



Missouri NEWS

Auto & Truck Recyclers

Serving the Membership of the Missouri Auto & Truck Recycler Association

December 2021/
January 2022

MATR Annual Meeting

Coming Together, Learning Together & Growing Together

As you all know the Missouri & Illinois Auto Wreckers had their combined convention October 29-30 in Illinois. Both states had a great turnout. We saw many new faces at this year's convention & came together with old friends & colleagues. Although Illinois won the contest, having more yards in attendance, I was pleased to see the number of Missouri yards that turned out for the convention.

We had some amazing classes where we learned a ton of great information. As expected Theresa from Car Part had an informative (and entertaining) class all about online sales. This is a huge part of the industry right now & Theresa knows her stuff. It was great to get up to date information from her & see yards that have never done online sales before get excited about it. I know I learn something new each time I take a class from Theresa.

Another one of my personal favorite speakers was Guy Tiberio. Guy spoke about electric vehicles and showed us all the dangers of what can go wrong with batteries if they are disassembled incorrectly. The little things we can all do to make sure we are doing things safely and correctly are always important to hear.

And of course the highlight of the weekend was becoming President of the Missouri Auto Wreckers for a third year! I am excited to serve in this role for another year and looking forward to continuing to strive for excellence within our Missouri organization.

However, next year we will be headed back to Missouri for the convention. We are looking at locations now. And since the convention is coming back to Missouri we

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Find information on membership including the membership application at www.matronline.com/associate.html

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Missouri Automobile and Truck Recyclers Association

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Statements of fact and opinion are the responsibility of the author alone. Articles and letters suitable for publication will be published in the next scheduled newsletter as space permits. Articles may be edited for length. Articles that are advertising in nature may be labeled as such.

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Phosphorus

By **VET Environmental Engineering, LLC**
Max Menczer – Environmental Intern
Sara R. Hamidovic, MS, PE, CHMM – President

It is finally starting to cool off here in Bloomington – thank goodness! Last time, we wrote about Nitrogen, Nitrates, and Nitrites. Today, we would like to expand upon our discussion about storm water quality, particularly, phosphorus. We often get asked why a nutrient like phosphorus is considered a pollutant in storm water. So, we will go over the basics and provide some context as to why phosphorus is monitored and its potential effects on the environment.

The Clean Water Act created the National Pollutant Discharge Elimination System (NPDES) permit program to regulate point sources that discharge pollutants into water systems. NPDES Permits are administered by state agencies on authorization from the United States Environmental Protection Agency (USEPA). The program serves to reduce the presence of debris, chemicals, and nutrients in storm water discharge, and has successfully improved water quality throughout the United States since 1972.

Phosphorus is usually found in solid form as phosphate in rocks and minerals on Earth. All plants and animals rely on this essential nutrient. Although rarely found in nature, isolated phosphorus emits a faint glow when exposed to oxygen. In fact, some animals, like fireflies and jellyfish, go as far as to

manipulate this reaction to produce light. This is called bioluminescence. While humans cannot emit light, we still rely on phosphorus. Humans use phosphorus to make bones, teeth, and even DNA.

Dietary consumption of naturally occurring phosphorus, in small amounts, is necessary for a healthy diet. Many different types of foods contain phosphorus, including dairy products, meats and poultry, fish, eggs, nuts, legumes, vegetables, and grains. It can even be taken as a dietary supplement. Similarly, plants and ecosystems rely on phosphorus to stay healthy and grow. That's why it's included in fertilizers on farms. So, it can feel counterintuitive to think of phosphorus as a pollutant, since it's essential for plants and animals. However, too much of a good thing can become quite toxic.

According to the National Institute of Health (NIH), excessive levels of phosphorus are linked with adverse effects on the kidneys, bones, and the cardiovascular system. In rare occurrences, very high phosphorous intakes over short periods can cause hyperphosphatemia, a disorder that can lead to the calcification of non-skeletal tissues, especially in the kidney. High concentrations of phosphorus may result from poor agricultural practices, runoff from urban



areas and lawns, leaking septic systems or discharges from sewage treatment plants. If this runoff finds its way into a drinking water supply, like an underground well, you may be exposed.

Phosphorous runoff also wreaks havoc on waterbody ecosystems. It can cause increased growth of algae, a process called eutrophication, which can produce noxious toxins that can be harmful to human health. Eutrophication can also result in decreased levels of dissolved oxygen in extreme cases. This lack of oxygen often causes a fish kill event and can even lead to an ecosystem collapse.

Phosphorus is naturally found at low levels in the environment. So, even a small increase can have a big impact and negatively affect water quality. When phosphorus is not controlled, wastewater treatment plants can be overwhelmed by pollution, leading to widespread contamination of water systems near you. In highly polluted water, eutrophication can stay for years after the pollution has stopped. This can damage human health, fisheries, and tourism, so it affects public health and the economy. Thus, NPDES limits are set on phosphorus to prevent the impairment of water for suitable ecosystems and safe public water supplies.

We hope this article was informative and provided useful information about phosphorus. As always, please do not hesitate to contact VET at (812) 822-0400 with questions or concerns.

Got compliance?

Electric and Hybrid Vehicles - Have we been doing it wrong all this time?

By Andy Latham, Salvage Wire

Talking to a highly knowledgeable and respected electric and hybrid vehicle engineer recently got me thinking about the processes and procedures in place for safe working on electric and hybrid vehicles and have we been getting it wrong for years?

Not through any fault of our own, but as this type of vehicle technology, and especially the repair of these vehicles, is evolving so quickly practices put in place a few years ago may now be superseded by new procedures and standards, and it is incumbent on all leaders and managers to be aware of the changes and implement best practices that keep their employees, their customers vehicles and their businesses safe.

Our discussion included:

Electric or Hybrid Vehicle arrives at your facility; it could be accident damaged, flood damaged, or an end of life vehicle. You have no knowledge of the history of the vehicle, the condition of the vehicle, if it is safe or not, and you need to inspect, assess and dismantle the vehicle.

Who has responsibility for the vehicle as it arrives on site? Is it the high voltage

trained technician, the recovery truck driver, the receptionist or the parts team? Roles and responsibilities need to be established, correct protocols set out, and adhered to, training given that aligns your team to one of these levels:

- EVIP - **Informed Person** (driver, receptionist, parts team, etc)
- EVCP - **Competent Person** - can work on the vehicles once they have been made safe
- EVAP - **Authorised Person** - have completed EVCP training and is now trained and capable of 'live' working, so they can make the vehicles safe and confirm the shut down prior to vehicle storage and dismantling.
- Senior EVAP - **Senior Authorised Person** - has completed EVCP and EVAP training, can work on these vehicles whether they are live or safe, can supervise the technicians as well as be the reference point for technical help and advice.

How many dismantlers have these protocols in place?

Do you allow lone working on these vehicles? remember you don't know

Electric & Hybrid.. continued on page 10

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Electric & Hybrid.. continued from page 5

anything about the condition of the vehicle. What happens if something goes wrong? Whilst the vehicle is live, NEVER allow lone working.

When are you going to inspect the vehicle? Is it safe to do so? Remember you don't know anything about the condition of the vehicle. Protect your team by using the best personal protective equipment that keeps them safe, also earth the vehicle - connect an earth lead between the vehicle and a suitable earth point so if the vehicle body is live then there is protection in place. And check the earth lead with a voltage clamp to see if there is any current present.

Are you going to park it in the workshop overnight? Remember you don't know anything about the condition of the vehicle.

I wouldn't, what if it catches fire? Park it in the yard with an exclusion zone around it so that if it does catch fire overnight it will not cause any damage to adjacent buildings or vehicles. I have seen one manufacturer quote a 5metre (15 feet) exclusion zone, whilst another manufacturer states 20metre (60 feet) - how many storage compounds have that much space? Alternatively use a Vehicle Fire Blanket to cocoon the vehicle and then you don't need the exclusion zone - if the vehicle does catch fire a correctly utilised Vehicle Fire Blanket will stop the fire from spreading.

When you dismantle the vehicle and remove the battery, where do you put the battery that has been taken out, is it stored in a secure area away from the main building, with controlled ac-

cess or put on a pallet and left in the corner of the dismantling bay?

If you can give satisfactory answers to all of the above then you have probably been listening to me for the last few years as I have spoken about the risks of high voltage vehicles, but if you cannot then you need to consider completing training, investing in Personal Protective Equipment and tools for your team and facility, and updating your procedures so everyone knows what to do when a high voltage vehicle arrives at your business.

Your leadership in this area will keep employees and businesses safe, prevent accidents and failures and enhance skills and knowledge - activities that will raise staff performance, staff retention, efficiency, safety and profitability at the same time.

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From the President... continued from cover

need every yard to attend. Illinois cannot beat us on home turf! So go ahead and plan on coming now! But I would like to get your feedback on the convention as well. What are some classes you would like to attend? What topics are relevant to your yard? What vendors would you like to see at the convention? Shoot me a line and give me your ideas. I would love to hear them.

Thanks to everyone who came out and made the convention a success. Our partnership with Illinois has really opened up some great doors for both sides. I look forward to another successful year for our industry! And next year, we beat Illinois!



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