TRAILER ENGINEERING LTD
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TESTING PROCEDURE FOR TRAILER ENGINEERING DIESEL AND JET A1 U.N. APPROVED BOWSERS (950 Litre and 2140 Litre)

First Test 30 Months

This test is for leakproofness of the tank and operation of all ancillary components connected to the tank, along with an examination of the outer bund tank. It can consist of a pressure test, but it is not compulsory, as long as the inner tank is in sound condition and does not leak, (visual inspection) this can obviously be verified by its ability to contain fuel without leaking. The only potential for leakage on all the bunded polyethylene inner tanks is a front bottom outlet valve. Apart from physical damage it should be quite simple to verify. Check all fittings already fitted in the tank should operate correctly and do not leak. The pressure relief valve should be removed and tested for operation, this check should be carried out and verified by whom you consider to be a nominated competent person. The test should be recorded and kept on file, the U.N. Plate fitted inside the rear door of the outer tank should be stamped with the test date.

Second Test 60 Months

This test should consist of the same as for 30 months but must be a pressure test and physically examine the tank. The tanks should be tested for leakproofness at 2psi, this should be done in situ in the outer tank, restrained by the framework, (if removed and tested without restraint it expands like a balloon and would eventually not fit back inside the tank). The joints in the tank should be tested using a leak detection solution in water (soapy washing up liquid) brushed around the fittings and observe for bubbles leaking out. The test should be carried out by a competent person. If you have a problem in nomination a competent person your insurers have competent persons that can carry out this test for you. The U.N. plate must be stamped with the test date and records kept on file.

NB: These tests were originally designed with steel tanks in mind in relation to corrosion or welds splitting. Poly tanks, by their nature, are not prone to corrosion and there are no welds or seams to split as they are one piece moulded. We have thousands of poly tanked bowsers in daily operation for over 10 years without problems.

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PRESSURE TESTING PROCEDURE

950 Litre and 2140 Litre Diesel and Jet A1 Bowsers

1. Remove 2 Inch filler cap from the tank and insert the rubber end of the test kit into the aperture with the clock gauge either vertically or to the top right hand side.

2. Turn the wing nut clockwise and hand tighten until you are sure it is solid within the tube

3. Ensure the ball valve on the test kit is turned off.

4. Check that the vent valve is closed and the suction and return connections on top of the tank are blanked off.

5. Remove the pressure relief valve and blank the hole with the ¼ inch BSP plug provided in the kit.

6. Close the bottom front supply valve to the hand pump

7. Connect a PCL female end of an airline onto the male probe on the test kit.

8. Open the ball valve on the test kit and observe the pressure going into the tank, when the pressure reaches JUST UNDER 2 psi, TURN THE BALL VALVE OFF

9. Remove the air line

10. Using a long-handled paint brush, apply a soapy water solution around the valves to check for air bubbles from leaking fittings, (in places awkward to reach use an extending mirror and a torch to view).

11. After a maximum of 2 minutes release the air from the tank via the vent valve on the top.

Note: The tank has no seams, the only places to test are the outlets, unless there is physical evidence of damage to the tank itself.