

Model Tanker Guidelines for the Vinegar Industry

The following guidelines were prepared to assist vinegar manufacturers in developing internal tanker guidelines for their individual companies. The information in this document is not intended to be inclusive and should only be used as a guide. The applicability of the specifics of these guidelines may differ by company.

I. Purpose

To provide considerations for the development of company tanker procedures and practices for the safe and sanitary transport of bulk vinegar.

II. Definitions of terms used in this guideline

- A. "Clean in Place" or "CIP system" - Cleaning and sanitizing equipment that automatically delivers rinses, cleaners, sanitizers at a given pressure, time, and concentration, that eliminates the need for manual cleaning and allows for consistent repeatable cleaning each time.
- B. "No-Rinse Food-Grade Sanitizer" - A sanitizer that meets the requirements of 21 Code of Federal Regulations Part 170-199 and has been registered with the Environmental Protection Agency (EPA).
- C. "High Pressure Wash Equipment" or HPWE - Wash equipment that can deliver solutions/water with sufficient force to provide impingement to the bulkheads of the tanker.
- D. "Potable" - Potable water shall meet or exceed applicable State requirements, or recognized standards (e.g., World Health Organization (WHO), U.S. Environmental Protection Agency (EPA), European Union standards).
- E. Circulate - The movement of water or cleaners through a CIP process during one cleaning cycle and then dumping to drain.
- F. "Recycled rinse water" – Collected water that can be used as a rinse for a pre-cleaning step. It shall be limited to rinse water used in a maximum of three rinses.
- G. "Re-use" - Water or cleaners that are collected and used again.
- H. "Same Product" - Vinegars of the same type.
- I. "Tamper Evident Seal" - Seal that is constructed in such a way that it can be used only once, not resealable, can be easily noticed if tampered with, is uniquely identified and fabricated from non-toxic, non-corrosive, cinchable, and appropriate materials.
- J. "Sealed" - The proper application of appropriate seals to all applicable openings to prevent the introduction of foreign materials or contaminants.
- H. "COP" Clean out of Place – Process of removing components and food contact/transfer equipment for cleaning in a separate wash tank following strict specific protocol. Tank has the ability to circulate and heat cleaning solutions to provide for adequate sanitation.
- K. "Cleaners and Chemicals" – Must be "food grade" and have been validated by a third party as meeting its advertised performance. This means if a product states it is effective against coliforms, data must be submitted that validates the claim.

III. Recommended Documentation

- A. The contract and/or verification between a shipper and carrier should include a clause identifying the last three prior loads, a copy of the last wash ticket, and documentation if the tanker has been converted from non-food to food grade.
- B. The carrier should supply documentation to the shipper confirming that all equipment being used is for food grade purposes. This information should be kept on file at the shipper's office.
- C. The vinegar that the carrier may haul in tankers contracted for shipper service is that agreed upon between the parties.
- D. A new piece of equipment should have a sanitary cleaning prior to placement in service.

- E. Except for dedicated equipment, in-service equipment should have a listing of the last three loads and a copy of the last wash certificate.
- F. If special handling requirements are necessary, they should be specified in the Bill of Lading. Special requirements may include, but are not limited to, temperature specifications or restrictions, pumps and nitrogen overlays.

See Appendix 1 for a sample of a wash ticket.

IV. Receipt and Inspection of Empty Tanker

A. Receipt

1. Plant personnel should take all reasonable measures and precautions to assure that plant operators conform to the requirements in 21 CFR 110 (current Good Manufacturing Practices (cGMPs) and 9 CFR Part 417 (Hazard Analysis Critical Control Point (HACCP) systems). The loading and unloading areas should be designed and maintained in accordance with cGMPs or appropriate regulations in order to reduce the potential for contamination of the inbound product.
2. The tanker should be identified for use if there are specific regulation or customer requirements, if applicable.
3. Confirm that access points were sealed at the wash station with numbered, tamper-evident seals to guard against subsequent contamination of the cleaned tanker before delivery. This should include at least all major points of entry and discharge. Sealing points may include the dome cover, tank outlet, vent cap, pump inlet, pump outlet and hose tube covers.

In the event that transfer hoses and/or the shipper or consignee supplies piping, seals need not be applied to hose tubes mounted on the cargo tank. If seals are present and are broken or tampered with by enforcement personnel, documentation must be produced by enforcement personnel to verify such action. Tanker wash facilities, shippers and consignee should be authorized to remove and replace seals.

4. Confirm that hoses and pump outlets were capped and sealed at the wash station after cleaning. Trailers hauling food grade commodities should be washed on a regular schedule regardless of whether or not they have hauled food, the interval for which will be determined under the terms of the contract.
5. All documentation, including wash certificates or tags and bills of lading, should be reviewed and seal identification checked and verified.
6. Seal numbers should be recorded on the wash ticker, or suitable document designed for that purpose, and verified by the receiver when inspecting the vehicle. Any discrepancy should be reported to management immediately. If the driver indicates that it has been necessary to transfer the lading from one tank to another after washing, contact appropriate plant manager.
7. Obtain appropriate documentation from the trucker or the truck company concerning the previous cargo(es) (See Section III on recommended documentation.) The prior load should be accurately documented and documentation available to assure that the tank has been in acceptable transportation service. Additionally, the trucking company should be able to present independent documentation (e.g., shipper bills of lading) of the last three prior load commodities (by fax or email), upon request.
8. The cleaning certificate issued by the wash station should contain the name of the product last hauled determined via the last shipping documents and should be reviewed and copied for filing. If no cleaning certificate is presented, management should be consulted.

9. If washing is required, a copy of the wash ticket, noting the prior commodity, should be presented to the outbound truck operator. The carrier should also provide wash schedules/wash histories for a specific cargo tank upon request.
10. The prior load records should be verified as designated in the documentation section of these guidelines. If the prior cargo was not an acceptable material, do not accept the load and contact appropriate plant management immediately.

B. Visual Inspection

1. The interior of the tank should be inspected visually. The interior of the tank should be clean and free of cracks and corrosion, which can harbor contaminants. If condensate is present or the interior is otherwise unacceptable, check with your supervisor prior to loading. Internal damage or corrosion, foreign objects, incompatible product residue, mold, and moisture are potential causes for rejection.
2. The presence of off-odors or of any residual material when opening the dome cover should be reported to appropriate plant management immediately.
3. Inspect the inside of the tank for evidence of residue of prior cargoes or flaking, which indicates inadequate cleaning/rinsing of the tank or unacceptable prior cargoes. Be especially alert to those areas hard to inspect visually, such as the top inner portion of the tank.
4. It is recommended that the shippers/receivers use their own pumps and hoses. If the tanker or tractor pump and hoses are used, they should meet all applicable tanker guidelines. If the truck's pumping system is to be used for loading, all hoses and pumps should be visually inspected. Special attention should be paid to pumps located on the tractor, as the tractor unit may not be dedicated to food service use and may not have been cleaned when the trailer was cleaned. If pumps and/or hoses carried on the tractor are to be used, they should be indicated as having been cleaned on the wash station certificate. Tractor mounted blowers, used for the transfer of dry commodities should not be cleaned, but move only air.
5. Inspect all seals, gaskets, pumps, valves, hoses, and hose tubing for cleanliness, integrity, and proper capping. Cracked, corroded, or improperly protected equipment can trap residual material and serve as a source of contamination or create an environment conducive to bacterial growth with the potential for contaminating product coming in contact with the surface.
6. The company should have a visual inspection form for plant employees to check off during the tanker inspection. The form should have an accept/reject notation and a space for the employee and/or appropriate signature(s). (See Appendix 2 for an example of an empty tanker inspection form.)
7. A clear company policy should be established to designate authorized personnel for acceptance of incoming transportation equipment. The policy document should be maintained in company files in accordance with company policy. In addition to these guidelines, a company may provide employees with additional information and forms for use in acceptance of transportation equipment. Consult your legal counsel for guidance on related legal requirements concerning the transportation of foods.

V. Tank Truck Loading

Recommendations

1. If the tanker is deemed acceptable for loading, sufficient care should be exercised during loading to ensure that the integrity of the product and the tanker vessel are maintained.
2. Product loading and unloading facilities should be designed and maintained in accordance with Good Manufacturing Practices 21 CFR, part 110.
3. After loading, the tanker should be closed and tamper-evident security seals affixed to any access ports, which were unsealed during inspection to preclude tampering with or adulteration of the product during shipment.
4. Seal numbers should be recorded on the bill of lading or other appropriate document.
5. The cargo should be identified on the bill of lading by the common or usual name of the food or food ingredient or as identified by DOT regulations. If the product is classified as a "hazardous material" by DOT regulation, the shipper must supply appropriate product hazard information (e.g., Material Safety Data Sheet (MSDS), vehicle placards and shipping documents.) Product hazard information will also assist carriers and wash rack personnel to determine proper cleaning and passivation procedures, thus preserving the integrity of the cargo tank for food grade service.
6. A copy of the incoming wash certificate with information about the previous cargo should be provided to the outbound truck operator if the tanker has been cleaned prior to loading.
7. Food ingredients such as food-grade chemicals should be identified by the proper shipping name (FDA or DOT regulations).
8. Shippers should insure that they have provided the trucker with any emergency action information required. Identification will assist the receiver and those responsible for wash station operations in determining the clean-up procedure and assure that tankers dedicated to food shipments remain available.
9. When all information is recorded, sign the bill of lading indicating the shipment may proceed.
10. A clear company policy should be established to designate authorized personnel for certifying proper loading of outbound transportation equipment.

VI. Loaded Tanker

Receipt

1. When receiving a loaded tanker, obtain a copy of the bill of lading and confirm the cargo and security seal numbers. (If seal numbers do not match or the seals appear to have been tampered with, notify appropriate management immediately. Do not open the tanker or begin unloading.)
2. Review the information provided in the wash ticket copy, and evaluate the prior load information to insure that proper food, food-grade commodities, or acceptable non-food products have been previously carried in the tank. If the prior cargo was not acceptable material, contact appropriate plant management.
3. If all documents and seals are in order, begin your inspection of the tanker and all attendant equipment, including pumps and hoses, for cleanliness and state of repair. (See Appendix 3 for an example of an appropriate checklist.)

VII. Security Measures – In addition to recommendations below, all applicable state and Federal laws with respect to food security should be followed.

A. Trucking Company

1. In the interest of safety and security, shippers should maintain and regularly update records of:
 - a. Carrier contacts (to include names, phone and fax numbers and [if applicable] e-mail contacts);
 - b. The carrier's "U.S. DOT Safety Rating" available via the Internet;
 - c. The carriers compliance with U.S. DOT insurance regulations (available via the Internet); and
 - d. Verification that the carrier has reasons (in-house or contractual) to respond to a product spill.

B. Driver

1. Each cargo tank driver, entering a shipper, wash station, carrier terminal or consignee facility should produce:
 - a. His/her Commercial Drivers License (with photo); and
 - b. In light of security concerns, many trucking companies have established methods and procedures whereby parties to the transportation transaction can verify employment status of an individual driver. Shippers and consignees should consult with individual trucking companies for more details.

C. Cleaning Facilities

1. Shippers, carriers and consignees should maintain and update:
 - a. Facility contacts(to include names, phone and fax numbers and [if applicable] e-mail contacts); and
 - b. All appropriate certificates (if required by Federal, state and local authorities and/or by carriers, shippers and consignees).

D. Receiving Facility

1. Follow internal receiving procedures and:
 - a. Ensure that access points are sealed and match appropriate paperwork;
 - b. Ensure that paperwork is verified, including previous washing record, investigate and verify suspicious alterations;
 - c. Verification of the driver; if the driver has changed, do not unload (or load) until his/her credentials are confirmed;
 - d. If delivery schedule has been changed, the receiver should be notified in advance, if not, confirm the reasons for the change before unloading or loading;
 - e. Where scales are used, reconcile before unloading, where appropriate, differences between the amount of product shipped and that received; and
 - f. Limit access of drivers to the facility.

E. General

1. In addition to the above, shippers and consignee should assure themselves trucking companies and/or cleaning facilities have the resources for:
 - a. Collecting, maintaining and reproducing relevant documents including but not limited to; shipping papers, records of prior loads (on a vehicle-by-vehicle basis), wash ticket, inspection reports and exceptions reports; and
 - b. A written procedure regarding the use of cargo tank assess seals (including “what to do” in the event that a seal is broken or shows evidence of tampering).
2. Facilities should consider:
 - a. Using only known, pre-approved and appropriately licensed or permitted (where appropriate) carriers and wash stations;
 - b. Establishing agreed upon security measures with shippers;
 - c. Taking reasonable steps, such as auditing, to ensure that carriers are in compliance with the company’s food security measures;
 - d. Establishing and adhering to regular delivery schedules where feasible;
 - e. Exercising strict control, including scheduling egress to the facility, unloading and supervision of unloading of “hazardous” materials; and
 - f. Establishing a formal review process for evaluating shippers, and where appropriate, wash stations.

VIII. Tanker Wash

A. Tanker Wash Facility Requirements

1. Wash facility must use Potable Water from a source certified annually. Certification must be available upon request.
2. Wash facility must declare type of wash performed on wash tickets.
3. Wash facility must be able to document chemical (detergent, degreaser and sanitizer) concentration, wash time and wash/rinse temperatures for each step performed and this documentation must be available upon request.
4. Wash facility must be constructed and operated in a manner as to prevent contamination and to operate in compliance with 21 CFR 110.
5. Food grade and non-food grade tankers must be washed using separate equipment in segregated wash bays.
6. Wash facility must have incorporated into their process a Food Safety plan based on Hazard Analysis Critical Control Point (HACCP) principles.
7. Wash facilities must have prerequisite programs implemented including employee training protocols.

B. Tanker Requirements

1. Only food grade tankers are to be used and are to be permanently dedicated and clearly identified “food grade.”
2. Only approved food products, ingredients, or potable water shall have been hauled in the tanker. (See Section VIII, C.8. - Tanker Wash Type Based Upon Food Commodity Previously Hauled.)

3. Tanker interior and fittings are composed of food grade materials and must be in good sanitary condition. If a tanker has been damaged to the extent that its function and integrity are compromised, then it should not be used.
4. Only tankers (including valve systems) that are cleanable and sealable may be used.
5. Tanker openings must be sealed, using tamper evident seals.
6. Gasket material that will potentially come into contact with food must be of food contact approved material. All gaskets will be appropriately sized, will be intact with no visible tears breaks or rips and be capable of being cleaned and sanitized.
7. All hoses should be food grade and marked as such. All hose tubes should be enclosed and sealable.
8. It is recommended that carriers' pumps, fittings, and hoses not be used. See Section VIII, C.6. "Tanker Accessory Cleaning Pumps, Hoses, Fittings" details cleaning practices recommended for these items.

C. Tanker Handling Types: Apply the tanker wash applicable to the situation

1. Tanker Turnaround/Same Product
 - a. Where a clean and sanitized tanker is used to haul the same product between facilities, the tanker can be loaded, used to transport such product and be subsequently unloaded and reloaded for a continuous series of cycles, so long as entrance into the tanker interior by any contaminant (i.e., employee entry) does not occur. To qualify for the Tanker Turnaround/Handling, tankers must be sealed at each facility (both from and to) for each leg. New uniquely identified tamper evident seals must be applied and identities be recorded on the Bill of Lading or accompanying paperwork for each shipment.
 - b. All non-dedicated trailers should have a required wash ticket no older than seven days.
2. Type 1: A customer specified potable water rinse between loads of same product.
3. Type 2 - Water Based Products: Tankers previously hauling water based food products must have the following tanker wash: (See Section VIII. C.8. - Tanker Wash Type Based Upon Food Commodity Previously Hauled.)
 - a. All previous product must be drained from tanker interior. Tanker interior scraping or spraying with high-pressure potable water or reuse solutions should be performed as necessary. Drain thoroughly.
 - b. Perform visual inspection to assure effective removal of product from tanker.
 - c. Rinse tanker thoroughly with warm (75 - 110°F) potable water or re-use solutions. Drain thoroughly.
 - d. Remove, hand wash and sanitize all vents and vent tubes. Hand-wash and sanitize rear valve assembly and top hatch. If present, air vents located at the top of the tanker must also be hand washed and sanitized, regardless if vent was previously used.

- e. Apply to the tanker a hot cleaning solution consisting of a cleaner (at prescribed level) or equivalent food grade cleanser under pressure through CIP system for a minimum of 15 continuous minutes. The cleaner must meet applicable food contact requirements for the intended use as established by a government agency or third-party (e.g., USDA, FDA, NSF International, United States Pharmacopeia (USP), 3-A Sanitary Standards, Inc.). The period of 15 minutes should commence only when the effluent at the outlet reaches a temperature of 160°F. A minimum effluent temperature of 160°F should be sustained for the duration of the rinse period. Temperatures below 160°F at drain outlet are never acceptable, unless cleaner is being used at the concentration, the temperature and times recommended by the manufacturer. Cleaners can be “circulated” during this 15 minute cycle. Drain thoroughly. Cleansers used in this cleaning cycle should be single use cleansers and should not be re-cycled cleansers.
 - f. Rinse tanker with potable water until no residual cleaning solution is detected. Do not use recycled rinse water. Drain thoroughly.
 - g. As appropriate, perform visual inspection of tanker interior in a manner providing for safe and sanitary evaluation, without entering tanker. When tanker entry by a person takes place or is required, the cleaning process described in subparagraph (d), (e), and (f) must be repeated. If tanker entry is necessary, comply with confined space entry requirements.
 - h. Sanitize tanker interior surfaces with a no-rinse food-grade chemical sanitizer solution applied in accordance with manufacturer’s instruction. Drain Thoroughly. Apply seals to all openings immediately and before leaving wash area. Seals must be applied so as to insure all openings are inaccessible unless seals are broken.
 - ** Cleaning solutions should be applied at concentrations and temperatures specified by the manufacturer to achieve proper cleaning.
4. Type 3 – Water and Oil Mixtures & Oil-Based Products: Tankers previously hauling water/oil or oil based food products must have the following tanker wash. (See Section VIII, C.8. – Tanker Wash Type Based Upon Food Commodity.)
- a. All previous product must be drained from tanker interior. Tanker interior scraping or spraying with high-pressure food grade degreaser solution (detergent) should be performed as required.
 - b. Perform visual inspection to assure effective removal of product from tanker.
 - c. Rinse tanker thoroughly with warm (75 - 110°F) potable water. For oil-based products only, hot potable water greater than 110°F is acceptable. Drain thoroughly.
 - d. Remove, hand wash, and sanitize all vents and vent tubes. Hand-wash and sanitize rear valve assembly and top hatch. If present, air vents located at the top of the tanker must also be hand washed and sanitized, regardless if vent was previously used.

- e. Apply hot food grade degreaser solution (at prescribed manufacturers' recommended temperatures and concentrations) under pressure through CIP system for a minimum 15 minutes. Drain thoroughly. Temperatures below 160°F are never acceptable at exit unless a cleaner is used at the temperature and times recommended by the manufacturer.
 - f. If degreaser solution is not compatible with cleaning solution in next step, prior to applying cleaning solution, rinse tanker with warm (75 - 110°F) water for a minimum of ten minutes. Drain thoroughly.
 - g. Apply to the tanker a new, fresh, virgin (regardless of compatibility with degreaser in step f) hot cleaning solution consisting of a cleaner (at prescribed level) or equivalent food grade cleanser under pressure through CIP system for a minimum of 15 minutes. The cleaner must meet applicable food contact requirements for the intended use as established by a government agency or third-party (e.g., USDA, FDA, NSF International, United States Pharmacopeia (USP), 3-A Sanitary Standards, Inc.). The period of 15 minutes should commence only when the effluent at the outlet reaches a temperature of 160°F. A minimum effluent temperature of 160°F should be sustained for the duration of the rinse period. Temperatures below 160°F at drain outlet are never acceptable. (Note: Cleaner should be used at the concentration, temperature, and times recommended by the manufacturer.) Drain thoroughly. Cleansers used in this cleaning cycle should be single use cleansers and should not be re-cycled or re-used cleansers.
 - h. Rinse tanker with potable water until no residual cleaning solution is detected. Do not use recycled rinse water. Drain thoroughly.
 - i. As appropriate, perform visual inspection of tanker interior in a manner providing for safe and sanitary evaluation, without entering tanker. When tanker entry by a person takes place or is required, the cleaning process described subparagraph (d), (g), and (h) must be repeated. If tanker entry is necessary, comply with confined space entry requirements.
 - j. Sanitize tanker interior surfaces with a no-rinse food-grade chemical sanitizer solution applied in accordance with manufacturer's instruction. Drain Thoroughly.
 - k. Apply seals to all openings immediately and before leaving wash area. Seals must be applied to insure all openings are inaccessible unless broken.
 - ** Cleaning solutions should be applied at concentrations and temperatures specified by the manufacturer to achieve proper cleaning.
5. Kosher Washes – Kosher requirements should be determined by the customer, manufacturer, carrier and rabbinical certification agency.
6. Tanker Accessory Cleaning – Pumps, Hoses, Fittings
- a. Accessory cleaning must be performed on every food contact surface for every component used for unloading.

- b. Cleaning protocol for these components must mimic those of the tanker (i.e., Type 1, Type 2) and are based on the food commodity previously hauled.
- c. Pumps, hoses, and fittings can be cleaned in place (CIP'd) provided a separate drive capable of turning the pump fast enough to completely fill the size of the hose and fittings used and provide a velocity of at least 5 feet per second.
- d. If a CIP drive is not available that meets the minimum flow requirements, all parts must be physically removed and washed in a "COP" (clean out of place) tank. Every step used for the tanker wash protocol based on wash type must be used on these parts. This includes all parameters for temperature, chemical concentration, duration etc. Each parameter will need to be recorded and documented using test kits, temperature-recording devices etc.
- e. All parts after complete cleaning must be closely inspected to insure proper cleaning. Parts should be reassembled and sanitized after assembly.
- f. Pumps and hoses must be capped and sealed using tamper evident seals to secure. All seal numbers used on these components must be documented on the wash ticket or accompanying paperwork.

7. Seals

- a. Only tamper evident seals shall be used to secure tanker openings. The seal shall be constructed in such a way that it can be used only once, not resealable, can be easily noticed if tampered with and fabricated from non-toxic, non-corrosive and appropriate materials.
- b. Each seal must be legibly and uniquely identified.
- c. After wash: Suitable seals for use after a tanker is washed but not loaded with food shall be constructed to preserve the cleanliness and security of the clean tanker. The seals used for this purpose may be characterized as temporary and may consist of plastic material.
- d. After loading: Seals used to secure openings after a tanker is filled with food must be secure and durable enough to withstand the stresses of handling and transportation. Each seal must be uniquely identified using alpha-numeric codes, permanently affixed to or stamped into the seal that can be easily recorded on wash tickets. An example of such a code would be: "CSE 0002349."
- e. Broken seals: In any case where a seal has been breached or broken, except by reason of loading or unloading product, the breach must be reported, noted on records and appropriate corrective actions taken. Corrective action for a breached seal on a washed but empty tank would include rewashing. Corrective action for a breached seal on a filled tanker could include testing, treating, reworking or destroying the food. Resealing alone is never adequate as a corrective action.

8. Tanker Wash Type Based upon Food Commodity Previously Hauled

- a. Listed below are various food commodities to be transported in food grade tankers. This is not to be considered a complete list but as a guide as to what food commodities require which type of tanker wash prior to transporting ingredients.
- b. Indicated below under “Not Permitted” are foods that disqualify a tanker from hauling products without special arrangements and precautions.
- c. Note: Tanker Wash Type 1 guidelines are used when more than one trip rotation (load, transport, and unload) for the same product is used from the same storage site to the same receiving facility.
- d. Tanker trucks transporting all vinegars must have a Type 2 wash before use.
- e. It is important that only food items listed on the Food Commodity Table are hauled. All substances must be certified food grade.
- f. If a commodity is being considered and is not on the Food Commodity table, hauling the commodity could be reason for tanker rejection. If unsure whether a commodity is permitted, consult with your quality control manager prior to hauling.
- g. ▲ Food commodities marked below with the symbol ▲ may have heightened allergenic risks and are thus subject to appropriate and necessary washing procedures where trucks haul such foods. A Type 4 wash is mandatory.

| <u>Food Commodity</u> | <u>Tanker Wash Types</u> |
|--|--------------------------|
| Alcohol Products, All Types (i.e., Gin, Vodka, Rum, etc.) (Food Grade) | 2 |
| Amino Acids (Vegetable-based Only) | 4 |
| Aromatic Chemicals - Food Grade Only (GRAS, FCC Certified) | 3 |
| Beverage Bases | 2 |
| Blood | Not Permitted |
| Canola Oil | 3 |
| Caramel Color | 2 |
| Chemicals and Cleaning Agents - Non-Food Grade | Not Permitted |
| ▲ Chocolate – with added ingredients (i.e., milk, sugar) | 4 |
| Citric Acid Solution | 2 |
| Citrisol - Non-food Grade Cleaning Solvent from Citrus Oils | Not Permitted |
| Citrus Fruit Aroma and Essence - Aqueous | 2 |
| Citrus Fruit Terpenes | 3 |
| Cocoa (powdered) | Not Permitted |
| Cocoa (chocolate liquor) | 4 |
| ▲ Coconut Oil | 4 |
| Colors, Artificial and Vegetable Based - Food Grade Only | Not Permitted |
| Corn Oil | 3 |
| Corn Sweeteners | 2 |
| Corn Syrup | 2 |
| Cottonseed Oil | 3 |
| D-Limonene Oil, Food Grade | 3 |

| | |
|--|---------------|
| D-Limonene Oil, Non-Food Grade | Not Permitted |
| ▲ Dairy Products, Pasteurized - Cream, Milk, Milk Balancer | 4 |
| ▲ Dairy Products, Unpasteurized - Cream, Milk, Milk Balancer | 4 |
| Dyes, Inks and Pigments - Non-Food Grade | Not Permitted |
| ▲ Eggs and Egg Based Products | 4 |
| Essential Oils | 3 |
| Ethanol (Food Grade) | 2 |
| Fats (e.g., vegetable fatty acids) - Product is solid at 70°F (21°C) and other fats not listed | Not Permitted |
| Fats, Rendered | Not Permitted |
| Fish Oils | Not Permitted |
| Flavors, Natural and Artificial | 3 |
| ☒ Fruit Juice- Concentrates and single strength (including fresh) | 2 |
| Fruit Punch and beverage bases | 2 |
| Glycerin, Food Grade (Vegetable-based Only) | 3 |
| Glycerin, Unpasteurized- Non-Food Grade | Not Permitted |
| High Fructose Corn Syrup | 2 |
| Honey | 2 |
| Hydrogenated Vegetable Oils- Product is solid at 70°F (21°C) | Not Permitted |
| Iso-sweet | 2 |
| Lecithin (emulsifier) | Not Permitted |
| Lysine (recovered cooking oils) | Not Permitted |
| Malt | 3 |
| Mannitol | 2 |
| Mineral Oil | 3 |
| Mineral Salts (i.e.: Epsom Salt) | Not Permitted |
| Molasses (food grade) | 2 |
| Molasses (non food grade) | Not Permitted |
| Non-Citrus Fruit Aroma and Essence- Aqueous | 2 |
| ▲ Nut Products | 4 |
| Orange Concentrate- OM | 2 |
| Palm Oil | 3 |
| Palm Kernel Oil | 3 |
| Paraffin Wax | Not Permitted |
| ▲ Peanut Based Products (other than Oil) | 4 |
| ▲ Peanut Oil | 4 |
| Pepper or Plant Mash | 4 |
| Preservatives | 2 |
| Pharmaceuticals (non food grade) | Not Permitted |
| Pharmaceuticals (food grade) | 3 |
| Propylene Glycol (food grade) | 3 |
| Sorbitol - Food Grade | 2 |
| Sorbitol, Non-food Grade | Not Permitted |
| ▲ Soy based products | 4 |
| ▲ Soybean Oil | 4 |
| Soy Flour | Not Permitted |
| Soy Milk | Not Permitted |
| Sugar Alcohols (i.e., Mannitol, Sorbitol, etc.) | 2 |
| Sugar, Liquid | 2 |
| Sunflower Oil | 3 |
| Sweeteners | 2 |
| Syrups | 2 |

| | |
|--|---------------|
| Vegetable Juice | 2 |
| Vegetable Oils - Product is liquid at 70°F (21 °C) | 3 |
| Water, Potable | 2 |
| Waxes | Not Permitted |
| ▲ Whey, Pasteurized | 4 |
| ▲ Whey, raw | 4 |
| Witch Hazel (food grade) | 2 |
| ▲ Yeast- Active and Inactive | 4 |

✂ Includes all variety of juices

9. Wash Ticket Documentation

All tankers used to transfer food ingredients must present their wash ticket(s) to the designated department of the loading/receiving company upon arrival at the loading/receiving facility.

a. The wash ticket at a minimum must have the following information:

- 1) Date
- 2) Time
- 3) Name of wash station and location
- 4) Wash type
(i.e., "Type 1, 2, 3, 4 or 5" or combination as described herein and whether any additional wash or treatment that was applied.
- 5) Original signature certifying information on wash ticket from authorized agent of wash facility.
- 6) Seal identifiers

b. Additional documentation:

- 1) The wash ticket(s) must be presented prior to sampling and unloading
- 2) Tanker driver is to obtain or confirm the presence of the tankers' wash ticket(s) prior to leaving the tanker wash site or accepting the shipment. This includes vendors who transport their own products.
- 3) If the wash ticket(s) are lost during shipment, the destination site will provide a FAX number so the missing information can be sent; however, it is the responsibility of the tanker driver to have the wash ticket(s) sent.**
- 4) The carrier is required to show the tanker's previous three (3) loads, which must be indicated on the wash ticket(s) or on an accompanying document bearing the carriers letterhead, tanker number, and signed by a designated person. The most recent load being listed first, then the preceding two shipments in descending order.**
- 5) Accurate specific descriptions of the previous three (3) loads transported by the tanker are required. General descriptions such as "Oil", "Milk" and "Juice" are not acceptable.

Examples of correct descriptions include “Deodorized Soybean Oil”, “Pasteurized Milk” and “Concentrated Orange Juice.”

- 6) Upon request, the carrier will furnish a copy of the tanker’s load history for at least one year should the tankers previous load history become questioned.

** The signature of the On Duty Dispatcher or Supervisor of the tanker carrier company must be included on all corrected documents that are transmitted to a site designated by the product owner. This procedure is required to confirm the authenticity of the information being provided.

Inspection Report Form
Incoming Tanker (empty)

Vehicle Identification

Tractor Identification _____ Tanker Identification _____ Date Inspected _____
Name of Carrier _____ Name of Inspector _____
Cargo _____ Shipper _____ Drivers _____

1. Is the outside of the carrier clean? If no, describe: _____
2. Is there written documentation on prior loads? Yes ___ No ___ If No, notify appropriate management immediately.
Prior Loads: 1. _____
2. _____
3. _____
3. Source of your load written documentation:
Trucker _____ truck company _____ broker _____ other _____
4. Is there a valid wash ticket provided with the tanker?
Yes ___ No ___ If No to #4, notify your supervisor immediately.
5. Wash Station _____ Date of Wash _____
6. Are all major points of entry and discharge sealed? Yes ___ No ___
7. Are seals numbered and recorded on the wash ticket? Yes ___ No ___
8. Do seal numbers correspond to the numbers on the wash ticket? Yes ___ No ___
9. Are seals intact with no evidence of tampering?

If No to #'s 6, 7, 8, or 9, Notify Your Supervisor Immediately.

10. As you open the tanker lid:
Does it smell clean _____ Do you smell off-odors _____
11. Condition of Inside of Tanker: Describe as appropriate _____

* Remember, this surface will come in contact with your product, and any residue could contaminate the shipment.

Is clean and in good shape _____
Is dirty (describe) _____
Is damaged (describe) _____

12. Is the following auxiliary equipment clean and in good repair?
Hoses: Yes ___ No ___ Gaskets and seals: Yes ___ No ___
Pump(s) Yes ___ No ___ Fittings: Yes ___ No ___
Vents Yes ___ No ___

Add any other comments or remarks that you may wish regarding what you observed during the inspection: _____

Recommendation: Accept ___ Reject ___ tanker. Inspector: _____

Inspection Report Form
Incoming Tanker (loaded)

Vehicle Identification

Tractor Identification _____ Tanker Identification _____ Date Inspected _____
 Name of Carrier _____ Name of Inspector _____ Cargo _____
 Shipper _____ Drivers _____

Bill of Lading _____ Identification: _____ Cargo Verified _____

1. Is the outside of the carrier clean? If not, (describe) _____
2. Is there written documentation or prior loads? Yes ___ No ___ If no, notify your supervisor immediately.
3. Source of prior load written documentation: driver _____ truck company _____ broker _____ shipper _____ other _____
4. Are all major points of entry and discharge sealed? Yes ___ No ___
5. Are seals numbered and recorded on the wash ticket/bill of lading? Yes ___ No ___
6. Do seal numbers correspond to the numbers on the wash ticket/bill of lading? Yes ___ No ___
7. Are seals intact with no evidence of tampering? Yes ___ No ___

If no to #'s 3, 4, 5, 6, or 7, Notify Appropriate Management Immediately.

8. As you open the tanker lid, do you smell off-odors? Yes ___ No ___. If Yes, identify if possible: Describe: _____

9. Appearance of the product: Does the product appear normal (color, consistency)? _____ Do you observe evidence of foreign material (identify if possible)? _____

- Surface _____
- Particles _____

10. Samples taken for testing: Yes ___ No ___

11. Is the following auxiliary equipment clean and in good repair?

Hoses: Yes ___ No ___ Gaskets and seals: Yes ___ No ___

Pump(s): Yes ___ No ___ Fittings: Yes ___ No ___

12. Add any other comments or remarks that you may wish regarding what you observed during the inspection: _____

Recommendation: Accept ___ Reject ___ tanker. Inspector: _____

Acknowledgement

Of

[Company Name] – Tanker Wash Policy

On behalf of [Company Name] I certify the Tanker Washing Policy, [Dated June 2009] has been reviewed, understood, and will be complied to by my company:

_____, _____ of _____
(Person Name- Printed) (Title) (Company Name)

(Signature)

(Date)

References

Food and Drug Administration (FDA), "Bulk Over-the-Road Food Tanker Transport Safety and Security Guidelines."

Juice Products Association (JPA), "Model Tank Wash Guidelines for the Fruit Juice Industry"