



Chevron

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CTIP

**Chevron
Truck
Inspection
Process**

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Chevron Truck Inspection Process

Chevron and our customers have all worked hard to reduce the number of overfills, wet probes, and spills at our racks. The LPS (Loss Prevention System) culture that we have developed has also helped greatly, and it also indicates that smaller events can lead to larger ones very quickly. Any spill of product can lead to a major catastrophe for both you and us, and should therefore be avoided.

Spot surveys and reviews completed over the past two years have shown us that a large majority of the trucks loading at our facilities have one or more safety issues, including many of our own trucks. We will be increasing inspections on our vehicles, and we believe that the best way to ensure the safety of all concerned is to have all other trucks inspected once a year by an outside shop or certified mechanic, probably in conjunction with your annual vapor tightness test.

As part of our new Truck Loading Agreement, Chevron is requiring all trucks that load light products at our terminals to comply with specific safety standards.

This brochure explains the truck inspection process by which Chevron will verify that all tank trucks and tank trailers comply with these requirements.

This process will be performed by Chevron as part of a program of unscheduled spot checks of vehicles.

Chevron's Truck Inspection Process (CTIP), will be performed at each Chevron terminal annually on a random basis or as the LPS process indicates the need. The process will take place prior to loading and should take about 15 to 20 minutes to complete.

Exhibit A (Tank Truck and Tank Trailer Requirements) indicates the safety features the inspection process will cover. Exhibit C (Tank Truck and Tank Trailer Inspection Form) is required to be on each vehicle at the time of loading to verify that all requirements have been met by the truck owner. These forms are illustrated below.

We appreciate your understanding and cooperation with this process. If you have any questions regarding CTIP, please refer them to your local Terminal Manager.

Chevron Products Company - Marketing Operations Services
Exhibit A
Tank Truck and Tank Trailer Requirements

We, _____, certify that all tank trucks and tank trailers arranged for or supplied by our organization meet all the following Chevron requirements:

1. Comply with and will be maintained to meet all applicable government regulations.
2. Equipped with a fully operable overfill prevention system compatible with the vehicle from being moved whenever a product loading or vapor empty space (outage) above the "high level" operating point of the tank system. The top probes will be installed & maintained in each tank compartment. **Notice: after 12/31/00, tank trucks and tank trailers or EBW two piece STARSHIP systems with horizontal tanks must have a vapor adapter installed at Chevron terminals.**
3. Equipped with a fully operable brake interlock system on all product compartments. **Notice: tank trucks and tank trailers have until 12/31/00 to install a vapor adapter.**
4. Equipped with a spray deflector over each emergency internal vapor probe.
5. All gauge (marker) rods or other conductive devices, which project into the tank from the bottom of the tank by a conductive cable, must be bonded securely to the bottom of the tank by an internal conductive bonding cable. Each compartment shall be equipped with an internal conductive bonding cable immediately adjacent to the overfill probe to detect liquid.
6. Tanks equipped with double bulkhead compartments must not have loose objects.
7. Tank compartments shall contain no loose objects.
8. Equipped with a remote control switch for the emergency interlock system.
9. Marked with a Nameplate designating specification MC-306, DOT-395, or equivalent. **Notice: tank trucks and tank trailers have until 12/31/00 to install a vapor adapter.**
10. Each tank truck and tank trailer shall be inspected by the vehicle owner or a qualified inspector to verify compliance with all the above requirements, and a copy of the inspection report shall be retained by owner of each tank truck or tank trailer. Completed Exhibit C forms shall be retained by owner of each tank truck or tank trailer for audit by Chevron whenever the vehicle is available on the terminal.
11. Each tank truck and tank trailer shall be subject to unscheduled spot checks by Chevron. Chevron will use the inspection report with all the above requirements. Chevron will use the inspection report with all the above requirements. Chevron will use the inspection report with all the above requirements.

The consequences for a tank truck or tank trailer not complying with these rules shall be suspension of loading at this Agreement.

I certify the above to be true and correct for all tank trucks and vehicles that will be placed into service.

Chevron Products Company - Marketing Operations Services
Exhibit C
Tank Truck and Tank Trailer Inspection Form

(A) General Information:

Vehicle Owner / Operator: _____ Telephone: _____
Company Name: _____
Mailing Address: _____ Tank Manufacturer: _____
Unit / Equipment #: _____ Year Manuf.: _____
License # (or VIN): _____

Previous self inspection chart (exb. C) (Y/N) _____
Vapor Cert current (Y/N) _____

Tank Vehicle Type: _____ Tank Truck _____ Full Trailer (Pup) _____ Semi-Trailer _____
Nameplate shows MC/DOT Spec. #: _____
Double Bulkheads between Comp. #s: _____
Plugged (Y/N)? _____
or None: _____

Brand/Model Overfill Prevention "On-board" Controller: _____

Max. Compartment Capacity (GSE): _____
Nominal Compartment Capacity (gal.): _____
Max. Gasoline Carrying Capacity (gal.): _____

(B) Bottom Inspections:

Product Adaptor - Brake Interlock Tested Okay (Y/N)? _____

Vapor Adaptor - Brake Interlock Tested Okay (Y/N)? _____

Overfill Socket(s): _____ #Sockets: _____

Not Excessive Wear on Sockets used at Chevron (Y/N)? _____

If "static" type Overfill "On-board" controller, does it pass the "Push Button" test (Y/N)? _____

Remote Emergency (valve control) Switch function okay (Y/N)? _____

If double bulkhead equipped, is the space between compartments plugged (Y/N)? _____

(C) Top Inspections:

Top Probe Manufacturer (Brand/Type): _____

Top Probe mounted in [] Tank / [] Dome: _____

[] If Dome, Vertical "Offset" (Inches): _____

Top Probe Passed "Wet Test" (Y/N)? _____

[] "Gross" Probe Installed Length (Inches): _____

Calculated "Net" Probe Installed Length (Inches): _____

Marker Rod (Y/N)? _____ If Yes, Bonded (Y/N)? _____

Bonding Cable (if no Marker Rod)? _____

Horizontal distance from Top Probe to Cable (Inches): _____

Equipped with Spray Deflector (Y/N)? _____

Loose Objects (Y/N)? _____

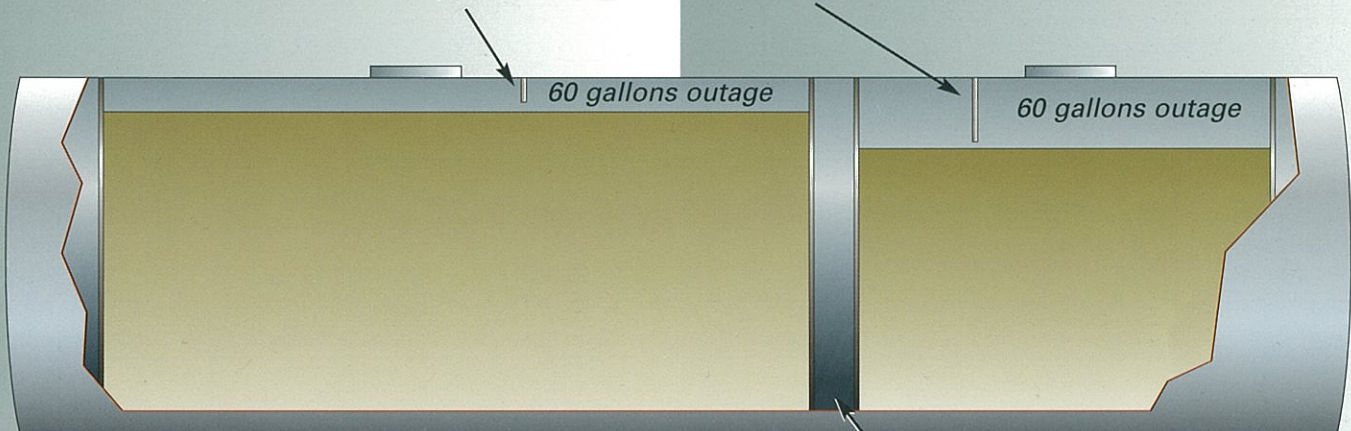
[] Domes properly closed after inspection process (Y/N)? _____

_____ (Y/N)? _____

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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.



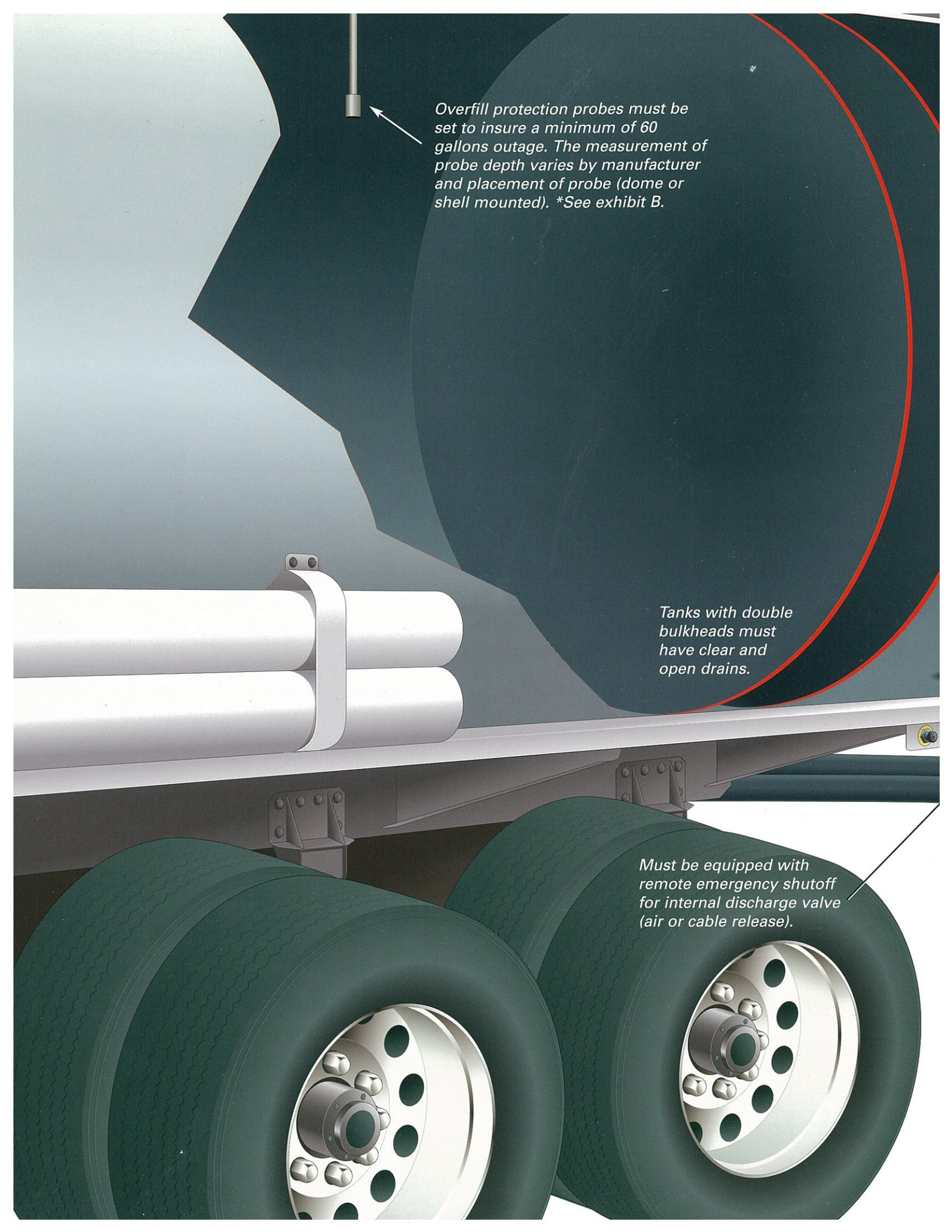
If tank is equipped with double bulkheads, drain must be clear and not plugged.



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/7H51694				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	5456-0	WELD MTL	5356				
MFD SHELL THK TOP ENDS	182	TOP CTR	164	SIDE	162	BOTTOM	204		
MIN SHELL THK TOP ENDS	173	TOP CTR	165	SIDE	173	BOTTOM	169		
MFD HEAD THK	204	MIN HEAD THK	187						

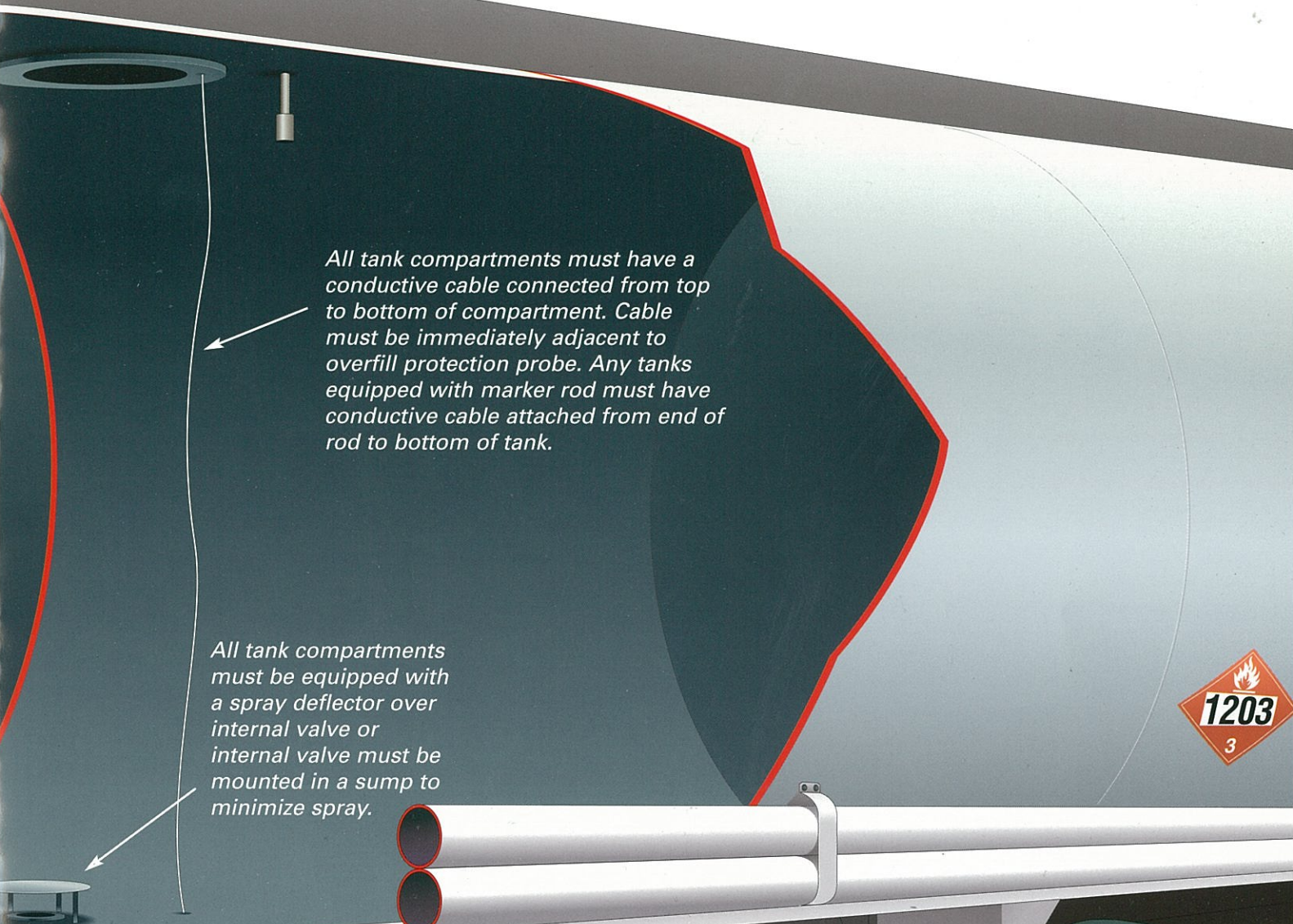
Nameplate must designate specification MC-306, DOT-406 or higher integrity; and a specification plate.



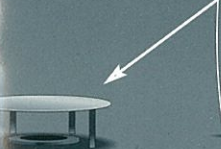
Overfill protection probes must be set to insure a minimum of 60 gallons outage. The measurement of probe depth varies by manufacturer and placement of probe (dome or shell mounted). *See exhibit B.

Tanks with double bulkheads must have clear and open drains.

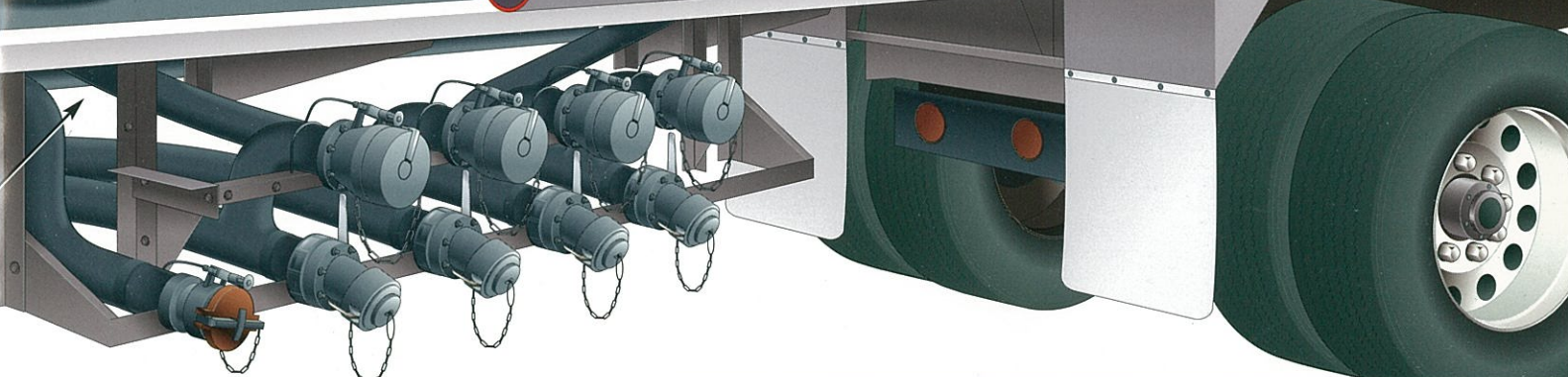
Must be equipped with remote emergency shutoff for internal discharge valve (air or cable release).



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.