



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
MEETING OF THE WORKING GROUP OF THE WHOLE**

Abu Dhabi, United Arab Emirates, 7 to 11 November 2010

Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2013/2014 Edition

2.3: Part 3 — Dangerous Goods List, Special Provisions and Limited and Excepted Quantities

APPLICATION OF SPECIAL PROVISION A70

(Presented by D. Brennan)

SUMMARY

This working paper seeks to confirm the application and intent of Special Provision A70.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Special Provision A70 of the Technical Instructions applies to engines and vehicles and sets out conditions by which such articles may be excluded from the provisions of the Technical Instructions and as such be presented for transport and carried as non-dangerous goods.

1.2 While there have been some adjustments to the wording of A70 over the last few years to address specific additions, the general conditions have remained unchanged for many years. The basic principle is that: the fuel tank must never have contained fuel, and the fuel system is completely empty of fuel.

1.3 These principles are being used by manufacturers of small flammable liquid fuelled devices such as lawnmowers, chainsaws, etc. to be able to ship new equipment as non-dangerous goods.

1.4 As part of the manufacturing process for these devices, the engine of the device is bench-tested to ensure that the engine is within specification; exhaust emissions, power output, etc. The bench-testing involves a fuel line being connected to the engine, which will generally have a carburettor. The

engine is run, stopped and the fuel line disconnected. The tested engine is then assembled into the piece of equipment, packaged and moved to the warehouse for distribution.

1.5 While there may have been a small amount of residual fuel in the fuel system at the time the fuel line was disconnected, by the time the assembly process has been completed and the equipment packed for distribution all residual fuel has evaporated and the fuel system is now completely empty of fuel.

2. **ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to:

- a) confirm that the process described above meets the intent and application of Special Provision A70; and
- b) consider if there is a need to revise the wording of Special Provision A70 to more clearly identify that a bench-tested engine as described meets the conditions of Special Provision A70.

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