

CHAPTER 54

CLEANING INSTRUCTIONS – AIRCRAFT NITROGEN TRAILERS

- 54.1 This chapter provides basic and specific cleaning requirements for selected GSE. Where there is a specific requirement or need to highlight particular problem areas detailed cleaning guides are provided as tables and figures in this chapter.
- 54.2 While Nitrogen Trailers may appear to be quite innocuous, they are complex pieces of machinery. While all contamination and BRM must be removed, the main areas of concern are:
- external areas;
 - the nitrogen booster and regulator cabinet (NBRC);
 - tarpaulins;
 - tyres (new, old and spares).
- 54.3 All points are not specific to all Nitrogen Trailers.

External Areas

- 54.4 The cleaning instructions for Nitrogen Trailers illustrated in Figures 54-1 to 54-3, include the points detailed in Table 54-1.



Figure 54–1: 4 Bottle Nitrogen Trailer



Figure 54–2: 2 Bottle Nitrogen Trailer

**EXTREME CAUTION
GASSEOUS COMPONENTS**

All Nitrogen Trailers are to be de-rigged of bottles and the regulator removed prior to any cleaning. The de-rigging and the removal of the regulator is to be conducted by or under the supervision of a qualified technician

Table 54–1: Nitrogen Trailers

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	Remove the nitrogen bottles (de-rigging) and individually clean. The de-rigging and cleaning is to be conducted by or under the supervision of a qualified technician (refer Figure 54-3).	
2	Remove the regulator and individually clean. The removal and cleaning of the regulator is to be conducted by or under the supervision of a qualified technician (refer Table 54-3).	
3	Clean Ensure frame and bottle mounts are clean and free of soil, plant and insect material.	
4	Flush any open-ended piping.	
3	Mud and other debris collect in the inside area on the inner side of the wheel. Ensure that this area is cleaned well.	
4	Ensure axles and mounts on chassis are clean and free of soil, plant and insect material.	



Figure 54–3: 4 Bottle Nitrogen Trailer Pre and Post De-rigging for Cleaning

The Nitrogen Booster and Regulator Cabinet (NBRC);

54.5 The cleaning instructions for Nitrogen Trailer NBRC's, illustrated in Figure 54-4 to 54-7, include the points in Table 54-2.



Figure 54–4: The Nitrogen Booster and Regulator Cabinet (NBRC)



Figure 54–5: The NBRC Instrument Panel



Figure 54–6: The NBRC Instrument Panel Internal View Left and Right Side



Figure 54–7: Sidewinder Replenishment System

**EXTREME CAUTION
GASSEOUS COMPONENTS**

The Nitrogen regulator is to be removed prior to any cleaning. The de-rigging and the removal of the regulator is to be conducted by or under the supervision of a qualified technician

Table 54–2: Cleaning Instructions for Nitrogen Trailers NBRC

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	The de-rigging and the removal of the regulator is to be conducted by or under the supervision of a qualified technician.	
2	Remove the regulator and individually clean. The removal and cleaning of the regulator is to be conducted by or under the supervision of a qualified technician.	
3	Do not use high pressure water or steam cleaning of the NBRC. Hand wipe or air wash only.	

Tarpaulins

54.6 The cleaning instructions for the tarpaulins include the points detailed in Table 54-3.

Table 54–3: Cleaning Instructions for Tarpaulins

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	All tarpaulins are to be given a brush down, brush scrubbing and hose cleaning, paying particular attention to the seam areas and then hung so as not to contact the ground for drying.	
2	All ropes and universal dispatch straps are to be extended to their full length and wiped or washed clean of all soil, plant and insect matter. Attention to attachment points and fixtures and tension devices is required. Personnel are to inspect and remove all twigs, foliage, and so on that has become embedded in the rope fibres.	
3	Velcro panels and seams (where fitted) are to be brushed and washed to ensure all seed, plant and soil material is removed.	
4	Canvas bags are to be turned inside out and checked for burrs, seeds and insects.	
5	Where fitted, poles, knuckles and pegs are to be subject to a high-pressure water clean to remove all soil, plant and insect matter (ants, spiders and mud wasps are of particular concern).	
6	If tarpaulins have not been used during the entire deployment, then the requirement is for all tarpaulins to be unrolled, brushed and swept clean to ensure no vermin or insect infestation and then subject to inspection.	

Tyres (New, Old and Spares)

54.7 The cleaning instructions for Tyres (new, old and spares), if applicable, include the points detailed in Table 54-4.

54-4: Cleaning Instructions for Tyres (New, Old and Spares)

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	All tyres are to be washed and scrubbed to remove all BRM.	
2	Damaged tyres are to be inspected and their suitability for return to Australia determined. If necessary, damaged tyres (for example, perished, cracked or split) are to be removed and disposed of in accordance with the tyre disposal policy.	
3	Cracked tyres have the risk of containing BRM therefore perished tyres are to be subject to disposal.	
4	All tyres are to be treated with an approved residual insecticide after cleaning.	
5	Fitted tyres that are damaged should be replaced with new tyres.	
6	Used and fitted tyres on rims are to be individually verified that the tyres are on rims, inflated with beading sealed and that the tyres are clean, free of water and other BRM.	
7	Tyres that are not fitted to rims are to be stored in such a manner that water cannot collect inside the tyre. The preferred DA solution is that tyres are stored within containers. Tyres not fitted on rims will require fumigation on return to Australia.	
8	DA considers a Non-Commercial consignment of tyres to contain a maximum of 8 tyres (inclusive of the wheels on the vehicle) and be imported with an accompanying vehicle. If tyres are to be transported back to Australia in containers or crates, please refer to the DA BICON (Biosecurity Import Conditions system) internet site (http://www.agriculture.gov.au/import/online-services/bicon) for the commodity "tyres".	