NEW METHODS AVAILABLE FOR USED OIL AND PETROLEUM PRODUCTS

DTSC Required Tests for Used Oil:

TOTAL HALOGENS
EPA 9075 via X-ray Fluorescence (XRF) Spectroscopy. Total Chlorine measurement used as an accepted method for the determination of total halogens.

PCBs
EPA 8082 via GC-ECD

FLASH POINT
SW1010 via Pensky-Martens Closed Cup Tester

Additional Fuel Testing:

TOTAL SULFUR
ASTM D4294 via XRF Spectroscopy

For Your Convenience MAI Offers:

Customized bottle orders and COCs to facilitate sample collection and workflow throughout the lab

Rush turnaround times as fast as same-day (if delivered before 10 am) to accommodate the need for immediate oil disposal

All-inclusive pricing

For more information or to request a quote, call or email us at:
(925) 252-9262 / sales@mccampbell.com
Department of Toxic Substance Control (DTSC) Used Oil Tests

Used oil generators and transporters are responsible for appropriately classifying used oil as hazardous waste when it exceeds the following test limits, based on DTSC requirements:

**Total Halogens:** Halogens can be introduced to oils as chlorinated paraffins (used as lubricants) and as chlorinated solvents in cleaners and degreasers. Under EPA’s Standards for the Management of Used Oil (40 C.F.R. § 279), used oils containing more than 1,000 ppm total halogens are considered hazardous waste.

**PCBs:** PCBs have been used in the past as coolants and lubricants in transformers, capacitors, and other electrical equipment. In accordance with the Toxic Substance Control Act (40 C.F.R. § 761), proper PCB identification labels must be visible near the access to the transformers and also on the transformer itself. Used oil with PCBs >5ppm is considered hazardous by DTSC standards.

**Flashpoint:** A test to measure the ignitability of oil; oil values must be >100°F.

Sulfur Content in Fuel

In the effort to reduce sulfur oxide emissions, more stringent regulations have been imposed on sulfur content in transportation fuels, specifically in marine fuel. In 2015, Emissions Control Area (ECA) requirements limited the maximum sulfur content of fuels used in coastal waters and specific sea-lanes to 0.1%. The International Maritime Organization (IMO) has also set a global limit for sulfur content in ships’ fuel oil from 3.5% to 0.5% to take effect in 2020. It will be the oil refineries’ responsibility to monitor the sulfur levels of their crude oil.