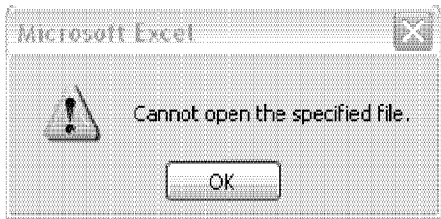


Supplemental Information for Performing AC Inspection of HPR-Type Stations

Preparation of Job Package

Print out the Service Order and HPR Atmospheric Corrosion Inspection Maps as shown in Bulletin TD-H-10B-001. If the HPR Atmospheric Corrosion Inspection Map has more than one HPR on it, only inspect the HPR's that are listed as Priority 1 or 2 in the spreadsheet. A map could contain Priority 1, 2, or 3 HPR's, and only Priority 1 and 2 HPR's are being inspected in 2010.

Print out the corresponding Service Order as shown in Bulletin TD-H-10B-001. The majority of the Service Records for found for each HPR, however, there are a number of HPR's whose Service Orders could not be located. When the link is clicked for these Service Orders, an error message will appear:



This indicates that a Service Order could not be obtained for this particular HPR. The HPR Atmospheric Corrosion Inspection Map as well as the Plat Map can be used to locate these HPR's.

Obtain Plat Maps if needed. The Plat number is listed in each Division Spreadsheet:

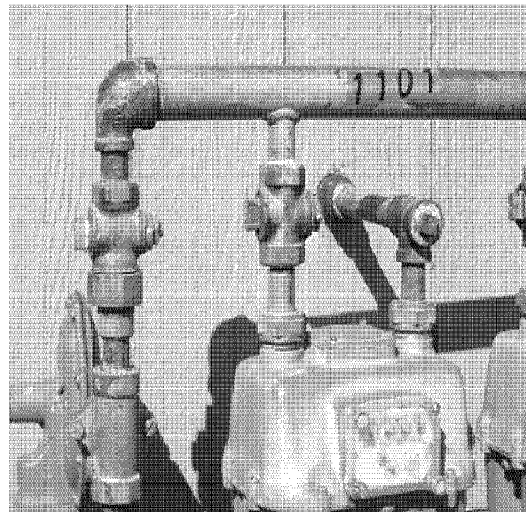
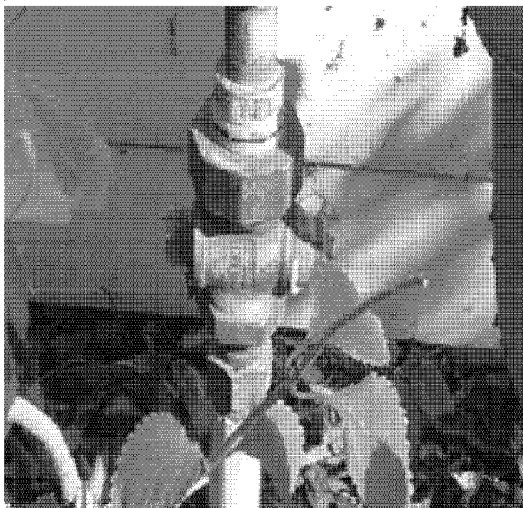
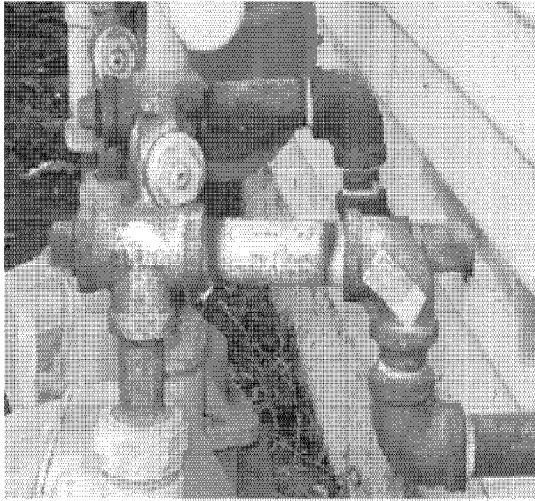
	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Prio	FID	ID	DMI	PLAT	SVCOI	SRCH	SR	STNAME	STNO1	STNO2	CROSSST	CITY	
2		548	0	Diablo	43F12	22407	SP3	181.45	Pacheco Blvd	4495	0	Nardi Ln	Martinez	\
3		531	0	Diablo	49e01	712611	191	22.04	Civic	1101	0	N Civic Dr	Walnut Creek	\
4		554	0	Diablo	64B11	29467	57A	9.20	Orwcod	4511	0		Discovery Bay	\
5		481	0	Diablo	57e08	349512	3009	0.85	Wilbur Ave	3301	3302		Antioch	\
6		533	0	Diablo	57e06	2200	3010	0.65	Wilbur Ave	2200	0	Wilbur Ln	Antioch	\
7		535	0	Diablo	57F09	350347	114B	0.45	Sancy Ln	361	360	HWY 4	Oakley	\
8		539	0	Diablo	47F01	700079	SP3	179.25	Selano Way	0	0	Arnold Indus	Martinez	\
9		478	0	Diablo	57e09	338803	SP4Z	8.64	Bridgehead	6113	0	Willbur Ave	Antioch	\
10		479	0	Diablo	57e09	792635	114	8.47	Bridgehead	6260	0	Willbur Ave	Antioch	\
11		489	0	Diablo	59a04	712873	SP5	2.39	Hillcrest Av	2100	0	Azarte Ln	Antioch	\
12		487	0	Diablo	52e08	710888	191	7.83	California	630	0	Sumpter Cir	Pittsburg	\
13		493	0	Diablo	44c08	24225	191	33.91	AlhambraValy	4950	0	Gilbert Ln	Martinez	\
14		494	0	Diablo	44c08	264095	191	33.84	AlhambraValy	4991	0	Gilbert Ln	Martinez	\
15		480	0	Diablo	57e08	345341	3009	0.99	Wilbur Ave	3341	0		Antioch	\

Supplemental Information for Performing AC Inspection of HPR-Type Stations

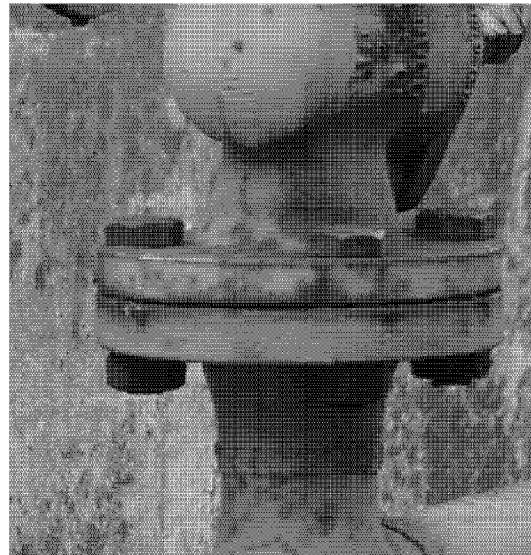
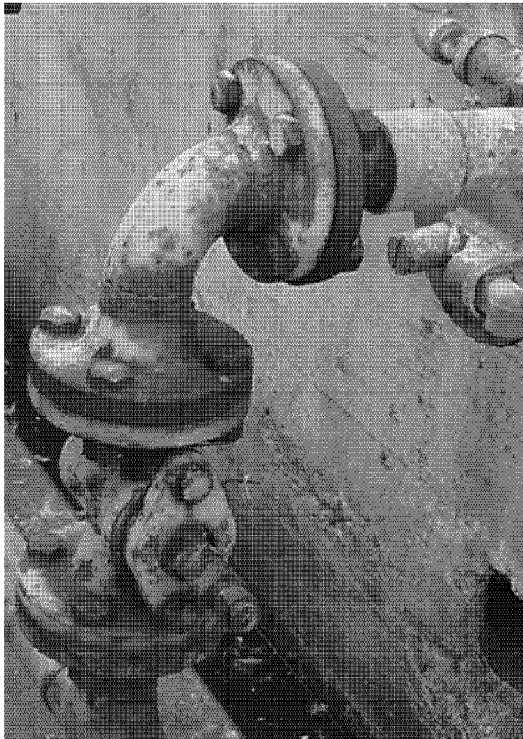
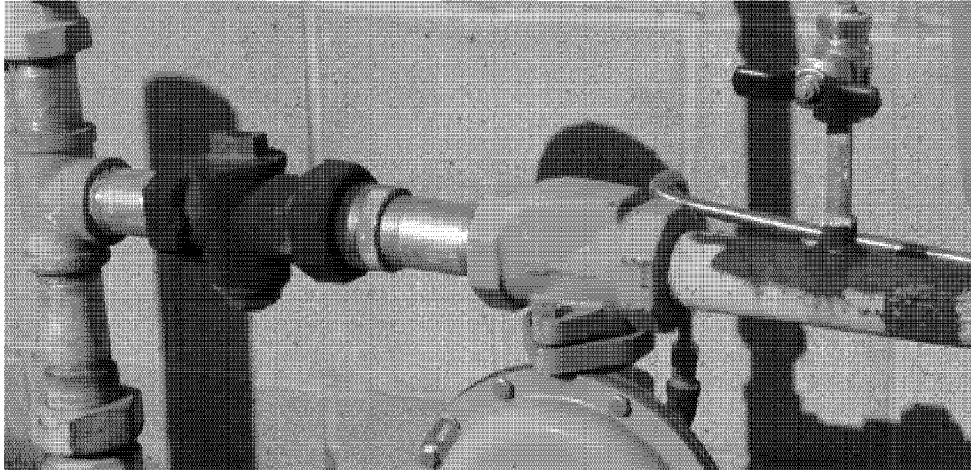
Identification of Atmospheric Corrosion

A challenge in Atmospheric Corrosion inspections is identifying what AC looks like.

Oxidation/Surface Rust is a common occurrence, and does not require any action. Below are examples of oxidation or surface rust:

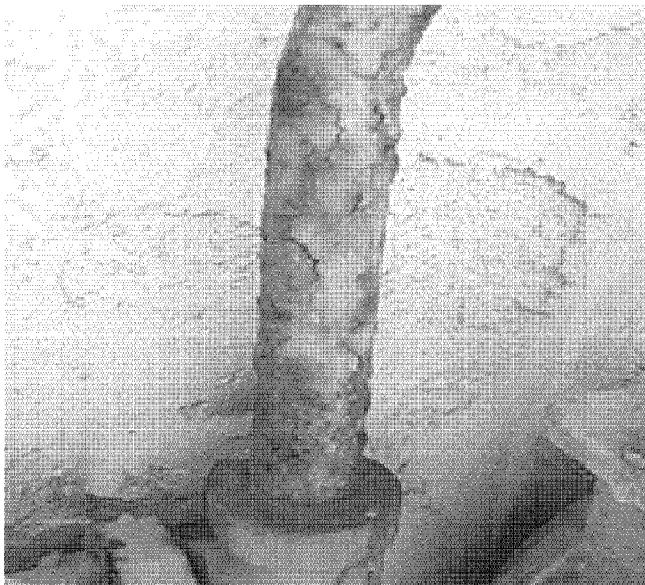
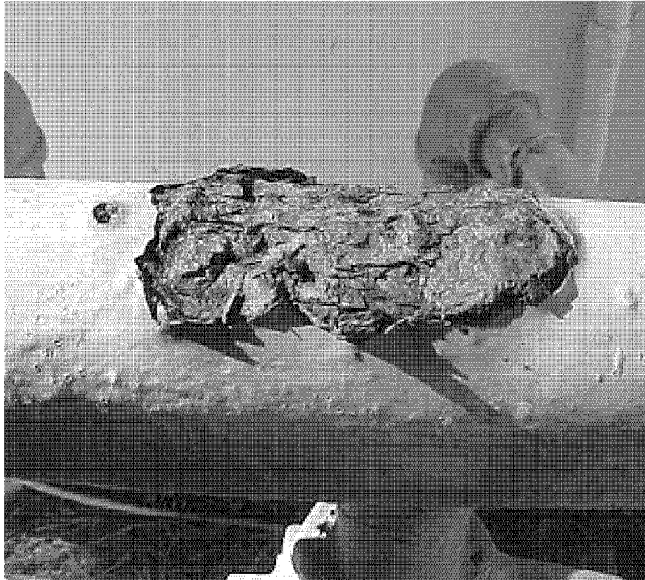


Supplemental Information for Performing AC Inspection of HPR-Type Stations

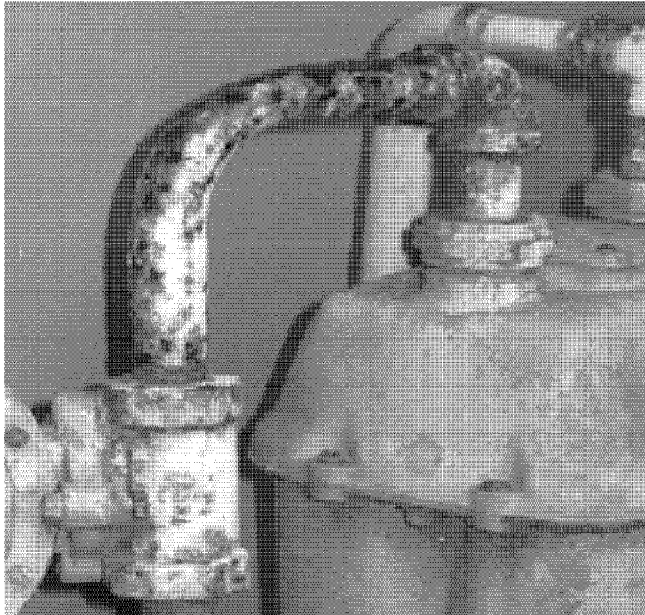


Supplemental Information for Performing AC Inspection of HPR-Type Stations

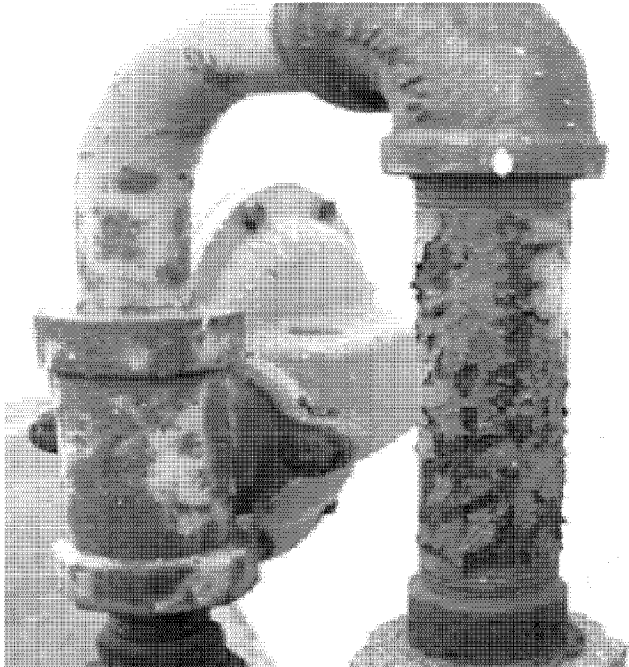
Atmospheric Corrosion compromises the integrity of the pipe, as it diminishes wall thickness of pipe. It consists of scaling, pitting, and/or blistering. Below are examples of atmospheric corrosion conditions that may require repairs:



Supplemental Information for Performing AC Inspection of HPR-Type Stations



Supplemental Information for Performing AC Inspection of HPR-Type Stations



Supplemental Information for Performing AC Inspection of HPR-Type Stations

Measuring Level of Corrosion

Once it has been determined Atmospheric Corrosion is present, the wall thickness needs to be measured. Attached is a table with Pipe sizes, wall thickness, and the maximum pit depth that is compliant.

Pipe Size	Wall Thickness	Max Pit Depth Transmission	Max Pit Depth Distribution
1/4"	0.119	0.024	0.083
1/2"	0.147	0.029	0.103
3/4"	0.113	0.023	0.079
1"	0.133	0.027	0.093
1-1/4"	0.14	0.028	0.098
1-1/2"	0.145	0.029	0.102
2"	0.154	0.031	0.108
3"	0.216	0.043	0.151
4"	0.237	0.047	0.166
6"	0.28	0.056	0.196
8"	0.322	0.064	0.225
10"	0.365	0.073	0.256
12"	0.375	0.075	0.263
16"	0.375	0.075	0.263
18"	0.375	0.075	0.263
20"	0.375	0.075	0.263
22"	0.375	0.075	0.263
24"	0.375	0.075	0.263
26"	0.375	0.075	0.263
30"	0.375	0.075	0.263
34"	0.375	0.075	0.263
36"	0.375	0.075	0.263
42"	0.375	0.075	0.263

If the upstream (Transmission) portion of the piping has pitting with a depth equal to or greater than the above value, contact Pipeline Engineering to evaluate.

For example: On a 2" pipe, a pit depth measurement is taken, and pitting is found to be 0.036" deep. This would indicate pitting that is deeper than the maximum according to the table above. This HPR needs to be reported to the T&R supervisor, so that Pipeline Engineering can be contacted.

If the downstream (Distribution) portion of the piping has pitting with a depth equal to or greater than the above values, corrective work beyond wax taping is needed. A GC notification needs to be created.

For example: On a 1-1/2" pipe, a pit depth measurement is taken, and pitting is found to be 0.111" deep. This would indicate pitting that is deeper than the maximum according

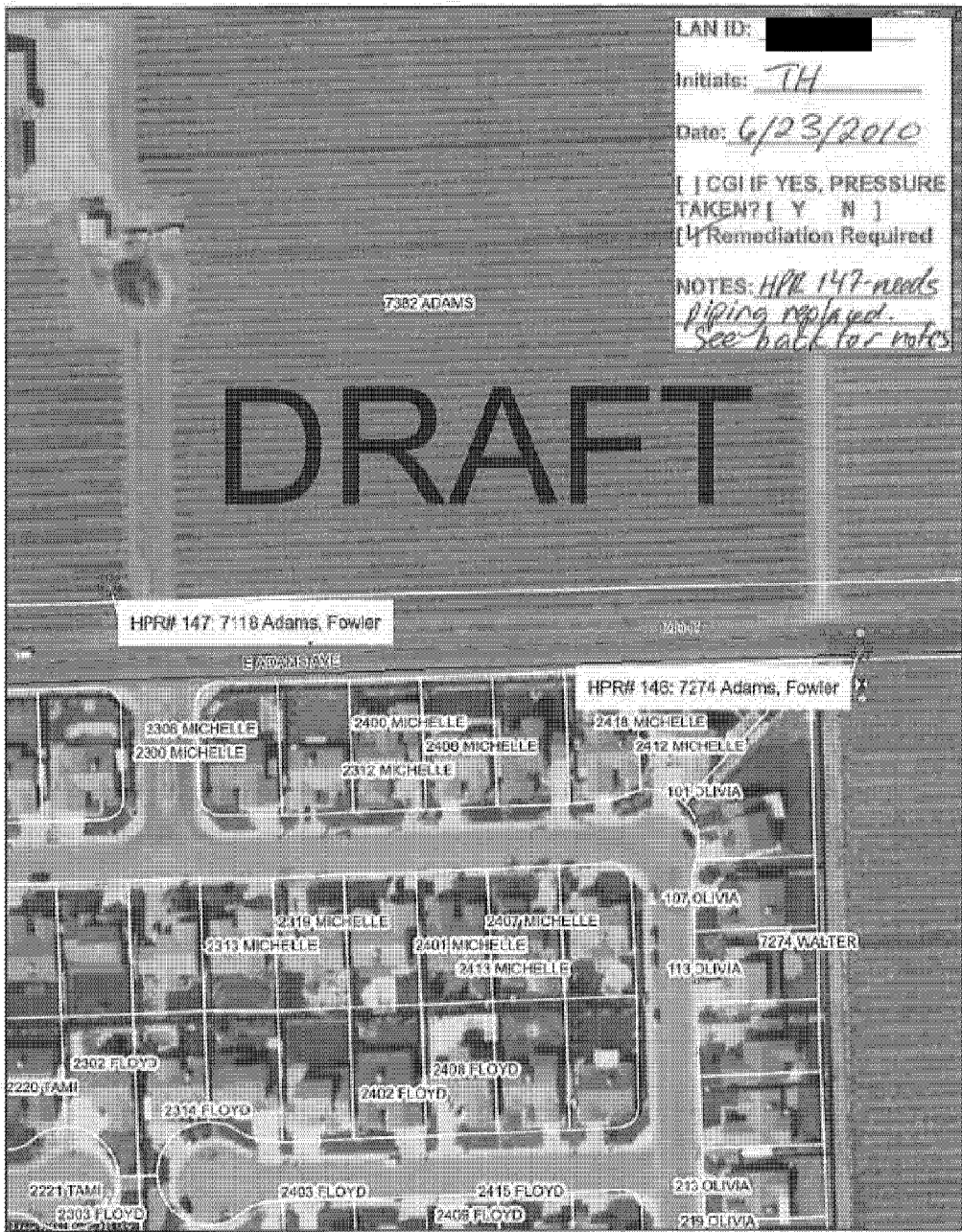
Supplemental Information for Performing AC Inspection of HPR-Type Stations


the table above. A GC Corrective Work Form needs to be filled out so a GC notification can be created in SAP to remediate this HPR.

If Atmospheric Corrosion is present, but the pit depths are less than the above values, recoat with wax tape.


For example: On a 4" upstream (Transmission) pipe, a pit depth measurement is taken, and pitting is found to be 0.039" deep. This would indicate pitting that is not deeper than the maximum according to the table. Recoat with wax tape. This does not warrant a GC Corrective Work Form, as this work is considered part of the inspection.

TD-H-10B-001, Attachment 1
 Supplemental Information for Performing AC Inspection of HPR-Type Stations

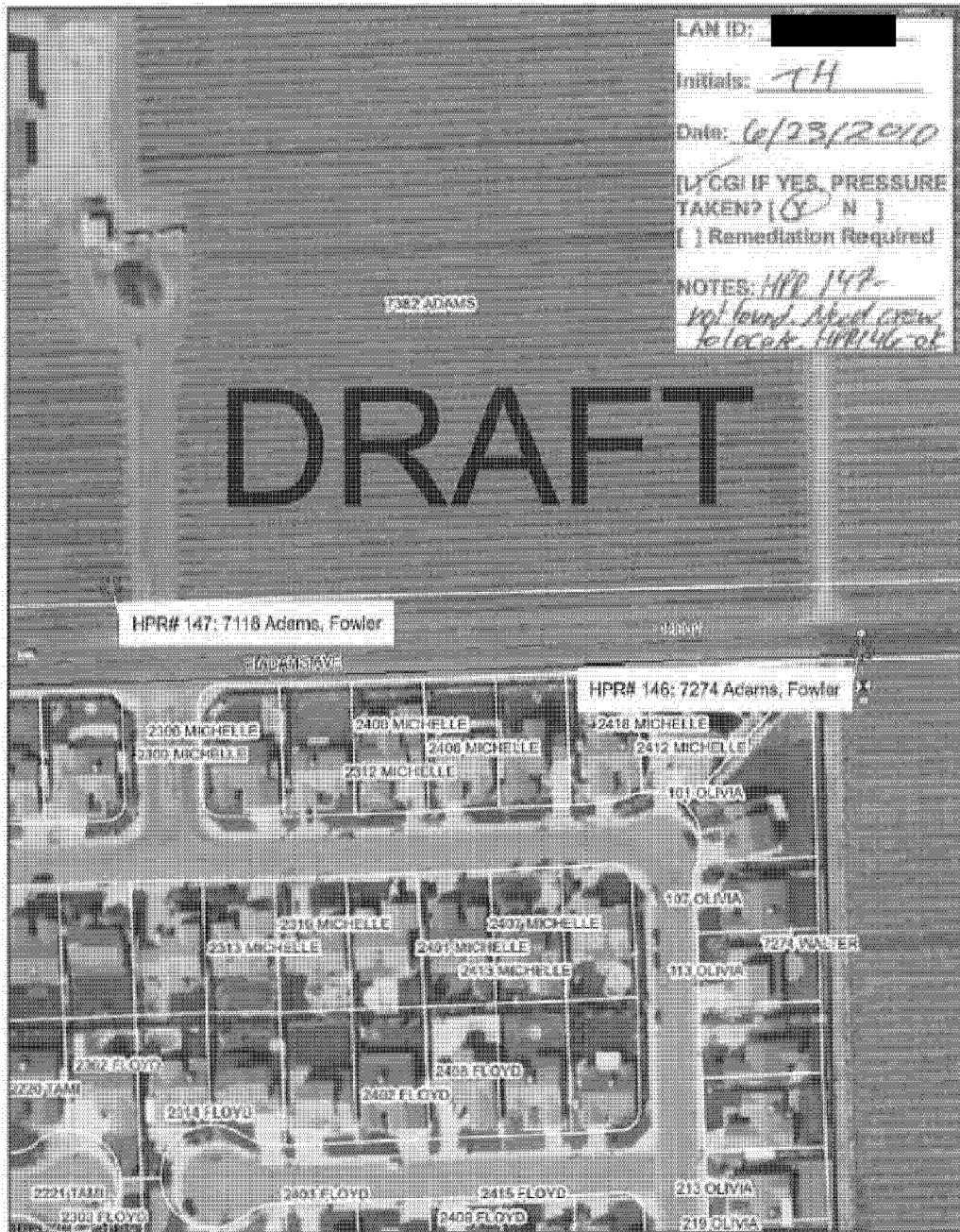




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 Authorized Personnel Only
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HPR Atmospheric Corrosion Inspection
 Gas System Maintenance and Technical Support
 Geographic Information Services


 12/22/2009
 01:57 PM
 1 inch equals 125 feet

TD-H-10B-001, Attachment 1
 Supplemental Information for Performing AC Inspection of HPR-Type Stations




 HPR Atmospheric Corrosion Inspection
 Gas System Maintenance and Technical Support
 Geographic Information Services
 Copyright 2010 HPR Atmospheric Corrosion Inspection

HPR Atmospheric Corrosion Inspection
 Gas System Maintenance and Technical Support
 Geographic Information Services



10320000
61.67 PAZ

1 inch equals 125 feet

TD-H-10B-001, Attachment 1
 Supplemental Information for Performing AC Inspection of HPR-Type Stations



Supplemental Information for Performing AC Inspection of HPR-Type Stations

Fill out Corrective Work Form if Expense Work is Required

If an HPR needs remediation beyond recoating with wax tape or paint, fill out a Corrective Work Form. The majority of CWF's created from HPR Atmospheric Corrosion Inspections will be priority G – Maint. Compliance. This indicates work that must be performed to ensure that our assets remain in code compliance. In rare instances a HPR may be discovered that requires immediate action, and this CWF would be filled out after the fact with a priority of A – Emergency Unsafe Condition.

Follow the guide below when filling out the CWF:

Supplemental Information for Performing AC Inspection of HPR-Type Stations

CORRECTIVE WORK FORM		ORDER #: _____	NOTIFICATION #: _____	
GAS DISTRIBUTION		Use Distribution form if Service less than 60lbs.		
CREW				
1. PROBLEM DESCRIPTION: _____ For Leaks, Meters, MPP, etc.: Enter the Address (e.g. 141 SEQUOIA AVE WALND LCK) For CPA#: Enter CPA# and location if available (e.g. CPA2417-B (INSTALL 2ND GRND ROD)) For Reg Station: Enter the # and Reg location (e.g. DR RA-07 COOLIDGE&FOOTHILL BLVD)				
2. STREET ADDRESS: _____		3. CITY: _____		
4. STATION NAME/No or CPA No: _____		5. TECH ID/BADGE No: _____	6. PLAT MAP No: _____	
7. COMMENTS (LONG TEXT): *Fields above and Comments are important to Correct Notification Creation! Describe the work required/done, the equipment & materials needed (e.g. access, special tools, X-St). Indicate specifics (Rectifier, ET8, Annual, Equipment vs. CPA area etc.) to assist clerk in creating correct Notification. Add any additional comments (i.e. location or info to help identify the equipment)				
8. HOW WORK WAS IDENTIFIED: <input type="checkbox"/> CORRECTIVE MAINTENANCE <input type="checkbox"/> CPUC ADDIT <input type="checkbox"/> CUSTOMER/S ^{***} PARTY C <input type="checkbox"/> GENERATED FROM IGIS <input type="checkbox"/> INOPERABLE EQUIPMENT		9. ADDITIONAL INFORMATION: <input type="checkbox"/> CLEARANCE REQUIRED <input type="checkbox"/> PERM <input type="checkbox"/> ESTIM	10. STATUS OF NOTIFICATION: <input type="checkbox"/> CANCELED <input type="checkbox"/> COMPLETED	
11. GC NOTIFICATION (GAS DIST - CORRECTIVE)	11. CD NOTIFICATION (DAMAGE CLAIMS)	11. SO NOTIFICATION (SYSTEM OPERATIONS)	11. GR NOTIFICATION (GAS DIST - PROJECT)	
12. PRIORITY: <input type="checkbox"/> A <input type="checkbox"/> C <input type="checkbox"/> G <input type="checkbox"/> P		12. PRIORITY: <input type="checkbox"/> E <input type="checkbox"/> L <input type="checkbox"/> O <input type="checkbox"/> R		
A = EMERGENCY UNSAFE CONDITION C = EMERGENCY RESTORE SERVICE G = MAINT. COMPLIANCE P = SYSTEM REPAIR/IMPROVEMENT	A = EMERGENCY UNSAFE CONDITION C = EMERGENCY RESTORE SERVICE G = MAINT. COMPLIANCE P = SYSTEM REPAIR/IMPROVEMENT	B = UNSAFE CONDITION F = RESTORE SERVICE K = CHANGE DEMANDS Q = IMPROVE EFFICIENCY	E = System Integrity L = OPERATION COMPLIANCE O = RELIABILITY/CAPACITY R = SYSTEMIC PROBLEMS	
13. WORK TYPE CODE (GC): <input type="checkbox"/> 312-0-Verdiki IR <input type="checkbox"/> 359-0-Verdiki Med <input type="checkbox"/> 387-0-Verdiki No Access <input type="checkbox"/> 411-Non Rectifier Reg <input type="checkbox"/> 555-56-41 Swc Eval		13. 356-56-1 Main Eval <input type="checkbox"/> 57-0-MPP Pressure <input type="checkbox"/> 57-1-Swc Valve Est <input type="checkbox"/> 57-2-Swc Valve <input type="checkbox"/> 57-4-Reg Station <input type="checkbox"/> 57-6-Main line valve	13. 3-Corros Reg Stat Rep <input type="checkbox"/> 3-MPP Protect <input type="checkbox"/> 4-MPP Swc Valve <input type="checkbox"/> 5-Mtr/Reg = 1000 CFH <input type="checkbox"/> 6-10-Mtr/Reg = 1000 CFH <input type="checkbox"/> 61-1-Mtr/Reg Emergency	
14. CREW CLASS: _____		15. DURATION NEEDED: _____		
16. REPORTED BY (LAN ID): _____		17. EST. MATERIAL COST: \$ _____		
18. REQUIRED START DATE: ____/____/____		19. REQUIRED END DATE: ____/____/____		
20. TECHNICAL INSPECTION BY (LAN ID): _____	21. DATE: ____/____/____	22. ACTUAL LABOR HOURS: _____		
23. SUPERVISOR				
Task Completed By:		Comp. Date: ____/____/____		
REVW Supervisor Reviewed/Approved by (LAN ID): _____				
24. PLANT SECTION/COUNTY: _____				
25. LOCATION/DIVISION: _____		25. MAIN WORK CENTER: _____		
27. FUNCTIONAL LOCATION: GD: _____				

Supplemental Information for Performing AC Inspection of HPR-Type Stations

28. SAP EQUIPMENT#: _____			
29. REPAIR CODES - CRBN		OBJECT	
<input type="checkbox"/> 10 Percent (+100)	<input type="checkbox"/> Leak Siney	<input type="checkbox"/> Motor	<input type="checkbox"/> Regenerat
<input type="checkbox"/> 10 Percent System	<input type="checkbox"/> Motor Control Center	<input type="checkbox"/> Gas Regit	<input type="checkbox"/> Gas Regit
<input type="checkbox"/> Annual System (Corp)	<input type="checkbox"/> Meter - Air/Bar	<input type="checkbox"/> Relay	<input type="checkbox"/> Relay
<input type="checkbox"/> Annual (+100)	<input type="checkbox"/> Diaphragm Meter	<input type="checkbox"/> Relet	<input type="checkbox"/> Relet
<input type="checkbox"/> Battery	<input type="checkbox"/> Meter - Elect/Corr	<input type="checkbox"/> RTU	<input type="checkbox"/> RTU
<input type="checkbox"/> Cash Compr - Meter	<input type="checkbox"/> Meter - Flow Computer	<input type="checkbox"/> Sampler	<input type="checkbox"/> Sampler
<input type="checkbox"/> Cash Compr - Tank	<input type="checkbox"/> Orifice Meter	<input type="checkbox"/> Separator	<input type="checkbox"/> Separator
<input type="checkbox"/> Chart	<input type="checkbox"/> Rotary Meters	<input type="checkbox"/> Spal	<input type="checkbox"/> Spal
<input type="checkbox"/> Chronograph	<input type="checkbox"/> Turbine Meters	<input type="checkbox"/> Scribber	<input type="checkbox"/> Scribber
<input type="checkbox"/> Control Valve	<input type="checkbox"/> Ultrasonic Meters	<input type="checkbox"/> Striker Analyzer	<input type="checkbox"/> Striker Analyzer
<input type="checkbox"/> COGI - Flame Pack	<input type="checkbox"/> Odometer	<input type="checkbox"/> Tank	<input type="checkbox"/> Tank
<input type="checkbox"/> COGI - Mobil Units	<input type="checkbox"/> Calibrator	<input type="checkbox"/> Thermal Oxidizer	<input type="checkbox"/> Thermal Oxidizer
<input type="checkbox"/> COGI - Gas Ports	<input type="checkbox"/> Barometer	<input type="checkbox"/> Tower	<input type="checkbox"/> Tower
<input type="checkbox"/> COGI - Gas Scope	<input type="checkbox"/> Odometer	<input type="checkbox"/> Transducer	<input type="checkbox"/> Transducer
<input type="checkbox"/> Gas Track	<input type="checkbox"/> Volt Meter	<input type="checkbox"/> Transmitter	<input type="checkbox"/> Transmitter
<input type="checkbox"/> Controller	<input type="checkbox"/> Pipe Locator	<input type="checkbox"/> Valve	<input type="checkbox"/> Valve
<input type="checkbox"/> Cooler	<input type="checkbox"/> Oscillator	<input type="checkbox"/> Vant	<input type="checkbox"/> Vant
<input type="checkbox"/> Corrosion Probe	<input type="checkbox"/> Pipe to Soil Elect	<input type="checkbox"/> Variable Freq Drive	<input type="checkbox"/> Variable Freq Drive
<input type="checkbox"/> Crane	<input type="checkbox"/> Receiver	<input type="checkbox"/> Air Switch	<input type="checkbox"/> Air Switch
<input type="checkbox"/> Dehydrator	<input type="checkbox"/> Pilot	<input type="checkbox"/> Gauge	<input type="checkbox"/> Gauge
<input type="checkbox"/> Deflector	<input type="checkbox"/> Pipe	<input type="checkbox"/> Thermocouple	<input type="checkbox"/> Thermocouple
<input type="checkbox"/> Dryer	<input type="checkbox"/> Pond	<input type="checkbox"/> Station	<input type="checkbox"/> Station
<input type="checkbox"/> ETS	<input type="checkbox"/> Pump	<input type="checkbox"/> Insertion Meter	<input type="checkbox"/> Insertion Meter
<input type="checkbox"/> Evaporator	<input type="checkbox"/> Power Supply	<input type="checkbox"/> Queue Speed Trip	<input type="checkbox"/> Queue Speed Trip
<input type="checkbox"/> Fan	<input type="checkbox"/> Flow Recorder	<input type="checkbox"/> Motor	<input type="checkbox"/> Motor
<input type="checkbox"/> Gas Filter	<input type="checkbox"/> Electronic Pressure Recorder	<input type="checkbox"/> Alcohol Pot	<input type="checkbox"/> Alcohol Pot
<input type="checkbox"/> Differential Pressure Gauge	<input type="checkbox"/> Mechanical Pressure Recorder	<input type="checkbox"/> Downlock Safety Valve	<input type="checkbox"/> Downlock Safety Valve
<input type="checkbox"/> Electronic Pressure Gauge	<input type="checkbox"/> Recd Compr - IC	<input type="checkbox"/> Uplock Safety Valve	<input type="checkbox"/> Uplock Safety Valve
<input type="checkbox"/> Mechanical Pressure Gauge	<input type="checkbox"/> Recd Compr - TLU	<input type="checkbox"/> Drip	<input type="checkbox"/> Drip
<input type="checkbox"/> Electrical Temperature Gauge	<input type="checkbox"/> Recd Compr - RTU	<input type="checkbox"/> Leak Repair	<input type="checkbox"/> Leak Repair
<input type="checkbox"/> Galvanic System	<input type="checkbox"/> Regulator Station	<input type="checkbox"/> Soda	<input type="checkbox"/> Soda
<input type="checkbox"/> Generator	<input type="checkbox"/> System	<input type="checkbox"/> Switch	<input type="checkbox"/> Switch
<input type="checkbox"/> Heater	<input type="checkbox"/> HPR Type Regulator Station		
<input type="checkbox"/> Heat Exchanger			
Select Object Type/PART. (WHAT IS THE MAIN FOCUS OF THE WORK?) HINT: IN CASE OF MULTIPLE OBJECTS OR REPAIR CODES USE NUMBER INSTEAD OF CHECK MARKS.			
30. DAMAGE		31. CAUSE	
<input type="checkbox"/> Third Party Claim	<input type="checkbox"/> 3 rd Party Damage	<input type="checkbox"/> Inlet / Static Line	<input type="checkbox"/> Adjustment
<input type="checkbox"/> Third Party Damage	<input type="checkbox"/> Depleted Anode	<input type="checkbox"/> Leaking	<input type="checkbox"/> Calibrate
<input type="checkbox"/> Broken/Damaged	<input type="checkbox"/> Dead Battery	<input type="checkbox"/> Lighting	<input type="checkbox"/> Clean
<input type="checkbox"/> Contact	<input type="checkbox"/> Cracked Body	<input type="checkbox"/> No Lock up	<input type="checkbox"/> Install Temporary Clamp
<input type="checkbox"/> Atmospheric Corrosion	<input type="checkbox"/> Bad Boot or Seat	<input type="checkbox"/> Mechanical Malfunction	<input type="checkbox"/> Install Non-Slip Coating
<input type="checkbox"/> Internal Corrosion	<input type="checkbox"/> Bad Coating	<input type="checkbox"/> Valve Operator	<input type="checkbox"/> Clear Contact
<input type="checkbox"/> Debris	<input type="checkbox"/> Bad Connections	<input type="checkbox"/> Other	<input type="checkbox"/> Add Cover
<input type="checkbox"/> High Differential	<input type="checkbox"/> Contact	<input type="checkbox"/> Bad Pilot	<input type="checkbox"/> Critical Re-bread
<input type="checkbox"/> No Display	<input type="checkbox"/> Corrosion	<input type="checkbox"/> Bad Plate	<input type="checkbox"/> Rake Frame & Cover
<input type="checkbox"/> Exposed	<input type="checkbox"/> Bad Circuit Board	<input type="checkbox"/> No Power	<input type="checkbox"/> Grease & Operate
<input type="checkbox"/> Kib Facility	<input type="checkbox"/> Broken Read Dial	<input type="checkbox"/> Over Pressured	<input type="checkbox"/> Cleaned Interference
<input type="checkbox"/> Interference	<input type="checkbox"/> Failed Differential Test	<input type="checkbox"/> Out of Range	<input type="checkbox"/> Change Meter
<input type="checkbox"/> Leak	<input type="checkbox"/> Dirty	<input type="checkbox"/> Street Resurfacing	<input type="checkbox"/> Add Oil
<input type="checkbox"/> Call of Locate	<input type="checkbox"/> Dirty Element	<input type="checkbox"/> Bad Releat	<input type="checkbox"/> Other
<input type="checkbox"/> No Reading	<input type="checkbox"/> Bad Filter	<input type="checkbox"/> Restor Pitting	<input type="checkbox"/> Clean & Paint
<input type="checkbox"/> Call of Operate	<input type="checkbox"/> Loose Fitting	<input type="checkbox"/> Perforator Seal	<input type="checkbox"/> Patch
<input type="checkbox"/> Other	<input type="checkbox"/> Bad Mechanical Fitting	<input type="checkbox"/> Striker	<input type="checkbox"/> Re-Calibrate
<input type="checkbox"/> Bad Output	<input type="checkbox"/> Freezing	<input type="checkbox"/> Lost Sinker	<input type="checkbox"/> Re-Read
<input type="checkbox"/> Paused Over	<input type="checkbox"/> Freeze or Hard to Turn	<input type="checkbox"/> Sprink	<input type="checkbox"/> Remove
<input type="checkbox"/> No Power	<input type="checkbox"/> Snow Fuse	<input type="checkbox"/> Washer	<input type="checkbox"/> Replace
<input type="checkbox"/> Pressure Problem	<input type="checkbox"/> Coupling	<input type="checkbox"/> Broken Wire	<input type="checkbox"/> Repair
<input type="checkbox"/> Out of Range	<input type="checkbox"/> Fire/Heat Damage	<input type="checkbox"/> Bad Wrap	<input type="checkbox"/> Reset
<input type="checkbox"/> Bad Reading	<input type="checkbox"/> Bad Hinges		<input type="checkbox"/> Re-Seal
<input type="checkbox"/> Bad Recording	<input type="checkbox"/> Inactivity		<input type="checkbox"/> Send In for Calibration
<input type="checkbox"/> Broken Stop	<input type="checkbox"/> No Ink		<input type="checkbox"/> Tighten
<input type="checkbox"/> Bad Differential Test	<input type="checkbox"/> Failed Transducer Joint		<input type="checkbox"/> Re-Wrap
<input type="checkbox"/> Unsafe Conditions	<input type="checkbox"/> No Test Lead		<input type="checkbox"/> No Action Taken
<input type="checkbox"/> Water	<input type="checkbox"/> Broken Lid		<input type="checkbox"/> Completed
WHAT IS THE SIGNIFICANT FAILURE? WHAT IS THE MAIN CAUSE? SELECT THE MAIN ACTIVITY PERFORMED?			

Supplemental Information for Performing AC Inspection of HPR-Type Stations

When filling out a GC Corrective Work Form for this type of work, there are many fields that will commonly have similar information, no matter the specific HPR being inspected. Here are some commonly used values:

1. Problem Description – always begin with “HPR AC Inspection”, so that the work can be easily found in SAP. Then, input the address of the HPR. For example, a Problem Description would look like “HPR AC Inspection 1101 Roosevelt Danville.
7. Comments (Long Text) is the reason the corrective work is needed. Input the pit depth, condition of components, or other reasons in this area. For example: “Active corrosion found on relief valve and on downstream piping. Pit depth v measured above maximum.”
8. How was work identified – always choose “CPUC Audit” for HPR AC inspections.
11. Always select GC Notification.
12. Priority – generally “G = Maint. Compliance” will be selected, unless an emergency situation was encountered, corrective work was done, and the GC Corrective Work Form is being filled out after the corrective work has been completed (this will happen in rare instances when the relief is blowing or there is a severe leak found during the inspection). If emergency work is completed, select priority “A = Emergency Unsafe Condition”.
13. Work Type – select 609 if the meter being fed by the HPR is over 1000 CFH, or 610 if the meter is under 1000 CFH.
14. Crew Class – indicate if a T&R and/or Construction crew is needed.
15. Duration - Estimate the total man hours needed to complete the work.
16. Reported by – enter the LAN ID of the person who inspected the HPR.
20. Technical Inspection By – if the work has already been completed, enter the Foreman’s LAN ID.