



# Australian Grain Industry – Code of Practice Technical Guideline Document

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## No. 18 TRUCK CLEANING PROCEDURE Post Carriage of Class 2 Product (Treated Fertiliser)

Compiled on behalf of the Australian Grain Industry by:  
**Grain Trade Australia**

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## Australian Grain Industry – Code of Practice

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### Technical Guideline Document

#### No. 18 Truck Cleaning Procedure

#### Post Carriage of Class 2 Product (Treated Fertiliser)

#### Version Control

Date	Version	Amendments
December 2016	1.0	Original document development
April 2018	2.0	Proposed for review

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## 1. Introduction

The release of this Technical Guidelines Document (TGD) supports the grain industry objective to develop sound and practical procedures to clean grain trucks post the carriage of high risk commodities that contain chemical residues – specifically, fertiliser treated with the fungicide flutriafol.

Flutriafol is a Group 3 fungicide for the control of certain fungal diseases in canola, wheat and barley.

Recently, levels of flutriafol have been detected on grain carried in trucks where prior cargoes were fungicide treated fertiliser. Maximum Residue Limit (MRL) violations have arisen when marketing this grain.

An industry designed, and approved cleaning procedure is anticipated to reduce the risk of MRL violations.

## 2. Trials Conducted

Past and recent trials have established:

- Residue of the fungicide flutriafol will remain within a vehicle post the carriage of fertiliser that is treated with this fungicide.
- Sweeping out the vehicle post carriage of fertiliser will not adequately reduce the level of fungicide residue and will risk the contamination of grain when carried as the next cargo.
- A thorough washing of the vehicle will more effectively reduce the levels of residue fungicide and, therefore minimise the risk of cross contamination of grain.

Based on the outcome of the trial, Grain Trade Australia recommends the preferred cleaning process (washing) is included into the relevant Codes of Practice for Transport of grain as developed by industry.

## 3. Standard Industry Procedure

The following procedure is recommended for the cleaning of treated fertiliser residues.

- **Safety**
  - Consider all likely risks and safety regulations (such as Working at Height) prior to commencing the cleaning process.
  - When conducting any cleaning, always wear appropriate personal protective equipment (PPE) including eyewear.
- **Location**
  - The vehicle shall be parked in an appropriate wash down bay that is equipped with a drain to collect any rinsate.
  - It is preferable for the wash down bay to be constructed of concrete or similar composite material.
- **Equipment**
  - Access to power and a clean potable water supply.
  - A commercial truck-wash detergent may be utilised. (Further trial and analysis is required to prove the efficiency and value associated with using a standard detergent based cleaner or truck-wash).
  - Access to a wash bay with appropriate and approved collection drain.
  - Trailer hydraulics raised to a level to allow the ease of water flow from the trailer without creating a risk of slips or falls for the operator.

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- Pressure washer hose and spray wand with a standard nozzle is the industry norm and preferred equipment. However, other pressure hoses and standard high-volume hoses will also adequately flush dust particles and reduce chemical residues.
  - An approved raised platform located next to the wash bay.
  - Suitable PPE clothing including eye protection.
  - Trailer access method (preferably submarine door).
  - Appropriate form for recording Cleaning Events.
- **High areas**
- All high sections of the trailer are to be inspected for residue dust particles and or caking of prior cargo
    - Areas to inspect include
      - Flat section on the lip of the trailer walls.
      - Cross beam supports and sections where cross beams connect to walls of the trailer.
      - Upper welds and joins.
      - Exposed section of the roll-tarpaulin when in the open position.
      - Under area of the roll-tarpaulin when closed.
  - High sections are to be cleaned first by washing any dust particles and/or loose caked material where possible into the confines of the trailer.
- **Wall area**
- Wall area including door seals (rear and submarine access doors) are to be inspected for residue dust particles and/or caking of prior cargo.
  - Walls are to be washed down from top to bottom ensuring enough volume of water to wash all material to the floor.
  - Care should be taken when washing the bottom section of the wall that a water and residue product is not splashed back onto the wall sections.
  - Door seals of the rear door and the submarine should be opened to ensure they can be accessed for thorough washing of any residue.
- **Floor area**
- The floor of the truck is to be washed from the forward end to the back end of the truck using the spray wand.
  - The spray wand setting, and the volume of water utilised should be appropriate for the task and be capable of removing fine particles of residue product by flushing with water.
  - Care should be taken during the washing process to minimise the incidence of water and product particles splashing back onto previously washed areas of the trailer.
  - In the event of back splashing of particles, the washing process should be repeated until satisfied all particles are removed.
  - All water and residue cargo should be collected within the drain. Fines collected in the drain should be cleared on a regular basis and disposed of in an appropriate manner.
- **Exterior of the vehicle**
- External areas of the vehicle are to be inspected to ensure there is no hang-up of material from prior loads. Areas to be inspected include wheel wells, rear door and rear under carriage of the trailer.
- **Final Inspection**
- After cleaning thoroughly inspect the interior and exterior areas of the trailer to ensure no visible residue remains.
  - This procedure should also include a check for discolouration and or odours.
  - Following final inspection, the record of Cleaning Events shall be completed.