

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 W. JACKSON BOULEVARD  
CHICAGO, IL 60604

SAMPLING INSPECTION REPORT

INSTALLATION NAME: Summit, Inc.

EPA ID No.: N/A

LOCATION ADDRESS: 6901 West Chicago Avenue  
Gary, IN 46406

NAICS CODE: 423930 (Automobile Salvage Facility)

DATE OF INSPECTION: March 18, 2009

U.S. EPA INSPECTOR: Spiros Bourgikos

PREPARED BY:

Spiros Bourgikos  
Spiros Bourgikos  
Environmental Engineer

5/8/09  
Date

REVIEWED BY:

Lorna M. Jereza  
Lorna M. Jereza, Chief  
Compliance Section I  
RCRA Branch  
Land and Chemicals Division

6/11/09  
Date

### **Purpose of Sampling Inspection**

The purpose of this sampling inspection at the Summit, Inc. facility located at 6901 West Chicago Avenue, Gary, Indiana was to determine (a) the total and TCLP concentrations of metals, TCLP concentrations of volatiles and semi-volatiles and total concentration of halogen in the used oil and soil samples; and (b) to determine whether the used oil and/or soil, from which the samples are taken, meet used oil specifications and/or exhibit(s) the hazardous waste characteristic of toxicity. The sampling and analysis was to be performed in accordance with the February 27, 2009 Quality Assurance Project Plan (Attachment A). This was an un-announced inspection.

### **Site History**

Summit, Inc. (Summit) is an automobile salvage yard. The 40 acre site is bordered by Chicago Avenue to the North, Industrial Highway to the Northeast and the Gary Airport to the Southeast. Summit receives approximately 100 cars per day and ferrous scrap delivered by street collectors. At the site, Summit uses two crushers to crush the cars before it sends them to be shredded at either Metal Management Midwest, Inc., or General Iron. Crushing enables Summit to load 16 cars onto a flat bed trailer versus only 9 un-crushed. Before crushing, Summit: 1) removes the car catalytic converters, alternators and starters; 2) drains any leftover gasoline from the cars; and 3) removes the car battery and the mercury switches. Car fluids, such as engine and transmission oil and radiator antifreeze, are not removed prior to crushing.

EPA Region 5 inspectors conducted a compliance evaluation inspection of Summit Inc., located at 6901 West Chicago Avenue, Gary, Indiana, on April 2, 2008. Summit Inc. crushed(s) cars in two crushers located at the site. Car fluids such as engine and transmission oil and radiator antifreeze were (are) not removed prior to crushing. During the car crushing process, Summit Inc. generated(s) engine and transmission oil that is mixed with radiator antifreeze fluid and sometimes gasoline.

During the April 2, 2008 inspection, the EPA inspectors observed: 1) several unlabeled drums of used oil stored at the site; 2) that the wooden pallets and ground, where crushed cars were stored, were saturated with what appeared to be oil; 3) two totes containing used car batteries, some of which appeared to be broken; and 4) that the liquid from one of the totes had leaked into the ground.

Sampling and analysis of the used oil are needed to determine whether the oil meets the definition of used oil and/or exhibits hazardous waste characteristics. Sampling and analysis of the ground, located in the area where crushed cars and car batteries are stored, are needed to determine whether the soil exhibits hazardous waste characteristics and/or has been contaminated.

**Participants:**

Spiros Bourgikos, U.S. EPA, RCRA Inspector  
Sue Rodenbeck Brauer, U.S. EPA, RCRA Used Oil Expert  
Jamie Paulin, U.S. EPA Inspector  
Dennis Bloom, Summit, Inc., Supervisor  
Peter Coulopoulos, Summit, Inc., Owner

**Opening Conference:**

On March 18, 2009, Sue Brauer, Jamie Paulin and I arrived at Summit at approximately 9:00 am. We entered the office and introduced ourselves to Dennis Bloom, Summit, Inc. supervisor. Mr. Bloom stated that he was expecting us because EPA had called<sup>1</sup>. We asked for Mr. Coulopoulos and we were told that he would be arriving in an hour or so. At this point, we presented our enforcement credential and explained to Mr. Bloom the purpose of our visit. We described to Mr. Bloom the process of taking samples and the locations where we planned to take samples from and asked whether anybody from Summit would be escorting us through the Summit property. Mr. Bloom responded by saying that we can go ahead and take the samples that we need to. He also stated that it was not necessary for anybody from Summit to be with us during the sampling process (later on when Mr. Coulopoulos arrived, he also gave us permission to take samples).

Before we started the sampling process, Ms. Brauer wanted to clarify some used oil issues. Her notes from her interviews with Mr. Bloom and other Summit, Inc., employees were e-mailed to me on March 20, 2009 and are included as Attachment B.

**On Site Observations:**

Upon our arrival, it was quite obvious that there was a lot more scrap at the property than the scrap we observed during EPA's April 2, 2008 compliance evaluation inspection. According to Mr. Bloom, the scrap business has deteriorated because of the state of the economy.

Before we started to sample, we took a brief walk through the property to try and identify potential sampling locations. The majority of the cars at the site that we observed, had been crashed and were stacked six high in several long rows located east of the newly installed shredder. We observed several potential sampling locations including areas of dark stained soil and areas of oily water between crashed cars.

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<sup>1</sup> Actually, Mr. Bloom was referring to inspectors from the Indiana Department of Environmental Management (IDEM) and the City of Gary. We run into them just before we started taking samples. We introduced ourselves but did not record any names. We were told that IDEM was there to check the new shredder and that the City of Gary was there concerning storm water run-off issues.

**Oil Sampling at Crusher No. 1:**

We started sampling at Crusher No. 1. Crusher No. 1 is located on a concrete pad approximately 100 yards east of the office. At the time of the inspection, the crusher was not operating. During EPA's April 2, 2008 inspection, EPA inspectors had observed a metal drip pan collecting fluids from crushed cars and were planning to take samples of liquids found in these drip pans. However, during this inspection, there were no drip pans in this area. In addition, Summit, Inc. had cemented the area between the Crusher No. 1 pad and the north-east property fence. This area includes the location where EPA inspectors, in 2008, observed an oil water separator.

East of the crusher and towards the back edge of the concrete pad, there was a metal box that was covered with a plastic tarp. I lifted the front part of the tarp and inside the box, I observed two 55-gallon drums (see Photograph No. 1). The box, which appeared to be some type of a secondary containment, was half full with a brownish liquid. The liquid appeared to have an oily sheen (see Photograph No. 2).

The first two samples we took were from the liquid in the metal box. Ms. Paulin used a new plastic ladle (one for each sample) to skim the top of the liquid and collect two, eight-ounce samples. After each sample was collected, Ms. Paulin filled out the label for each sample and attached it to the jar. During sampling, Ms. Brauer was taking notes marking down the sample number and location where each sample was taken from<sup>2</sup>. I was assisting Ms. Paulin and taking photographs of the samples and sample locations.

Next we collected samples from the two 55-gallon drums inside the box. We collected one sample from each drum shown in Photograph No. 1. I used a clean coliwasa for each of the samples I collected. To collect a sample, I immersed the bottom six inches of the coliwasa into the drum and pulled out the plunger. I then emptied the contents of the colliwasa into a clean jar held by Ms. Paulin. It took me approximately three sample withdraws to fill one eight ounce jar. Table 1 below shows the samples collected from this area, the location of the samples, the test to be performed on each sample and the corresponding photograph from the Photograph Log (Attachment C).

**Table 1**

LOCATION	SAMPLE NUMBER/ PHOTOGRAPH NO.	TEST TO BE PERFORMED	REMARKS
Crusher 1	3180901/3 and 4	TCLP	2ndary cont. liquid
Crusher 1	3180902/3 and 4	totals, FP	2ndary cont. liquid
Crusher 1	3180903/3 and 4	TCLP	55 gal. drum
Crusher 1	3180904/3 and 4	totals, FP	55 gal. drum

<sup>2</sup> Ms. Brauer's March 20, 2009, e-mail (Attachment A) contains a table that includes all the sample numbers of all samples taken and the location from where each sample was taken.

**Oil Sampling at the Gas Recovery Shed:**

This is the area where Summit drains the gasoline from the cars. The gasoline is collected in two tanks. The larger tank is painted green and is placed inside a steel box which acts as a secondary containment (see Photograph No. 5). Inside the steel box, I observed a redish liquid that was over one foot deep (see Photograph Nos. 6 and 7). Close to the box, I could detect the smell of gasoline and/or diesel fuel. This tank was marked "Diesel Fuel, Off-Road-High Sulfur" (see Photograph No. 8). To the right of the green tank, there is a second smaller tank painted red that sits on the concrete pad of the shed (see Photograph No. 9).

Inside the shed, there were approximately 16, 55-gallon drums located in front of the red tank and 23, 55-gallon drums located adjacent to the west wall of the shed (see Photograph No. 10). The drums that I could reach, had some type of liquid inside and appeared to be full. None of the drums was labeled to indicate whether the drums contained used oil or not. We sampled four of the 39 drums and we collected three samples per drum. One clean coliwasa was used to collect three samples from each drum. For the four drums, we used four clean coliwesas. Table 2, below, shows the samples collected from this area, the location of the samples, the test to be performed on each sample and the corresponding photograph from the Photograph Log (Attachment C).

**Table 2**

LOCATION	SAMPLE NUMBER/ PHOTOGRAPH NOS.	TEST TO BE PERFORMED	REMARKS
gas recovery shed drum 1	3180905/9, 11 and 12	TCLP	55 gal. drum in front of red horizontal tank
gas recovery shed drum 1	03180906/9, 11 and 12	totals, FP	55 gal. drum in front of red horizontal tank
gas recovery shed drum 1	03180907/9, 11 and 12	total halogens	55 gal. drum in front of red horizontal tank
gas recovery shed drum 2	03180908/10, 13, 14 and 15	TCLP	55 gal. drum left, rear
gas recovery shed drum 2	03180909/10, 13, 14 and 15	totals, FP	55 gal. drum left, rear
gas recovery shed drum 2	03180910/10, 13, 14 and 15	total halogens	55 gal. drum left, rear
gas recovery shed drum 3	03180911/9, 16 and 17	TCLP	white plastic 55 gal. drum
gas recovery shed drum 3	03180912/9, 16 and 17	totals, FP	white plastic 55 gal. drum
gas recovery shed drum 3	03190913/9, 16 and 17	total halogens	white plastic 55 gal. drum

gas recovery shed drum 4	03190914/9, 18 and 19	TCLP	black 55 gal. drum
gas recovery shed drum 4	03190915/9, 18 and 19	totals, FP	black 55 gal. drum
gas recovery shed drum 4	03190916/9, 18 and 19	total halogens	black 55 gal. drum

**Soil Sampling Outside the Gas Recovery Shed:**

Outside the east wall of the shed, I observed a steel box approximately two feet high, by six to eight feet square. The box was full of used car batteries. I observed that several batteries were broken and the lead plates were exposed. The steel box was not labeled with any markings. See Photograph Nos. 20-23.

In this area, there was also a horizontal tank that was painted red inside a containment steel box (see Photograph No. 20). The concrete pad between the tank and the property fence was covered with dirt saturated with what appeared to be oil. This is the area where we collected the first soil sample. Ms. Paulin used a clean ladle to scrape several ounces of soil onto a layer of aluminum foil. Ms. Paulin then mixed the collected soil well before she filled two, eight ounce jars. Table 3, below, shows the samples collected from this area, the location of the samples, the test to be performed on each sample and the corresponding photograph from the Photograph Log (Attachment C).

**Table 3**

LOCATION	SAMPLE NUMBER/ PHOTOGRAPH NOS.	TEST TO BE PERFORMED	REMARKS
red waste oil horizontal tank outside gas recovery shed	03190917/23 and 24	TCLP	sticky dirt/oil scraped from concrete
red waste oil horizontal tank outside gas recovery shed	03190918/23 and 24	totals	sticky dirt/oil scraped from concrete

**Soil Sampling Between Aisle of Stacked Cars:**

Next, we walked to an area east of the newly installed shredder. There, the soil of the aisle between two rows of crushed cars appeared to be stained with oil at several locations (see Photograph Nos. 25 and 26). Ms. Paulin chose what appeared to be the most stained soil and collected three soil samples. The samples were collected in the same manner as the sample collected from next to the shed. Table 4, below, shows the samples collected from this area, the location of the samples, the test to be performed on each sample and the corresponding photograph from the Photograph Log (Attachment C).

**Table 4**

LOCATION	SAMPLE NUMBER/ PHOTOGRAPH NOS.	TEST TO BE PERFORMED	REMARKS
Between aisles of stacked cars E of shredder	03190919/27, 29, and 29	TCLP	black patch on soil
Between aisles of stacked cars E of shredder	03190920/27, 28 and 29	totals	black patch on soil
Between aisles of stacked cars E of shredder	03190921/27, 28 and 29	duplicate	black patch on soil

**Soil Sample at a Pool of Water With Oil Sheen:**

In the area between the crushed cars and the shredder (in front of the rows of crashed cars), there was a pool of water with an oil sheen. The soil in front of the water was dark and appeared to be stained with oil. Ms. Paulin collected two soil samples from this area. The samples were collected in the same manner as the other soil samples. Table 5, below, shows the samples collected from this area, the location of the samples, the test to be performed on each sample and the corresponding photograph from the Photograph Log (Attachment C).

**Table 5**

LOCATION	SAMPLE NUMBER/ PHOTOGRAPH NOS.	TEST TO BE PERFORMED	REMARKS
by pool water w/ oil sheen	03190922/30, 31 and 32	TCLP	dark stained soil
by pool water w/oil sheen	03190923/30, 31 and 32	totals	dark stained soil

After we finished collecting the samples, we walked back to the car where we finished sealing the jars and the plastic bags containing each jar. The bag and jar seal numbers were recorded by Ms. Brauer and the samples were placed inside the cooler. We finished sealing the jars and bags at 1:30 pm.

On the way back to the office, we stopped at a gas station and purchased ice for the cooler. As the samples were packed in ice, Ms. Paulin filled out the chain of custody form, then placed it inside a plastic bag and taped it inside the cooler. The cooler was sealed and was dropped off at the EPA Regional Lab at approximately 4:30 pm.

**Closing Conference:**

At the conclusion of the inspection, we informed Mr. Coulopolos that we were done with the sampling. I informed Mr. Coulopoulos that he needs to improve the management of used oil and improve the storage of used batteries<sup>3</sup>. Mr. Coulopoulos invited us for a tour of the shredder, but we declined. Mr. Couloppoulos stated that he had invested approximately \$16.5 million on the shredder and he expected business to pickup soon. According to Mr. Coulopoulos, the shredder had the capacity to process one thousand tons of scrap per day. He also stated that the next time we visit, all the scrap would be gone from the site. Mr. Coulopoulos also stated that he had placed a large order of slag to be used as fill material throughout the site. Just before we left, Mr. Coulopoulos had a brief conversation with Ms. Brauer.

**Attachments:**

Attachment A: Sue Brauer's March 20, 2009 e-mail.

Attachment B: February 27, 2009 Quality Assurance Project Plan

Attachment C: Photograph Log

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<sup>3</sup> Mr. Coulopoulos was informed of our concerns about the storage of used oil and used car batteries during the first EPA inspection on April 2, 2008.



Attachment A

Sue Brauer/R5/USEPA/US

03/20/2009 03:37 PM

To Jamie Paulin/R5/USEPA/US@EPA, Spiros  
Bourgikos/R5/USEPA/US@EPA  
cc Richard Clarizio/R5/USEPA/US@EPA  
bcc

Subject Summit inspection notes

Jamie and Spiros,

I'll be on vacation from Saturday through Thursday (3/26/09) and may be in the office on Friday.

Attached please find notes from the 3/18/09 inspection. I have a few more notes about labeling on tanks in the gas recovery shed but didn't include those details. If you see mistakes, please let me know.

I'm hoping all the samples come back non-hazardous and we only have to do an NOV for used oil. We don't need the 3007 for the used oil signatures any more.

Sue Rodenbeck Brauer  
U.S. EPA, Region 5 (LR-8J)  
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Chicago, Illinois 60604-3590  
phone (312) 353-6134  
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NOTE

DATE March 20, 2009

SUBJECT Summit, Inc. March 18, 2009 Sampling Inspection Notes

TO Spiros Bourgikos, Lead Inspector

FROM Sue Rodenbeck Brauer, Environmental Scientist/Used Oil Expert

On March 18, 2009, Jamie Paulin, you, and I inspected Summit, Inc. on Chicago Avenue at Industrial Highway in Gary, Indiana. Upon arrival at the facility, we entered the scrap yard office and introduced ourselves to Dennis Bloom. Dennis said that EPA had called, so the facility was expecting us.

I provided Dennis Bloom with three outreach documents prepared by IDEM and available on-line:

1. "Complying with Indiana's Used Oil Rule 329 IAC 13" ([www.state.in.us/idem/files/la-066-gg.pdf](http://www.state.in.us/idem/files/la-066-gg.pdf), accessed 02/06/2009)
2. "Used Oil Filters" ([www.state.in.us/idem/files/nrpd\\_waste-0023.pdf](http://www.state.in.us/idem/files/nrpd_waste-0023.pdf), accessed 02/06/2009) and
3. "Classification of Used Antifreeze" ([www.state.in.us/idem/files/la-017-gg.pdf](http://www.state.in.us/idem/files/la-017-gg.pdf), accessed 02/06/2009).

I explained that U.S. EPA enforces IDEM used oil management regulations.

I showed Dennis Bloom copies of used oil shipping documents I had obtained from Summit in April 2008 and asked whose signature was below the "Generator certification." Dennis and other Summit employees (including Joe Rizer, the paperwork guy) identified the signatures as those of Dennis Bloom (4/2/2008), J.S. Mulcahey (2/14/08, for James Scott Mulcahey, Jr.), Scott Mulcahey (3/19/08, for James Scott Mulcahey), and Jamie Mulcahey (4/23/08).

Joe Rizer brought out his 2008 folder for Beaver Oil Company. I observed paperwork showing Summit as the customer at a different scrap yard than the one at Chicago and Industrial Highway. Joe explained that Summit has a mobile car crushing operation. Summit brings a car crusher to other yards and crushes cars. Sometimes Summit brings oil back to the Chicago Ave. location; other times Summit sends Beaver Oil to other yards to vac out the drums there.

I asked, "Does Summit make any effort to separate antifreeze from oil?" Dennis Bloom shook his head no and said that Beaver Oil takes care of all that. "They have the refining facilities."

Dennis Bloom says he doesn't know what "40 CFR 279" is in the generator certification. It's very difficult to keep antifreeze and oil separate. "That stuff wants to run together."

I asked whether Summit has a written contract with Beaver Oil Company. Joe Rizer said that there is no written contract between Summit and Beaver. Summit calls Beaver on an as-needed basis. Summit employees feel that Beaver won't take waste unless they sign the certification. Beaver initiated use of the certification.

This conversation answered all the questions I had regarding the used oil paperwork, so we proceeded to the parking lot and prepared to sample. While we were by the vehicles, IDEM and Gary wastewater district employees walked up. These were the inspectors that Dennis had been told to expect. (time noted as 11:10 central)

[Peter Coulopolos drove by; not sure of sequence of events. Spiros asked about fill material.]

In comparison to 2008, the facility had a lot more scrap metal on site. Crushed cars were stacked six and ten high over at least twice as much area as was covered by cars in 2008. Crusher #1 was in the same location as in 2008. Between the cement pad for the crusher and the property line fence, concrete had been poured where the tires had been piled in 2008. By crusher #2, several mobile crushers were lined up, and concrete placement to the fence extended this far. Sampling where we had observed the oil separator in 2008 was not possible.

As in 2008, I could hear frogs in the ponded water with reeds. This low lying area is being filled to make more dry area for managing scrap. Spiros observed oily water between stacks of cars, and we noted additional potential sampling locations before starting to sample. Sampling notes follow.

LOCATION	NUMBER	SAMPLE	JAR SEAL	BAG SEAL	REMARKS
Crusher 1	3180901	TCLP	144082	144083	2ndary cont. liquid
Crusher 1	3180902	totals, FP	144084	144085	2ndary cont. liquid
Crusher 1	3180903	TCLP	144086	144058	55 gal. drum
Crusher 1	3180904	totals, FP	144059	144060	55 gal. drum
gas recovery shed drum 1	3180905	TCLP	144061	144042	55 gal. drum in front of red hor. tank
gas recovery shed drum 1	03180906	totals, FP	144143	144159	55 gal. drum in front of red hor. tank
gas recovery shed drum 1	03180907	total halogens	144160	144161	55 gal. drum in front of red hor. tank

LOCATION	NUMBER	SAMPLE	JAR SEAL	BAG SEAL	REMARKS
gas recovery shed drum 2	03180908	TCLP	144162	144163	55 gal. drum left, rear
gas recovery shed drum 2	03180909	totals, FP	144164	144165	55 gal. drum left, rear
gas recovery shed drum 2	03180910	total halogens	144080	144069	55 gal. drum left, rear
gas recovery shed drum 3	03180911	TCLP	144070	144071	white plastic 55 gal. drum
gas recovery shed drum 3	03180912	totals, FP	144072	144073	white plastic 55 gal. drum
gas recovery shed drum 3	03190913	total halogens	131649	131687	white plastic 55 gal. drum
gas recovery shed drum 4	03190914	TCLP	131643	131641	black 55 gal. drum
gas recovery shed drum 4	03190915	totals, FP	131644	131645	black 55 gal. drum
gas recovery shed drum 4	03190916	total halogens	131642	131648	black 55 gal. drum
red waste oil hor. tank outside gas recovery shed	03190917	TCLP	144005	144006	sticky dirt/oil scraped from concrete
red waste oil hor. tank outside gas recovery shed	03190918	totals	144007	144008	sticky dirt/oil scraped from concrete
btwn aisles of stacked cars E of shredder	03190919	TCLP	140011	144017	black patch on soil
btwn aisles of stacked cars E of shredder	03190920	totals	140021	144015	black patch on soil
btwn aisles of stacked cars E of shredder	03190921	duplicate	144009	144010	black patch on soil
by ponded water w/ oil sheen	03190922	TCLP	144024	144020	dark stained soil

LOCATION	NUMBER	SAMPLE	JAR SEAL	BAG SEAL	REMARKS
by ponded water w/oil sheen	03190923	totals	144063	144064	dark stained soil

1:30 pm done sealing jars and bags.

Peter Coulopolos came up to talk. We talked with him about the economy. Scrap value of cars is now about \$140 as opposed to \$500 last year. His new shredder cost \$14M or \$16.5M, not sure that the figure is what he said. Inspectors headed to office (more roof decay evident than in 2008, but dry).

I suggested that Summit employees not sign the certification and see what happens or ask their consultant, ATP?, whether they have to sign. We left.

After a few moments, Peter came to my car door. I told him that an on-spec determination means that a person knows the concentrations of arsenic, cadmium, chromium, lead, total halogens, and flash point. Peter said that Beaver had sampled the oil, that he sent the analysis to EPA, and that Beaver has a lab. I told Peter:

1. The only people who have to make an on-spec determination are people who send fuel to burners;
2. Summit doesn't send oil to burners because Summit sends oil to Beaver; and
3. For each shipment of on spec oil to a burner, there has to be an on-spec determination.

Peter said that he thinks Beaver just decants the water before sending it to steel mills. I said that may be so, and emphasized that Summit does not have to make the certification that the oil is on-spec.

cc: Jamie Paulin, CS 1

F:\user\sbraue02\usedoil\NWI scrap\Summit\NOTE031809SRB, drafted 03202009  
Sue Brauer, CS 2/RB/LCD