



WORKING PAPER

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

Memphis, 30 April to 4 May 2007

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 2009/2010 Edition

2.3: Part 3 — Dangerous Goods List and Limited Quantities Exceptions

**UN 3166 ENGINES, INTERNAL COMBUSTION, FLAMMABLE LIQUID
POWERED**

(Presented by G. A. Leach)

SUMMARY

This paper proposes that Special Provision A70 be amended.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 There are many different types of fuels used in engines. Whilst many fuels meet the classification criteria for a flammable liquid, there are some that do not. For example, the flash point of some diesel fuels is above 60°C. For this reason, the entry for UN1202, **Diesel fuel** in Table 3-1 of the Technical Instructions indicates that Special Provision A3 may apply, which provides for such substances to be not subject to the Technical Instructions.

1.2 Most engines that are carried by air are consigned as **Engines, internal combustion, flammable liquid powered**, UN3166. It is logical that if the fuel that powers an engine does not meet the classification criteria as a flammable liquid (and the engine contains no other items considered to be dangerous goods), then the engine can be considered as not subject to the Technical Instructions. However, this is not particularly clear and it is suggested that this could be clarified by amending special provision A70.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to amend special provision A70 (which applies to both engines and vehicles that are flammable liquid powered or flammable gas powered) as follows:

A70 Internal combustion engines being shipped either separately or incorporated into a machine or other apparatus, the fuel tank of which has never contained any fuel, and the fuel system of which is completely empty of fuel, or that are powered by a fuel that, when tested, does not meet the defining criteria for any class or division, and without batteries or other dangerous goods, are not subject to these Instructions.

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