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Shipping of Hazardous Material (HazMat) and Engine/ Components Containing Hazardous Material

Situation

There are a number of United States regulations regarding the shipment of hazardous material. These regulations apply not only to shipments within the United States, but to import and export shipments as well. It is important to comply with all of these regulations. This bulletin is intended to provide you with some basic information about some of these regulations, and provide you with information about resources from which you can obtain additional information. It is also intended to draw your attention to the importance of proper packaging, labeling, and shipping of hazardous material; as well as any engine or engine component that contains hazardous material like gasoline or other fluids such as crankcase oil, gearcase oil, and hydraulic fluid. There are also requirements for training personnel that deal with the shipment of hazardous material. This bulletin is not intended to be a complete review of all the provisions to all the applicable regulations. Please do not treat it as such.

Overview of Regulations

The Hazardous Materials Regulations (HMR) specify requirements for the safe transportation of hazardous materials in commerce by rail car, aircraft, vessel, and motor vehicle. These comprehensive regulations govern transportation-related activities. In general, the HMR prescribe requirements for classification, packaging, hazard communication, incident reporting, handling, and transportation of hazardous materials. The HMR are enforced by Pipeline Hazardous Material Safety Administration (PHMSA), Department of Transportation (DOT), Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and the United States Coast Guard (USCG).

Overview of Training Requirements

Current U.S. Department of Transportation (DOT) regulations require initial training (and recurrent training) of all employees who perform work functions covered by the Hazardous Materials Regulations. Any employee who works in a shipping, receiving, or material handling area; or who may be involved in preparing or transporting hazardous materials, is required to have training. Hazardous materials transportation training is available from ShipMate, Inc. The training modules on CD-ROM or online contain an interactive training program which satisfies the DOT requirement for General Awareness, General Safety, and HazMat Security training. A comprehensive exam is offered and Certificates of Completion are generated upon successful completion of the program. The CD-ROM and online Web-Based Training may be purchased from ShipMate, Inc. for \$50.00. This also includes an electronic version of the 49 CFR Hazardous Materials Regulations, the current Emergency Response Guidebook, and full access to ShipMate's technical staff to assist you in properly preparing hazardous materials for transport. ShipMate, Inc. may be reached at 1-310-370-3600 or on the web at <http://www.shipmate.com>.

NOTE: The DOT training program does NOT include a test of any type and contains a lot of material which is not relevant (e.g. cargo tanks). In addition, you would have to purchase the 49 CFR separately (\$34.00) and the Emergency Response Guidebook (\$5.00). Further, the DOT program provides no support – technical or otherwise.

Shipping of Complete Engines and Major Assemblies

Air Transport

Electronic Fuel Injection (EFI) and Direct Fuel Injection (DFI) complete engines can no longer be transported by air or boat without going through additional preparations first. Specifically, all fuels, oils (including engine and gearcase oil), and hydraulic fluids (including power trim fluid) must first be drained from the engines, and all disconnected fluid pipes that previously contained fluid must be sealed with leak-proof caps that are positively retained.

NOTE: Only carbureted engines that have been stalled and completely run dry for lack of fuel are allowed in the air.

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Major assemblies such as gearcases, dressed powerheads, or other components containing any fluids must first be drained prior to shipping.

Ground Transport

Engines and components shipped by ground transport can continue to use the current procedure.

More Information on Hazardous Material

More information on hazardous material, regulations, packaging, training, etc. can be found by going to the ShipMate website: <http://www.shipmate.com> or by calling or writing to:

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