



INTERNAL VISUAL INSPECTION

49 CFR, 180.407(e)

Manufacturer: _____ Year: _____ DOT Spec: _____

Co#: _____ Vin#: _____ Test Date: _____

Cargo Tank Insulated: YES NO Lined: YES NO

ITEM	REMARKS
Tank Shell	
Tank Heads	
Lining	
Lining Tested (180.407(f))	
Upper Skid Plate	
Corroded Areas Detected	
Corroded Areas Tested	

Cargo tank returned to service: _____ Cargo tank withdrawn from service: _____

Inspector's Name: _____ CT#: _____

Inspector's Address: _____

I CERTIFY THAT THE INSPECTION NOTED ON THIS FORM WAS PERFORMED BY ME AND ALL REQUIRED ENTRIES WERE MADE CONCERNING OBSERVATIONS MADE DURING THIS INSPECTION.	
_____ Inspector's Signature	_____ Date
_____ Owner or Authorized Representative's Signature	_____ Date

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(e) Internal visual inspection.

- (1) When the cargo tank is not equipped with a manhole or inspection opening, or the cargo tank design precludes an internal inspection, the tank shall be hydrostatically or pneumatically tested in accordance with 180.407(c) and (g).
- (2) The internal visual inspection must include as a minimum the following:
 - (i) The tank shell and heads must be inspected for corroded and abraded areas, dents, distortions, defects in welds, and any other condition that might render the tank unsafe for transportation service.
 - (ii) Tank liners must be inspected as specified in § 180.407(f).
- (3) Corroded or abraded areas of the cargo tank wall must be thickness tested in accordance with paragraphs (i)(2), (i)(3), (i)(5) and (i)(6) of this section.
- (4) The inspector must record the results of the internal visual inspection as specified in § 180.417(b).

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ACCEPTABLE RESULTS of TEST and INSPECTIONS

49 CFR, 180.411

(a) **Corroded or abraded areas.**

The minimum thickness may not be less than that prescribed in the applicable specifications.

(b) **Dents, cuts, digs and gouges.**

(See CGA Pamphlet C-6 for evaluation procedures.)

(1) For dents at welds or that include a weld, the maximum allowable depth is 1/2 inch. For dents away from welds, the maximum allowable depth is 1/10 of the greatest dimension of the dent, but in no case may the depth exceed one inch.

(2) The minimum thickness remaining beneath a cut, dig or gouge may not be less than that prescribed in the applicable specification.

(c) **Weld or structural defects.**

Any cargo tank with a weld defect such as a crack, pinhole, or incomplete fusion, or a structural defect must be taken out of hazardous materials service until repaired.

(d) **Leakage.**

All sources of leakage must be properly repaired prior to returning a tank to hazardous materials service.

(e) **Relief valves.**

Any pressure relief valve that fails to open and re-close at the prescribed pressure must be repaired or replaced.

(f) **Liner integrity.**

Any defect shown by the test must be properly repaired.

(g) **Pressure test.**

Any tank that fails to meet the acceptance criteria found in the individual specification that applies must be properly repaired.

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