244-6
MAY

EVOLUTION INSPECTIONS & MANUFACTURING LTD
229-27312 TWP RD 394
LACOMBE COUNTY ALBERTA CANADA, T4M 0R9
PHONE 403-885-0733 FAX 403-885-0733
TRANSPORT CANADA REG NO # 25-0856

HIGHWAY TANK INSPECTION REPORT

JOB NO. 0426-386

OWNERS INFORMATION

OWNER.	ADDRESS:	CONTACT.	PHONE NO.
CMT Logistics	4329 78 Street Cresent Red Deer AB T4P3E3	Mark MacIntyre	403-348-5848

TEST DATA

INSP INTERVAL:	5YR DATE.	
6 MONTH ☐ 1YR ☐ 2YR ☐ 2.5YR ☐ 5YR ☒	04/2026	

INSP/TEST COMPLETED. EXTERNAL (V) ☒ LEAKAGE (K) ☒ PRESSURE (P) ☒ INTERNAL (I) ☒ THICKNESS (T) ☒

LINING (L) ☐ MPI (W/F) ☐ UPPER COUPLER (U/C) ☒ ***SPECIAL SERVICE.*** LINED ☐ INSULATED ☐ CORROSIVE ☐

TEST MEDIUM. HYDROSTATIC ☒ PNEUMATIC ☒ LADING ☐ (TC 331 MIN LADING (K) TEST PRESSURE 60 PSI)

EQUIPMENT DATA

UNIT NO.	TANK MANUFACTURER/ASSEMBLER	TANK SERIAL NO.	
259	Lazer Inox	2L9TS53399D079575 CF30112	
MDIN. / TCRN.	CAPACITY.	MAWP / DP	
PV42-3CR	42,000 L	25 psi	
TANK SPEC.	MFR DATE.	CERT / ORG TEST DATE.	EXP SURF AREA.
TC 407/DOT 407	10/2008	10/2008	90.13 m2

EQUIPMENT MATERIAL DATA

HEAD MATERIAL.	SHELL MATERIAL.	WELD MATERIAL.	LINING MATERIAL.
SA240316	SA240316	ER316L	n/a
MFD HEAD THK.	MIN HEAD THK.	MFD SHELL THK.	MIN SHELL THK.
4.77 mm	3.38 mm	3.31 mm	3.28 mm

SAFETY RELIEF DATA

INSPECTED. ☒ TESTED. ☒ REPAIRED. ☒ REPLACED. ☐	QTY PRV.	SET PRESSURE.	MAKE.	SCFM.
	2	30 psi	Fort Vale	353844/353865 scfh
NOTES.			OPEN PRESSURE. 31/30 psi	RE-SEAT PRESSURE. 29/28 psi

TC 331, MC 330/331, TC 51, CTC 51, DOT 51

TANK MATERIAL CONSTRUCTION NQT ☐ QT ☐ STRESS RELIEVED WHEN MANUFACTURED YES ☐ NO ☐

STRESS RELIEVED AFTER REPAIR YES ☐ NO ☐ N/A ☐ IF YES, STRESS RELIVE COMPLETE ☐ OR LOCAL ☐ N/A ☐

TANK DISPOSITION: REMOVED FROM SERVICE ☐ RETURNED TO SERVICE ☒ REPAIRS COMPLETED ☒ (SEE REMARKS)

REMARKS:

Replaced missing shorting block in front compartment, replaced manway turn buckle x2 on rear manway.

Unit passed inspection.

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UNIT NO. 259

N/A	7.2.7 (P) PRESSURE TEST N/A ☐	COMPLY	REPAIR
☐	THE INSPECTOR OR TESTER SHALL ENSURE THAT ALL PRECAUTIONS ARE TAKEN TO ENSURE THAT THERE IS NO HAZARD TO PERSONNEL PERFORMING THE INSPECTION OR TEST, OR TO PERSONS IN THE GENERAL VICINITY.	☒	☐
☐	PRESSURE TESTS SHALL BE CONDUCTED WITH ALL RELIEF DEVICES SET TO OPERATE AT OR BELOW TEST PRESSURE CLAMPED, PLUGGED, OR OTHERWISE RENDERED INOPERATIVE, AND ALL CLOSURES IN PLACE. ALL RELIEF DEVICES SHALL BE RETURNED TO OPERATING CONDITION IMMEDIATELY AFTER THE TEST IS COMPLETED.	☒	☐
☐	TANK TEST PRESSURE SHALL BE ESTABLISHED IN ACCORDANCE WITH (TABLE 7.4) OF THE CURRENT B-620 STANDARD	☒	☐
☐	FOR HYDROSTATIC TESTING, THE TANK INCLUDING ITS DOMES, SHALL BE COMPLETELY FILLED WITH WATER AT A TEMPERATURE NOT EXCEEDING 30 DEG CELSIUS. PRESSURE SHALL BE GAUGED AT THE TOP OF THE TANK. PNEUMATIC TESTING SHALL ONLY BE USED WHERE THERE IS NO SUSPICION OF WEAKNESS IN THE TANK; AND RESIDUAL WATER IN THE TANK AFTER THE TEST WOULD 1. REACT WITH THE LADING OF THE TANK OR ANY LADING RETENTION COMPONENT OR 2. RESULT IN THE FORMATION OF ICE, CAUSING DAMAGE OR ADVERSELY AFFECTING THE PROPER FUNCTION OF THE TANK. PRESSURE MAY BE GAUGED ANYWHERE ON THE TANK UNLESS THE DURATION OF THE TEST IS INCREASED TO 1 HOUR THE ENTIRE SURFACE OF ALL JOINTS UNDER PRESSURE SHALL BE COATED WITH A SOLUTION OF SOAP AND WATER FOR THE PURPOSE OF FOAMING OR BUBBLING TO INDICATE THE PRESENCE OF LEAKS	☒	☐
☐	DURING THE TEST PRECAUTIONS SHALL BE TAKEN TO NOT OVER PRESSURIZE THE TANK	☒	☐
☐	ALL PIPING AND ACCESSORIES SHALL BE PRESSURE TESTED AT NOT LESS THAN 80% OF THE TANKS MAWP	☒	☐
☒	MULTI-TANK MOTOR VEHICLE - EACH TANK OF A MULTI-TANK MOTOR VEHICLE SHALL BE SEPARATELY PRESSURE TESTED, AND DURING THE TEST, ADJACENT TANKS SHALL BE EMPTY AND AT ATMOSPHERIC PRESSURE.	☐	☐
☐	PRIOR TO SURFACE VISUAL INSPECTION OF THE TANK, PRESSURE SHALL BE REDUCED TO MAWP	☒	☐
☐	CRITERIA FOR A SUCCESSFUL TEST - A TANK SHALL HAVE SUCCESSFULLY COMPLETED THE TEST IF A) WHEN ISOLATED FROM THE PRESSURE SUPPLY, THE TEST PRESSURE IS RETAINED FOR AT LEAST 10 MIN; AND B) A VISUAL EXAMINATION OF ALL EXTERNAL SURFACES REVEALS NO DEFECTS, LEAKAGE, OR DEFORMATION. NOTE: IT IS ADVISABLE TO REMOVE THE UPPER COUPLER AND TO SUPPORT THE FRONT OF THE TANK PRIOR TO FILLING THE TANK FOR A HYDROSTATIC TEST.	☒	☐
	PRESSURE TEST COMPLETED AS PER THE B620 STANDARD & EVOLUTION SAFE WORK PROCEDURE & QUALITY MANUAL AND ALL ITEMS COMPLY, PERFORM ADDITIONAL TESTS AND INSPECTIONS AS REQUIRED.	COMPLY ☒	

TESTER NAME & SIGNATURE.	TEST PRESSURE.	HOLDING TIME.	TEST DATE.
Stephen Knapp *Stephen Knapp*	40 psi	15 min	. 22-Apr-26

N/A	7.2.2.1 (I) INTERNAL INSPECTION N/A ☐	COMPLY	REPAIR
☐	CHECK TANK SHELL. HEADS AND BAFFLES FOR CRACKS, CORRODED AREAS, DENTS, DISTORTION, DEFECTS IN WELDS, DEFECTS IN PIPING AND ANY OTHER CONDITION INCLUDING LEAKAGE THAT MIGHT RENDER THE TANK UNSAFE FOR TRANSPORTATION SERVICE.	☒	☐
☐	CORRODED OR ABRADED AREAS OF THE TANK WALL SHALL BE THICKNESS TESTED SEE (T) THICKNESS TESTING REPORT & CLAUSE 7.2.6 IF THE TANK IS LINED, A LINING INSPECTION SHALL BE PERFORMED SEE (L) LINING INSPECTION & CLAUSE 7.2.3	☒	☐
☐	ADDITIONAL REJECTION CRITERIA- LESS THAN THE MINIMUM THICKNESS REMAINING UNDER A CUT, DIG OR GOUGE. ANY DENT WITH A DEPTH OF MORE THAN 12.7MM WHERE IT INCLUDES A WELD. ANY DENT WITH A DEPTH GREATER THAN 10% OF THE LENGTH OF THE DENT. ANY WELD DEFECT, CRACK, PINHOLE, OR INCOMPLETE FUSION OF WELD. ANY STRUCTURAL DEFECT, ANY SOURCE OF LEAKAGE. REPAIRS MADE TO THE LIQUID RETAINING COMPONENTS USING AN OVERLAY PATCH.	☒	☐
	INTERNAL INSPECTION COMPLETED AS PER THE B620 STANDARD & EVOLUTION SAFE WORK PROCEDURE & QUALITY MANUAL AND ALL ITEMS COMPLY, PERFORM ADDITIONAL TESTS AND INSPECTIONS AS REQUIRED.	COMPLY ☒	

INSPECTOR NAME & SIGNATURE.	INSPECTION DATE.
Stephen Knapp *Stephen Knapp*	. 22-Apr-26

N/A	7.2.4 (U/C) UPPER COUPLER INSPECTION N/A ☐	COMPLY	REPAIR
☐	UPPER COUPLER INSPECTION - AREAS COVERED BY THE UPPER COUPLER (FIFTH WHEEL) ASSEMBLY SHALL BE INSPECTED FOR CORRODED OR ABRADED AREAS, CRACKS, DENTS, DISTORTIONS, DEFECTS IN WELDS, AND ANY OTHER CONDITION THAT MIGHT RENDER THE TANK UNSAFE FOR USE IN TRANSPORTATION. THE UPPER COUPLER ASSEMBLY SHALL BE REMOVED FOR THIS INSPECTION.	☒	☐

INSPECTOR NAME & SIGNATURE.	INSPECTION DATE.
Stephen Knapp *Stephen Knapp*	. 22-Apr-26

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N/A	7.2.1 (V) EXTERNAL VISUAL INSPECTION N/A ☐	COMPLY	REPAIR
☐	THE INSPECTOR SHALL ENSURE THAT ALL PRECAUTIONS ARE TAKEN TO ENSURE THAT THERE IS NO HAZARD TO PERSONNEL PERFORMING THE INSPECTION OR TEST, OR TO PERSONS IN THE GENERAL VICINITY.	☒	☐
☐	INSPECT THE METAL ID PLATE, ENSURE THAT THE INFORMATION IS CORRECT, INSPECT TANK MARKINGS, INSPECT TANK SPECIFICATION, MAWP AND ANY PERTINENT INFORMATION TO DETERMINE THE INSPECTION & TEST INTERVAL (TABLES 7.2, 7.3, 7.4) & TEST PRESSURES, INSPECT FOR ANY SPECIAL SERVICES.	☒	☐
☐	WITHOUT REMOVING INSULATION OR JACKETING, CHECK FOR CORRODED AREAS, DENTS, DISTORTIONS, DEFECTS IN WELDS, DEFECTS IN PIPING, LEAKAGE, NONCONFORMANCE FITTINGS & SIGNS OF WEAKNESS. ALL INSULATED TANKS REQUIRE INTERNAL INSPECTION EXCEPT FOR TC 341, 338. (TABLE 7.3)	☒	☐
☐	INSPECT THAT DEVICES FOR TIGHTENING MANHOLE COVERS ARE OPERATIVE, COVERS ARE LEAK TIGHT, NO DAMAGE OR SIGNS OF WEAKNESS. GASKETS ON ANY FULL OPENING REAR HEAD SHALL BE VISUALLY INSPECTED FOR CUTS, CRACKS, SPLITS. ANY WITH A DEPTH OF (0.5 IN) OR ARE LIKELY TO CAUSE LEAKS NEED TO BE REPLACED.	☒	☒
☐	ENSURE PROPER FUNCTIONING OF ALL VALVES, VENTS AND EMERGENCY DEVICES INCLUDING SELF-CLOSING STOP VALVES, EXCESS FLOW VALVES AND REMOTE CLOSURE DEVICES. ENSURE THAT ALL VALVES ARE FREE OF CORROSION, DISTORTION OR ANY OTHER DAMAGE THAT WOULD PREVENT THEIR NORMAL OPERATION. INTERNAL SELF-CLOSING VALVE AND OFF TRUCK EMERGENCY SHUTDOWN SYSTEMS TESTED IN ACCORDANCE WITH CLAUSE 7.2.9	☒	☐
☐	ENSURE THAT ANY NUTS OR BOLTS ON ANY FLANGED CONNECTION OR BLANK FLANGE ARE IN PLACE AND PROPERLY TIGHTENED. MULTI COMPARTMENT VEHICLE DRAINS UNCAPPED OR UNPLUGGED, INSPECT FOR EVIDENCE OF LEAKAGE FROM DRAINS OR VOIDS.	☒	☐
☐	ENSURE MAJOR APPURTENANCES, ATTACHMENTS, CONNECTING STRUCTURES AND THE PORTION OF THE UPPER COUPLER ASSEMBLY (WITHOUT) DISMANTLING ARE NOT DAMAGED OR CORRODED AS TO AFFECT THE SAFE OPERATION OF THE VEHICLE. INSPECT THE REAR END PROTECTION, MINIMUM HEIGHT, INSPECT DAMAGE PROTECTION FOR PIPING AND VALVES, TANK TRAILERS IN CORROSIVE SERVICE REQUIRE U/C INSP EVERY 2 YEARS (TABLE 7.3)	☒	☐
☐	ENSURE THAT HOSE ASSEMBLIES MOUNTED ON OR ACCOMPANYING THE TANK DO NOT DISPLAY ANY DEFECTS AND WERE APPLICABLE INDICATE THEY WERE PRESSURE TESTED WITHIN THE PRESCRIBED PERIOD.	☒	☐
☐	CORRODED OR ABRADED AREAS OF THE TANK SHALL BE THICKNESS TESTED SEE (T) THICKNESS TESTING REPORT. UNLINED TANKS IN CORROSIVE SERVICE SHALL BE THICKNESS TESTED EVERY 2 YEARS (TABLE 7.3)	☒	☐
☐	INSPECT RECLOSING PRESSURE RELIEF VALVES FOR CORROSION OR DAMAGE, TANKS THAT CARRY CORROSIVE LADING NEED THEIR PRESSURE RELIEF VALVES EITHER REPLACED OR TESTED IN ACCORDANCE WITH CLAUSE 7.2.1.4 & 7.2.7.6	☒	☐
☐	ADDITIONAL REJECTION CRITERIA- LESS THAN THE MINIMUM THICKNESS REMAINING UNDER A CUT, DIG OR GOUGE. ANY DENT WITH A DEPTH OF MORE THAN 12.7MM WHERE IT INCLUDES A WELD. ANY DENT WITH A DEPTH GREATER THAN 10% OF THE LENGTH OF THE DENT. ANY WELD DEFECT, CRACK, PINHOLE, OR INCOMPLETE FUSION OF WELD. ANY STRUCTURAL DEFECT, ANY SOURCE OF LEAKAGE. REPAIRS MADE TO THE LIQUID RETAINING COMPONENTS USING AN OVERLAY PATCH.	☒	☐
	EXTERNAL VISUAL INSPECTION COMPLETED AS PER THE B620 STANDARD & EVOLUTION SAFE WORK PROCEDURE ALL ITEMS COMPLY, PERFORM ADDITIONAL TESTS AND INSPECTIONS AS REQUIRED.	COMPLY ☒	

INSPECTOR NAME & SIGNATURE.	INSPECTION DATE.
Stephen Knapp *StephenKnapp*	. 22-Apr-26

N/A	7.2.5 (K) LEAKAGE TEST N/A ☐	COMPLY	REPAIR
☐	ENSURE THAT ALL VENTING DEVICES SET TO RELIVE AT LESS THAN THE TEST PRESSURE ARE REMOVED OR RENDERED INOPERATIVE. UPON COMPLETION OF TEST ALL VENTING DEVICES HAVE BEEN PUT BACK INTO OPERATION.	☒	☐
☐	THE TEST PRESSURE SHALL NOT BE LESS THAN 80% OF THE TANK DESIGN PRESSURE OR MAWP, WHICHEVER IS LESS AND MARKED ON THE CERTIFICATION PLATE. TC331 TANKS NOT LESS THAN 60 PSI	☒	☐
☐	WATER OR AIR SHALL BE USED AS THE TEST MEDIUM, WITH PNEUMATIC TESTING SOAP AND WATER SHALL BE USED TO DETECT FOR LEAKS, LADING CAN BE USED FOR TC 331 MIN 60 PSI	☒	☐
☐	PRODUCT PIPING WITH ALL VALVES AND ACCESSORIES ARE IN PLACE AND OPERATIVE, EACH VALVE AND CLOSURE SHALL BE TESTED IN SEQUENCE WITH THE TANK AT NORMAL OPERATING CONDITION.	☒	☐
	LEAKAGE TEST COMPLETED AS PER THE B620 STANDARD & EVOLUTION SAFE WORK PROCEDURE ALL ITEMS COMPLY, PERFORM ADDITIONAL TESTS AS REQUIRED.	COMPLY ☒	

TESTER NAME & SIGNATURE.	TEST PRESSURE.	HOLDING TIME.	TEST DATE.
Stephen Knapp *StephenKnapp*	20 psi	30 min	. 22-Apr-26

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	7.2.3 (L) LINING INSPECTION N/A ☒	COMPLY	REPAIR
☐	INTEGRITY OF LININGS SHALL BE VERIFIED AS FOLLOWS: FOR RUBBER (ELASTOMERIC) LININGS EQUIPMENT — INSPECTION EQUIPMENT SHALL INCLUDE 1) A HIGH-FREQUENCY SPARK TESTER CAPABLE OF PRODUCING SUFFICIENT VOLTAGE TO ENSURE PROPER CALIBRATION; 2) A PROBE WITH AN L-SHAPED 2.4 MM (0.09 IN) DIAMETER WIRE, WITH UP TO 30.5 CM (12 IN) OF BOTTOM LEG (END BENT TO A 12.7 MM (0.5 IN) RADIUS), OR AN EQUALLY SENSITIVE PROBE; AND 3) A STEEL CALIBRATION COUPON 30.5 × 30.5 CM (12 × 12 IN) COVERED WITH THE SAME TYPE AND THICKNESS OF MATERIAL AS THE LINING THAT IS TO BE TESTED. THE MATERIAL ON THE COUPON SHALL HAVE A TEST HOLE TO THE METAL SUBSTRATE MADE BY PUNCTURING THE MATERIAL WITH A 22 GAUGE HYPODERMIC NEEDLE OR COMPARABLE PIERCING TOOL. II) CALIBRATION — THE PROBE SHALL BE PASSED OVER THE SURFACE OF THE CALIBRATION COUPON IN A CONSTANT, UNINTERRUPTED MANNER UNTIL THE HOLE IS FOUND. THE HOLE IS DETECTED BY THE WHITE OR LIGHT BLUE SPARK THAT APPEARS. (A SOUND LINING CAUSES A DARK BLUE OR PURPLE SPARK.) THE VOLTAGE SHALL BE ADJUSTED TO THE LOWEST SETTING THAT WILL PRODUCE A MINIMUM 12.7 MM (0.5 IN) SPARK MEASURED FROM THE TOP OF THE LINING TO THE PROBE. TO ENSURE THAT THE SETTING ON THE PROBE DOES NOT CHANGE, THE SPARK TESTER SHALL BE CALIBRATED PERIODICALLY, USING THE SAME TEST CALIBRATION COUPON, POWER SOURCE, PROBE, AND CABLE LENGTH. III) INSPECTION PROCEDURE — THE INSPECTION SHALL BE PERFORMED AS FOLLOWS: 1) AFTER CALIBRATION, THE PROBE SHALL BE PASSED OVER THE LINING IN AN UNINTERRUPTED STROKE. 2) DEFECTS SHALL BE REPAIRED USING EQUIPMENT AND PROCEDURES RECOMMENDED BY THE LINING MANUFACTURER OR INSTALLER.	☐	☐
☐	INSPECTION OF LININGS OTHER THAN RUBBER (ELASTOMERIC MATERIAL) SHALL CONFORM TO THE PROCEDURES AND EQUIPMENT SPECIFIED BY THE LINING MANUFACTURER OR INSTALLER.	☐	☐
☐	DEGRADED OR DEFECTIVE AREAS OF THE TANK LINING SHALL BE REMOVED, AND THE TANK WALL BELOW THE DEFECT SHALL BE INSPECTED. CORRODED AREAS OF THE TANK SHALL BE THICKNESS TESTED IN ACCORDANCE WITH CLAUSE 7.2.6.	☐	☐
	LINING INSPECTION COMPLETED AS PER THE B620 STANDARD & EVOLUTION SAFE WORK PROCEDURE & QUALITY MANUAL AND ALL ITEMS COMPLY, PERFORM ADDITIONAL TESTS AND INSPECTIONS AS REQUIRED.	COMPLY ☐	

INSPECTOR NAME & SIGNATURE.	INSPECTION DATE.
	. .

REMARKS:

N/A	7.2.6 (T) THICKNESS TEST N/A ☐	COMPLY	REPAIR
☐	THE TESTER PERFORMING THE THICKNESS TEST HAS BEEN TRAINED AND SHALL FOLLOW ANY INSTRUCTIONS OF THE TESTING DEVICE MANUFACTURER WITH RESPECT TO THE USE OF THAT DEVICE. THE TESTING DEVICE IS CAPABLE OF ACCURATELY MEASURING THICKNESS TO WITHIN ± 0.05 MM (0.002 IN).	☒	☐
☐	THE TESTING DEVICE IS CALIBRATED FOR THE MATERIAL BEING TESTED	☒	☐
☐	THE THICKNESS TEST SHALL BE PERFORMED ON THE TANK HEADS AND SHELL ON ANY KNOWN THIN AREAS, NOMINAL LIQUID LEVEL LINES, AROUND ANY PIPING THAT RETAINS LADING, HIGH-STRESS AREAS SUCH AS THE BOTTOM OF THE TANK AND AROUND OPENINGS, WELD JOINTS, SHELL REINFORCEMENTS, AND LOCATIONS WHERE APPURTENANCES ARE ATTACHED, NEAR THE UPPER COUPLER AND SUSPENSION SYSTEM ATTACHMENTS, ANY CONNECTING STRUCTURES AND STRUCTURES JOINING MULTIPLE CARBON STEEL TANKS ON A SELF-SUPPORTING TRANSPORT UNIT.	☒	☐
☐	THE TANK SHALL BE REJECTED IF ANY THICKNESS MEASURED IS BELOW ITEMS IDENTIFIED IN CLAUSE 7.2.6.1.2 A), B), C), D), E) OF THE B620 STANDARD.	☒	☐
	THICKNESS TEST COMPLETED AS PER THE B620 STANDARD & EVOLUTION SAFE WORK PROCEDURE & QUALITY MANUAL AND ALL ITEMS COMPLY; PERFORM ADDITIONAL TESTS AND INSPECTIONS AS REQUIRED.	COMPLY ☒	

TESTER NAME & SIGNATURE.	TEST DATE.
Stephen Knapp *Stephen Knapp*	. 22-Apr-26