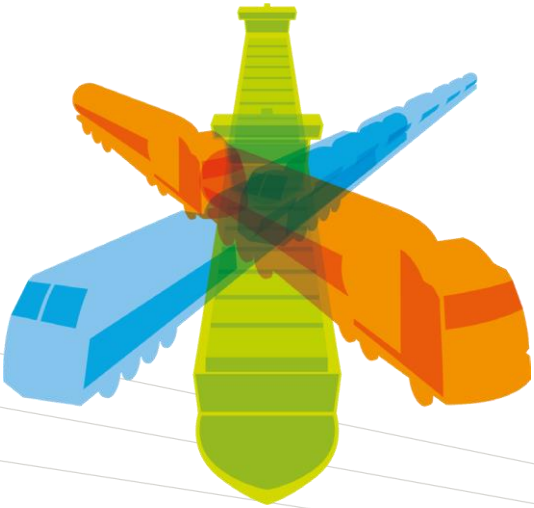


Sealing tank

Each possible entry to the silo must be sealed to avoid contamination.

Sealing must occur in the following situations:

- After cleaning.
- After loading.
- After unloading in cases of dedicated transport.
- After unloading with nitrogen (yellow N2 seals).

- Always adhere to the same routine when sealing so you do not forget any sealing points.
- Take your time to determine all seal points so you are sure of how many seals you need.
- Request an extra seal to be safe in case you made a mistake in counting the sealing points. All freight documents must be redrafted if you need go back to ask for an extra seal.
- Put seals in numerical order so seal numbers can easily be verified during a check at the loading or unloading address.
- Always verify that the numbers on the seals match those on the CMR or cleaning certificate. All seals stated on the documents must also be attached to the load unit. If this is not the case, the load unit will be rejected which can have major financial repercussions.

Only remove seals in the presence of- and by order of the customer. All removed seals should be handed over to the customer or left in a designated place as instructed. Under no circumstances should seals be thrown on the ground or left on the load unit. Seals are regularly found in the cargo unit; this is a contamination incident and will lead to rejection of the load unit or the product itself.

Most customers use plastic seals, but some customers use steel seals. Van den Bosch has therefore added cutters to all drivers' coupling sets to ensure the proper removal of these seals without damaging the material.

A disagreement between customer and driver is resolved in negotiation. If this does not work, do not continue discussions with the customer, but contact your planner. Do not leave, because then you, the driver, will be held responsible for causing the problem.

Dedicated transport: Arrange for at least one copy of the previous CMR with the note that the tank may be reused for the same product (without cleaning). All new seal numbers must be provided and attached.

When sealing, always loop all seals completely through and tighten them as much as possible. This is done in connection with re-use monitoring.

Note: When inspecting and removing plastic seals, always check that the thin tip is still attached to the seal. If the seal has been shortened then this may indicate fraud or a 'break-in', where the seal has then been cut and reattached. Therefore, seals should be tightened as much as possible.

See the next page for examples.

Seal shortened.

Seal not tightened properly.

Sealing plan

A sealing plan exists for a large number of food tanks. Consult your planner about this. If the client works with sealing plans, the driver will be given the number of seals specified on the sealing plan.

Note: anything that can be loosened or opened without the use of special tools is vulnerable to improper use or deliberate contamination of the load. Please bear this in mind.

Sealing a tank container

A tank container can be sealed using:
- Separate seals.
- A TIR cable.

Sealing with separate seals
- Use the required PPE.
- Determine the quantity of seals.
- Ensure all seal numbers are on the documents (CMR, Cleaning document).
- Establish a sealing routine.
- Ensure the tank is steamed out fully after dry steaming in cleaning.
- Ensure that all entrances to the tank are sealed, manhole covers, air duct, outlet, boxes.
- Attach seals in numerical order.

Manhole covers

Sealing pin for manhole cover

Milk couplings on the air line

Dome lids

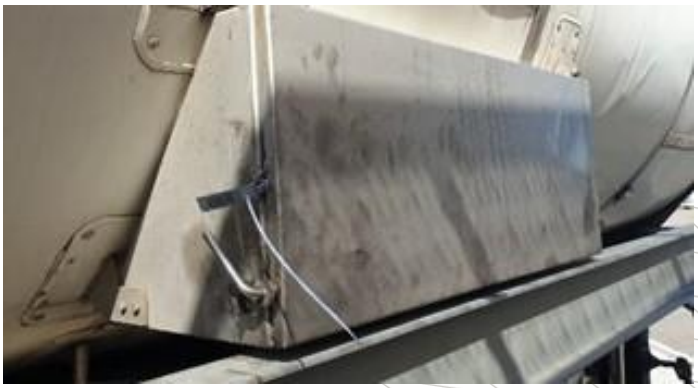
2” BSP blind cap on air duct

Ground control air line

Product valve and 3” BSP blind cap on outlet

Sealing outlet box on both sides

Storage box for adapter outlet 150 mm



Milk coupling to 3" BSP

Sealing using a TIR cable:

- The TIR cable must have the attachment loop on both sides and the rubber sleeve must not be damaged. If this is not the case, or if the TIR cable is too short or too long, report this to the 'garage' through the on-board computer. The planner, as well as Fleet Management, will be notified.

'Messages' menu in the Trimble on-board computer.

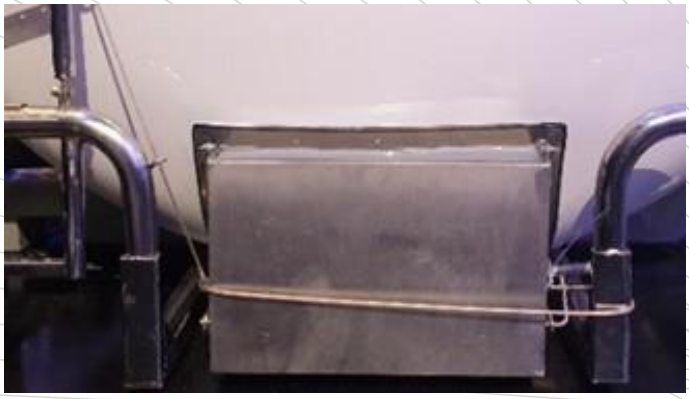
- The beginning and end of the TIR cable must be sealed through the TIR eye, even if the TIR cable is secured with a steel cable.

- The TIR cable is always taut. Too much slack risks that an access point to the tank can be opened without breaking the seal. This is improper sealing.

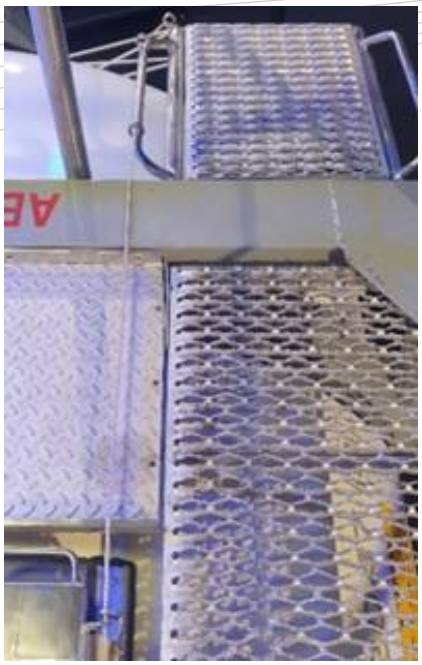
- Always use all rings designated for guiding the TIR cable. The length of the TIR cable is designed for this purpose.
- If the TIR cable is too short, skip points that can be sealed separately and seal those with a separate seal.
- If a sealing point has two rings, a seal is used.
- Never tug on the TIR cable to break the seals; always use your cutter.

TIR cable passing through outlet blind cap BSP 3" loose.

TIR cable sealed to butterfly valve, blind cap sealed



TIR cable attached to external outlet box



TIR cable running through all rings.