

CHAPTER 58

CLEANING INSTRUCTIONS – AIRCRAFT MUNITION TRAILERS

- 58.1** This chapter provides basic and specific cleaning requirements for selected ground support vehicles. 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.
- 58.2** While Aircraft Munitions Trailers may appear to be quite innocuous, they are complex pieces of machinery. While all contamination and QRM must be removed, the main areas of concern are:
- a. external areas;
 - b. suspension;
 - c. drawbar;
 - d. rear and side utility compartments;
 - e. tarpaulins ; and
 - f. tyres (new, old and spares).
- 58.3** All points are not specific to all Aircraft Munitions Trailers s.

External Areas

- 58.4** The cleaning instructions for Aircraft Munitions Trailers illustrated in Figures 58-1 to 58-3, include the points detailed in Table 58-1.



Figure 58–1: Aircraft MHU-141 Munitions Trailer

Table 58–1: Aircraft Munitions Trailers

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	If applicable, open the centre mounts prior to cleaning (refer to Figure 58-2).	
2	High-pressure water clean around the fittings using a flexible nozzle as is necessary to get into all areas.	
3	Clean all the supporting members for the floor area.	
4	Wooden attachments (if applicable) are to be lifted to allow inspection and to facilitate cleaning of the chassis cross members and underside of the floor. If wood is cracked, gouged or damaged, they are to be disposed of in accordance with AQIS directions.	
3	Ensure twist lock recesses are cleaned and free of foreign material.	
4	All bins must be emptied and the bin and CES cleaned with a high-pressure water cleaner.	
5	Side rope bars may be hollow and require flushing	

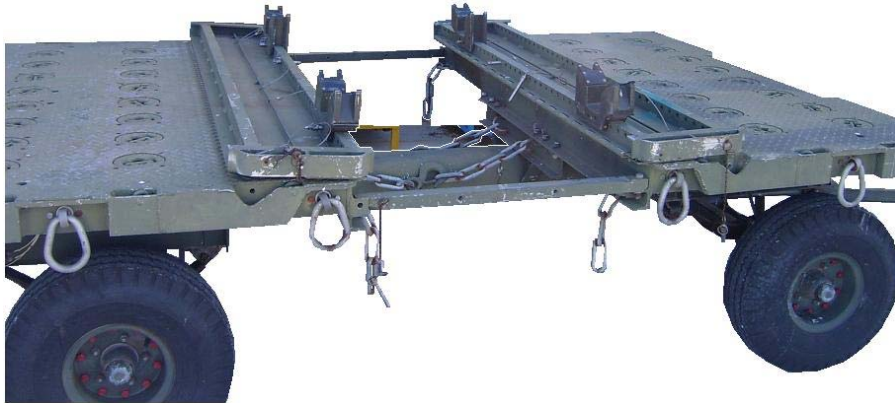


Figure 58–2: Aircraft MHU-141 Munitions Trailer With Centre Mounts Open



Figure 58–3: Aircraft MHU-110 Munitions Trailer

Suspension

- 58.5** The cleaning instructions for Aircraft Munitions Trailers suspension, illustrated in Figure 58-4, include the points detailed in Table 58-2.



Figure 58–4: Aircraft MHU-110 Munitions Trailer's Suspension

Table 58–2: Aircraft Munitions Trailers Suspension

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	Ensure suspension rocker beam mounts on chassis are clean and free of soil, plant and insect material.	
2	Mud and other debris collect in the spring seat, where the spring is mounted to the axle assembly, and are difficult to remove from the base of the springs. Ensure that this area is cleaned well.	
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.	

Drawbar

58.6 The cleaning instructions for under a Trailer's drawbar, illustrated in Figure 58-5, include the points detailed in Table 58-3.



Figure 58-5: Aircraft MHU-141 Munitions Trailer Alternative Towbars

Table 58-3: Cleaning Instructions for Under the Trailer's Drawbar

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	The trailer tow connector bar may be hollow and will require flushing to ensure it is free of QRM	
2	High-pressure water clean around the fittings using a flexible nozzle as is necessary to get into all areas.	
3	The swivel points on the drawbar are to be cleaned using a high-pressure water cleaner.	
4	The drawbar is to be inspected for drain holes and flushed through.	
5	All underside hollow members are to be subject to high-pressure water using a flexible nozzle to remove all soil, plant and insect matter.	
6	All grease and oil is to be removed to ensure freedom from QRM. Required areas may be re-greased or re-oiled after they have been inspected by AQIS.	

Rear and Side Utility Compartments

58.7 The cleaning instructions for Aircraft Munitions Trailers compartments, illustrated in Figure 58-6, include the points detailed in Table 58-4.



Figure 58-6: Aircraft MHU-141 Munitions Trailer Rear and Side Compartments

Table 58–4: Aircraft Munitions Trailers Rear and Side Compartments

<i>Serial</i>	<i>Comments or Tasks</i>	<i>Technical Time (hours)</i>
1	Tools are to be wiped clean and lightly oiled after inspection.	
2	Compartments and tool bins are to be emptied and individually brushed, air-blown and wiped clean.	

Tarpaulins

58.8 The cleaning instructions for the tarpaulins include the points detailed in Table 58-5.

Table 58–5: 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 an AQIS inspection	

Tyres (New, Old and Spares)

58.9 The cleaning instructions for Tyres (New, Old and Spares), if applicable, include the points detailed in Table 58-6.

Table 58–6: 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 QRM.	
2	Damaged tyres are to be inspected by AQIS, who will determine their suitability for return to Australia. 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 QRM 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 quarantine risk material.	
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 AQIS solution is that tyres are stored within containers. Tyres not fitted on rims will require fumigation on return to Australia.	
8	AQIS 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 AQIS internet site (http://www.aqis.gov.au/) ICON (Import Conditions Database) for the commodity “tyres”.	