



Australian Grain Industry – Code of Practice Technical Guideline Document

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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Version Control

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December 2016	1.0	Original document development
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TGD No.18 – Truck Cleaning Procedure - Post Carriage Class 2 Product (Treated Fertiliser)

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 (GTA) recommends the preferred cleaning process (washing) is included into the relevant GTA Grain Transport Code of Practice as developed by industry.

3. Standard Industry Procedure

Industry should follow the following procedure 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 water supply.
 - A commercial truck-wash detergent may be used. (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 slightly to allow the ease of water flow from the trailer without creating a risk of slips or falls.

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- Industry prefers the use of a pressure washer hose and spray wand with a standard nozzle. However, other pressure hoses and standard high-volume hoses that can adequately flush dust particles and reduce chemical residues may also be used.
 - 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**
 - Inspect wall area including door seals (rear and submarine access doors) for residue dust particles and/or caking of prior cargo.
 - Wash walls down from top to bottom ensuring enough volume of water to wash all material to the floor.
 - Take care when washing the bottom section of the wall that a water and residue product is not splashed back onto the wall sections.
 - Open door seals of the rear door and the submarine to ensure access for thorough washing of any residue.
- **Floor area**
 - Wash the floor of the truck from the forward end to the back end of the truck using the spray wand.
 - Use an appropriate spray wand setting and volume of water for the task and ensure it is capable of removing fine particles of residue product by flushing with water.
 - Take care 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 repeat the washing process until satisfied all particles are removed.
 - Ensure all water and residue cargo is collected within the drain. Clear the drain on a regular basis and dispose of the waste 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.