

## 5. GAUGE OR LEVEL CONTROL SYSTEM

### WHAT IS IT?

Gauge: this is a measuring instrument used to view or determine the filling level of the tank (eg magnetic gauge, rotary ...).

Control System Level: gauge and / or a system that detects whether a level is exceeded (eg high point level sensing, probe ...). The weighbridge can also be used as a level control system.

### WHERE TO FIND IT?

Gauge and High level point: at the rear or side of the tank.

Weighbridge: Located in the site.

### WHY IS IT IMPORTANT TO SAFETY?

The risk of over-filling must be mastered because:

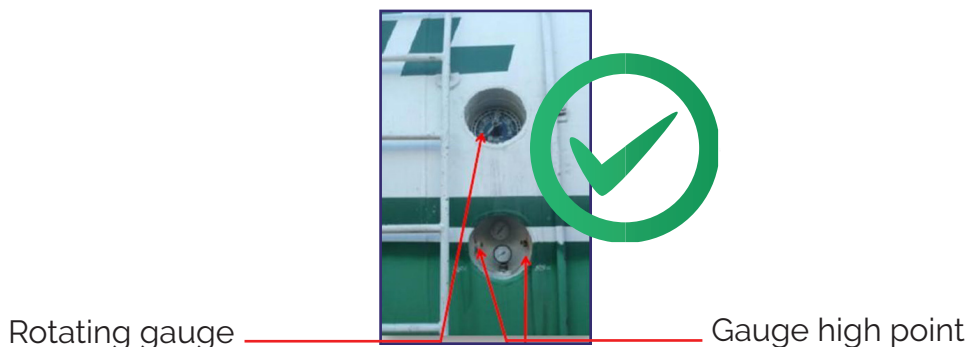
- in case of expansion of the product, it may be a full hydraulic that could cause leakage / plastic deformation / bursting.
- the truck can be found in overload situation.

#### WHAT TO CHECK

The gauge system must be operational and in good condition.  
The rotary gauge / high point must not be blocked or leaking.

#### WHICH DECISION TO TAKE

If the gauge is not working properly, but a system level detection is available and in working condition, alert the carrier so that it snaps into compliance before the next load.  
If neither the gauge nor the level control system is operating, it is not possible to carry out the filling of the truck. **The truck must be refused.**



## 5. APPROVAL DOCUMENTATION AND DATE OF TEST

### WHAT IS IT?

Documentation of approval: Documentation to ensure that the vehicle is suitable for transporting LPG.

Test date: This is the date of the last hydraulic test.

### WHERE TO FIND IT?

Documentation of approval: It must be available in the documentation of the truck. The test time is available:

- in the documentation of the truck (test certificate).
- generally at the manufacturer of the tank plate.

### WHY IS IT IMPORTANT TO SAFETY?

Hydrostatic testing and inspection of the tank are used to verify the strength of the tank and the absence of default (eg cracks) regularly.

#### WHAT TO CHECK

The date of expiry of the last test and documentation of approval should not be exceeded.

#### WHICH DECISION TO TAKE

If the approval documentation is not available or is not updated, **the truck must be refused.**

If the test date has passed, **the truck must be refused.**



Date of test : 05/03/98



## 5. CHECKING THE TRUCK IS UNDER PRESSURE

### WHAT IS IT?

This is to verify that the truck is under pressure to ensure that it is not under air after maintenance. (It may also have been purged with nitrogen and maintain a residual pressure).

The pressure is read at pressure gauge.

### WHERE TO FIND IT?

The pressure gauge is usually near the dipstick (on the back or on the side of the tank).

### WHY IS IT IMPORTANT TO SAFETY?

It is important to identify a truck that has just undergone maintenance operations, because if there is no pressure, there is a risk of leakage in the first filling or it may be a return tank maintenance not gassed.

#### WHAT TO CHECK

A functional gauge should be available.

The pressure must be at least 1 bar.



#### WHICH DECISION TO TAKE

If the gauge is not operational, alert the carrier so that it snaps into compliance before the next load.

If the pressure is below 1 bar, check if the truck has just undergone maintenance and pay attention when filling (make sealing verification, verify that all valves are closed ...).

If the tank has just undergone a maintenance operation, make sure it has been properly re-gassed. Otherwise, **the truck has to be refused.**

## 5. STOPPER

### WHAT IS IT?

These are the closures to isolate the tank:

- hydraulic pneumatic valve.
- mechanical valve.

### WHERE TO FIND IT?

They are mounted under and / or rear of the tank to the pipes for charging and discharging the tank.

They are mounted as close to the tank (internal or external).

### WHY IS IT IMPORTANT TO SAFETY?

The valves are used to isolate the tank outside the transfer phases (eg transport).  
The valves are used to isolate the tank in case of emergency (eg flight) by pressing the emergency stop button a truck.

#### WHAT TO CHECK

Each pipe used to load and unload the tank shall be equipped with a shutter.

No leakage.

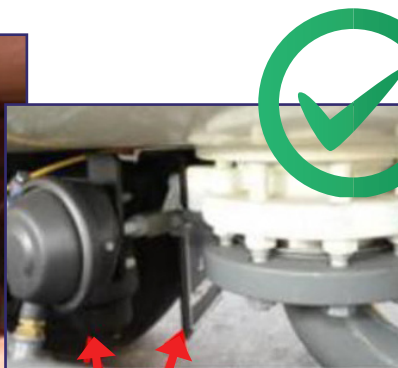
The emergency stop buttons must be operational - Test functioning to achieve prior to transfer (once the arms / hoses connected).

#### WHICH DECISION TO TAKE

If the truck is not fully equipped to bottom valves, **it must be refused**.  
If the emergency stop button is not available or does not work, **the truck must be refused**.



Mechanical stopper



Pneumatically operated valve

