



Case Study: Plantation Engines

*Cummins Engines Powering Heavy-Duty
Trucks, Buses & Industrial Resources.*



Hazardous Classified Cummins Engines Destined for East Asia.

**Trained in Dangerous Goods (DG)
Packing, UCH Export Packers are
Certified to handle goods under
Class 2 – 6, 8 & 9.**

Packing goods considered to be dangerous requires experience and knowledge to ensure the correct classification of dangerous goods and avoid snags upon export. From packing crates to packing boxes, UCH Export Packers ensure all dangerous goods are compliant with international standards - ADR, IMDG and IATA regulations, for transportation by sea, air & road.



End-to-End Service

With ADR trained staff across the organisation, UCH Logistics is able to handle the collection, packing, screening & delivery of dangerous goods classed 2-6, 8 & 9.

Exporting a range of high value Diesel Engines, weighing up to 7-ton and valued at over £20,000 per unit requires not only DG expertise, but also the facilities to

screen and store large consignments. Having ample warehouse space at our Heathrow depot, our packing team are equipped to handle the receipt, sortation & dispatch of Cummins Engines destined for East Asia, supporting our customers just-in-time supply model.



Labelled & Certified

Using customer specifications, UCH Export Packers are able to prefabricate bespoke plywood case walls and timber roof toppers for Engines that are pre-bolted to pallet bases, reducing handling of large, imbalanced machinery.

Without handling the heavy-duty consignment, the plywood walls are positioned vertically, bordering the engine and safely nailed together. A bespoke timber roof topper is placed on top of the frame for sealing and structure.

Our team classifies the consignment in line with the IATA (Airfreight) & IMDG (Seafreight) guidelines and apply appropriate DG labels to the sealed crate before producing the official Dangerous Goods Note, necessary for export.