

## Waste Motor Vehicle Fuel and System Components

This fact sheet covers management options for businesses that handle gasoline and diesel fuel removed from motor vehicles and waste fuel system components such as tanks, lines and filters. Fuel that can be reused as fuel is not considered a hazardous waste. Contaminated fuel that cannot be reused as fuel is regulated under the Vermont Hazardous Waste Management Regulations (VHWMR) as discussed below.

### What can I do with uncontaminated fuel that has been removed from a motor vehicle?

Uncontaminated fuel should be returned to the vehicle from which it was removed or otherwise used as motor fuel whenever possible. Fuel that is stored temporarily should be stored in a container that is:

- ✓ in good condition and compatible with the fuel;
- ✓ clearly labeled to identify its contents;
- ✓ kept closed and located on an impervious surface, away from floor drains; and
- ✓ grounded, if necessary.

### How do I manage contaminated fuel?

Contaminated *gasoline* that cannot be reused as fuel is regulated as hazardous waste because it is ignitable (i.e., has a flash point less than 140 degrees F) (hazardous waste code D001) and contains toxic constituents such as benzene (hazardous waste code D018). Refer to the fact sheet on "Requirements for Large Quantity Generators, Small Quantity Generators and Conditionally Exempt Generators of Hazardous Waste in Vermont".

Contaminated *diesel* fuel may be:

- Used as a lesser grade fuel to be burned for energy recovery; or
- Managed as "used oil" (refer to the "Used Oil" fact sheet for more information on used oil management standards); or
- Mixed with used oil provided the resulting mixture is not ignitable; or
- Managed as hazardous waste.

### What else should I know about managing contaminated fuel?

- **Do not mix waste gasoline with used oil.** Gasoline contains benzene and other toxic constituents that can easily cause used oil to become regulated as hazardous waste.
- **Do not allow waste fuel to evaporate.** The evaporation of waste fuel not only introduces harmful vapors into the air, but also is considered illegal disposal of a hazardous waste.
- **Used absorbent materials (e.g., pads, granular products) generally must be managed as a hazardous waste** and cannot be discarded with solid waste. See the "Oily Wastes" fact sheet for more information.

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### How should waste fuel filters (and other components) be managed?

**Fuel filters:** Due to the fact that the filter media within fuel filters typically retains residual fuel after draining, used filters may be considered hazardous waste. Because section 7-204(e) of the VHWMR provides an exemption for scrap metal that is recycled, metal filters that have been drained are not regulated as hazardous waste so long as they are recycled as scrap. Metal-encased fuel filters that are not recycled as scrap metal must be managed as hazardous waste. Since there is no such exemption for plastic fuel filters, they must be managed as hazardous waste.

**Used fuel system components** that are to be discarded, such as fuel lines and tanks, must be drained of fuel. Metal components may be managed as scrap metal. Non-metal components that have been drained, with the exception of fuel filters or other absorbent components, may be managed as non-hazardous waste.

### What are some best management practices?

- ✓ Always store flammable materials away from ignition sources such as stoves and welding equipment.
- ✓ Use drip pans to minimize the need for absorbents.
- ✓ If fuel must be removed from a vehicle, collect it in a manner to ensure that it is not contaminated.

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### ***For more information contact:***

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