



Clean Tank Technologies (CTT) generally only collects empty, non-damaged, serviceable IBCs for reconditioning and reuse. Certain restrictions and charges – such as freight and recycling fees – will apply to non-serviceable or non-desirable units.

## RECEIVING AN ACCEPTABLE IBC

IBCs failing to meet the following criteria will be considered non-acceptable, and/or charges will apply:

- Cage is free of significant rust, dents, bowing, or broken welds - maintaining its original design integrity.
- Steel and plastic pallets must have all welds and bolts intact with no missing or damaged corners.
- Bottles must be free of punctures and cuts, with no staining or UV damage, and plastic corners in place.
- Caps, gaskets and valves must be serviceable and in place, with no cracks or UV damage from sunlight.
- Valve must be closed, bungs in place, and all labels must remain.
- Bottles, cages and placards (plates) may not be spray-painted, marked or covered with residue (i.e. lading, paint, coating, pulp, etc.). Bottle must be “drip dry,” and material/residue free.

## RECEIVING A NON-ACCEPTABLE IBC

IBC's that are purchased by us and shipped to our location at our expense must meet all acceptability requirements - unless agreed in writing. Seller agrees that they will be responsible to reimburse CTT for all costs associated with Non-Acceptable units including the purchase price, shipping, heel, (retained product) and cleaning/recycle cost recovery fees.

IBCs with **molded (non-removable) valves** will only be accepted if agreed to before delivery but otherwise will be subject to a **\$40 per unit cleaning/recycle fee**.

IBCs with **wood pallets** are non-acceptable and will be subject to a **\$40 per unit cleaning/recycle fee**.

- Non-serviceable units may be accepted for recycling upon prior approval if it is an acceptable prior product and is “empty”. Before returning, close valves and fill cap, do not remove labels.

## NON-CONFORMING (UNEXPECTED) CONTAINERS

**ANY IBC CONTAINING HAZARDOUS MATERIAL HEEL WILL BE IMMEDIATELY REJECTED.**

In the case of containers which contain an unacceptable product or quantity of material, which have been shipped either intentionally or by mistake to the facility, receiving personnel will immediately notify their Supervisor that a non-conforming container has arrived onsite. The Supervisor will initiate the non-conforming Container Process:

- A “Rejected” label will be adhered to the container.
- The original receiving record will be corrected to state which IBCs will not be received due to non-conformance. This record must be delivered to administrative personnel.
- A detailed record with the name of the supplying party, IBC count, and reason for rejection will be created.
- The Customer will be notified directly by phone.
- The non-conforming container may be set-aside in a designated hold area while the balance of the delivery vehicle is unloaded.

It is preferred that a rejected container be returned with the delivery vehicle. Every effort should be made to ensure that a decision regarding the disposition of the non-conforming container be made before the delivery vehicle leaves the facility.

Non-conforming containers shall not be introduced into the reconditioning process. Rejected containers not sent back with shipper will be placed into a designated quarantine area until discrepancy has been resolved. CTT is not responsible for any shipping costs associated with non-Conforming containers. Non-conforming containers may be returned with the next outgoing shipment of cleaned containers, if agreed by CTT and customer.

**ADDITIONAL CHARGES FOR NON-CONFORMING CONTAINERS**

**Non-Hazardous Heel (retained product) Disposal – \$7 per gallon**

1” = appr. 6 gallons (\$42); 1½” = appr. 9 gallons (\$63); 2” = appr. 12 gallons (\$84) in a 275-gallon IBC

**Hazardous Material or Undesignated Containers – \$100 per day for quarantine storage, per IBC**

Clean Tank Technologies is not responsible for disposal of any hazardous material shipped to our facility, including any unlabeled material which is considered undesignated dangerous waste.

**Ladings that are not listed as DOT Hazardous Material or RCRA waste may still be considered a State regulated waste.** All containers must be returned unless proven non-hazardous and subsequently not regulated. Non-hazardous or non-regulated materials will be dealt with on a case-by-case basis. Following is a list (not to be considered inclusive) of Prior Products generally not accepted:

Prior Products <b>NEVER ACCEPTED</b>	Prior Products <b>MAY BE ACCEPTED ONLY WITH WRITTEN APPROVAL</b> , Including any special handling requirements (i.e. bona fide triple-rinsing, etc.)	
Radioactive Material Poisons: Hazard Class 6, Packing Group II Poisons: Class B Poisons: WHMIS (Canada) Dioxins Parathion Biological Wastes PCBs Cyanides or Cyanide Compounds Formaldehyde Andisil HY 43	111-Trichloroethane Acrylonitrile Alkyl Chloride Ammonia Perchlorate Ammonium Fluoride Aqua Ammonia Benzene Benzoyl Chloride Butylacrylate Carbon Tetrachloride Chlorinated Phenols Chloroform Chloroprene Dimethylcyclohexylamine, N,N Ethyl Chloride Ethylene Dichloride Hexachlorobenzene Hydrofluoric Acid	Hydrogen Chloride Inerteen 70 - Monsanto Lined Drums Methyl Chloroform Methylene Chloride (any percentage) Penta (Pentachlorophenol) Perchloric Acid Perchloroethylene (Perc) Petroleum Potable Coagulant Sodium Bisulfide Toluene Diisocyanate (TDI) Trichloroethylene Triethylamine Vinyl chloride Vinylidene Chloride Silicon Water Soluble AgChem

**EMPTY CONTAINER CERTIFICATION AND ACKNOWLEDGEMENT**

For materials bound for the Clean Tank Technologies facility, customers acknowledge the following:

I hereby certify that these containers are empty as that term is defined in the Environmental Protection Agency regulations, 49 CFR 261.7\*, and that they have been properly prepared for transportation under the regulations of the US Department of Transportation, 49 CFR 173.29 With regard to most regulated residues, EPA’s 40 CFR 261.7 states, (see regulation for exact/current language) a container is empty if: (1.) All wastes have been removed using practices commonly employed to remove materials from that type of container, e.g. pouring, pumping, aspirating, and (2.) No more than 2.5 centimeters (one inch) of residue in the bottom of the container OR no more than 0.3% by weight of the total capacity remains in the container (whichever is less).

Further, if I am notified that there is excessive residue inside the container OR the container does not meet the CTT acceptance criteria, I hereby agree to initiate timely and appropriate shipping and shipping papers to return the container to the generating site or agree to accept charges for the return of the containers. DOT’s 49 CFR 173.29 states that all openings on the empty containers must be closed, and that all markings and labels must be closed, and that all markings and labels must be in place as if the container were full of its original contents. A DOT shipping paper is not required for the transportation of any empty container for reconditioning via contract or private carrier. DOT placarding is not required for vehicles carrying empty containers.

For residue of products specifically specified in 40 CFR 26.31-33(e), the container is empty only if the container has been triple-rinsed using a solvent capable of removing or has been cleaned by another method shown capable of equivalent removal.”