A MODEL SYLLABUS
FOR THE TRAINING OF TECHNICIANS
INVOLVED IN THE EXAMINATION, TESTING, MAINTENANCE
AND REPAIR OF PETROLEUM ROAD TANKERS
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FOREWORD

This publication has been produced by the Energy Institute’s Road Tanker Panel in conjunction with petroleum road tanker manufacturers and those currently involved in the UK in the training of vehicle technicians.

It is intended to provide those companies that undertake maintenance of petroleum road tankers with an industry agreed syllabus for the training of their technicians. It is anticipated that this will satisfy road tanker operators that those responsible for the maintenance of road tanker service equipment in particular, have an understanding of the safety implications of the equipment. It is also intended that the model syllabus will facilitate the consistent training of technicians throughout the industry, and negate the need for retraining should technicians move between companies.

Although it is anticipated that the adoption of the model syllabus proposed in this publication will assist in the training of technicians, the Energy Institute cannot accept any responsibility, of whatever kind, for damage or alleged damage arising or otherwise occurring in or about premises, areas or vehicles, or caused by personnel to which these recommendations have been applied.

Suggested revisions are invited and should be submitted to the Technical Department, Energy Institute, 61 New Cavendish Street, LONDON W1G 7AR.
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INTRODUCTION

Employers are obligated to provide training as part of their responsibilities under the Health & Safety at Work etc. Act 1974. This training needs to be sufficient and relevant to the work to be done.

Where training for a set of specific tasks is undertaken by a number of different providers and where the required standards of competency are common, a single syllabus developed and reviewed by industry experts will be of value.

This syllabus sets out the minimum knowledge requirements acceptable to road tanker operators (specifically in the UK) for technicians involved in the testing, inspection, maintenance and repair of petroleum road tanker vehicles (as defined in Annex 6), together with recommendations for technician assessment and certification.

The syllabus has been prepared in response to the increased use of contractors in place of oil company owned and operated vehicle maintenance facilities for this work and in order to promote:

a) common standards for safe working;
b) common standards of competence by establishing a harmonised knowledge, skills and experience base;
c) 'best practice';
d) an understanding of issues which are specific to petroleum road tankers.

The syllabus sets out the topics that should be covered in training courses grouped into two sections. It is based on the assumption that candidates already possess the basic knowledge, skills and experience of a competent truck mechanic. The syllabus is largely based on the requirements of various IP publications and the Safe Loading Pass Scheme operated by the UK participating major oil companies (see Annex 7).

Section A - Tanker vehicle assistance technician:
For vehicle technicians likely to attend a defective petroleum road tanker but where no work is necessary on the tank shell, its fittings or any part of the product handling systems.

Section B - Tanker technician:
For vehicle technicians likely to be involved in the full range of tasks relating to the inspection, testing, maintenance and repair of petroleum road tankers.

Each section is sub-divided, each with a summary of the required learning outcomes and recommended practical exercises or other aids. Where a tanker vehicle cannot be provided to support the training then illustrations, photographs and examples of components and systems should be made available as required. In addition, for each section, there is a suggestion for the time required to complete it. These should be taken as indications of the detail to which the training on each section should be taken. They are 'training times' and do not take into account the need for breaks and other 'dead' time.

The training provided should be 'needs based' and sections shortened or deleted where candidates already have the required level of knowledge and competence. The contents of these sections, however, should be included in the candidates’ assessments as if the full training had been completed.

In conclusion, recommendations are made to the training provider on suitable means of assessing competence against the requirements of the syllabus and a model certificate is proposed for those that have adequately demonstrated their competence.

Although this model syllabus has been prepared specifically for use in the UK, those involved in the training of petroleum road tanker technicians elsewhere are encouraged to consider the recommendations
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It is anticipated that those providing training on topics included in this model syllabus are themselves knowledgeable in the functionality and maintenance of the tanker and tanker systems. Trainers should have experience and familiarity of the issues concerned, including relevant knowledge of applicable legislation in the country of tanker operation, relevant industry guidance and manufacturer’s recommendations. They should also be competent trainers.

A training course based on one syllabus contained in this publication was held at BP, Kingsbury, on 14th to 16th June 2004 and successfully validated the syllabus.