



Chevron



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CTIP

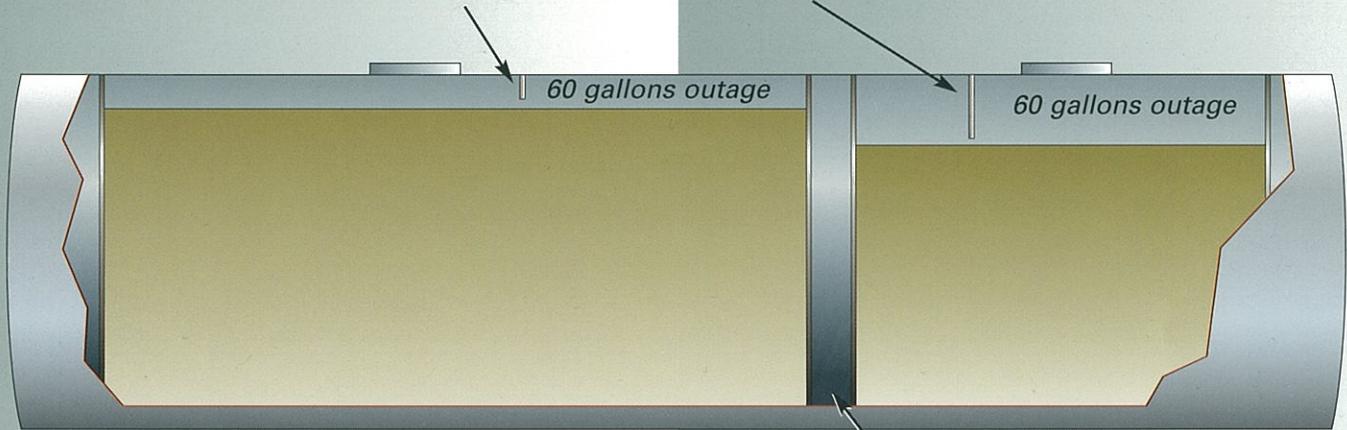
**Chevron
Truck
Inspection
Process**



CTIP

Chevron Truck Inspection Process

Overfill protection probe must be set at a minimum of 60 gallons of outage.
 Note: Smaller compartments may require longer probes extending lower into the compartment. This may cause reduced load level in those compartments.



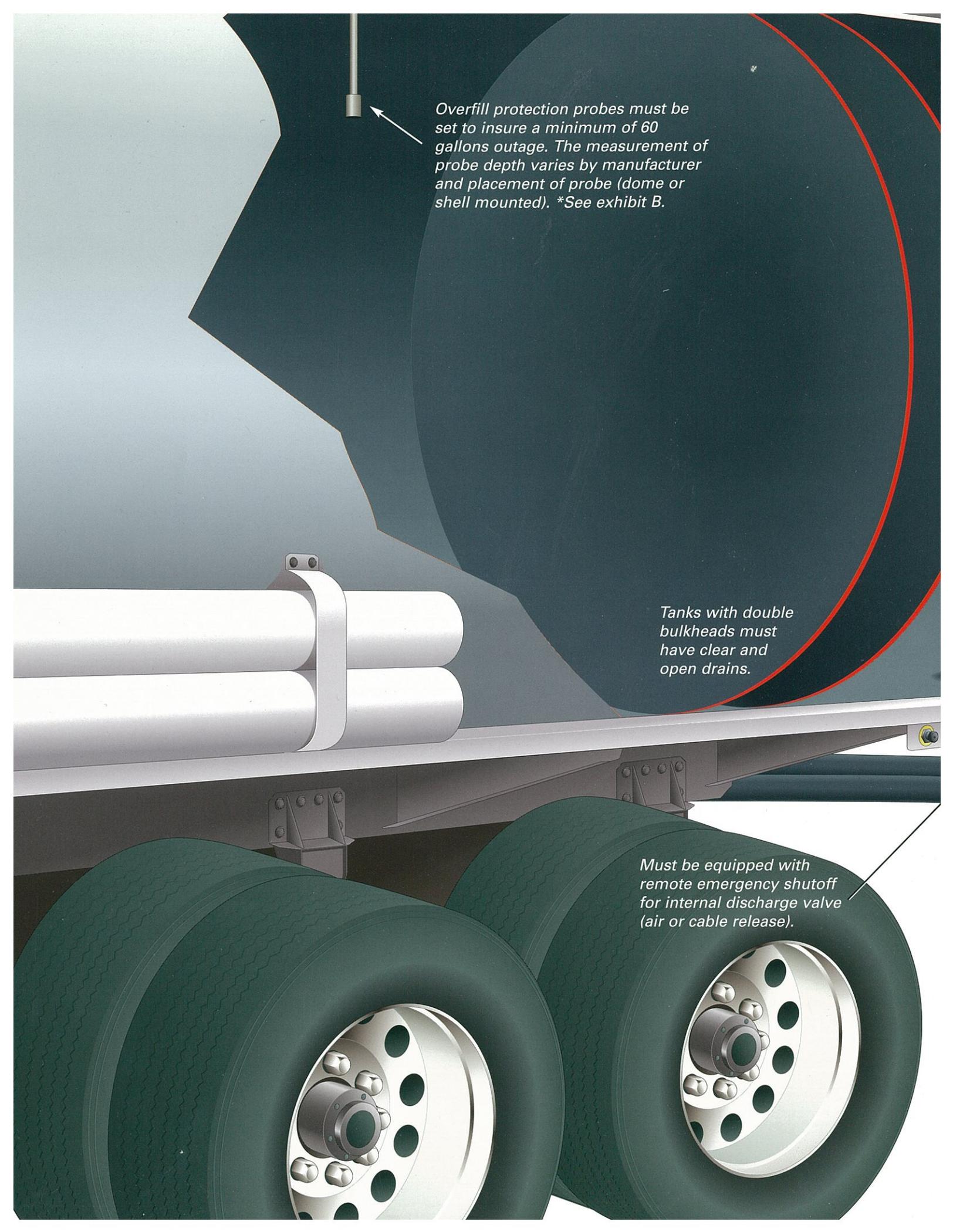
If tank is equipped with double bulkheads, drain must be clear and not plugged.



All loading and vapor headers must be equipped with a brake interlock. Piston must engage brake interlock when connected for loading.

CTMV AND CT MFR									
VIN	EHTAB4526/M/7H61694				DOT	406AL			
MAWP	33	PSIG	TEST P	5	PSIG	ORIG. TEST DATE	11/97		
DESIGN TEMP	200	°F	TO	-40	°F				
TOTAL NOM CAP (GAL)			MAX LADING DENSITY	51	LB/GAL				
CT NOM CAP FRT TO REAR (GAL)	3400	2150	1100	2700					
EXP SURF AREA FRT TO REAR (SQ FT)	342	196	94	270					
SHELL MTL	5454-H32	HEAD MTL	5356-0	WELD MTL	5356				
MFD SHELL THK TOP ENDS	182	TOP CTR	164	SIDE	162	BOTTOM	204		
MIN SHELL THK TOP ENDS	173	TOP CTR	185	SIDE	173	BOTTOM	189		
MFD HEAD THK	204	MIN HEAD THK	187						

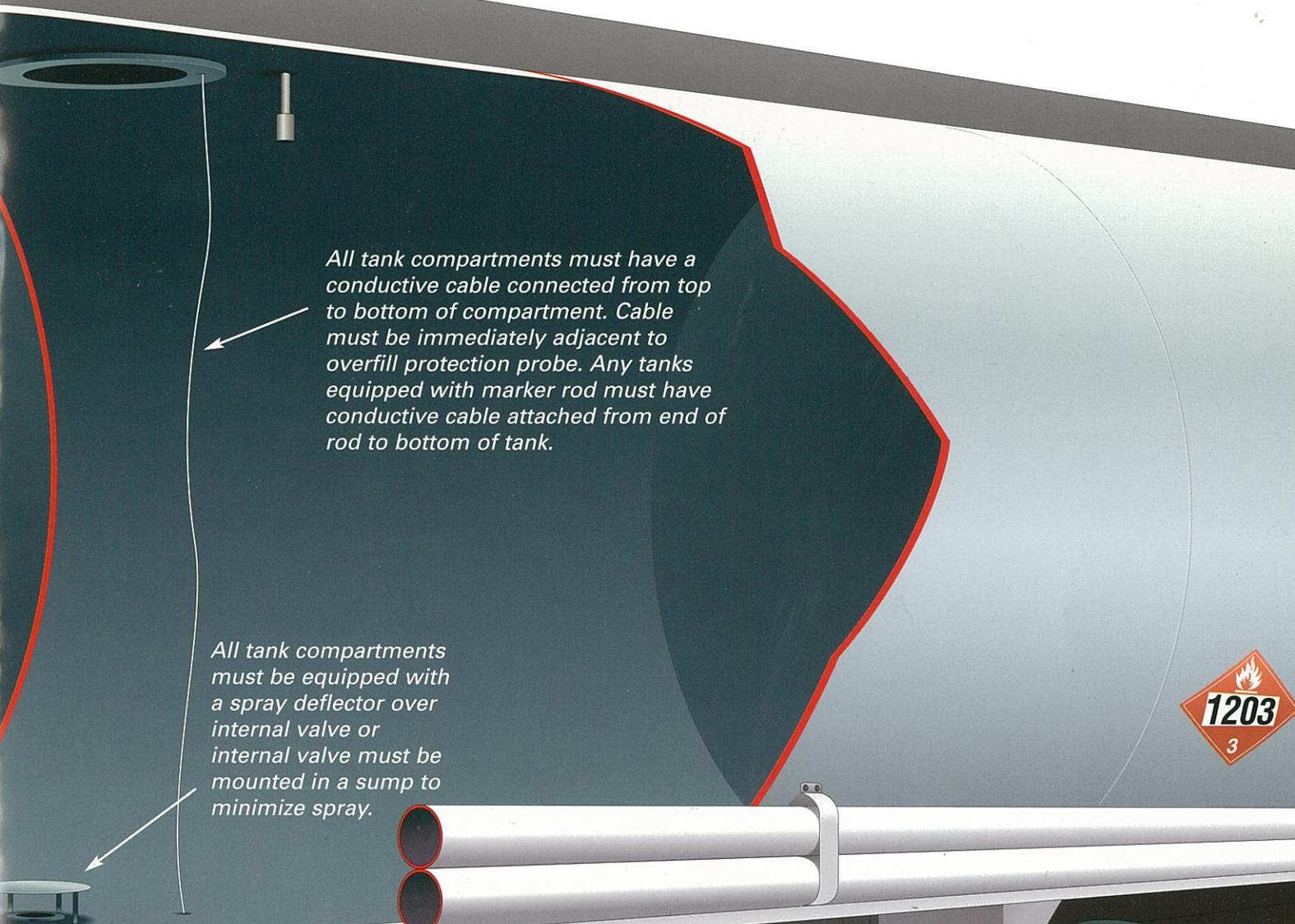
Nameplate must designate specification MC-306, DOT-406 or higher integrity; and a specification plate.



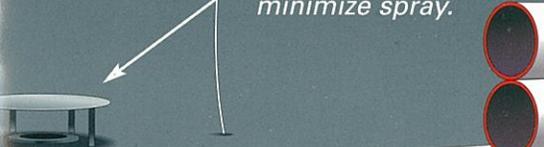
Overfill protection probes must be set to insure a minimum of 60 gallons outage. The measurement of probe depth varies by manufacturer and placement of probe (dome or shell mounted). *See exhibit B.

Tanks with double bulkheads must have clear and open drains.

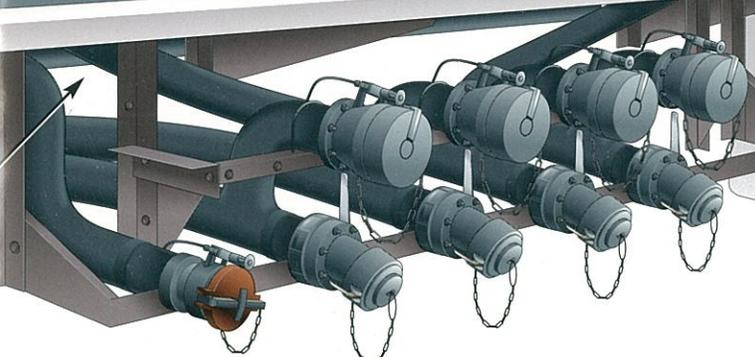
Must be equipped with remote emergency shutoff for internal discharge valve (air or cable release).



All tank compartments must have a conductive cable connected from top to bottom of compartment. Cable must be immediately adjacent to overfill protection probe. Any tanks equipped with marker rod must have conductive cable attached from end of rod to bottom of tank.



All tank compartments must be equipped with a spray deflector over internal valve or internal valve must be mounted in a sump to minimize spray.



Those trailers with a loading header safety bar must engage brake interlock when bar is raised to allow loading. Vapor or loading headers outside of bar must be equipped with an individual brake interlock.