

Panel beaters and Smash repairers

Panel beating and smash repair involves rubbing down paint and fillers used in the repair process. When these substances are washed off panels and vehicle bodies, the subsequent wastewater contains material that can pollute our waterways, damage sewers and affect the health of sewerage system workers.



There are four activities that generate trade waste water during panel beating and smash repair. The following activities reduce the impact of this waste water on the environment for each stage of the panel beating process.

Damaged vehicle enters the workshop

Leaking motor oil, radiator fluid, brake fluid, battery acid and fuel can leak from damaged vehicles prior to repair work. To minimise the risk of these pollutants entering drains and lakes:

- Wipe up spills immediately.
- Place trays under leaking parts and use a pressure spray to wash the floor. Drain wash water to the sewer via an oil water separator.
- Capture and store brake fluid, motor oil and fuels in drums for off-site removal by a licenced contractor.
- Store batteries in a bunded area where wastes and spills drain to a blind pit. Place a plastic pallet under the batteries.

Vehicle is prepared for re-spraying following repair

There are two options for handling wastewater from this process and stopping discharge onto land and into the lake:

Option 1 - No discharge to sewer, no discharge to storm water:

- Minimise wastewater by either using a bucket of water to hand rub panels and vehicle bodies and a hose with a trigger nozzle for rinsing or a waterless system such as a dry powder guide coating system or vacuum dry rubbing system that eliminates the use of wet rubbing entirely. These methods can reduce your water bill as well as your wastewater volume.
- Recycle wastewater through a general purpose pit or above ground solids separator. You will require a licensed contractor to pump out the pit and remove the paint and dust residues.

Or

Option 2 - Discharge to sewer, no discharge to storm water:

- Pump wastewater to appropriate pre-treatment, then to the sewer (you will need a trade waste permit)
- Install a mesh screen on the collection pit to prevent tape, plastic clips, abrasive paper and other objects damaging the pump used with the solids separator.

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Vehicle is re-sprayed

- Contaminated waste water from the spray booth water curtain must be pumped out and taken off-site.
- Do not discharge this waste water directly or indirectly to the sewer or storm water to the lake.

Detailing and presentation

Tyre black, upholstery cleaners and shiners may contain chlorinated hydrocarbons. Buffing polishes may contain ammonia and petroleum hydrocarbons.

- Minimise the use of chemicals to clean and detail the vehicle.
- Pump water used to wash the vehicle to a general purpose pit, solids separator or oil water separator before discharging the waste water into the sewerage system. Do not discharge onto land or into storm water drains to the lake.

Remember:

Installing a roof is preferable to exclude rainwater, and use bunding to prevent wastewater washing down the storm water drain to the lake.

If your premises are connected to, or have the ability to discharge into Council's sewerage or storm water drains, you are subject to Council's storm water and trade waste bylaws, which means that you may be required to make a Trade Waste application.

On receipt of the application Council shall decide whether to issue you with conditions by way of a consent, which is monitored.



Need more info?

Call: The Pollution Control Team
Resource Engineers
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