

**The UK Major Oil Companies
Safe Loading Pass Scheme**

Permanently powered running lights.

Background

Following an incident in which a side marker light of a tanker's ignition / permanently powered running light system developed a short circuit and caught fire, it became apparent that a means of isolating such running lights in an emergency was required, and this requirement was introduced in the 2006 scheme:

A.4.2.1 *Lighting systems and units*

Lighting systems that feature daytime running lights without a separate control switch should be fitted with an emergency isolation switch, clearly labelled and mounted in the cab and operable by the driver from the driver's seat.

New tankers with effect from June 2006.

Not every manufacturer complied within the anticipated time period but this has now been resolved.

New SLP inspection requirements

For ALL tractors / trucks first registered after April 2010 featuring ignition / permanently powered running lights, a means of emergency isolation must be fitted.

This may be achieved by either a dedicated emergency isolation switch, or the operation of the standard light switch(es) using a particular sequence.