



FACT SHEET FOR VEHICLE REPAIR AND MAINTENANCE SHOPS

Vehicle repair shops wastes may include, but are not limited to spent solvents, degreasers, cleaning fluids, paint related wastes and thinners, used oils, used brake fluid, used transmission fluid, used antifreeze, used batteries, sump and aqueous part washer sludges, as well as sand and bead blast debris. Each facility must make a hazardous waste determination as to which of its waste streams **are** hazardous. This determination can be done by either collecting a representative sample from each waste stream or using knowledge of process.

PARTS WASHER SOLVENTS:

- after extended use on engine parts, typically becomes hazardous due to the metals such as cadmium, copper, lead and zinc, being etched off.
- create unnecessary environmental, worker health, and fire liabilities.
- mixed with used oil may make the used oil a hazardous waste.

Minimize your costs and liabilities by switching to aqueous solutions or units, if feasible!



AQUEOUS PARTS WASHER:

- uses soap and hot water continuously and when it becomes too dirty to use, the water is cooked off leaving a sludge residue.
- significantly reduces the volume of hazardous waste compared to solvent parts washer waste.
- use aqueous cleaners that are water-based solutions, unlike petroleum-based solvents, and are typically nonflammable and contain little or no volatile organic compounds (VOCs).

ANTIFREEZE:

- is toxic 100% of the time to children and pets, and will kill all of the good bacteria in sewage treatment plants and septic tanks.
- should never be poured down the drain.
- contains 95% ethylene glycol, an extremely toxic chemical.
- is more cost effective to just recycle it!

REFRIGERANTS:

- contain ozone depleting substances such as chlorofluorocarbon (CFC), hydrochlorofluorocarbon (HCFC) and hydrofluorocarbon (HFC).
- require a license to be managed.
- must be recovered by a certified technician using EPA approved recovery equipment.
- must NOT be vented at any time.

BATTERIES:

- can be recycled through a core exchange with local retailer.
- may be handled as hazardous waste.
- should be stored off the ground, preferably covered or inside, and not stacked more than four high.
- cracked or leaking must be stored in acid-resistant container.



BRAKE MAINTENANCE:

- may generate minimal amounts of fluids that may be mixed in with used-oil. Check with local used-oil recycler to determine if it's allowed and the acceptable amounts.
- cleaning can often be accomplished using non-chlorinated aerosols.
- may generate chlorinated solvent waste from cleaning solutions and must be handled as hazardous waste.
- or cleaning can also be accomplished using non-chlorinated brake cleaner.

AEROSOL CANS:

- should be used until empty.
- may be hazardous based on the ignitability characteristic.
- may be non-chlorinated in which have little or no VOCs.
- can be thrown in the trash when empty, but it is recommended to recycle.
- can be punctured in EPA approved system.

RADIATOR MAINTENANCE:

- often generates lead solder waste which may be contained or recovered for recycling.
- may also generate bead and sand blast media which may be contaminated with lead and must be handled as hazardous waste.
- can also generate antifreeze which must be handled properly as well.
- is more cost effective to find a contractor for the maintenance!

USED OIL:

- containers must be labeled at all times.
- containers must be closed at all times if outside.
- is to be stored in appropriate containers.
- is recommended to be stored on secondary containment.
- day-cans should be emptied daily.
- should be recycled!



Above all else, avoid disposing of any hazardous waste on-site, which is illegal and may subject the facility to significant fines, unless the facility has a permit to operate a disposal facility. Please contact the Technical Assistance and Compliance Section of the Hazardous Waste Bureau for further assistance and information. The contact telephone number is (505) 476-6000 or toll free at (866) 428-6535.