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

NOTICE
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### 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 and 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 intended to draw your attention to some of the shipping regulations that we are aware of that might apply to your business, it is not a complete review of all of the laws and regulations that apply to the shipment of hazardous materials. Please do not treat it as such.

**NOTE:** *You, as the shipper of record, are responsible for classification, packaging, hazard communication, incident reporting, handling, and transportation of hazardous materials.*

### 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).

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## 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. 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 [www.shipmate.com](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 and the Emergency Response Guidebook separately. Further, the DOT program provides no support – technical or otherwise. For more information, view the DOT website at [www.dot.gov](http://www.dot.gov).*

## Shipping of Complete Engines and Major Assemblies

Complete engines cannot be transported without going through additional preparation first. Electronic fuel injection (EFI) and direct fuel injection (DFI) engines must have the fuel system drained of fuel, not run dry because of possible damage to electric fuel pumps. Carbureted engines must be completely run dry and have stalled due to lack of fuel. All engines must have any remaining fluids/oils drained (including engine and gearcase oil) and hydraulic fluids (including power trim fluid) and disconnected fluid pipes that previously contained fluid must be sealed with leakproof caps that are positively retained. Major assemblies such as gearcases, dressed powerheads, or other components containing any fluids must also be drained prior to shipping.

## 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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