _____
Registered Inspector Registration Number Date

_____ _____
Cargo Tank Owner Acceptance Date

PRESSURE RETEST - PNEUMATIC METHOD

(In Accordance with 49CFR Part 180 Para. 180.407[g] and 180.417)

Cargo Tank Owner _____ Date _____
Owner's I.D. No._____ MC/DOT No. _____
Name of Tank Manufacturer _____
Manufacturer Serial No. _____ Year of Mfg. _____
Cargo Tank is Jacketed ☐ Yes ☐ No Cargo Tank is Lined ☐ Yes ☐ No
Cargo Tank is used in Special or Dedicated Service ☐ Yes ☐ No
Cargo Tank is used in Corrosive Service ☐ Yes ☐ No

Capacity by Compartment

Comp. 1 _____ Comp. 2 _____ Comp. 3 _____ Comp. 4 _____ Comp. 5 _____
Comp. 6 _____

Heat Panels Tested ☐ Yes ☐ No Test Pressure _____

			Reclosing Vents (in PSI)		
Comp.	Design Pressure	Test Pressure	Design	Open	Re-seat
1					
2					
3					
4					
5					

Normal Vents Tested ☐ Yes ☐ No ☐ Replaced

Complete this procedure for each compartment. Remove plug and red flag all vents that relieve at less than test pressure.

	Acceptable	Non-acceptable (See Remarks)
Bench test all reclosing vents removed from tank.....	☐	☐
Pull vacuum test on emergency valve and discharge valve to determine seal integrity before filling tank (RECOMMENDED, NOT REQUIRED).....	☐	☐

	Acceptable	Non-acceptable (See Remarks)
Close internal valve, leaving discharge valve open. Close manhole cover and install test fitting at top of tank. Induce air, or an inert gas to 50% of test pressure and hold. gradually increase pressure in stages of 10% of test pressure until test pressure reached. Hold for 5 minutes with ZERO drop in pressure. Reduce pressure to MAWP, maintain at MAWP and using a soap water solution, inspect entire tank surface and all fittings for leaks.....	☐	☐
Upper coupler must be dropped to inspect the frame, crossmembers and area of shell and heads that may be covered by the upper coupler. Upper Coupler removed..... ☐ Yes ☐ No	☐	☐

Remarks:

Were weld repairs made to the cargo tank shell or heads ☐ Yes ☐ No
Affected Compartment Pressure Tested After Weld Repair ☐ Yes ☐ No
Nat. Bd. "R" Stamp No. _____ ASME "U" Stamp No. _____

☐Cargo tank meets the requirements of the DOT specification identified in this report
☐Cargo tank fails to meet the requirements of the DOT specification identified in this report.
☐Marking applied Month - Year - Letter 'P'.

_____
Name of Test Facility

_____ _____ _____
Registered Inspector Registration Number Date

_____ _____
Cargo Tank Owner Acceptance Date

THICKNESS TEST REPORT

(In Accordance with 49CFR Part 180.407(i) & 180.417)

Tank Owner _____ Date _____ Owners I. D. No. _____
Tank Manufacturer _____ Serial (VIN) No.._____
MC/DOT No. _____ Year of Manufacture _____
Manufactured Thickness Heads: _____
Thickness at which Test becomes an annual requirement: Heads _____
Shell: Top _____ Sides _____ Bottom _____
Min. Thickness Shell: Top ____ Sides ____ Bottom ____ Min. Thickness Heads _____
Cargo Tank is Insulated & Jacketed: ☐ Yes ☐ No. Tank is Lined ☐ Yes ☐ No
Cargo Tank is in Special or Dedicated Service: ☐ Yes ☐ No
Cargo Tank Transports Corrosive Materials: ☐ Yes ☐ No
Number of Compartments _____ Total Capacity _____

PROCEDURE:

1. Calibrate the Ultrasonic Thickness Tester.
2. Starting with the front head at the 12 o'clock position, take eight readings in a CLOCKWISE rotation, on the knuckle radius of the head. Enter the readings on the grid (Backside of this form).
3. Move back, and again facing forward, starting at the 12 o'clock position, take eight readings on the shell, adjacent to the head to shell weld, in a CLOCKWISE rotation. Enter the readings on the grid.
4. Move back to the shell areas adjacent to the #1 ring. Facing forward, starting at the 12 o'clock position, take eight readings in a clockwise rotation. Take the readings at 2, 4, 8, and 10 o'clock adjacent to any longitudinal welds. Enter the readings on the grid and label the grid, "No. 1 RING".
5. Continue moving to the rear of the tank, taking measurements adjacent to each ring and girth seam(s), starting at 12 o'clock, in a CLOCKWISE rotation. Label each grid for what you are measuring.
6. The rear head will be the last entry on the grid. Take eight readings starting at the 12 o'clock position, but this time move in a COUNTER CLOCKWISE rotation.

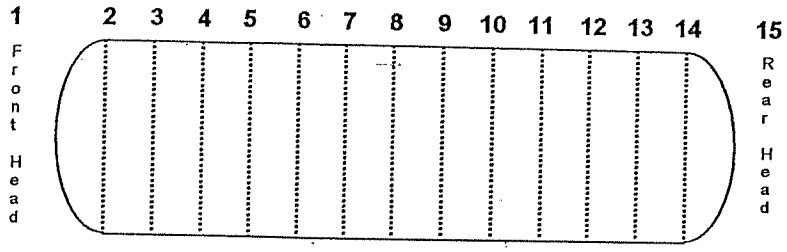
Were welded repairs made to the cargo tank wall? ☐ Yes ☐ No
Nat'l Bd. "R" Stamp No. _____ ASME "U" Stamp No_____
Was the repaired compartment pressure tested, after welding? ☐ Yes ☐ No

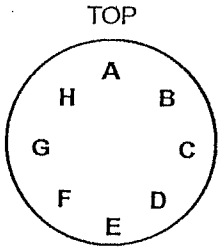
☐ Cargo tank meets the requirements of the DOT specification listed in this report.
☐ Cargo tank fails to meet the requirements of DOT specification listed in this report.
☐ Marking applied to the tank: Month – Year – Letter 'T'.

Name of Facility Conducting Test _____

Registered Inspector **CT Number** **Cargo Tank Owner Acceptance**

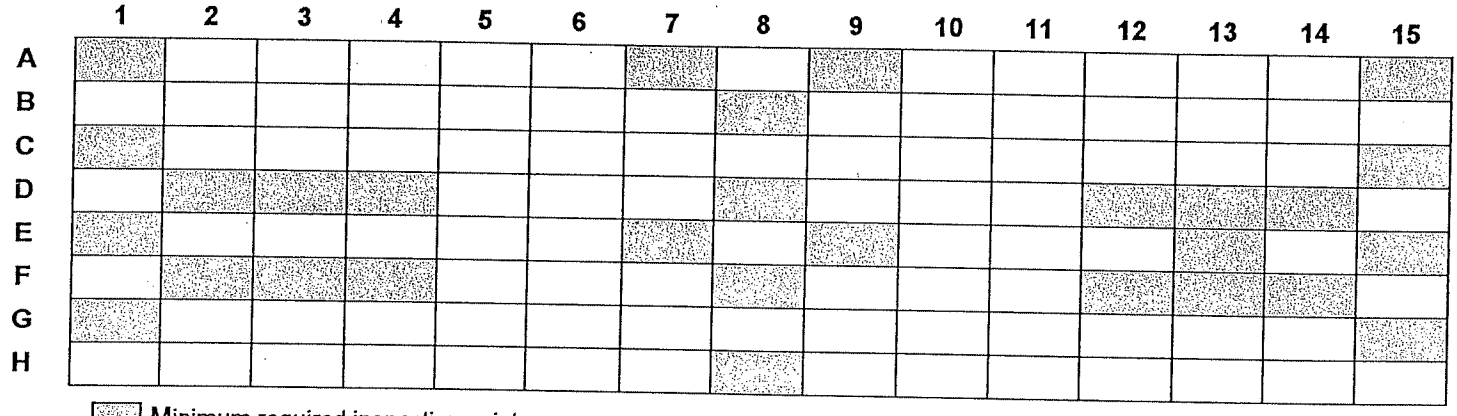
THICKNESS TEST GRID





Looking Forward In Tank

180.407 (i)(2) Measurements must be made using a device capable of accurately measuring thickness to + / - 0.002 of an inch



Minimum required inspection points

Deficiencies found and corrective action taken:

INTERNAL VISUAL INSPECTION REPORT

(In accordance with 49 CFR Part 180 Para. 180.407(e) and 180.417)

Cargo Tank Owner _____ Date_____
Owner's I.D. No. _____ Name of Tank Mfgr. _____
Manufacturer Serial No. _____ Year of Tank Mfg. _____
MC/DOT No. _____
Minimum Thickness Heads _____ Shell _____

Cargo Tank is Insulated ☐ Yes ☐ No Cargo Tank is Lines ☐ Yes ☐ No

Cargo Tank is used in Special or Dedicated Service ☐ Yes ☐ No

Cargo Tank Transports Corrosive Materials ☐ Yes ☐ No

Capacity by Compartment

Comp. 1 _____ Comp. 2 _____ Comp. 3 _____ Comp. 4 _____
Comp. 5 _____ Comp. 6 _____

	Disposition	
	Acceptable	Non-acceptable (See remarks)
Inspect entire surface for corrosion, abrasion, dents, pitting or distortion (special attention to tank heads and shell area covered by the upper coupler)...	☐	☐
Inspect gauging devices for vertical alignment and tightness.....	☐	☐
Inspect areas around piping, sumps, valves, for foreign material that could prevent proper functioning.....	☐	☐

Remarks:

_____
_____
_____
_____
_____
_____
_____
_____

Thickness testing performed on corroded or abraded areas ☐ Yes ☐ No

Sketch included to show area(s) ☐ Yes ☐ No

Were repairs made by welding ☐ Yes ☐ No

Nat. Bd. "R" Stamp No. _____ ASME "U" Stamp No. _____

Sketch enclosed to show welded area(s) ☐ Yes ☐ No

Was the repaired compartment pressure tested ☐ Yes ☐ No

☐ Cargo tank meets the requirements of the DOT specification identified in this report.

☐ Cargo tank fails to meet the requirements of the DOT specification identified in this report.

☐ Marking applied Month - Year – Letter 'I'

_____ _____ _____

Registered Inspector Registration No. Date

_____ _____

Cargo Tank Owner Acceptance Date

LINING INSPECTION

(In Accordance with 49CFR Part 180 Para. 180.407[f] and 180.417)

Cargo Tank Owner _____ Date _____ Owner's I.D. No. _____
MC/DOT No. _____ Manufacturer Serial No. _____
Manufacturer Name _____ Year of Mfg. _____
Minimum thickness Heads _____ Shell _____ MAWP _____
Cargo Tank is Jacketed ☐ Yes ☐ No
Cargo Tank used in Special or Dedicated Service ☐ Yes ☐ No
Cargo Tank Transports Corrosive materials ☐ Yes ☐ No

	Acceptable	Non-acceptable See Remarks
Calibrate high frequency spark tester in accordance with 180.407 (f).....	☐	☐
Visually inspect lining for potential defects such as cracks, distortion, deterioration, discoloration, bubbles, blisters and separation. At areas around sumps and drains, also look for liner termination. Mark all defects with chalk.....	☐	☐
Sweep liner (4" or 8" brush) using a constant uninterrupted motion, working from front to rear of tank.....	☐	☐
Sweep entire head area, particularly area of the knuckle.....	☐	☐
Slowly sweep chalked areas or previously repaired areas.....	☐	☐
On defective areas, remove lining material and inspect shell or head for corrosion or deterioration. Thickness test if necessary.....	☐	☐
Re-inspect and retest replaced lining section.....	☐	☐

Remarks:

_____

_____

Defects Found During Inspection and Test and Corrective Action

Grid Location	Tank Location		Area Corroded			Repair Method
	Shell	Head	No	Yes	Meas.	

Were weld repairs by welding performed on the cargo tank shell or heads ☐ Yes ☐ No
Nat. Bd. "R" Stamp No. _____ ASME "U" Stamp No._____

☐ Cargo tank meets the requirements of the DOT specification identified in this report.

☐ Cargo tank fails to meet the requirements of the DOT specification identified in this report.

☐ Marking applied Month - Year - Letter 'L'

Name of Facility Conducting Inspection _____

_____ _____ _____

Registered Inspector Registration Number Date

_____

Cargo Tank Owner Acceptance