

Hazardous Waste Section  
File Room Document Transmittal Sheet

Your Name: Phillip Orozco  
EPA ID: N C S 0 0 0 0 0 1 7 2 7  
Facility Name: C J Auto Used Parts  
Document Group: Inspection/Investigation (I)  
Document Type: Focused Compliance Inspection (FCI)  
Description: MSRP -Soil contaminated with gasoline was discovered on 5/27/11.  
On 5/31/11, the incident was referred to the UST Section (Harry Messenger) for further action.  
Date of Doc: 2/25/2014  
Author of Doc: Phillip Orozco

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**File Room Use Only**

Date Recieved by File Room:

Date Scanned:

Month	Day	Year

NCS000001727

Scanner's Initials:

**Hazardous Waste Compliance Data Entry Form**

**EPA ID Number:** NCS 000 001 727

**Facility Name:** C J Auto Used Parts

**Address:** 345 Eaton Ferry Rd.  
Macon, NC 27551

**County:** Warren

**Contact Name:** Brad Leavitt

**Phone#:** 252-586-7463

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**EVALUATION DATA:**      **New: XX**      Change: \_\_\_\_\_      Delete: \_\_\_\_\_

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Date: **2/25/14**

Evaluation Type: **FCI/MSP**

Date: \_\_\_/\_\_\_/\_\_\_\_\_

Evaluation Type: \_\_\_\_\_

Inspector ID #: 018

**Evaluation Comments:**

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**Soil contaminated with gasoline was discovered on 5/27/11. On 5/31/11, the incident was referred to the UST Section (Harry Messenger) for further action.**

**NORTH CAROLINA HAZARDOUS WASTE SECTION (NC HWS)  
MERCURY SWITCH REMOVAL PROGRAM (MSRP)  
COMPLIANCE EVALUATION CHECKLIST/REPORT**

Facility Name: C J Auto Used Parts

Date of Inspection: 2/25/2014

Facility ID Number: NCS000001727

Previous Inspection date(s): 2/23/12; 5/27/11; 6/3/11 (CDI)

Facility Generator Status: NAG

County: Warren

Address: 345 Eaton Ferry Rd., Macon, NC 27551

Phone: 252-586-7463 800-897-6846

Mailing Address (If Different): \_\_\_\_\_

E-Mail Address: www.cjautousedparts.com/

Owner/Contact: Brad Leavitt, Owner; Bob Bobbitt, Manager

Type of Business: Metal scrap yard, used car parts, E-waste recycler (no CRTs accepted)

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Number of Cars Dismantled Per Year? 2,444 accepted

Does The Facility Shred On-Site? No

Does The Facility Crush On-Site? Yes

*\*If YES Do They Own Their Own Crusher?* No

*Any evidence of a release (see used oil below)* No

Does The Facility OWN or OPERATE A Mobile Crusher? No

**MERCURY SWITCH MANAGEMENT**

Facility Collecting Mercury Switches: Yes

Evidence of Mercury Release to Environment: **273.13(c)(2)(i)** No

Switches Containerized: **273.13(c)(1)** Yes

Switches In Closed Containers: **273.13(c)(1)** Yes

Containers Properly Labeled: **273.14(d)(1)** Yes

Facility Able To Demonstrate Accumulation Time: **273.15(c)** Yes

Number of Shipments of Switches: 0

Shipping Papers Maintained: Yes

Employees Trained In Mercury Handling & Emergency Procedures: **273.13(c)(2)(vi)** Yes

Mercury Switch Removal Log Maintained: No

Mercury Spill Kit On Site: **273.13(c)(2)(iii)** No



**USED OIL MANAGEMENT**

Does Facility Generate Used Oil: **279.22(a)** Yes  
Stored In: Container(s)  
Tanks / Containers Properly Labeled: **279.22(c)(1)** Yes  
Evidence of Used Oil Release: **279.22(b)/279.22(d)** No  
Used Oil Disposal Receipts Maintained: Yes

**LEAD / ACID BATTERY MANAGEMENT (266.80)**

Does Facility Generate Lead / Acid Batteries: Yes  
Batteries Properly Maintained To Prevent a Release: Yes

**GASOLINE MANAGEMENT**

Does Facility Generate Spent/Waste Gasoline: Yes  
Stored In: Container(s)  
Total amount of Spent/Waste Gasoline and/or Total Amount On-Site: unknown  
Evidence of Spent/Waste Gasoline Release: No

**LEAD WEIGHT MANAGEMENT**

Does the Facility Generate Lead Tire Weights: Yes  
Does the Facility Manage Weights for Recycling: Yes  
\*If Yes, How are weights stored: 5-gallon bucket  
Evidence of Weights on the Ground: No

**INSPECTION HISTORY**

NOD/NOV to Be Issued: No  
Verbal Warning (See Comment Section): No  
Previous Inspection Warning or NOV Issued: No  
\*If Yes, Type: \_\_\_\_\_

**DEFICIENCIES / CITATIONS:**

- One tote located under the car rack needed to be marked "Used Oil".

**BACKGROUND:**

- On 5/27/11, I visited the site in response to an anonymous report passed to my Section by the U.S. EPA that car fluids were being drained on the ground. Until this time, I was unaware that this facility existed. They had joined the MSRP in August 2007.
- On that day, I observed gasoline contaminated soils on the site during my 1<sup>st</sup> visit. After that visit, I referred the incident to the UST Section (Harry Messenger) for further investigation. Soil was excavated from the area of concern. The excavated soil was stockpiled on the site.
- The UST Section took the lead on the investigation pertaining to the contaminated soil.
- On 2/25/14, the soil stockpile was still on site.



- In 2012, CJ Auto began collecting circuit boards and unwanted TVs. However, after the MSRP inspection on 2/23/12, the facility ceased collecting cathode ray tubes (CRTs) found in computer monitors & TVs.

**COMMENTS:**

- Used oil is stored in a 1,000 gall tank connected to an oil burning heater. Excess used oil is stored in totes and 55-gallon containers.
- Used oil was observed in ten 55-gallon drums located along the fence line behind the office and parts building. A tote containing 160-gallons of used oil was observed at the drain rack.
- At least 80% of the cars being stored at this site at been moved to a new location owned by Mr. Leavitt. No mail box is located at this site but the address is 3265 Hwy 158 East, Littleton, NC 27850.
- Cars received at the Macon location will be drained and then taken to the Littleton site. In this way, the Macon site will have more open land to stockpile scrap metal.
- In the past Cars have been flattened at the Macon site. No signs of flattening cars were observed on the day of inspection.

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- In 2013, 2,444 cars were accepted. At the time of inspection, it was not determined how many cars were shipped off site as scrap metal. CJ Auto flattens cars prior to shipping the cars for payment as scrap metal. Hundreds of cars were taken from the Macon site and observed at the Littleton site.
- In the past, I have informed Mr. Leavitt and Mr. Bobbitt of the following,

**North Carolina General Statute § 130A-310.53** states:

A vehicle crusher, dismantler, recycler, or scrap processing facility shall not flatten, crush, bale, or shred an end-of-life vehicle that contains accessible mercury switches. All applicable mercury switches that are accessible must be removed from end-of-life vehicles before the vehicle is flattened, crushed, baled, or shredded, or before the vehicle is conveyed to another vehicle crusher, vehicle dismantler, vehicle recycler, or scrap vehicle processing facility.

**§ 130A-310.55 states Violations of Article; Enforcement.**

(a) It is unlawful for a person to do any of the following:

(1) Knowingly flatten, crush, bale, shred, or otherwise alter the condition of a vehicle from which accessible mercury switches have not been removed, in any manner that would prevent or significantly hinder the removal of a mercury switch.

(2) Willfully fail to remove a mercury switch when the person is required to do so.

(b) (Effective until December 31, 2017) Any person who violates subdivision (1) or (2) of subsection (a) of this section shall be punished as provided in G.S. 14-3. (**subject to a Class 1 unspecified misdemeanor**)

(b) (Effective December 31, 2017) This Part may be enforced as provided in Part 2 of Article 1 of this Chapter. (**an administrative penalty of up to \$32,500.00 per day**).

- It appears that hundreds of cars have been flattened and/or shipped for payment as scrap metal in 2013. However, only one shipment of 94 mercury switches has been received at EQ of Michigan on 6/22/11. Only one partially filled 2.5-gallon bucket of switches was observed at the site on the day of inspection.

**ACTION ITEMS:**

- Please retrain all employees that mercury switches must be pulled from cars prior to flattening. Mercury switches must be removed prior to flattening of vehicles containing such devices.
- I recommended to Mr. Leavitt that he call Harry Messenger, UST Section, and (919-791-4220) to discuss proper disposal of the contaminated soil stockpile.
- A hazardous waste determination in accordance with 40 CFR 262.11 will likely need to be completed.





A line of cars remaining on site.

Part of this land was cleared of cars which were taken to the Littleton site.



This picture shows most of the cars remaining on-site.



This picture is a close-up of the picture above. It shows the car rack where fluids are removed. The fluids are drained into 275-gallon tote containers.



\*Checklist/Report prepared by: Phil Orozco, NC HWS-Environmental Senior Specialist

  
Phillip G. Orozco

Environmental Senior Specialist

March 17, 2014



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