



# INTERNAL VISUAL INSPECTION

49 CFR, 180.407(e)

Manufacturer: \_\_\_\_\_ Year: \_\_\_\_\_ DOT Spec: \_\_\_\_\_

Co#: \_\_\_\_\_ Vin#: \_\_\_\_\_ Test Date: \_\_\_\_\_

Cargo Test Insulated:  YES  NO Lined:  YES  NO

ITEM	PASSED	FAILED	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Cargo tank returned to service: \_\_\_\_\_ Cargo tank withdrawn from service: \_\_\_\_\_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 of 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 ½ inch. For dents away from the 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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