ANDY BESHEAR
GOVERNOR

REBECCA W. GOODMAN
SECRETARY

ENERGY AND ENVIRONMENT CABINET
Department for Environmental Protection

ANTHONY HATTON
COMMISSIONER

300 SOWER BOULEVARD
FRANKFORT, KENTUCKY 40601
TELEPHONE: 502-564-2150
TELEFAX: 502-564-4245

October 13, 2022

Mr. Tex English
Qualls Oil Company
PO Box 580
Olive Hill, KY 41164

Tanker Serial No.: S40137
Tanker Unit No.: 45
Sticker Serial No.: 1959
Expiration Month: September, 2023

Dear Mr. English:

Your Gasoline Tank Pressure-Vacuum Test Certificate application has been reviewed and deemed complete. The enclosed Pressure-Vacuum Certification sticker, referenced above, is issued in accordance with 401 KAR 63:031. It shall be attached to the tank near the DOT Certification Plate and must be clearly visible. The Certificate is valid for one year from the test date, with the month of expiration punched on the sticker.

Should you need blank application forms, you may print them from our website at air.ky.gov – at the DAQ home page, click on Programs, then on Gasoline Tank Truck Certification, then on Gasoline Tank Truck Certification Form DEP6020.

If you have any questions regarding this issuance, please call me at (502) 782-6592.

Sincerely,

Diana Davidson

Diana Davidson
Field Operations Branch

Enclosure

Commonwealth of Kentucky
Energy and Environment Cabinet
Department for Environmental Protection
Division for Air Quality
Field Operations Branch, Field Support Section
300 Sower Boulevard, 2nd Floor
Frankfort, Kentucky 40601
Telephone: (502) 782-6592

GASOLINE TANK TRUCK PRESSURE-VACUUM TEST CERTIFICATE APPLICATION

The completion and return of this form is required under Regulation 401 KAR 63:031, pursuant to KRS 224. Applications shall be incomplete unless all the requested information is provided on this form, signed by the applicant, and accompanied by a ten dollar ($10) sticker fee in the form of a check or money order payable to the Kentucky State Treasurer. Failure to supply information required or deemed necessary by the Division to enable it to act upon the application shall result in administrative or legal action.

DEP-6020 Rev. Jul'06
AGENCY USE ONLY
RECEIPT NUMBER
LOG NUMBER:
CERTIFICATE SERIAL NUMBER:
YEAR:
MONTH:

COMPANY NAME:	TELEPHONE NUMBER (with area code):
Quail's Oil	606-276-2669

MAILING ADDRESS:

Street or Box No.	City	County	State	Zip Code
P.O Box 580	Olive Hill	Carter	Ky	41169

TANKER UNIT NUMBER	SERIAL IDENTIFICATION NUMBER	MAKE AND YEAR OF MANUFACTURE
45	S 40 137	Trailmobile 1977
TANKER CAPACITY	**NUMBER OF COMPARTMENTS**	**VAPOR COLLECTION SYSTEM INSTALLED BY:**
9000 Gallons	4	☑ Manufacturer ☐ Retrofitted

Enclosed $10.00 Sticker Fee Payable to Kentucky State Treasurer Check ☐ Money Order ☐

NAME OF PERSON SUBMITTING APPLICATION	TITLE	TELEPHONE NUMBER
Ted English	President	606-286-2669
SIGNATURE OF PERSON SUBMITTING APPLICATION		**DATE OF APPLICATION**
Ted English		10-14-21

METHOD 27-DETERMINATION OF VAPOR TIGHTNESS OF GASOLINE DELIVERY TANK USING PRESSURE-VACUUM TEST

PRESSURE TEST:
PRESSURIZE TANK TO 450 MILLIMETERS OF WATER (18 Inches) **TIME** 8:45 A.M. P.M.

PRESSURE READING MILLIMETERS WATER	TEST	1 MINUTE	2 MINUTES	3 MINUTES	4 MINUTES	5 MINUTES
	1	18.0	18.0	17.9	17.9	17.9
	2	18.0	18.0	17.9	17.9	17.9
				Arithmetic average of the two results		17.9

VACUUM TEST:
EVACUATE TANK TO 150 MILLIMETERS OF WATER (6 Inches) **TIME** 9:40 A.M. P.M.

PRESSURE READING MILLIMETERS WATER	TEST	1 MINUTE	2 MINUTES	3 MINUTES	4 MINUTES	5 MINUTES
	1	5.9	5.8	5.8	5.7	5.7
	2	5.9	5.9	5.8	5.8	5.7
				Arithmetic average of the two results		5.7

TANK DOES ☑ **DOES NOT** ☐ **MEET TEST STANDARD.**

SERIAL IDENTIFICATION NUMBER: S 40 137 **TANKER UNIT NUMBER:** 45

REPAIRS: Tightened Mount Bolts on number one Load Head

Test Performed Per Modified Method 27, 40 CFR 63.425

After Five Minutes The Pressure Increased .2

I certify that the tank unit listed on this application was tested on 10-13-21 **(month/day/year) in compliance with the test procedure specified in 40 CFR 60, Appendix A, Method 27, "Determination of Vapor Tightness of Gasoline Delivery Tank Using Pressure-Vacuum Test," and Kentucky Administrative Regulation, 401 KAR 63:031, that the test data given above are true and accurate at the time of testing, and that two consecutive tests were performed and agree within ± 12.5 millimeters of water.**

NAME OF TESTING FIRM	NAME OF TESTER
J+R Diesel Repair Inc	Glen A. Adams
ADDRESS	**SIGNATURE OF TESTER**
P.O. Box 1342	Glen A. Adams
CITY	**PHONE NUMBER (include Area Code)**
Ashland	606-324-3359
STATE Ky **ZIP CODE** 41101-1342	**DATE** 10-13-21

VEHICLE HISTORY RECORD

REPORT NUMBER	FLEET UNIT NUMBER
58097241	45

DATE 10-13-21

MOTOR CARRIER OPERATOR: Quail's Oil	INSPECTOR'S NAME (PRINT OR TYPE): Glen A. Adams
ADDRESS: P.O. Box 580	THIS INSPECTOR MEETS THE QUALIFICATION REQUIREMENTS IN SECTION 396.19. ☑ YES
CITY, STATE, ZIP CODE: Olivehill Ky 41169	VEHICLE IDENTIFICATION (✓ AND COMPLETE) ☐ LIC. PLATE NO. ☑ VIN ☐ OTHER: Trailmobile 1977 540137
VEHICLE TYPE ☐ TRACTOR ☑ TRAILER ☐ TRUCK ☐ BUS ☐ (OTHER) TANKER	INSPECTION AGENCY/LOCATION (OPTIONAL): J+R Diesel Repair Inc

VEHICLE COMPONENTS INSPECTED

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			1. BRAKE SYSTEM
✓		10-31-21	a. Service Brakes
✓			b. Parking Brake System
✓		10-31-21	c. Brake Drums or Rotors
✓			d. Brake Hose
✓			e. Brake Tubing
			f. Low Pressure Warning Device
			g. Tractor Protection Valve
			h. Air Compressor
			i. Electric Brakes
			j. Hydraulic Brakes
			k. Vacuum Systems
			l. Antilock Brake System
✓			m. Automatic Brake Adjusters
			2. COUPLING DEVICES
✓			a. Fifth Wheels
			b. Pintle Hooks
			c. Drawbar/Towbar Eye
			d. Drawbar/Towbar Tongue
			e. Safety Devices
			f. Saddle-Mounts
			3. EXHAUST SYSTEM
X			a. Exhaust system leaking forward of or directly below the driver/sleeper compartment.
X			b. Bus exhaust system leaking or discharging in violation of standard.
X			c. Exhaust system likely to burn, char, or damage the electrical wiring, fuel supply, or any combustible part of the motor vehicle.
			4. FUEL SYSTEM
X			a. Visible leak.
X			b. Fuel tank filler cap missing.
X			c. Fuel tank securely attached.
			5. LIGHTING DEVICES
✓			All lighting devices and reflectors required by Part 393 shall be operable.

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			6. SAFE LOADING
✓			a. Part(s) of vehicle or condition of loading such that the spare tire or any part of the load or dunnage can fall onto the roadway.
✓			b. Protection against shifting cargo.
✓			c. Container securement devices on intermodal equipment.
			7. STEERING MECHANISM
			a. Steering Wheel Free Play
			b. Steering Column
X			c. Front Axle Beam and All Steering Components Other Than Steering Column
X			d. Steering Gear Box
X			e. Pitman Arm
X			f. Power Steering
X			g. Ball and Socket Joints
X			h. Tie Rods and Drag Links
X			i. Nuts
X			j. Steering System
			8. SUSPENSION
✓			a. Any U-bolt(s), spring hanger(s), or other axle positioning part(s) cracked, broken, loose or missing resulting in shifting of an axle from its normal position.
✓			b. Spring Assembly
✓			c. Torque, Radius or Tracking Components
			9. FRAME
✓			a. Frame Members
✓			b. Tire and Wheel Clearance
			c. Adjustable Axle Assemblies (Sliding Subframes)

OK	NEEDS REPAIR	REPAIRED DATE	ITEM
			10. TIRES
			a. Tires on any steering axle of a power unit.
✓			b. All other tires.
			c. Installation of speed-restricted tires unless specifically designated by motor carrier.
			11. WHEELS AND RIMS
			a. Lock or Side Ring
✓			b. Wheels and Rims
✓			c. Fasteners
✓			d. Welds
			12. WINDSHIELD GLAZING
X			Requirements and exceptions as stated pertaining to any crack, discoloration or vision reducing matter (reference 393.60 for exceptions).
			13. WINDSHIELD WIPERS
X			Any power unit that has an inoperative wiper, or missing or damaged parts that render it ineffective.
			14. MOTORCOACH SEATS
X			Any passenger seat that is not securely fastened to the vehicle structure.
			15. OTHER
			List any other condition(s) which may prevent safe operation of this vehicle.

INSTRUCTIONS: MARK COLUMN ENTRIES TO VERIFY INSPECTION: ✓ OK, X NEEDS REPAIR, NA IF ITEMS DO NOT APPLY, _____ REPAIRED DATE

CERTIFICATION: THIS VEHICLE HAS PASSED ALL THE INSPECTION ITEMS FOR THE ANNUAL VEHICLE INSPECTION IN ACCORDANCE WITH 49 CFR PART 396.

ORIGINAL

Method 27 - DETERMINATION OF VAPOR TIGHTNESS OF GASOLINE DELIVERY TANK USING PRESSURE-VACUUM TEST

EPA 40CFR Part 60 DOT 49CFR [180.407(h)(2) and 180.417)

Cargo Tank Owner Quail's Oil Date 10-13-21
Owner's I.D. No. 45 MC/DOT No. 306 AL Year of Mfg. 1977
Manufacturer Name Trailmobile
Manufacturer Serial No. S 40137
Cargo Tank is Jacketed ☐ Yes ☑ No Cargo Tank is Lined ☐ Yes ☑ No
Cargo Tank used in Special or Dedicated Service ☐ Yes ☑ No
Cargo Tank Transports Corrosive Materials ☐ Yes ☑ No

TEST PROCEDURE

1. Open and close each dome cover.
2. Connect static electric ground connections to cargo tank. Attach vapor return hose(s) to vapor return line.
3. Attach the test cap to the end of the last vapor recovery hose. Test cap should have a pressure/vacuum inlet, manometer inlet pressure regulator or ball valve. A relief valve would insure safety.
4. Close all discharge valves and open all internal valves.
5. With regulator or ball valve in the closed position, attach pressure source to pressure/vacuum inlet.
6. Slowly open the pressure inlet valve (regulator or ball valve) and slowly pressurize the cargo tanks to 18" or water column.
7. Close the shut-off valve and allow the pressure in the tank to stabilize, adjusting the pressure if necessary to maintain pressure of 18" water column. When the pressure stabilizes, record the time and initial pressure.
8. At the end of 5 minutes, record the time and final pressure.
9. Repeat steps 7 through 9 until the change in pressure for two consecutive runs agrees with 18" +0/-1" criteria. Calculate the arithmetic average of the two results.
10. Compare the average measured change in pressure to the allowable pressure change +0/-1" water column. If the delivery tank does not satisfy the vapor tightness criterion, repair the source of leakage and repeat the pressure test until the criterion is met.
11. Disconnect the pressure source from the pressure-vacuum inlet and slowly open the shut-off valve to bring the tank to atmospheric pressure.
12. Connect the vacuum source to the pressure-vacuum inlet.
13. Open the valve in the test cap. Slowly evacuate the tank to 6" water column.
14. Close the valve and allow the pressure in the tank to stabilize, adjusting the pressure if necessary to maintain a 6" +0/-1" vacuum pressure. When the pressure stabilizes, record the time and initial vacuum.
15. At the end of 5 minutes, record the time and final vacuum.
16. Repeat steps 14 through 16 until the change in vacuum for two consecutive runs agrees with criteria 6" +0/-1". Calculate the arithmetic average of the two results.
17. Compare the average measured change in vacuum to the allowable vacuum change, +0/-1" water column. If the delivery tank does not satisfy the vapor tightness criterion specified in the regulation, repair the sources of leakage and repeat the vacuum test until the criterion is met.
18. Disconnect the vacuum source from the pressure-vacuum inlet and slowly open the valve to bring the tank to atmospheric pressure.
19. Connect the pressure source to the pressure-vacuum inlet, pressurize the cargo tank to just above

18" of water column (W.C.). When the pressure reaches 18" W.C., close the vapor valves. Bleed the pressure from the vapor line to zero pressure. Close the valve on the vapor line test fitting and begin timing the test. At the end of 5 minutes, the allowed pressure build up in the vapor line is 5" W.C. If it exceeds 5", repair or replace vapor valve(s) and repeat test.

TEST RESULTS

Pressure Test, No. 1		Time	Pressure Test, No. 2		Time
Start Pressure	18.0 "W.C.	8:45 AM	Start Pressure	18.0 "W.C	9:30 AM
Finish Pressure	17.9 "W.C.	8:50 AM	Finish Pressure	17.9 " W.C	9:25 AM
Change	.1 " W.C.		Change	.1 " W.C	

Measured Change From Test 1 to Test 2 = 0 " W.C.
Calculate the Arithmetic Average of the Two Tests = 17.9 " W.C.

Vacuum Test, No. 1		Time	Vacuum Test, No. 2		Time
Start Pressure	6.0 "W.C.	9:00 AM	Start Pressure	6.0 " W.C.	9:40 AM
Finish Pressure	5.7 "W.C.	9:05 AM	Finish Pressure	5.7 " W.C.	9:45 AM
Change	.3 "W.C.		Change	.3 " W.C.	

Measured Change From Test 1 to Test 2 = 0 " W.C.
Calculate the Arithmetic Average of the Two Tests = 5.7 " W.C.

Measured increase in vapor vent test .2 " W.C.
Repairs Required for Compliance:
☑ Yes (see area marked Description of Defects and Corrective Action) ☐ No
Were repairs made by welding to the cargo tank shell or heads ☐ Yes ☑ No
Nat. Bd. "R" Stamp No. _____ ASME "U" Stamp No. _____
Description of Defects and Corrective Action: Adjusted Dome Lid on #1 Compartment

☑ Cargo tank meets the requirements of the DOT specification identified in this report.
☐ Cargo tank fails to meet the requirements of the DOT specification identified in this report.
☑ Marking applied Month - Year - K-EPA27.

Facility Conducting Test J+R Diesel / Repair Due

Glen A. Adams	CT-3913	10-13-21
Registered Inspector	Registration Number	Date

Cargo Tank Owner Acceptance _____ Date _____

EXTERNAL VISUAL INSPECTION REPORT

(In Accordance with 49CFR Part 180 Para. 180.407(d) and 180.417)

Cargo Tank Owner Quail's Oil Date 10-13-21
Owner's I.D. No. 45 Name of Tank Manufacturer TRAILMOBILE
Manufacturer Serial No. 540137 Year of Mfg. 1977
MC/DOT No. 306AL MAWP 3

Minimum Thickness Heads _____ Shell _____

Cargo Tank is Insulated ☐ Yes ☑ No Cargo Tank is Lined ☐ Yes ☑ No

Internal Visual Inspection Made ☐ Yes ☑ No

Cargo Tank is Used in Special or Dedicated Service ☐ Yes ☑ No

Capacity by Compartment:

Comp. 1 2750 Comp. 2 2000 Comp. 3 1750 Comp 4 2500 Comp. 5 _____

Cargo tank used to haul product corrosive to tank ☐ Yes ☑ No

Upper Coupler Assembly Removed ☐ Yes ☑ No
(Required every two years for tank in corrosive service)

Pressure Relief vent Removed and Tested ☐ Yes ☐ No
(Required every year for tank in corrosive service. If tested complete below)

Vent	Comp.1	Comp.2	Comp.3	Comp.4	Comp.5
Design PSI					
Open PSI					
Close PSI					

INSPECTION STEPS

		Acceptable	Non-Acceptable	See Corrective Action
1.	Shell and heads: condition of welds - dents - gouges - corrosion or abrasion.	☑	☐	☐
2.	Upper coupler assembly: condition of plate - corrosion, deformation and lubrication - bolt tightness - king pin wear and deformation.	☑	☐	☐
3.	Bolted attachments: piping brackets and supports - valve installations - valve operator installation - dust cap retainers - all tank-to-frame and/or undercarriage attachments.....	☑	☐	☐
4.	All major appurtenances and structural attachments on the cargo tank, including suspension system attachments, connecting structures, frame(s), cross-members, outriggers and bolsters.....	☑	☐	☐
5.	Piping and all valves and adapters: attachments - leakage - handles and levers - cables or air lines - shear sections - dust caps - all gaskets or O-rings - lubrication points..	☑	☐	☐
6.	Internal valve operation: three means of closure (normal, remote, and thermal) - function check - cable adjustment - condition of cables and pulleys - interconnection with load/unload vents - fusible nuts or links - brake interlocks - lubrication points.....	☐	☐	☐

7. Manhole assembly area (for each compartment): evidence of leakage - warpage, corrosion, and impact damage to dome and fill covers, weld collar, gasket seal surfaces, overturn protection structure, clamping rings, and all welds - condition of dome gaskets - condition of latches, hinges, all bolted connections, and drains.....	☑	☐	☐
8. Pressure relief devices: verify all vents present - verify venting adequate for tank - markings on vents - visual check of fusible plugs.	☑	☐	☐
9. Placards, location and condition	☑	☐	☐
10. Specification plate markings legible and per 49CFR Part 178. Cargo tank inspection and test markings are current with 49CFR Part 180.....	☑	☐	☐

Corrective Action for Non-Acceptable Conditions:

Tighted mount Bolts on #1 Load Head

Thickness testing performed on corroded or abraded areas ☐ Yes ☐ No

Is a sketch included to show area(s) ☐ Yes ☐ No

Were repairs made by welding ☐ Yes ☑ No