



Instrument Control Services
Pressure Relief Valve Inspection Report

☒ In Service ☐ Out of Service ☐ Cust. Stock/Spare ☐ Archive ☐ Unknown

| | | | | | |
|--|--|---|--|--|--|
| Facility Operator CRC | | Facility VENTURA BASIN (VAB) | | | |
| Tag ID PSV-5789D | | Equipment # | | Description TORREY COMP. SKID | |
| Manufacturer Hydroseal | | Model # 14BE3MOV00/BO | | Serial Number 621731-3 | |
| | | | | Shop # <input checked="" type="checkbox"/> N/A | |
| Inlet Size/Rating Size 1" Rating MNPT <input type="checkbox"/> RF <input type="checkbox"/> RTJ <input checked="" type="checkbox"/> Thrd <input type="checkbox"/> Clamp | | Outlet Size/Rating Size 1" Rating FNPT <input type="checkbox"/> RF <input type="checkbox"/> RTJ <input checked="" type="checkbox"/> Thrd <input type="checkbox"/> Clamp | | Code <input checked="" type="checkbox"/> UV <input type="checkbox"/> Non-coded | |
| | | | | Type <input checked="" type="checkbox"/> Spring <input type="checkbox"/> Bellows <input type="checkbox"/> Pilot <input type="checkbox"/> Weight <input type="checkbox"/> Weight/Pilot | |
| | | | | Service <input type="checkbox"/> Liquid <input checked="" type="checkbox"/> Gas <input type="checkbox"/> Air <input type="checkbox"/> Steam | |
| | | | | Capacity 241 <input checked="" type="checkbox"/> SCFM <input type="checkbox"/> GPM <input type="checkbox"/> PPH | |
| | | | | Cap NB Cert <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown | |
| Orifice Size E - .196 | | CDTP | | Set Point 50 | |
| | | | | Back Pressure <input checked="" type="checkbox"/> N/A | |
| | | | | Car Seal Off <input checked="" type="checkbox"/> N/A | |
| | | | | Car Seal On <input checked="" type="checkbox"/> N/A | |

PSV Location/Condition Inspection Results

| | | | | | |
|--|--|---|--|--|--|
| PSV Condition As Found <input checked="" type="checkbox"/> Mfg Tag Attached <input type="checkbox"/> Plugged <input checked="" type="checkbox"/> Clean <input type="checkbox"/> Leaking <input type="checkbox"/> Fouled <input type="checkbox"/> Block valve failure <input type="checkbox"/> Other (See Comments) | | Inlet Piping As Found <input checked="" type="checkbox"/> Clean <input type="checkbox"/> Plugged <input type="checkbox"/> Fouled <input type="checkbox"/> Pipe strain/poor alignment <input type="checkbox"/> Other (See Comments) | | Outlet Piping As Found <input checked="" type="checkbox"/> Clean <input type="checkbox"/> Plugged <input type="checkbox"/> Fouled <input type="checkbox"/> Pipe strain/poor alignment <input type="checkbox"/> Other (See Comments) | |
|--|--|---|--|--|--|

As Found Test Results

| | | | | | | | | | |
|--|--|-----------------------------|--|----------------------|--|---|--|---|--|
| Leak Test Pressure <input checked="" type="checkbox"/> N/A If <90% set pressure on a conventional vapor service or pilot valve, or <80% set pressure on conventional liquid service valve, internal inspection required. | | 1st Pop Test Pressure 50 | | Reset Pressure 27 | | Test Result <input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail <input type="checkbox"/> Dangerous Fail | | Test Media <input checked="" type="checkbox"/> Nitrogen <input type="checkbox"/> Liquid <input type="checkbox"/> Air | |
| | | 2nd Pop Test Pressure 50 | | Reset Pressure 27 | | Dangerous fail if valve relieves: >= 110% set pressure for valves set >70 psig >-2 psig for valves set <= 70 psig | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|----------------------|---|-----------------------|---|----------------------|---|---|--|--|--|--|--|----|--|--|--|--|--|-----|--|--|--|--|--|----|--|--|--|--|--|---|--|--|--|--|--|---|--|--|--|--|-------------------------|--|--------------------------|--|--|--|---|--|--|--|---|--|---|--|-------------------------|---|--|--|---|--|---|--|---|--|--|--|--|
| Cleanliness Condition | | Test Interval Effect | | Cleanliness Condition | | Mechanical Condition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table><tr><td></td><td>A</td><td>B</td><td>C</td><td>D</td><td>E</td></tr><tr><td>I</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>II</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>III</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>IV</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>V</td><td></td><td></td><td></td><td></td><td></td></tr></table> | | | A | B | C | D | E | I | | | | | | II | | | | | | III | | | | | | IV | | | | | | V | | | | | | <table><tr><td></td><td>Poor - Decrease Interval and Assess Root Cause</td></tr><tr><td></td><td>Average - Same Interval</td></tr><tr><td></td><td>Good - Increase Interval</td></tr></table> | | | Poor - Decrease Interval and Assess Root Cause | | Average - Same Interval | | Good - Increase Interval | <table><tr><td></td><td>A. Internal parts show heavy deposits or rust with obvious plugging of nozzle or seat</td></tr><tr><td></td><td>B. Internal parts show some heavy, loose deposits or rust (possibility of obstructing flow path)</td></tr><tr><td></td><td>C. Internal parts show layers of oily deposits, scale or rust</td></tr><tr><td></td><td>D. Internal parts show thin oily or sticky ct</td></tr><tr><td></td><td>E. Internal parts clean</td></tr></table> | | | A. Internal parts show heavy deposits or rust with obvious plugging of nozzle or seat | | B. Internal parts show some heavy, loose deposits or rust (possibility of obstructing flow path) | | C. Internal parts show layers of oily deposits, scale or rust | | D. Internal parts show thin oily or sticky ct | | E. Internal parts clean | <table><tr><td></td><td>I. Internal parts are broken, worn, or eroded beyond repair (extensive parts replacement or new valve required)</td></tr><tr><td></td><td>II. Internal parts show severe corrosion, erosion, pitting or galling (significant repair required)</td></tr><tr><td></td><td>III. Internal parts show corrosion, erosion or pitting (machining required - beyond normal wear and tear)</td></tr><tr><td></td><td>IV. Seat scratched or pitted, other internal parts show slight pitting</td></tr><tr><td></td><td>V. Internal parts in good condition, only minor lapping required</td></tr></table> | | | I. Internal parts are broken, worn, or eroded beyond repair (extensive parts replacement or new valve required) | | II. Internal parts show severe corrosion, erosion, pitting or galling (significant repair required) | | III. Internal parts show corrosion, erosion or pitting (machining required - beyond normal wear and tear) | | IV. Seat scratched or pitted, other internal parts show slight pitting | | V. Internal parts in good condition, only minor lapping required |
| | A | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| II | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| III | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| V | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Poor - Decrease Interval and Assess Root Cause | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Average - Same Interval | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Good - Increase Interval | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | A. Internal parts show heavy deposits or rust with obvious plugging of nozzle or seat | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | B. Internal parts show some heavy, loose deposits or rust (possibility of obstructing flow path) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | C. Internal parts show layers of oily deposits, scale or rust | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | D. Internal parts show thin oily or sticky ct | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | E. Internal parts clean | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | I. Internal parts are broken, worn, or eroded beyond repair (extensive parts replacement or new valve required) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | II. Internal parts show severe corrosion, erosion, pitting or galling (significant repair required) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | III. Internal parts show corrosion, erosion or pitting (machining required - beyond normal wear and tear) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | IV. Seat scratched or pitted, other internal parts show slight pitting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | V. Internal parts in good condition, only minor lapping required | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

As Left Test Results

| | | |
|-----------------------|----------------------|--|
| Relief Pressure 50 | Reset Pressure 27 | Final 90% Leak Test Pressure <input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail |
|-----------------------|----------------------|--|

Comments



| Component | N/A | Clean | Dirty | Plugged | Damaged | Lap | Machine | Comments |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---|
| Mfg Tag | | | | | | | | <input type="checkbox"/> Missing <input type="checkbox"/> Illegible <input type="checkbox"/> OK |
| Inlet | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Outlet | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Nozzle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Nozzle Ring | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Disc Insert | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Disc Holder | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Spring/Washer Assy. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Guide | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Guide Ring | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Spindle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Bellows | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Bonnet/Body | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Soft Goods | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Comp Screw/Jam Nut | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Cap/Lift Lever | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Spring Identification (Old) | PN | | | Color Code | | Wire Size | | Range |
| Spring Identification (New) <input type="checkbox"/> N/A | PN | | | Color Code | | Wire Size | | Range |

| Component | As Found | | As Left | | PSV Condition Comment |
|------------------------|----------|----|---------|----|-----------------------|
| Nozzle Ring | | | | | |
| Nozzle Seat Step | | | | | |
| Nozzle Face to Seat | | | | | |
| Nozzle Seat | OD | ID | OD | ID | Outlet Comment |
| Guide Ring | | | | | |
| Disc Seat Step | | | | | |
| Disc Back Face To Seat | | | | | |
| Spindle | | | | | |

Technician _____ () Date _____