



## **UKMHA Release LPG Cold Starting Safety Alert**

Following some recent reports of cold starting issues on LPG powered trucks in Britain, the UK Material Handling Association have released a Safety Alert which cautions against excessive cranking over of the engine and repeated starting attempts.

David Goss, UKMHA Technical Director, explains, “Investigations into the root cause are ongoing, but some instances have been identified where there is a build-up of deposits in the evaporator (pressure regulator), flow regulator or shut-off valve.

“The concern is that sticking valves could lead to a mixture which is too rich and therefore cannot be ignited. If there are then repeated starting attempts, this can lead to a release of a high unburned concentration of LPG which, in extreme cases, could present a risk of fire. LPG is heavier than air, so it does not naturally disperse and will accumulate in enclosed spaces and low lying areas where it can easily be ignited by an ignition source, such as sparks, electrical arc or a hot surface.”

He continues, “If the engine of an LPG truck does not start within the normal few seconds, then do not continue to crank the engine over and do not repeat the normal starting sequence. Instead you should secure the truck, ventilate the immediate area and contact your supplier to get the truck checked out.”

The Safety Alert gives advice for operators on what to do, and what not to do, if experiencing difficulty starting an LPG truck engine. It also offers guidance to service and maintenance engineers in how to safely deal with an LPG truck which has a reported starting issue.

All the Safety Alerts are published on the UKMHA website and have been created by the UKMHA Health & Safety Group to highlight hazards and safe working practices for technicians working on material handling equipment. They are freely available to members and non-members alike.

This latest Safety Alert is available to download now from the UKMHA website:

<https://ukmha.org.uk/wp-content/uploads/2022/11/UKMHA-Safety-Alert-0002-LPG-cold-starting.pdf>

**ENDS**

### **About the UK Material Handling Association**

The UK Material Handling Association (UKMHA) is a not-for-profit organisation representing all aspects of the UK’s material handling industry, including manufacturers, suppliers and dealers.

Virtually all manufactured goods and commodities are moved by material handling equipment at some point in their journey from factory to end user. The material handling industry therefore plays

a pivotal role in the UK economy and is almost unique in the way it operates across all industries, keeping the UK moving.

The UKMHA has been formed by the merger of the industry's two most respected trade associations – the British Industrial Truck Association (BITA) and the Fork Lift Truck Association (FLTA), together with their co-owned subsidiary, Consolidated Fork Truck Services (CFTS).

For more information, visit [www.ukmha.org.uk](http://www.ukmha.org.uk)

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## LPG – cold starting

### Description:



There have recently been some reports of users of LPG powered trucks experiencing issues with the start-up process. Investigations into the root cause are ongoing, but instances where a build up of deposits in the evaporator (pressure regulator), flow regulator and shut-off valve have been identified. Sticking valves could lead to a mixture which is too rich and cannot be ignited. Repeated starting attempts can lead to a release of a high unburned concentration of LPG which, in extreme cases, could present a risk of fire.

### Advice for Operators:

If the engine of an LPG truck does not start within the normal few seconds:



- Do **NOT** continue to crank the engine over
- Do **NOT** repeat the normal engine starting procedure
- Do **NOT** spray volatile agents into the air intake in an attempt to aid starting
- Secure the truck against further starting attempts
- Close the shut-off valve on the gas bottle
- Ensure the area is well ventilated
- Contact your truck supplier and request a check of the LPG system on your truck

### Advice for Service/Maintenance Engineers:

If you are presented with an LPG truck which has a reported starting problem:



- Do **NOT** follow the normal starting procedure
- Isolate the LPG supply (close the shut-off valve)
- Ensure that the working area is well ventilated
- Disconnect the battery
- Release LPG pressure trapped in the fuel supply system
- Follow the truck manufacturer's guidance for inspection of the LPG system

Remember that LPG is heavier than air, so it will accumulate in low lying areas where it can easily be ignited by an ignition source, such as sparks, electrical arc or a hot surface.