TO:       MAINE DEALER PRINCIPALS, SERVICE MANAGERS AND PARTS MANAGERS  
DATE:    2011  
RE:     Information Packet for Corrosion-Resistant Compound (CRC) Campaign B0D

TUNDRA CORROSION-RESISTANT COMPOUND CAMPAIGN B0D  
MAINE DEALER INFORMATION PACKET

This bound volume contains two parts of the Maine Dealer Information Packet for the Tundra Corrosion-Resistant Compound (CRC) Campaign B0D—the Getting Started Guide and the Guide to Federal, State and Local Requirements. The third part—the Technical Instructions—is bound separately.
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TOYOTA

TO: MAINE DEALER PRINCIPALS, SERVICE MANAGERS AND PARTS MANAGERS
DATE: 2011
RE: Information Packet for Tundra Corrosion-Resistant Compound Campaign B0D

TUNDRA CORROSION-RESISTANT COMPOUND CAMPAIGN B0D

MAINE DEALER INFORMATION PACKET

Toyota is launching a Corrosion-Resistant Compound (CRC) Campaign for 2000-2003 model year (MY) Tundra vehicles registered in certain cold climate states with high road salt use (“Cold Climate States”). This Campaign consists of two components:

(1) The next phase of Safety Recall 90M announced in November 2009 affecting the rear portion of the frame. Under this next phase, owners of covered vehicles will receive a CRC application to the rear portion of the frame as part of the remedy for the identified condition.

(2) A Customer Satisfaction Program to address the potential for greater than expected levels of corrosion to the front portion of the frame in these vehicles.

For ease of reference only, this Dealer Information Packet will refer to the entire CRC Campaign for the 2000-2003 MY Tundras by the internal designation assigned to this next phase of Safety Recall 90M – “B0D”.

This Dealer Information Packet will help you prepare for and conduct the Tundra B0D by addressing federal, state and local laws that apply to spray application of CRCs. Your dealership should already be familiar with these laws and with the format of this Packet as a result of conducting the Tacoma Limited Service Campaign (LSC) 90D.

For the Tundra B0D, you will also be using the Vaupel HSDR 3300 spray gun to apply two CRCs to the interior and exterior of the frame:

- **Frame Internal Surfaces:** The interior CRC for the Tundra B0D will be the same 712AM material being used for the Tacoma LSC 90D, and you will be using the same Vaupel HSDR 3300 issued to you for LSC 90D.

- **Frame External Surfaces:** The exterior CRC for the Tundra B0D will not be X128T (now being used in Tacoma LSC 90D), but a different material known as “Noxudol 300 S”. You will be issued one additional Vaupel HSDR 3300 to apply the Noxudol 300 S for the Tundra B0D.

As with the Tacoma LSC 90D, the Tundra B0D CRCs contain Volatile Organic Compounds (VOCs), Particulate Matter (PM) and other substances that are subject to federal, state and/or local laws related to **air emissions, fire code approval, waste generation and**
**recordkeeping.** However, Noxudol 300 S contains lower VOCs than X128T and is a Class IIIIB, instead of a Class II, combustible liquid. As a result, the Tundra B0D will pose different – and generally less stringent – compliance obligations under federal, state and/or local laws. Your dealership will be able to comply with these laws without significant burdens on your business as long as you follow the steps discussed in this Packet. Therefore, please review this entire Information Packet with your service and parts staff Before you begin conducting the B0D.

This Packet consists of three parts, contained in two bound booklets:

1. **“GETTING STARTED GUIDE”**: Gets you started by reviewing the steps your dealership needs to take to comply with federal, state and local laws.

2. **“GUIDE TO FEDERAL, STATE AND LOCAL REQUIREMENTS”**: Reviews in more detail relevant federal, state and local laws. Also provides compliance tools.

3. **“TECHNICAL INSTRUCTIONS”**: Contains detailed technical instructions that you should follow at all times.

**IMPORTANT**

**Use Same Spray Space for LSC 90D and B0D**: Toyota is advising its dealers to conduct the Tundra B0D in the same spray space now being used to conduct the Tacoma LSC 90D. If you are not able to use the existing Tacoma LSC 90D spray space for the Tundra B0D, then your compliance obligations may be different from what is covered in this Packet. Therefore, in the event you are not able (or believe you might not be able) to use the existing LSC 90D spray space, please call the C.L.E.A.N. Dealer EH&S Hotline at (877) 572-4347 immediately to discuss your particular situation.

**Notify Your Local Fire Code Enforcement Official**: Your dealership should have applied for and already obtained approval from your local fire code enforcement official to conduct the Tacoma LSC 90D. You will need to notify your local fire code enforcement official that you plan to conduct the Tundra B0D in the same spray space as LSC 90D. This Packet provides information to help you provide such notification.

If you are not able to use the Tacoma LSC 90D spray space for the Tundra B0D, then you will need to identify an appropriate spray space for the Tundra B0D and then you will need to contact your local fire code enforcement official for approval. If you are facing this situation, you also may wish to seek approval from your local fire code enforcement official to re-locate your LSC 90D spray space so that you can use the same space for both campaigns. Before proceeding, please call the C.L.E.A.N. Dealer EH&S Hotline at (877) 572-4347 to discuss your particular situation.
Where Will You Conduct The B0D?  This Getting Started Guide assumes that you will conduct the Tundra B0D in the same spray space currently being used to conduct the Tacoma LSC 90D.  If you are unable to do so, please call the C.L.E.A.N. Dealer EH&S Hotline (877-572-4347), for assistance.

PLEASE READ THIS GETTING STARTED GUIDE CAREFULLY so that you understand the steps your dealership should take to comply with the applicable legal requirements:

- **BEFORE** beginning the B0D Campaign (see Steps 1, 2, 3, 4 and 5 below); and
- **WHILE** conducting the B0D Campaign (see Steps 6 and 7 below).

**STEP 1 – BEFORE YOU BEGIN APPLYING TUNDRA B0D CRCs, PLEASE CONFIRM THAT YOUR SPRAY SPACE IS APPROPRIATE**

To ensure that the Tundra B0D is conducted in compliance with all applicable regulatory requirements, you need to ensure that the existing CRC spraying space for the Tacoma LSC 90D meets certain minimum requirements, and if so, then notify the appropriate fire code enforcement official that you intend to use this space for the Tundra B0D.  Your existing spray space for Tacoma LSC 90D should meet regulatory requirements if it is large enough and has a lift that will accommodate a Tundra.  If you cannot use the existing LSC 90D spray space for the Tundra B0D, you will need to establish a new spray space and contact your local fire code enforcement official for approval.  If you are facing this situation, please call the C.L.E.A.N. Dealer EH&S Hotline (877-572-4347) for assistance.  Go to the Site Selection Section for more information.

**STEP 2 – BEFORE APPLYING THE TUNDRA B0D CRCs, CONFIRM THAT YOUR DEALERSHIP CAN CONDUCT THE TUNDRA B0D CONCURRENTLY WITH THE TACOMA LSC 90D WITHOUT TRIGGERING AIR PERMITTING REQUIREMENTS**

The Tundra B0D CRC materials contain Volatile Organic Compounds (VOCs), Particulate Matter (PM) and other substances subject to federal and state air quality laws.  Generally, these laws allow emissions up to a certain level and require a facility, if it wishes to exceed that level, to obtain an air permit from the state.

Toyota Motor Sales, U.S.A., Inc. has contacted the Maine Department of Environmental Protection, Bureau of Air Quality (MDEP) and explained the Tundra B0D and its air...
emissions. Based on this information, MDEP has issued a formal determination that the Tundra B0D does not require a license based upon an understanding that it will be conducted at Toyota’s Maine dealerships and that your dealership’s actual emissions of regulated pollutants (including the Tundra B0D and existing operations, such as the Tacoma LSC 90D) will be less than 100 pounds per day and less than 10 pounds per hour under normal operations.

Your dealership can make its own choices about how best to stay below these air emissions levels and remain exempt from permitting. To assist you, however, we have developed the following criteria that should ensure your dealership stays below these air emissions levels and remains exempt from air permitting requirements.

**YOUR DEALERSHIP WILL KEEP ITS AIR EMISSIONS BELOW THESE PERMITTING THRESHOLDS IF THE FOLLOWING CRITERIA ARE MET:**

1. Your dealership does NOT have a large onsite or offsite body shop;
2. Your dealership conducts the B0D in an existing service area; and
3. You (i) do not currently engage in other significant spraying, coating, painting or other activities similar to the B0D or LSC 90D that involve applying VOC-containing materials with spray guns, and (ii) do not use more than 12 gallons of non-B0D VOC-containing coatings, paints or solvents per day or more than 1 gallon per hour.

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**Do I Have To Consider My Entire Dealership’s Operations Or Only Operations At The Place Where I Will Conduct The Tundra B0D and LSC 90D?** The criteria identified above must be applied to YOUR ENTIRE DEALERSHIP and NOT just to the building with the spray space where you will conduct the Tundra B0D. For example, if your dealership’s physical plant is distributed across multiple buildings, land parcels or physical locations, all of those buildings and locations would be subject to the requirements above.

If your dealership has an offsite body shop, please go to the C.L.E.A.N. Dealer website ([http://cleandealer.com](http://cleandealer.com)), or call the EH&S Hotline (877-572-4347), for more information and instructions.

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**How Can I Learn More?** Please see the Air Regulations Section of the Guide to Federal, State and Local Requirements for a full discussion of air permitting requirements and the Air Recordkeeping Section of the Guide to Federal, State and Local Requirements for tools that your dealership can use to assure compliance.
STEP 3 – BEFORE YOU BEGIN APPLYING THE TUNDRA B0D CRCs, (1) CONTACT THE APPROPRIATE FIRE CODE ENFORCEMENT OFFICIAL TO NOTIFY HIM/HER OF YOUR INTENTION TO CONDUCT THE TUNDRA B0D IN THE SAME SPRAY SPACE BEING USED FOR THE TACOMA LSC 90D; AND (2) TO MAKE SURE THAT YOUR DEALERSHIP CAN CONDUCT THE TUNDRA B0D IN COMPLIANCE WITH FIRE, BUILDING AND ZONING CODES

The B0D CRCs are Class IIIB combustible liquids. State and local fire codes apply to the use of combustible materials. Building and zoning codes also may apply.

Your dealership can make its own choices about how best to comply with these codes. To assist you, however, we have prepared a detailed review of these requirements for your reference, which can be found in the Fire, Building and Zoning Codes Section of the Federal, State and Local Requirements Guide. You should be able to satisfy these requirements as long as you:

1. NOTIFY YOUR LOCAL FIRE CODE ENFORCEMENT OFFICIAL, IN WRITING, OF YOUR INTENTION TO CONDUCT THE TUNDRA B0D IN THE SAME SPACE BEING USED FOR THE TACOMA LSC 90D.

<table>
<thead>
<tr>
<th>What Do I Need To Give My Local Fire Code Enforcement Official?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendices A and B to the Fire, Building and Zoning Codes Section contain all of the materials that you will need to give to your local fire code enforcement official, except that you will need to add some information about the spray space location at your dealership.</td>
</tr>
</tbody>
</table>

YOU MUST SEND THESE MATERIALS BEFORE CONDUCTING THE TUNDRA B0D.

2. CONFIRM THAT YOU CAN CONDUCT THE TUNDRA B0D IN COMPLIANCE WITH BUILDING, ZONING AND FIRE CODE REQUIREMENTS.

<table>
<thead>
<tr>
<th>How Do I Confirm Compliance With Building, Zoning and Fire Code Requirements?</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Fire, Building and Zoning Codes Section provides a detailed review of these requirements and includes a Table 1 that allows you to look up the city or county where you will conduct the Tundra B0D and see whether it has any additional requirements applicable to the B0D.</td>
</tr>
</tbody>
</table>

STEP 4 – COMPLETE THE B0D READINESS SURVEY

You must complete the B0D Readiness Survey available at the C.L.E.A.N. Dealer website (http://cleandealer.com) to confirm your readiness to start the B0D. Toyota will
then automatically ship one additional Vaupel HSDR 3300 spray gun (for the Noxudol 300 S material) to you at no charge.

**STEP 5 – COMPLY WITH CHAPTER 153 OF MAINE’S AIR REGULATORY REGULATIONS BY DOING THE FOLLOWING:**

**BEFORE YOU BEGIN APPLYING THE TUNDRA B0D MATERIALS:** (1) TRAIN ALL EMPLOYEES PARTICIPATING IN THE B0D, AND (2) POST THE STANDARD OPERATING PROCEDURES ENCLOSED WITH THIS GUIDE IN THE B0D WORK AREA; AND

**DURING THE APPLICATION OF B0D MATERIALS, COMPLY WITH THE APPLICABLE HOUSEKEEPING AND POLLUTION PREVENTION MEASURES.**

Under Chapter 153 of Maine’s Air Regulations (which governs VOC emissions from mobile equipment refinishing and repair facilities), the Tundra B0D is subject to certain notification, training, housekeeping and pollution prevention requirements. These requirements include:

1. Training all employees participating in the Tundra B0D in the proper use and handling of the B0D materials by having them review, and confirm that they understand, this *Guide* and the *Technical Instructions* (go to the *Air Regulations* and *Air Recordkeeping Sections* for more information, including a log to document that such training has occurred); and

2. Post the written standard operating procedures (“SOPs”) for the transfer, handling and storage of the B0D materials that are enclosed with this *Guide* in the B0D work area (go to the *Air Regulations Section* for more information); and

3. Comply with the housekeeping and pollution prevention requirements identified on the SOPs and in the *Air Regulations Section*.

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**After We Complete Steps 1, 2, 3, 4, and 5 Can We Start The B0D CRC application?**

Yes, **BUT** make sure to follow:

- The detailed *Technical Instructions for the B0D Campaign*, and
- Step 6 (compliance with hourly Allowable PM Emissions Rate and air permitting exemption records), and
- Step 7 (comply with hazardous waste requirements). You should also review the *Guide to Federal, State and Local Requirements* to better understand the legal requirements for Steps 1, 2, 3, 4, and 5.
STEP 6 – COMPLY WITH HOURLY ALLOWABLE PM EMISSIONS RATES AND KEEP AIR REGULATORY COMPLIANCE RECORDS

To ensure compliance with hourly Allowable PM Emissions Rates applicable to the Tundra and Tacoma processes, you should NOT process a total of more than one Tundra every 2 hours and more than one Tacoma every 1 hour. Also, you will be required to maintain records in your dealership’s files showing that you are exempt from air permitting and are complying with air regulations.

Maine regulations impose an allowable hourly emissions rate for particulate matter (PM) on each process. Due to differences in the external CRC being used and in the spray application times, the Tundra B0D and Tacoma LSC 90D do not have the same hourly Allowable PM Emissions Rate, and therefore, the number of vehicles that can be processed per hour varies between the two programs.

**Tundra B0D:** The Allowable PM Emissions Rate for the Tundra B0D process is 0.076 pounds per hour. As long as your dealership conducts the Tundra B0D in accordance with the Technical Instructions, the B0D should have PM emissions of no more than 0.047 pounds per hour, and therefore, will fall below this Allowable PM Emissions Rate. However, this PM emissions level of 0.047 pounds per hour assumes it will take roughly 2 hours to apply both CRCs (i.e., 712AM and Noxudol 300 S) to a Tundra. If a Tundra were processed in a shorter amount of time, then the hourly PM emissions rate could be higher. Thus, to ensure compliance with the 0.076 pounds per hour Allowable PM Emissions Rate, your dealership should not process more than one Tundra every 2 hours.

**Tacoma LSC 90D:** The Allowable PM Emissions Rate for the 90D process is 0.14 pounds per hour. As long as your dealership conducts the Tacoma LSC 90D in accordance with the Technical Instructions, the 90D should have PM emissions of no more than 0.068 pounds per hour, and therefore, will fall below this Allowable PM Emissions Rate. However, this potential PM emissions level of 0.068 pounds per hour assumes it will take roughly 1 hour to apply both CRCs (i.e., 712AM and X128T) to the Tacoma; if a Tacoma were processed in a shorter amount of time, then the hourly PM emissions rate could be higher. Thus, to ensure compliance with the 0.14 pounds per hour Allowable PM

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1 It appears that the Maine hourly allowable PM emissions rate regulations may not apply to the Tacoma and Tundra CRC application processes. However, TMS has not confirmed this point with the Maine Department of Environmental Protection, Bureau of Air Quality, and therefore, we are advising Maine dealerships to adhere to the hourly Allowable PM Emissions Rates in conducting Tacoma LSC 90D and Tundra B0D until further notice.

2 Since sending the Tacoma LSC 90D Dealer Information Package in 2009, TMS has adopted a more conservative approach to calculating the allowable PM emissions rate. Only the revised emission rates are presented here. Under either calculation you should be in compliance with this requirement if you process no more than one Tacoma per hour.
Emissions Rate, **your dealership should not process more than one Tacoma every 1 hour.**

**Record Keeping:** MDEP has confirmed that your dealership is exempt from air licensing requirements for the B0D, **so long as you conduct the B0D at your dealership and air emissions remain below certain thresholds.** In order to document your eligibility for this exemption, you should maintain certain records in your files. You must also keep training records for all employees participating in the B0D. Go to the Air Recordkeeping Section of the **Federal, State and Local Requirements Guide** for more information and the necessary documentation.

**STEP 7 – COMPLY WITH HAZARDOUS WASTE REQUIREMENTS**

**You will need proper procedures in place for distinguishing between B0D-only and combined LSC 90D/B0D waste.**

The B0D spray guns (for use with Noxudol 300 S and 712AM) do not need to be cleaned and the B0D materials do not constitute “hazardous waste” when discarded. Therefore, the B0D will not generate hazardous waste and it should not impact your dealership’s waste generator status (**e.g.**, whether you are a Large Quantity Generator or a Small Quantity Generator Plus of hazardous waste).

However, as described in your Tacoma LSC 90D Dealer Information Packet, **one of the materials used in the LSC 90D – X128T – could be hazardous waste when discarded.** As a result, the LSC 90D Dealer Information Packet advises that: 1) if you frequently dispose of the tarps (**e.g.**, floor coverings) and/or the partition materials used in your LSC 90D work area, you will generate a larger quantity of waste, which may impact your generator status; and 2) you should manage any excess quantities of the LSC 90D materials and/or rags used to clean up any LSC 90D materials in the same manner as other hazardous waste at your dealership.

If, as we assume, you conduct the B0D in the same work area as the LSC 90D, any discarded floor tarps, partitions or other items used to clean up the common work area (**e.g.**, rags) may contain X128T and should therefore be managed as hazardous waste. However, any materials used ONLY in the B0D, such as the plastic sheet secured to the Tundra frame when applying 712AM, should not need to be managed as hazardous waste so long as they contain no X128T waste. You should develop a waste handling procedure suitable to your operation that will ensure LSC 90D waste and combined LSC 90D/B0D waste are managed as hazardous waste.
**HOW TO IMPLEMENT THE B0D**

**Step 1**: Confirm that your existing Tacoma LSC 90D spray space is an appropriate spray space for Tundra B0D.

Toyota is advising its dealers to conduct the Tundra B0D in their existing Tacoma LSC 90D spray space. If you cannot use this existing spray space for B0D, please call the C.L.E.A.N. Dealer EH&S Hotline at (877) 572-4347 to discuss your particular situation.

**Step 2**: Confirm that you can conduct the Tundra B0D concurrently with the Tacoma LSC 90D and stay exempt from air licensing requirements.

MDEP has confirmed that your dealership is exempt from air licensing requirements so long as your actual emissions of regulated pollutants (from Tundra B0D and existing operations, such as the Tacoma LSC 90D) remain below 100 pounds per day and 10 pounds per hour under normal operations. If your dealership does not currently conduct operations that require an air permit, then you should be able to add Tundra B0D and not trigger air permitting requirements as long as your dealership:

1. does not have an onsite or an offsite body shop,
2. will conduct the B0D in an existing service area,
3. does not have other significant spraying, coating or painting operations, and
4. does not use more than 12 gallons per day or 1 gallon per hour of non-B0D, non-LSC 90D VOC-containing coatings, paints or solvents.

You must maintain proper records and you also must comply with hourly Allowable PM Emissions Rates (See Step 6 below). If you already have an air permit, then call the C.L.E.A.N. Dealer EH&S Hotline at (877) 572-4347 to discuss whether it must be revised.

**Step 3**: Notify Your Local Fire Official in Writing of Your Intention to Conduct the Tundra B0D in the Same Spray Space Being Used For the Tacoma LSC 90D, and Confirm Your Compliance with Building and Zoning Code Requirements.

See Fire, Building and Zoning Codes Section of this Packet for compliance and contact information.

**Step 4**: Complete the B0D Readiness Survey.

Please complete the B0D Readiness Survey available at the C.L.E.A.N. Dealer website (http://cleandealer.com) to confirm your readiness to start the B0D. Toyota will then automatically ship one additional Vaupel HSDR 3300 spray gun (for the Noxudol 300 material) to you at no charge.

**Step 5**: Comply with Chapter 153 of Maine’s air regulatory regulations.

Before you begin applying the B0D materials; (1) Train all employees participating in the B0D in the proper use and handling of the B0D materials by having them review, and confirm that they understand, this Guide and the Technical Instructions (see the Air Regulations and Air Recordkeeping Sections for more information); and (2) Post the standard operating procedures enclosed with this Guide in the B0D work area; and During the application of B0D materials, comply with the applicable housekeeping and pollution prevention measures identified in the standard operating procedures and in the Air Regulations Section.

**AFTER COMPLETING STEPS 1, 2, 3, 4 & 5 YOU CAN START APPLYING B0D MATERIALS**

But you must follow the Technical Instructions and Steps 6 & 7 continued on the next page.
To ensure compliance with hourly Allowable PM Emissions Rates applicable to the Tundra and Tacoma processes, you should NOT process a total of more than one Tundra every 2 hours and more than one Tacoma every 1 hour. Use the forms in Air Recordkeeping Section of this Packet to document that you are exempt from air permitting and are complying with air regulations. (No longer use the forms provided in the Tacoma LSC 90D Dealer Package.) You must also keep training records for all employees participating in the B0D.

Step 7: Comply with Hazardous Waste Requirements.
Unlike Tacoma LSC 90D, Tundra B0D will not generate hazardous waste. Therefore, items used exclusively for B0D – such as plastic sheeting suspended from the front portion of the frame while applying 712 AM – will not, when discarded, need to be managed as hazardous waste. However, the LSC 90D does generate hazardous waste, and therefore, items being used for both the LSC 90D and B0D – such as floor tarps and clean up rags – will need, when discarded, to be managed as hazardous waste. Please continue to follow the instructions provided in the LSC 90D Dealer Information Packet for managing hazardous waste. Also, you will need proper procedures in place for distinguishing between B0D-only and combined LSC 90D/B0D waste.

The steps outlined above should help you ensure that your dealership conducts the B0D in compliance with the relevant federal, state and local legal requirements. You should use this Getting Started Guide along with the other parts of the B0D Dealer Information Packet – the Guide to Federal, State and Local Requirements and the Technical Instructions.

This Information Packet is not intended to cover other air, waste management, hazardous material, water or other environmental laws and regulations that might apply to non-B0D operations at your dealership. We assume that you already comply with other environmental, health and safety requirements that apply to your facility.

If you have any questions after reviewing this information or as you proceed, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347). Thank you for participating in the Tundra Corrosion-Resistant Compound Campaign B0D.

Thank you for your cooperation.
TOYOTA MOTOR SALES, U.S.A., INC.
Please carefully review the entire Dealer Information Packet – including this Site Selection Section – with your Service and Parts Staff.

Various legal requirements impose operational limitations on the Tundra B0D, including on the location where you may conduct it.

- If you conduct the B0D in the spray space already being used for the Tacoma LSC 90D, then this location should satisfy these state and local codes for the B0D.
- If not, however, then you will need to select a proper location to conduct the B0D. This Site Selection Section is designed to help you do so.

If you will use the same spray space, then you can skip the Site Selection Section.

If for some reason you cannot use the existing LSC 90D spray space for B0D, you will need to establish a new spray space. This spray space would have to meet the site selection criteria set forth below. Before selecting a new spray space and contacting the appropriate fire code enforcement official, please call the C.L.E.A.N. Dealer EH&S Hotline (877-572-4347) to discuss your particular situation.

SITE SELECTION CONSIDERATIONS
(If you are NOT able to use the existing LSC 90D Spray Space for the Tundra B0D)

1) **B0D WORK AREA MUST COMPLY WITH BUILDING, MECHANICAL AND ZONING REQUIREMENTS (e.g., has a certificate of occupancy).**

Your B0D work area should be located in an existing building/service area that complies with building/zoning/mechanical requirements. The B0D may not take place outdoors.

Note: The information in this Packet is not intended to cover building, zoning, mechanical or other environmental or occupational health and safety laws and regulations that might apply to non-B0D operations at your dealership. We assume that you already have systems in place to comply with any other environmental, health and safety requirements that apply to your dealership.
2) **YOUR B0D WORK AREA MUST HAVE ALL OF THE FOLLOWING:**

- **Adequate ventilation** (whether natural or mechanical); 
  Consideration should be given to: (1) locations/stalls near bay doors, other natural ventilation and/or areas with approved mechanical ventilation, and (2) where possible, locations at the end of a row of service bays and not in the middle.

- **Be at least 20 feet from:** (1) open flames and/or spark-producing equipment and appliances; and (2) any drying, curing, and/or fusion apparatus;

- The B0D work area must be located away from pits or other below-ground areas;

- The B0D work area must have a **suitable lift** that allows clear access to the vehicle’s frame rails.

- The floor of the B0D work area must be covered by an approved, noncombustible, nonsparking, **fire retardant material**.

- **Fire extinguishers rated “B,” “AB,” or “ABC”** must be provided **within 30’** (even if the work area has an automatic fire protection system);  

- **Compressed air**;

- **Eyewash stations**;

- **Drop lights appropriate for** use during the spraying of **combustible liquids**;

3) **Any other equipment**, operational and/or building features **required by applicable law** or indicated in the **Material Safety Data Sheets (MSDSs)** for the B0D materials.

4) **ALL B0D WORK SHOULD BE CONDUCTED IN A PARTITION ENCLOSURE** such as those depicted in the **Technical Instructions**, which separates the B0D from other vehicles and work areas/stalls. We assume you will use the same enclosure used to conduct the Tacoma LSC 90D, so long as it is large enough to fit a Tundra.

To prevent the possible accumulation of combustible vapors, the partition enclosures depicted in the Technical Instructions should have sufficient open space (at least one foot) (12”) at the bottom of the partition to allow for ventilation. In certain spray spaces, such as an end bay space, it may be appropriate to use a partition enclosure with only three sides and to leave the fourth side open (against the end wall), thereby increasing ventilation in the work area.

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3 A fire extinguisher should be in the vicinity even if the B0D work area has an automatic fire protection system (e.g., sprinklers).
OTHER REQUIREMENTS TO CONSIDER

Other Legal Requirements
The B0D is subject to other federal, state and/or local laws and codes related to air emissions, fire code approval, waste generation and recordkeeping that impose other operational limitations on it. Therefore, in addition to this Section you should carefully review the Technical Instructions and the rest of this Guide (e.g., the Air Regulations, Fire, Building and Zoning, and Hazardous Waste Management Sections).

B0D Material Storage
You may not store more than 25 gallons of combustible materials (including the B0D materials) in any fire area at your dealership. A fire area is any area in your dealership separated from the remainder of the building by construction and openings that have fire resistance ratings of at least 1 hour. You may only exceed this 25 gallon limit if the materials are stored in a fire cabinet. If you are using a fire cabinet you may store up to 120 gallons in any one cabinet and have up to 3 cabinets in any one fire area at your dealership.
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TO: MAINE TOYOTA DEALER PRINCIPALS, SERVICE MANAGERS AND PARTS MANAGERS

TUNDRA CORROSION-RESISTANT COMPOUND CAMPAIGN B0D
MAINE DEALER INFORMATION PACKET

GUIDE TO FEDERAL, STATE AND LOCAL REQUIREMENTS

Please review the entire Dealer Information Packet
– including this Guide to Federal, State and Local Requirements –
with your Service and Parts staff.

For the Tundra B0D, you will be using the same kind of spray gun – the Vaupel HSDR 3300 spray gun – as is being used for the Tacoma LSC 90D, to apply two CRCs to the interior and exterior of the frame.

- The interior CRC for B0D will be the same 712AM material being used for the Tacoma LSC 90D, and you will use the same Vaupel HSDR 3300 issued to you for LSC 90D to apply the 712AM to Tundra internal frame surfaces for the B0D.

- The exterior CRC for B0D will be a material known as “Noxudol 300 S”. You will be issued one additional Vaupel HSDR 3300 to apply the Noxudol 300 S for the B0D.

Air emissions will occur during your application of these materials. Under these circumstances the following federal, state and local legal requirements will apply to the B0D:

- Air Quality Under Maine Department of Environmental Protection (MDEP) Regulations;

and

- Spraying & Storage of Combustible Liquids Under State and Local Fire, Building, and Zoning Codes.

We assume that you will use the same spray space for the Tacoma LSC 90D and the Tundra B0D and that you will use the existing LSC 90D spray space for both campaigns. If for some reason the existing LSC 90D spray space will not work for the B0D, you must relocate the spray space before contacting your local fire code enforcement official for approval. Before doing so, please call the C.L.E.A.N. Dealer EH&S Hotline at (877) 572-4347 to discuss your particular situation.
The **Getting Started Guide** in the Dealer Information Packet provides a step-by-step overview of how to conduct the B0D so that your dealership will comply with these kinds of legal requirements. After you have reviewed the **Getting Started Guide** to familiarize yourself with these requirements, you should review this **Guide to Federal, State and Local Requirements**, which provides a more detailed discussion of these requirements and contains information and forms that you will need to comply with them.

This **Guide** has been organized with separate sections that address each of these kinds of legal requirements. These sections are labeled by topic so that you can easily review the information now and find the information later should questions arise when you are conducting the B0D. **Important pages that you must read are marked in red on the edge of the page. If you need additional information, you may refer to the other pages.**

This Guide to Federal, State and Local Requirements contains the following Sections:

1. **“AIR REGULATIONS” SECTION**
   
   a. The **Air Regulations Section** provides a detailed review of federal and state laws that will regulate air emissions from the Tundra B0D at your dealership. In general, these laws allow air emissions up to a certain level and require a facility, if it wishes to exceed that level, to request permission from the state through an air permitting process.

   b. We assume that your dealership currently has air emissions below air permitting levels, and therefore, is currently exempt from air permitting requirements. You should review the Air Regulations Section carefully to make sure that your dealership can conduct the B0D concurrently with the Tacoma LSC 90D and stay exempt from air permitting.

   c. TMS has also obtained a determination from MDEP that B0D activities conducted at your dealership do not require an air emission license based on an understanding that your dealership’s emissions of regulated air pollutants will remain below certain thresholds. You should review the Air Regulations Section carefully to make sure that your dealership can conduct the B0D concurrently with the Tacoma LSC 90D and stay exempt from air permitting.

   **You should be able to remain exempt from air permitting as long as your dealership (1) does not have an onsite or offsite body shop; (2) will conduct the B0D in an existing service area; and (3) will maintain air emissions of regulated pollutants (including the B0D and existing operations, such as the LSC) below 100 pounds per day and 10 pounds per hour. Maine dealerships should be able to comply with these limits if they do not have other significant spraying, coating or painting operations and do not use more than**
12 gallons per day or 1 gallon per hour of non-B0D, non-LSC 90D VOC-containing coatings, paints or solvents.4

d. Maine imposes an hourly Allowable PM Emissions Rate of 0.076 pounds per hour on the Tundra B0D process and of 0.14 pounds per hour on the Tacoma LSC 90D process.5 To ensure compliance with these hourly Allowable PM Emissions Rates, you should NOT process more than one Tundra every 2 hours and more than one Tacoma every 1 hour.

e. If you will not be able to stay exempt from air permitting, or if you already have an air permit, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347) for more information.

f. Additional Requirements – Housekeeping & Training: Maine regulations require that you observe certain housekeeping practices regarding the proper handling and operation of the B0D materials and equipment, and that written standard operating procedures for the transfer and handling of the B0D materials be developed and posted in a conspicuous location. In addition, you must train your staff to follow these requirements and document that such training occurred. You should review the Air Regulations Section carefully to make sure that you comply with these requirements.

2. “AIR RECORDKEEPING” SECTION

a. The Air Recordkeeping Section contains the forms that your dealership will need to track air emissions (and usage of materials that result in air emissions) from the B0D. These forms will help to make sure that your dealership can conduct the B0D and stay exempt from air permitting, and also can be used as records to demonstrate your dealership’s compliance with the Allowable PM Emissions Rates. As explained in the Air Regulations Section, the state requires you to maintain

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4 These calculations provide an assurance that the CRC application processes at Maine dealerships will remain below air permitting thresholds because they are based on Tacoma LSC 90D air emissions, which are higher overall than Tundra B0D air emissions. The Tacoma LSC 90D will end on December 31, 2011 in Maine. During the period of overlap between the two campaigns, Maine dealerships will use the same spray space to treat both Tacoma and Tundra vehicles. As such, these calculations reflect a conservative estimate of combined maximum air emissions associated with both the Tacoma LSC 90D and the Tundra B0D campaigns because the calculations assume that any vehicle treated will be a Tacoma with its higher overall air emissions than the Tundra process.

5 It appears that the Maine hourly allowable PM emissions rate regulations may not apply to the Tacoma and Tundra CRC application processes. However, TMS has not confirmed this point with the Maine Department of Environmental Protection, Bureau of Air Quality, and therefore, we are advising Maine dealerships to adhere to the hourly Allowable PM Emissions Rates in conducting Tacoma LSC 90D and Tundra B0D until further notice.
compliance records for five (5) years beyond the date that you process the last Tundra under the B0D.

b. Each form in the Air Recordkeeping Section is accompanied by a version with text boxes that provides detailed instructions on how to fill out the form. In cases where you will need to do a calculation to complete the form, the form provides all of the information needed to do so.

c. The customer satisfaction portion of the B0D will end on December 31, 2012, which will alter per-truck emissions. At that time, you will be provided a new set of Technical Instructions and new forms for tracking emissions associated with the safety recall applicable to the rear portion of the frame of Tundra MY 2000-2003 that will continue beyond December 31, 2012.

3. “FIRE, BUILDING, AND ZONING CODES” SECTION

a. The Fire, Building, and Zoning Codes Section reviews state and local fire, building, and zoning codes. In general, these codes apply due to the combustibility of the two B0D CRCs. You should review all of the information carefully to make sure that your dealership can conduct the LSC B0D in compliance with these codes.

b. IMPORTANT: As explained at the Fire, Building, and Zoning Codes Section, prior to implementing the B0D, your dealership will need to contact your local fire code enforcement official in order to:

   (1) Notify him/her that you plan to conduct the Tundra B0D in the same spray space as Tacoma LSC 90D.

c. The Fire, Building, and Zoning Codes Section contains a letter and all of the technical information that you will need to provide to your local fire code enforcement official, except that you will need to add some information about the location at your dealership where you will conduct the B0D. If you have any questions or concerns relating to discussions with your local fire code enforcement official, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347) for assistance.

4. “HAZARDOUS WASTE MANAGEMENT” SECTION

a. The Hazardous Waste Management Section reviews the requirements that apply to hazardous wastes generated by your dealership generally. Please note that there are differences between B0D and LSC 90D wastes.

b. The materials used in the Tundra B0D – 712AM and Noxudol 300 S – are not considered “hazardous waste” when they are discarded. In addition, as is the case for the Tacoma LSC 90D, the Vaupel HSDR 3300 spray guns being used for B0D
do not need to be cleaned as long as you follow the procedures in the Technical Instructions for proper storage of the guns. Therefore, the B0D should not generate any hazardous waste and any items used exclusively for performing the B0D – such as the plastic sheet suspended from the frame or the plastic bags used to cover the brake assemblies during spraying – do not, when discarded, need to be managed as hazardous waste. Such B0D-exclusive waste will not count toward your monthly hazardous waste generation totals.

c. However, one of the materials used in the Tacoma LSC 90D – X128T – may be considered a hazardous waste when discarded due to its combustibility. Therefore, if, as we assume, the B0D will occur in the same spray space as the Tacoma LSC 90D, there may be common materials, such as floor tarps and rags used for cleanup, that if discarded will need to be managed as hazardous waste. Such materials will count toward your monthly waste generation totals and may impact your generator status. You should develop a procedure for your dealership to identify LSC 90D and joint LSC 90D/B0D waste as distinguished from B0D-only waste.

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This Guide to Federal, State and Local Requirements is not intended to cover air, waste management, hazardous material, water or other environmental laws and regulations that might apply to non-LSC 90D operations at your dealership. We assume that you already have systems in place to comply with any other environmental, health and safety requirements that apply to your dealership.

If you have any questions after reviewing this information or as you proceed, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347) for assistance.

Thank you for your participation and cooperation in the Tundra Corrosion-Resistant Compound Campaign B0D.

TOYOTA MOTOR SALES, U.S.A., INC.
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Do You Already Have An Air Permit?: If your dealership already has an air permit, then you may need to obtain a modification to that permit before proceeding with the B0D. If you have an air permit, please stop reading this Air Regulations Section and go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347) for assistance.

I. AIR PERMITTING REQUIREMENTS: ARE YOU EXEMPT?

The B0D Corrosion-Resistant Compounds contain Volatile Organic Compounds (VOCs) and Particulate Matter (PM). These substances are subject to limits on emissions to air under federal and state laws. These laws allow air emissions up to a certain level. If a facility wishes to exceed that level, then it must obtain an air permit from the state.

Important: Air Emission Limits Apply To Your Entire Dealership. The air permitting laws apply based on total emissions from an entire facility and not just from a particular building or location. For example, if your dealership’s physical plant is distributed across multiple buildings, land parcels or physical locations, then the air emissions from all of those buildings and locations would have to be combined to determine whether the dealership’s total air emissions are below air permitting levels. In some cases, even emissions from offsite locations that are not physically adjacent to a dealership (such as an offsite body shop) must be combined with the dealership’s emissions to make this air permitting determination.

Toyota Motor Sales, U.S.A., Inc. has contacted the Maine Department of Environmental Protection (MDEP) and explained the B0D and its air emissions. MDEP has issued a formal determination that the B0D does not require a license if it is conducted at Toyota’s Maine Dealerships and the combined LSC and B0D air emissions do not exceed the limits discussed with MDEP. We assume that your dealership currently has air emissions below air permitting levels, and therefore, is currently exempt from air permitting. Your dealership can make its own choices about how best to conduct the B0D and stay exempt from air permitting. However, your dealership should be able to conduct the B0D and stay exempt from air permitting laws if you satisfy A, B and C below.
YOUR DEALERSHIP SHOULD NOT NEED AN AIR PERMIT IF:

A. Your dealership does NOT have an onsite or an offsite body shop.

**Why Does It Matter If I Have A Body Shop?** The state requires air emissions from your entire dealership to be combined to determine whether your dealership has air emissions below air permitting levels. Because a body shop will have higher air emissions than a regular vehicle service area, you can not be certain—without further analysis— that your dealership will remain exempt from air permitting after adding the B0D to its operations.

In particular, if your dealership has an onsite body shop, then the state will require you to combine the emissions from that onsite body shop with the emissions from all other activities at the dealership. In doing so, it may not be possible for your dealership to conduct the B0D (which would add to the air emissions already coming from your body shop) and stay exempt from air permitting. Moreover, the state might require you to combine emissions from an offsite body shop—even if the body shop is not where you will conduct the B0D—if that body shop has a sufficient interconnection to the rest of the activities at your dealership.

If your dealership has an onsite or an offsite body shop, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347) for assistance.

B. Your dealership WILL CONDUCT the B0D in an existing service area.

**Do I Have to Conduct the B0D in an Existing Service Area?** No, but if you plan to conduct the B0D in another area (such as in an offsite body shop), then you may not be able to stay exempt from air permitting and/or you may be subject to different requirements. As noted elsewhere in this Packet, we assume you will conduct the B0D in the same work area as the Tacoma LSC 90D. If the common B0D-LSC 90D spray space is not in an existing service area at your dealership, or you plan to conduct the B0D at an off-site location, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347) for more information.

C. Your dealership will limit emissions of all regulated pollutants to less than 100 lbs/day and less than 10 lbs/hour based on the following criteria:
1. Your dealership does NOT have a large onsite or offsite body shop
2. Your dealership conducts the B0D in an existing service area; and
3. You (i) do not currently engage in other significant spraying, coating, painting or other activities similar to the B0D or LSC 90D that involve applying VOC-containing materials with spray guns, and (ii) do not use more than 12 gallons of non-B0D VOC-containing coatings, paints or solvents per day or more than 1 gallon per hour.

How Can I Learn More About How These Air Permitting Exemption Requirements Will Apply To My Dealership? The discussion in Section II below provides further explanation of the air permitting exemption requirements. You should review it carefully to ensure that you understand the basis for these requirements and how they will apply to your dealership.

EVEN IF YOUR DEALERSHIP DOES NOT NEED AN AIR PERMIT, YOU MUST SATISFY OTHER AIR REGULATORY REQUIREMENTS:

A. Comply with hourly PM Allowable Emissions Rates of 0.076 pounds per hour (Tundra B0D) and 0.14 pounds per hour (Tacoma LSC 90D) by limiting your hourly processing of:

1. TUNDRA S TO NO MORE THAN ONE TRUCK EVERY 2 HOURS AND
2. TACOMAS TO NO MORE THAN ONE TRUCK EVERY 1 HOUR.

B. Keep records of your compliance with air regulatory requirements by tracking materials usage and documenting daily processing of trucks under Tundra B0D and Tacoma LSC 90D. Maine regulations also require that you observe certain housekeeping practices regarding the proper handling and operation of the B0D materials and equipment, and that written standard operating procedures for the transfer and handling of the B0D materials be developed and posted in a conspicuous location. In addition, you must train your staff to follow these requirements and document that such training occurred. (see “Air Recordkeeping” section for forms you can use to do so).

6 It appears that the Maine hourly allowable PM emissions rate regulations may not apply to the Tacoma and Tundra CRC application processes. However, TMS has not confirmed this point with the Maine Department of Environmental Protection, Bureau of Air Quality, and therefore, we are advising Maine dealerships to adhere to the hourly Allowable PM Emissions Rates in conducting Tacoma LSC 90D and Tundra B0D until further notice.
II. AIR REGULATORY REQUIREMENTS: UNDERSTANDING HOW THEY WILL APPLY TO YOUR DEALERSHIP

A. Generally, all new sources of air emissions in Maine, even minor sources, are required to obtain an air license prior to their construction or prior to making operational changes that increase emissions, unless an exemption applies.

B. TMS has obtained a determination from MDEP confirming that no license is required for B0D operations at your dealership. A copy of this determination has been included in the Air Recordkeeping Section of this Guide. MDEP’s determination is based on an understanding that:

1. The B0D will be conducted at your dealership, not an off-site location;
2. You do not currently have an air emission license; and
3. Emissions of regulated pollutants from your dealership (including the B0D and existing operations, such as the LSC) will be less than 100 lbs/day and less than 10 lbs/hour under normal operations.

C. Based on typical dealership operations, TMS does not anticipate that the B0D, when added to other emission-causing activity at your dealership (including the LSC), will cause your dealership to exceed emissions of 100 lbs/day or 10 lbs/hour. However, it is possible that other existing or future emission sources at your dealership, when added to the B0D, could result in emissions greater than 100 lbs/day or 10 lbs/hour. Therefore, you should verify that your actual emissions of air contaminants, including both the B0D and the LSC, do not exceed 100 lbs/day or 10 lbs/hour under normal operation.

1. Maximum emissions from the B0D based on the operational constraints of servicing a maximum of 5 vehicles per day are 1.05 lbs/day or 0.09 lbs/hour. Maximum emissions from the LSC based on the operational constraints of servicing a maximum of 12 vehicles per day are 37.5 lbs/day or 3.3 lbs/hour.

2. Thus, your emissions of air contaminants from non-B0D and non-LSC sources must remain below 62.5 lbs/day and 6.7 lbs/hour to qualify for the exemption. In general, if your total usage of VOC-containing materials (for non-B0D and non-LSC activities) is less than 12 gallons per day or 1 gallon per hour, your total actual emissions including the B0D and LSC will not exceed 100 lbs/day or 10 lbs/hour.  

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These calculations provide an assurance that the CRC application processes at Maine dealerships will remain below air permitting thresholds because they are based on Tacoma LSC 90D air emissions, which are higher than Tundra B0D air emissions. The Tacoma LSC 90D will end on December 31, 2011 in Maine. During the period of overlap between the two campaigns, Maine dealerships will use the same spray space to treat both Tacoma and Tundra vehicles. As such, these calculations reflect a conservative estimate of combined maximum air emissions associated with both the Tacoma LSC 90D and the Tundra B0D campaigns because they assume dealerships will treat only Tacoma vehicles.
If your total usage of VOC-containing materials (for non-B0D activities) is greater than 12 gallons per day or 1 gallon per hour, or if you need more information, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347).

**To Qualify as Exempt from Air Permitting, Do I Have to Consider My Entire Dealership’s Operations or Only Operations at the Place Where I Will Conduct the B0D?** Please remember that the air permitting exemption requirements cover YOUR ENTIRE DEALERSHIP and NOT just any buildings or locations where you will apply the LSC 90D and B0D materials. For example, if your dealership’s physical plant is distributed across multiple buildings, land parcels or physical locations, all of those buildings and locations would be subject to the requirements identified above.

D. **Requirements To Limit Hourly Particulate Matter (PM) Emissions**

1. Maine regulations impose an hourly allowable emissions rate for particulate matter (PM) on certain types of processes. This rate is calculated for each individual process based on a formula that requires determining the Process Weight Rate for the individual process and then multiplying a fraction of that Process Weight Rate by 3.59. Due to differences in the external CRC being used and in the spray application times, the Tundra B0D and Tacoma LSC 90D do not have the same hourly Allowable PM Emissions Rate, and therefore, the number of vehicles that can be processed per hour varies between the two programs.

2. **Tundra B0D: Do Not Process More Than One Tundra Every 2 Hours**

   a. In the case of the B0D, the Allowable PM Emissions Rate is 0.076 pounds per hour. As long as your dealership conducts the B0D in accordance with the Technical Instructions, the B0D should have PM emissions of no more than 0.047 pounds per hour, and therefore, will fall below this Allowable PM Emissions Rate.

   b. However, this PM emissions level of 0.047 pounds per hour assumes it will take roughly 2 hours to apply both CRCs (i.e., 712AM and Noxudol 300 S) to the Tundra. If a Tundra were processed in a shorter amount of time, then the hourly PM emissions rate could be higher.

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8 It appears that the Maine hourly allowable PM emissions rate regulations may not apply to the Tacoma and Tundra CRC application processes. However, TMS has not confirmed this point with the Maine Department of Environmental Protection, Bureau of Air Quality, and therefore, we are advising Maine dealerships to adhere to the hourly Allowable PM Emissions Rates in conducting Tacoma LSC 90D and Tundra B0D until further notice.
c. Thus, to ensure compliance with this Allowable PM Emissions Rate, your dealership should not process more than one Tundra every 2 hours.

3. Tacoma LSC 90D: Do Not Process More Than One Tacoma Every 1 Hour

(1) The Allowable PM Emissions Rate for the LSC 90D process is 0.14 pounds per hour. As long as your dealership conducts the Tacoma LSC 90D in accordance with the Technical Instructions, the 90D should have potential PM emissions of 0.068 pounds per hour, and therefore, will fall below this Allowable PM Emissions Rate.9

(2) However, this potential PM emissions level of 0.068 pounds per hour assumes it will take roughly 1 hour to apply both CRCs (i.e., 712AM and X128T) to the Tacoma. If a Tacoma were processed in a shorter amount of time, then the hourly PM emissions rate could be higher.

(3) Thus, to ensure compliance with this Allowable PM Emissions Rate, your dealership should not process more than one Tacoma every 1 hour.

If you have any questions or concerns, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347) for assistance.

III. AIR REGULATORY REQUIREMENTS: YOUR OBLIGATIONS

To remain exempt from air permitting, your dealership must comply with certain personnel training, housekeeping, and recordkeeping requirements, as described below.

A. Housekeeping and Pollution Prevention Requirements: Even if your dealership is exempt from air licensing requirements, as discussed above, performance of the B0D at your dealership is subject to Chapter 153 of Maine’s air regulations, which governs VOC emissions from mobile equipment refinishing and repair facilities. Chapter 153 imposes the following housekeeping and pollution prevention requirements on B0D operations:

9 Since sending the Tacoma LSC 90D Dealer Information Package in 2009, TMS has adopted a more conservative approach to calculating the allowable PM emissions rate. Only the revised emission rates are presented here. Under either calculation you should be in compliance with this requirement if you process no more than one Tacoma per hour.
1. Store fresh and used B0D materials (and solvents or cleaning solvents, if any are used) in nonabsorbent, nonleaking containers, and keep these containers closed at all times except when filling or emptying; and

2. Any cloth and paper (or other absorbent materials) moistened with B0D materials must be stored in closed, nonabsorbent, nonleaking containers; and

3. Use handling and transfer procedures that minimize spills during the transfer of the B0D materials to the Vaupel HSDR 3300 spray guns. A written description of these procedures must be posted conspicuously in the B0D work area. At page 46, we have provided a written description that should be posted in the B0D work area.

B. Training Requirements: Chapter 153 also requires that all staff at your dealership that will be conducting B0D activities be trained in the proper use, handling, operation and recordkeeping of the B0D materials and equipment, and that your dealership must document that such training occurred. To satisfy this requirement, all employees performing the B0D should review and understand the Getting Started Guide, the Federal, State and Local Requirements Guide, and the Technical Instructions. The Air Recordkeeping Section of this Packet contains a “Personnel Training Log” to document that each employee performing the B0D has received this training.

C. Recordkeeping Obligations: Your dealership must maintain certain records to demonstrate that you are exempt from air permitting. You must keep these records at your dealership for five (5) years beyond the date that you service the last Tundra under the B0D.

1. **Actual Air Emissions Emissions Records**

   a. Your dealership must maintain air emissions records to demonstrate that its actual emissions of regulated air pollutants fall below the 100 lbs/day or 10 lbs/hour air permitting exemption levels. Please use the attached Maine B0D and LSC 90D Production Log in the Air Recordkeeping Section for this purpose.

2. **PM Emissions Records**

   a. Should any questions arise regarding the calculation of the Allowable PM Emission Rate for the B0D as a “process” (discussed in Section II.D. above), you can refer to the discussion below as your record of how that calculation was performed:

   (1) “Process weight” means the total weight of all materials, including solid fuel charged, less the weights of
uncombined water, introduced into any source operation and should be expressed in tons per hour.

(2) The process weight rate for the B0D depends upon the maximum throughput of the two spray guns being used to apply the B0D materials. The process weight rate for the B0D based on such throughput is 0.002011 tons per hour.

(3) The formula for calculating the Allowable PM Emission Rate requires taking the Process Weight Rate for the B0D (0.002011 tons per hour), raising it to the 0.62 power, and multiplying that number by 3.59. Doing so yields an Allowable Emissions Rate for the B0D of 0.076 pounds per hour.

(4) The B0D has potential PM emissions of 0.047 pounds per hour, which as noted above, falls below the 0.076 pounds per hour level established by the state for a "process" such as the B0D. Thus, the B0D meets the Allowable Emissions Rate requirement.

3. Other Records

Your records also must include copies of:

a. Records verifying that all employees performing the B0D have completed the applicable training requirements using the attached “B0D – Personnel Training Log”; and

b. “General Procedures for Handling, Transferring and Storing the Tundra B0D Materials.” This must be posted in a conspicuous place in the B0D work area. (An 11x17 card containing the Standard Operating Procedures is enclosed separately with this Guide and the Technical Instruction); and

c. A Brief Written Process Overview of the B0D; and

d. A Memorandum Documenting the B0D’s Potential to Emit; and

e. Letter from MDEP, dated August 3, 2011, confirming that the B0D is not subject to Air License Requirements under 06-096 CMR Chap. 115, and approving use of the Vaupel HSDR 3300 Spray Guns pursuant to 06-096 CMR Chap. 153; and

f. The Vaupel HSDR 3300 equipment manufacturer’s specifications; and
g. Material Safety Data Sheets (MSDSs) for the B0D materials. (NOTE: These should also be maintained with your other MSDSs, in compliance with OSHA requirements.)

We have provided copies of these documents in the Air Recordkeeping Section of this Guide.
IMPORTANT: Please maintain these documents in your dealership’s records for a period of five (5) years after the date that you spray the last Tundra under the B0D.

Your dealership must maintain the documents and records listed below to comply with record retention and availability requirements that require the owner or operator of an exempt air contaminant source or device to maintain the following records for five (5) years:

1. Total B0D and LSC 90D emissions production (use attached “Maine B0D and LSC 90D Production Log”);
2. Records verifying that all employees performing the B0D have completed the applicable training requirements (use attached “B0D – Personnel Training Log”);
3. “General Procedures for Handling, Transferring and Storing the Tundra B0D Materials.” This must be posted in a conspicuous place in the B0D work area. (An 11x17 card containing the Standard Operating Procedures is enclosed separately with this Guide and the Technical Instruction);
4. A Brief Written Process Overview of the B0D;
5. A Memorandum Documenting the B0D's Potential to Emit;
6. A letter from MDEP, dated August 3, 2011, confirming that the B0D is not subject to Air License Requirements under 06-096 CMR Chap. 115, and approving use of the Vaupel HSDR 3300 Spray Guns pursuant to 06-096 CMR Chap. 153;
7. Vaupel HSDR 3300 Spray Equipment Manufacturer's Specifications; and
8. Material Safety Data Sheets (MSDSs) for the B0D materials. (NOTE: These should also be maintained with your other MSDSs, in compliance with OSHA requirements.)

Notes:

I. To fill out the “Maine B0D and LSC 90D Production Log,” you can also use the Emissions Estimator that follows the chart.

II. You do not need to do anything with items (4) through (8) above. You should simply keep those documents in your files. You will only need to provide them if requested by a government agency.

III. You must keep these records for five (5) years. A failure to do so could subject you to penalties and fines. Since the B0D has no end date, you should keep the records for five (5) years after the date you treat the last Tundra under the B0D.

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IV. A customer satisfaction portion of the BOD will end on December 31, 2012, which will alter (lower) per-truck emissions. At that time, you will be provided a new set of Technical Instructions and new forms for tracking emissions.
Maine B0D and LSC 90D Production Log Instructions

Follow these four steps to complete the B0D and LSC 90D Production Log (see example below).

**Step 1:** Enter "Reporting Year" and "Dealership Name."

**Step 2:** Enter the date and the number of trucks that you serviced with B0D and LSC materials on that date.

**Step 3:** Enter the time that you completed each of the trucks treated. To comply with the hourly PM emissions limit, no Tundra should be completed within two hours of any other truck (Tundra or Tacoma) and no Tacoma should be completed within one hour of any other truck.

**Step 4:** Use Table 1 to fill out the rest of the log. To use Table 1, find the number of trucks that you serviced with B0D materials across the top and with LSC 90D materials down the left side, and then use the emissions values listed for each compound to fill out the remaining portions of the log.

### Reporting Year:  
### Dealership Name:  

<table>
<thead>
<tr>
<th>Date</th>
<th>Number of Tundras</th>
<th>Time of Completion</th>
<th>Number of Tacomas</th>
<th>Time of Completion</th>
<th>VOC</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-1-11</td>
<td>1</td>
<td>11:30</td>
<td>0</td>
<td>--</td>
<td>0.11</td>
<td>0.10</td>
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<tr>
<td>6-2-11</td>
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<td>3.08</td>
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<td>2.97</td>
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<td>6-5-11</td>
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<td>--</td>
<td>0.22</td>
<td>0.20</td>
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<td>6-6-11</td>
<td>0</td>
<td>--</td>
<td>2</td>
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<td>5.72</td>
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<td>6-7-11</td>
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<td>10:05, 12:00</td>
<td>5.83</td>
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<td>6-8-11</td>
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<td>1:00</td>
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<td>10:05, 2:15, 4:45</td>
<td>8.69</td>
<td>0.31</td>
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<tr>
<td>6-9-11</td>
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<td>--</td>
<td>2</td>
<td>10:20, 12:00</td>
<td>5.72</td>
<td>0.14</td>
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<tr>
<td>6-10-11</td>
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<td>0</td>
<td>--</td>
<td>0.33</td>
<td>0.30</td>
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</table>

Table 1. Emissions Values in lbs/day Based on the # of Trucks Processed in the B0D and LSC 90D

<table>
<thead>
<tr>
<th>LSC 90D Number of TACOMAS Processed</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
</tr>
</thead>
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<tr>
<td>0</td>
<td>VOC = 0</td>
<td>VOC = 0.11</td>
<td>VOC = 0.22</td>
<td>VOC = 0.33</td>
<td>VOC = 0.44</td>
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<tr>
<td></td>
<td>PM = 0</td>
<td>PM = 0.10</td>
<td>PM = 0.20</td>
<td>PM = 0.30</td>
<td>PM = 0.40</td>
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<tr>
<td>1</td>
<td>VOC = 2.86</td>
<td>VOC = 2.97</td>
<td>VOC = 3.08</td>
<td>VOC = 3.19</td>
<td>VOC = 3.30</td>
</tr>
<tr>
<td></td>
<td>PM = 0.07</td>
<td>PM = 0.17</td>
<td>PM = 0.27</td>
<td>PM = 0.37</td>
<td>PM = 0.47</td>
</tr>
<tr>
<td>2</td>
<td>VOC = 5.72</td>
<td>VOC = 5.83</td>
<td>VOC = 5.94</td>
<td>VOC = 6.05</td>
<td>VOC = 6.16</td>
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<tr>
<td></td>
<td>PM = 0.14</td>
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<tr>
<td>3</td>
<td>VOC = 8.58</td>
<td>VOC = 8.69</td>
<td>VOC = 8.80</td>
<td>VOC = 8.91</td>
<td>VOC = 9.02</td>
</tr>
<tr>
<td></td>
<td>PM = 0.21</td>
<td>PM = 0.31</td>
<td>PM = 0.41</td>
<td>PM = 0.51</td>
<td>PM = 0.61</td>
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<tr>
<td>4</td>
<td>VOC = 11.44</td>
<td>VOC = 11.55</td>
<td>VOC = 11.66</td>
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</tr>
<tr>
<td></td>
<td>PM = 0.28</td>
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<td>VOC = 17.60</td>
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<tr>
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<td>PM = 0.42</td>
<td>PM = 0.52</td>
<td>PM = 0.62</td>
<td>PM = 0.72</td>
<td>PM = 0.82</td>
</tr>
</tbody>
</table>
(This page intentionally left blank.)
Maine B0D and LSC 90D Production Log

**Reporting Year:**

**Dealership name:**

<table>
<thead>
<tr>
<th>Date</th>
<th>Number of Tundras</th>
<th>Time of Completion</th>
<th>Number of Tacomas</th>
<th>Time of Completion</th>
<th>B0D</th>
<th>LSC 90D</th>
<th>Emissions</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Use the Emissions Estimator to determine the amount of emissions for each compound below.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>VOC</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PM</td>
</tr>
</tbody>
</table>

**IMPORTANT DOCUMENT**

37
Maine B0D and LSC 90D Emissions Estimator

Dealers should use this document to estimate the amount of emissions resulting from the B0D and the LSC 90D. These estimates are needed to complete the tables in the Maine B0D and LSC 90D Production Log.

Instructions for using this document

Follow the steps below to estimate the daily emissions resulting from the B0D and LSC 90D.

1. At the end of each day, determine the number of Tundra and Tacoma trucks processed that day.

2. Use the table below to estimate the amount of regulated air emissions emitted as a result of B0D and LSC 90D operations that day.
   - Find the number of Tundras processed in the B0D in the columns across the top of the table, and then find the number of Tacomas processed in the LSC 90D in the rows down the left-hand side of the table.
   - The intersection of the B0D column and LSC 90D row provides the emissions estimate (in pounds per day – lbs/day) for two regulated compounds found in the B0D and LSC 90D materials - Volatile Organic Compounds (VOC) and Particulate Matter (PM).
   - For example, if you processed one Tundra and two Tacomas in a day, the estimate of emissions is: VOC = 5.83 lbs/day; PM = 0.24 lbs/day.

3. For each of the two regulated compounds, copy the emissions estimate into the column for that compound in the Maine B0D and LSC 90D Production Log.

Table 1. Emissions Values in lbs/day Based on the Number of Trucks Processed in the B0D and LSC 90D

<table>
<thead>
<tr>
<th>LSC 90D Number of TACOMAS Processed</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>VOC = 0</td>
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<tr>
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<td>PM = 0.20</td>
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</tr>
<tr>
<td>1</td>
<td>VOC = 2.86</td>
<td>VOC = 2.97</td>
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<td>VOC = 3.19</td>
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<tr>
<td></td>
<td>PM = 0.07</td>
<td>PM = 0.17</td>
<td>PM = 0.27</td>
<td>PM = 0.37</td>
<td>PM = 0.47</td>
</tr>
<tr>
<td>2</td>
<td>VOC = 5.72</td>
<td>VOC = 5.83</td>
<td>VOC = 5.94</td>
<td>VOC = 6.05</td>
<td>VOC = 6.16</td>
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<tr>
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</tr>
<tr>
<td>3</td>
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<tr>
<td>4</td>
<td>VOC = 11.44</td>
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<td>VOC = 11.66</td>
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<td>PM = 0.48</td>
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<td></td>
<td>PM = 0.35</td>
<td>PM = 0.45</td>
<td>PM = 0.55</td>
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</tr>
<tr>
<td>6</td>
<td>VOC = 17.16</td>
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<td>VOC = 17.60</td>
</tr>
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<td></td>
<td>PM = 0.42</td>
<td>PM = 0.52</td>
<td>PM = 0.62</td>
<td>PM = 0.72</td>
<td>PM = 0.82</td>
</tr>
</tbody>
</table>
Tundra B0D – Personnel Training Log

Instructions: Dealerships should use this log to confirm that the employees conducting the B0D have been trained as required by 06-096-153 ME. CODE R. § 3(G)(4). Maintain this log, along with a complete copy of the Maine Dealer Information Packet, in your records for five years after the completion of the B0D.

Pursuant to 06-096-153 ME. CODE R. § 3(G)(4), the undersigned have reviewed all of the 2000-2003 Model Year Toyota Tundra Corrosion-Resistant Compound Campaign B0D materials, including the Getting Started Guide, the Guide to Federal, State and Local Requirements, and the Technical Instructions, and understand the proper use, handling and operation of the B0D materials and equipment.

Employee Names/Date Trained

_______________________________________________

_______________________________________________

_______________________________________________

_______________________________________________

Signature of Dealer Principal:

_______________________________________________

Date:

_______________________________________________

Address & Contact Information for Dealer Principal:

_______________________________________________

_______________________________________________

_______________________________________________

_______________________________________________

This record must be maintained for 5 years.
Duplicate as Necessary
# General Procedures for Handling, Transferring and Storing CRC Materials

1. **No sparks** and **No ignition** sources within 20 feet when filling the spray equipment or during the spraying process.

2. **No smoking** when handling Corrosion-Resistant Compound.

3. **Wear appropriate personal protection** when handling the Corrosion-Resistant Compound.

4. **Store** new and used Corrosion-Resistant Compound in the original containers.

5. **Keep all Corrosion-Resistant Compound containers tightly closed** at all times, except when filling or emptying.

6. **Make sure to pour and use all residual Corrosion-Resistant Compound** that may remain in the one liter kit containers.

7. **Immediately wipe up any spilled Corrosion-Resistant Compound** with a dry cloth or rag and dispose of in an appropriate container.

8. **Keep Corrosion-Resistant Compound (including impregnated materials) away from flames and sparks.**

9. **Provide at least one appropriately rated fire extinguisher in each location where the Corrosion-Resistant Compound materials will be handled or stored.**

10. **Do not store more than 25 gallons of flammable or combustible materials (including Corrosion-Resistant Compound) in any one fire area, unless they are in an approved fire cabinet.** Up to 120 gallons of material may be stored in any one fire cabinet (up to 3 fire cabinets per fire area).
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The Tundra Corrosion-Resistant Compound Campaign B0D (B0D) comprises two processes:

1) **Safety Recall B0D Application Area**, which entails application of Noxudol 300 S to the external surfaces of the rear portion of the Tundra frame. This procedure is available to customers without a time limit.

2) **Customer Satisfaction Program Application Area**, which entails application of Noxudol 300 S to the external surface, and application of 712AM to the internal surface, of the front portion of the frame. This procedure is available until 12/31/2012.

All Tundra B0D activities will occur indoors at existing dealership service areas that comply with fire, zoning and building codes. The B0D will consist of the three primary steps discussed below.

**Step 1: Initial Work Area Setup.** Locate dedicated work area in dealership’s service area that has a vehicle lift, is well ventilated, is away from other vehicles, and can be sectioned off with temporary partitions. No physical alteration of the workspace or installation of new equipment is required for the B0D. You should use the work area already used for the Tacoma LSC 90D if it is large enough to accommodate the Tundra.

**Step 2: Vehicle Preparation.** Dealers will employ the following procedures to prepare their service areas and vehicles for spraying.

- **Remove truck bed assembly.**
- **Clean frame, if necessary.** It may be necessary to clean the frame, including pressure washing. **No** chemicals or solvents will be used to clean the frame.
- **Place vehicle on lift.** Raise the vehicle using the vehicle lift; remove certain vehicle components (e.g., tires and wheels, spare tire, engine under cover).
- **Work area setup.** Place tarp beneath vehicle and set up temporary partitions around vehicle. Tarps are intended to capture limited overspray and to facilitate clean-up.
- **Prepare frame.** Manually remove rust from frame using scraper, wire brush, and/or compressed air.
- **Mask parts.** Mask areas not to be sprayed (e.g., drive shaft, brake/hub assemblies, exhaust).
- **Attach Plastic Sheet:** To capture any 712AM that may drip through small holes in the frame, use magnets to suspend a plastic sheet underneath the front portion of the frame.

**Step 3: Material Application.** Dealers will apply the B0D Corrosion-Resistant Compounds as follows:

- **Apply 712AM.** Set up Vaupel spray gun and insert 8mm spray nozzle a specified distance into selected holes in the frame. Press spray gun trigger and pull out nozzle at fixed speed while spraying interior surface of frame with one liter of 712AM. When finished, insert rubber plugs and foam blocks to keep 712AM in the frame.

- **Remove plastic sheet suspended from frame.**

- **Lower lift.** Lower the lift until the top of the rear portion of the frame is approximately 4’6” above the floor.

- **Apply Noxudol 300 S to top external surface of rear portion of frame.** Set up Vaupel spray gun and locate unidirectional handheld spray nozzle 4-8 inches from frame surface. Press spray gun trigger and spray Noxudol 300 S on the top of rear portion of the frame by moving spray nozzle at fixed speed across frame surface.

- **Reattach truck bed assembly.**

- **Raise truck on lift.**

- **Apply Noxudol 300 S to frame bottom and side external surfaces.** From the same working distance, press spray gun trigger and apply remaining Noxudol 300 to bottom and side external surfaces of entire frame at fixed speed. Refill spray gun with Noxudol 300 as needed until all three (3) liters of material are used.

- **Final steps.** Reinstall components of vehicle; remove all masking; remove truck from lift; and spray Noxudol 300 S on areas of frame previously covered by lift arms. Allow 712AM and Noxudol 300 S to cure overnight before returning vehicle to customer. Comply with any recordkeeping and material handling requirements.
TO: ALL TOYOTA DEALER PRINCIPALS, SERVICE MANAGERS AND PARTS MANAGERS
DATE: 2011
SUBJECT: TUNDRA B0D MAXIMUM PROJECTED ACTUAL EMISSIONS – MAINE

As noted above, you can conduct the B0D and continue to stay exempt from air licensing as long as you conduct it in an existing area at your dealership. The Maine Department of Environmental Protection (MDEP) has determined that the B0D conducted at your dealership is not subject to air licensing requirements (see the letter from MDEP attached to the Air Recordkeeping Section). This determination is based on the maximum emissions of regulated air pollutants from the B0D as described in this memo and an understanding of air emissions from typical dealership operations such that the B0D, when added to other emission-causing activity at your dealership, will not cause your dealership to exceed emissions of 100 lbs/day or 10 lbs/hour under normal operation.

It has been determined that the maximum projected actual emissions at dealerships implementing the B0D in Maine, based on the operational constraint of servicing a maximum of 5 vehicles per day, will be:

- Daily emissions of 1.05 lbs/day (0.55 lbs/day Volatile Organic Compounds (VOCs) and 0.50 lbs/day Particulate Matter (PM))
- Hourly emissions of 0.09 lbs/hour (0.05 lbs/hour VOCs and 0.04 lbs/hour PM)

In addition to the emissions of the contaminants above, it should be noted that the B0D materials do not result in the emission of any federally listed hazardous air pollutants (HAPs), Sulfur Dioxide (SO₂), Nitrogen Oxides (NOₓ) or lead, and therefore the potential emissions for those contaminants is zero.

If there are any questions regarding the B0D’s PTE or if you would like additional information, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347).
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August 3, 2011

Juliet T. Browne
Verrill Dana LLP
One Portland Square
Portland, ME 04112-0586

Re: Toyota Tundra BOD

Dear Ms. Browne:

I am writing in regard to Toyota’s proposed campaign to address frame corrosion issues on Toyota Tundra trucks.

It is the Department’s understanding that Toyota is currently planning on addressing frame corrosion issues for model year 2000-2003 Tundra trucks (the Tundra BOD), and may potentially expand the program to include additional model years and vehicle models. Based on the information provided to us on July 27, 2011, the Department has determined that Tundra BOD, including any program expansions, is not subject to the Department’s Chapter 129, Surface Coating Facilities rules, the Chapter 115, Major and Minor Source Air Emission License Regulations, or the Chapter 159, Control of Volatile Organic Compounds from Adhesives and Sealants rules.

The implementation of the Toyota BOD is subject to the Department’s Chapter 153, Mobile Equipment Repair and Refinishing rule, which requires the use of high-efficiency coatings transfer techniques, such as the use of high-volume low-pressure (HVLP) spray gun equipment, electrostatic spray, or roll coating. As you know, Chapter 153 also allows the use of other coating technologies that have been demonstrated achieve emission reductions equivalent to HVLP or electrostatic spray application methods.

Based on the evaluation of the Vaupel HSDR 3300 spray equipment conducted by Concurrent Technologies Corporation, and the additional material provided in the July 27, 2011 submission concerning use of the Vaupel HSDR 3300 spray gun on other Tundra model years and other model vehicles, the Department finds that Vaupel HSDR 3300 spray guns used to apply the corrosion resistant compounds proposed for use in the Tundra BOD and other Tundra

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1 It should be noted that the materials used in the Tundra BOD contain less than 20 grams per liter VOC as applied, and would therefore be exempt from any restrictions, even if the Chapter 159 requirements were otherwise applicable.
model years and other model vehicles achieve emission reductions equivalent to, or better than HVLP, and are therefore approved for use pursuant to Chapter 153, Section 3.D(1) of the Department's regulations.

If you should have any further questions, please feel free to contact me at (207) 287-2437.

Sincerely,

Jeffrey S. Crawford
Division of Program Planning
Bureau of Air Quality

Cc: Marc Cone
Melanie Loyzim, Acting Director
OPERATING INSTRUCTIONS

CAVITY PRESSURE CONTAINER GUN

This gun may only be used for pressure containers which threads have a slot

Use as intended
- The CAVITY PRESSURE CONTAINER GUN is used for applying cavity spray products in conjunction with cavity spray tubes 3900 / 3901.

For your safety
- Hazard-free work with the device is only possible if you read the operating instructions and safety instructions through in full and strictly follow the instructions contained therein.
- Arrange to have practical instruction before your first use.
- Check the device before each use.
- Allow only a specialist to make repairs.
- Alteration or modification of the device is forbidden.
- Use only original accessories.
- Use the device only with the prescribed pressure.
- Do not spray into flames or onto glowing bodies.
- Working areas must be brightly lit, well ventilated and must conform to applicable health and work safety regulations.
- Do not inhale spray mist.
- Store the device and its accessories out of reach of children.

Device Characteristics

| Max. Press. | 8 bar | Working Press. | 2–6 bar | Capacity | 1 liter |

Safety Instructions
- Check the gun for correct operation before use.
- The nozzle head (19) and ascending tube (31) must allow free flow.
- Check the gun for visible damage.
- When dealing with chemical materials, observe the appropriate guidelines and safety rules.

Start up
- Check line pressure in the compressed-air distribution system and adjust if necessary.
- For optimal operation of the compressed-air tool, clean, dry air is absolutely necessary.
- This can be provided by a water and oil separator integrated into the compressed-air system, which also considerably improves the spray behaviour.

Working Instructions / Application
- Fill the pressure container (32) with spray product.
- Immerse the pistol body with ascending tube into the spray product and screw the container to the underside of the gun.
- Insert cavity spray tube with round spray nozzle or cavity spray tube with angle nozzle and nipple into the quick coupling (20).
- Connect the gun to the compressed-air supply.
- Depress the trigger to the first step and check whether spray air issues from the nozzle opening.
- Material flow rate is adjusted using the stop screw (7).
- An optimal spray pattern for each material can be obtained with this adjustment.
- Insert the spray tube with round nozzle into the cavity and slowly withdraw it, while at the same time depressing the trigger. Release the trigger before the round nozzle leaves the cavity (this will interrupt material flow).
- When the spray tube with angle nozzle is inserted, surfaces can be sprayed.
- Make absolutely certain that the spray tubes are not bent.

When finished working
- Blow the cavity spray tube clear with air; for this, depress the trigger to the first step.
- Remove cavity spray tube; disconnect the device from the air supply.
- Release pressure from the gun; for this purpose, turn the pressure container to the left until air escapes.
- Store the device and its accessories out of reach of children.
- Store the gun only upright if material remains in the pressure tank.

Cleaning
- Clean the gun after each use with cleaning agent. (If the gun is to remain unused for an extended period of about 4 weeks),
- Store the spray tubes only when they are clean; otherwise the spray slits may become clogged due to drying of the material.

Attention
- Do not inhale spray mist.

Faults
- Valve bolt (8) is stuck or does not close:
  - Put oil on the valve bolt or into the air intake port of the gun.
  - Depress the trigger (2) several times.
- Gun does not spray properly:
  - Spray nozzle (19), ascending tube (31), cavity spray tube round spray or angle nozzle or gun (1) partly clogged.
  - Remove deposits with cleaning agent.

Environmental Protection
- The device, its accessories and packing material should be recycled in an environmentally correct manner.

State: Jan. 2009
### Druckbehälterpistole
pressure container gun

<table>
<thead>
<tr>
<th>No.</th>
<th>Item Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
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<td>2</td>
<td>50 3909 005</td>
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<tr>
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<tr>
<td>4</td>
<td>60 3100 029</td>
<td>clamping ring</td>
</tr>
<tr>
<td>5</td>
<td>S 83010</td>
<td>nozzle needle, cpl.</td>
</tr>
<tr>
<td>6</td>
<td>60 3104 007</td>
<td>spring f. nozzle needle</td>
</tr>
<tr>
<td>7</td>
<td>30 1122 005</td>
<td>stop screw</td>
</tr>
<tr>
<td>8</td>
<td>30 1104 008</td>
<td>valve bolt</td>
</tr>
<tr>
<td>9</td>
<td>60 4100 027</td>
<td>o-ring 1.5x0.75</td>
</tr>
<tr>
<td>10</td>
<td>40 4101 011</td>
<td>valve seal</td>
</tr>
<tr>
<td>11</td>
<td>60 3103 003</td>
<td>spring f. valve</td>
</tr>
<tr>
<td>12</td>
<td>60 4100 062</td>
<td>o-ring 8x1</td>
</tr>
<tr>
<td>13</td>
<td>30 1120 002</td>
<td>locking screw</td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>40 4100 003</td>
<td>needle seal, teflon</td>
</tr>
<tr>
<td>16</td>
<td>60 4100 064</td>
<td>o-ring 5x1</td>
</tr>
<tr>
<td>17</td>
<td>30 1422 016</td>
<td>needle stuffing box</td>
</tr>
<tr>
<td>18</td>
<td>60 4100 066</td>
<td>o-ring 8x2.5</td>
</tr>
<tr>
<td>19</td>
<td>30 2122 005</td>
<td>spray nozzle</td>
</tr>
<tr>
<td>20</td>
<td>20 1413 001</td>
<td>quick coupling</td>
</tr>
<tr>
<td>21</td>
<td>Capity hose-spray-set</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>60 4100 071</td>
<td>o-ring 15x2</td>
</tr>
<tr>
<td>23</td>
<td>40 4104 014</td>
<td>adaptor 3000</td>
</tr>
<tr>
<td>24</td>
<td>60 4100 072</td>
<td>o-ring 33x2</td>
</tr>
<tr>
<td>25</td>
<td>10 2111 014</td>
<td>pressure tank filler cap</td>
</tr>
<tr>
<td>26</td>
<td>60 4100 044</td>
<td>V-packing</td>
</tr>
<tr>
<td>27</td>
<td>60 4100 087</td>
<td>o-ring 35x4</td>
</tr>
<tr>
<td>28</td>
<td>30 1120 002</td>
<td>locking screw</td>
</tr>
<tr>
<td>29</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>S 83302</td>
<td>assembly screw</td>
</tr>
<tr>
<td>31</td>
<td>60 3129 014</td>
<td>ascending tube</td>
</tr>
<tr>
<td>32</td>
<td>S 83305</td>
<td>pressure tank</td>
</tr>
<tr>
<td></td>
<td>S 83303</td>
<td>seal-set</td>
</tr>
<tr>
<td></td>
<td>S 80151</td>
<td>flat-nozzle – plug connection</td>
</tr>
</tbody>
</table>

This gun may only be used for pressure containers which treads have a slot.

---

Stand: Jan. 2009
SECTION 1: PRODUCT IDENTIFICATION

Product Name: 712AM
Chemical Family: Petroleum oil/additive blend
Material Usage: Corrosion Preventive Compound

EMERGENCY OVERVIEW: Petroleum oil-based product. When product burns it releases typical hydrocarbon products of combustion. Refer to Section 3 for health effects and to Section 5 for fire hazard data.

SECTION 2: HAZARDOUS INGREDIENTS

<table>
<thead>
<tr>
<th>Component</th>
<th>Wt%</th>
<th>Recommended Exposure Limits (TWA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Microcrystalline wax</td>
<td>5-10</td>
<td>ACGIH TLV: 2 mg/m³</td>
</tr>
<tr>
<td>CAS #64742-42-3</td>
<td></td>
<td>OSHA PEL: 2 mg/m³</td>
</tr>
<tr>
<td>Petroleum distillates, solvent dewaxed</td>
<td>5-15</td>
<td>ACGIH TLV: 5 mg/m³</td>
</tr>
<tr>
<td>heavy paraffinic</td>
<td></td>
<td>OSHA PEL: 5 mg/m³</td>
</tr>
<tr>
<td>CAS #64742-65-0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sulfonic acids, petroleum, Calcium salts, overbased</td>
<td>5-15</td>
<td>ACGIH TLV: 5 mg/m³ (oil mist)</td>
</tr>
<tr>
<td>CAS #68783-96-0</td>
<td></td>
<td>OSHA PEL: 5 mg/m³ (oil mist)</td>
</tr>
<tr>
<td>White mineral oil, petroleum</td>
<td>50-60</td>
<td>ACGIH TLV: 5 mg/m³ (oil mist)</td>
</tr>
<tr>
<td>CAS #8042-47-5</td>
<td></td>
<td>OSHA PEL: 5 mg/m³ (oil mist)</td>
</tr>
<tr>
<td>Bentonite, quaternary ammonium compound modified</td>
<td>0.3-1.0</td>
<td>Not established</td>
</tr>
</tbody>
</table>
Soybean oil polymer with isophthalic acid and pentaerythritol
CAS# 66071-86-1

Castor oil, dehydrated, polymerized
CAS# 68038-02-8

Calcium Carbonate
CAS #471-34-1

0.4-4 Not established
5-15 Not established
5-10 OSHA PEL: 5 mg/m³ (respirable fraction)
OSHA PEL: 15 mg/m³ (total dust)
ACGIH TLV: 10 mg/m³ [2] nuisance dust

[2] This component poses a hazard only if a dust is formed, i.e., by sawing, sanding, drilling, etc.

SECTION 3: HEALTH HAZARD INFORMATION

Primary Routes of Entry: Skin absorption, eyes (splashing).

Acute Effects: May cause eye irritation and reversible skin irritation. Prolonged skin exposure may cause dermatitis or oil acne. Breathing mists may cause dizziness or pulmonary irritation.

Chronic Overexposure:
Carcinogenicity: None of the components of this product are listed as carcinogens by NTP, IARC, or OSHA 1910(Z).

Pre-Existing Medical Conditions Aggravated by Exposure: Exposure may aggravate pre-existing respiratory or skin problems.

SECTION 4: FIRST AID PROCEDURES

Inhalation (mist): Move victim to fresh air and call emergency medical care. If not breathing, give artificial respiration; if breathing is difficult, give oxygen.

Eyes: In case of contact with material, immediately flush eyes with running water for at least 15 minutes. Seek immediate medical attention.

Skin: Wash skin with soap and water. Remove and isolate contaminated clothing and shoes at the site.

Ingestion: DO NOT INDUCE VOMITING. Consult a physician. If vomiting occurs spontaneously, keep head below hips to prevent aspiration of liquid into the lungs.

SECTION 5: FIRE AND EXPLOSION HAZARD DATA

Flash Point: >200°C (TCC )
Explosive Limits: LEL: N/A UEL: N/A

EXTINGUISHING MEDIA: Small Fires: Dry chemical, CO₂, water spray, or regular foam. Large Fires: Water spray, fog, or regular foam. Move container from fire area if you can do it without risk. Apply cooling water to sides of containers that are exposed to flames until well after fire is out. Stay away from ends of tanks. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. If this is impossible, withdraw from area and let fire burn. Withdraw immediately in case of rising sound from venting safety device or any discoloration of tank due to fire.

Special Firefighting Protection/Emergency Action: Fire may produce irritating or poisonous gases. Positive pressure self-contained breathing apparatus (SCBA) and structural firefighters' protective clothing will provide limited protection. Keep unnecessary people away; isolate hazard area and deny entry. Stay upwind; keep out of low areas. Isolate for 1/2 mile in all directions if tank, rail car or tank truck is involved in fire. If runoff from fire control occurs, notify the appropriate authorities.

Unusual Fire/Explosion Hazards: Combustible material; may be ignited by flames. Container may explode in heat of fire.

Products of Combustion: Carbon monoxide, carbon dioxide, oxides of sulfur, miscellaneous hydrocarbons.
SECTION 6: SPECIAL PRECAUTIONS AND SPILL/LEAK PROCEDURES

Steps to be taken in case Material is Released or Spilled: Shut off ignition sources; no flares, smoking or flames in hazard area. Stop leak if you can do it without risk.
Small Spills: Take up with sand or other noncombustible absorbent material and place into containers for later disposal.
Large Spills: Dike far ahead of liquid spill for later disposal.

SECTION 7: SAFE HANDLING INFORMATION

Precautions To Be Taken In Handling/Storage: Store in cool, well-ventilated area. Keep away from flames. Never use a torch to cut or weld on or near container.
Other Precautions: Never wear contaminated clothing. Launder or dry clean before wearing. Discard oil-soaked shoes. Wash thoroughly with soap and water (waterless hand cleaner may be helpful in removing residues) after use and before smoking or eating. Avoid excessive skin contact.

SECTION 8: EXPOSURE CONTROLS

Respiratory Protection: NIOSH-approved respirator for organic vapor and mist to control exposure where ventilation is inadequate.
Ventilation: General and local exhaust.
Personal Protective Equipment: Protective Gloves: Impervious gloves (Viton, PVOH, etc.) Eye Protection: Safety glasses with sideshields or chemical goggles. Other Protective Clothing or Equipment: If splashing is anticipated, wear rubber apron and boots or other protective equipment to minimize contact.

SECTION 9: REACTIVITY HAZARD DATA

Stability: Stable
Incompatibility: Strong acids, oxidizing agents.
Hazardous Decomposition Products: Carbon monoxide, carbon dioxide, oxides of sulfur, miscellaneous hydrocarbons.
Hazardous Polymerization: Will not occur.

SECTION 10: PHYSICAL AND CHEMICAL PROPERTIES

Color: Tan
Appearance: Viscous Liquid
Odor: Oil
Boiling Point (initial): NA
Evaporation Rate (n-Butyl Acetate=1): <<1
Vapor Pressure (mmHg @ 20°C): 3.4
Vapor Density (air=1): NA
Solubility in Water: Not Determined
Specific Gravity: 0.9-1.0
pH: Not Applicable
Percent Volatile by Volume: 0

SECTION 11: DISPOSAL CONSIDERATIONS

Waste Disposal Methods: Dispose of in accordance with state, local and federal regulations. Materials may become a hazardous waste through use. If permitted, incineration may be practiced. Consider recycling solvent.
SECTION 12: REGULATORY INFORMATION

Volatile Organic Content: (EPA Method 24)
VOC per gallon: 0.165 lbs/gal

EPA Hazardous Waste Number(s) (40CFR Part 261): D001
EPA Hazard Category (40CFR Part 370): DELAYED (CHRONIC)

SARA TITLE III
This product contains the following TOXIC CHEMICALS subject to the Reporting Requirements of Sec. 313 of Title III of the Superfund Amendments and Reauthorization Act of 1986, and of 40CFR Part 372:

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>CAS NO.</th>
<th>WT %</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This product contains the following EXTREMELY HAZARDOUS SUBSTANCE(S) subject to the Emergency Planning Requirements under Sec. 301-303 (40CFR Parts 300 and 355) and Emergency Release Notification Requirements under Sec. 304:

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>CAS NO.</th>
<th>WT %</th>
<th>RQ/TPQ Lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(CERCLA LIST) This product contains the following HAZARDOUS SUBSTANCE(S) subject to Emergency Release Notification Requirements under Sec. 304 (40 CFR Part 302):

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>CAS NO.</th>
<th>WT %</th>
<th>Final RQ Lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CALIFORNIA PROPOSITION 65
This product may contain trace quantities of the following chemicals that are identified by the State of California under the Safe Drinking Water and Toxic Reinforcement Act of 1986 ("Proposition 65") as either a carcinogenic or reproductive hazard:

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>CAS NO.</th>
<th>Estimated Concentration %</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Although the information contained herein is believed to be reliable, it is furnished without warranty of any kind. This information is not intended to be all-inclusive as to the manner and conditions of use, handling, and storage.
1. CHEMICAL PRODUCT AND COMPANY IDENTIFICATION

Product Name: Noxudol 300 S  
Synonyms: None  
Product Codes: None  
Chemical Name: Anti Rust Compound  
Product Use: Vehicle Underbody Coating  

Manufacturer: Auson AB  
Verkstadsgatan 3  
S-434 42 Kungsbacka  
Sweden  
www.auson.se  
PHONE: +46 300-562000  
FAX: +46 300-562001

US Distributor: Soken Trade Corporation  
12055 Sherman Way  
North Hollywood, CA  
USA  
www.noxudolusa.com  
PHONE: (800) 598-3535  
FAX: (818) 308-8427

For Chemical Emergency (Spill, Leak, Fire, Exposure, or Accident) Call CHEMTREC Day or Night  
USA or Canada: 1-800-424-9300 Outside USA or Canada: +1 703-527-3887 (collect calls ok)

PREPARED BY: MSDS Authoring Services  
ISSUE DATE: March 1, 2011  
VERSION: 1  
SUPERSEDES DATE: None

2. COMPOSITION / INFORMATION ON INGREDIENTS

CONTAINING: HAZARDOUS AND/OR REGULATED COMPONENTS

<table>
<thead>
<tr>
<th>Chemical Name</th>
<th>Amount % by Wt.</th>
<th>CAS Number</th>
<th>OSHA PEL (ppm)</th>
<th>ACGIH STEL (ppm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solvent-refined heavy paraffinic distillate</td>
<td>30-60%</td>
<td>64741-88-4</td>
<td>5</td>
<td>None</td>
</tr>
<tr>
<td>Petroleum sulfonate, calcium salt, calcium hydroxide and calcium carbonate dispersion</td>
<td>20-30%</td>
<td>68783-96-0</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Fatty acids, tall-oil, polymers with isophthalic acid, pentaerythritol and tall oil</td>
<td>10-20%</td>
<td>68410-37-7</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Paraffin and hydrocarbon waxes</td>
<td>10-20%</td>
<td>8002-74-2</td>
<td>None</td>
<td>2 (fume)</td>
</tr>
<tr>
<td>Calcium carbonate (limestone) used as filler/pigment</td>
<td>&lt;2%</td>
<td>1317-65-3</td>
<td>15 for total dust; 5 for respirable fraction</td>
<td>10 for total dust; 3 for respirable fraction</td>
</tr>
<tr>
<td>Carbon black</td>
<td>1%</td>
<td>1333-86-4</td>
<td>3.5</td>
<td>3.5</td>
</tr>
<tr>
<td>Crystalline silica</td>
<td>&lt;0.1%</td>
<td>14808-60-87</td>
<td>10/(%SiO2+2) (respirable)</td>
<td>2.5</td>
</tr>
</tbody>
</table>

California Prop 65: This product may contain trace quantities of chemicals that are identified by the State of California under the Safe Drinking Water and Toxic Reinforcement Act of 1986 ("Proposition 65") as either a carcinogenic or reproductive hazard.

HAZARDS DISCLOSURE: This product contains known hazardous materials in reportable levels as defined by the OSHA Hazard Communication Standard 29 CFR 1910.1200 except as listed above. As defined under Sara 311 and 312, this product contains known hazardous materials.
3. HAZARDS IDENTIFICATION

| EMERGENCY OVERVIEW: |
| CAUTION! COMBUSTIBLE LIQUID. |

HMIS/NFPA Rating: See Section 16

POTENTIAL HEALTH EFFECTS

ROUTES OF ENTRY: Skin contact, eye contact, inhalation and ingestion.

INHALATION: High vapor concentrations may cause headache, dizziness, fatigue, nausea, and vomiting.

INGESTION: May cause abdominal pain, nausea, and vomiting.

SKIN CONTACT: Contact may be irritating to skin. May defat skin.

EYE CONTACT: Contact may be irritating to eyes. May cause stinging.

CHRONIC EXPOSURE: There are currently no known adverse health effects associated with chronic exposure to this product.

ACUTE HEALTH HAZARDS: Moderate irritating to the skin. Slightly irritating to the eyes. May be harmful if inhaled.

AGGRAVATION OF PRE-EXISTING CONDITIONS: Persons with pre-existing skin disorders, eye problems, or respiratory function may be more susceptible to the effects of this substance.

TARGET ORGANS: Eyes, skin, and respiratory system.

CARCINOGENICITY:
- OSHA: Not listed
- ACGIH: Not listed
- NTP: Not listed
- IARC: Not listed

POTENTIAL ENVIRONMENTAL EFFECTS: Not considered to be harmful to aquatic life.

4. EMERGENCY AND FIRST AID PROCEDURES

INHALATION FIRST AID: If inhalation is experienced or suspected, move exposed person to fresh air. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Get medical attention immediately if symptoms persist.

SKIN CONTACT FIRST AID: In case of contact, immediately flush skin with soap and water. Remove contaminated clothing and shoes. Wash clothing before reuse. Call a physician if irritation develops.

EYE CONTACT FIRST AID: Immediately flush eyes with plenty of water for at least 15 minutes, lifting lower and upper eyelids occasionally. Get medical attention immediately if symptoms persist.

INGESTION FIRST AID: If swallowed, give a few tablespoons of cooking oil, sour cream, cream, or other liquid fat. Contact the poison control center. DO NOT INDUCE VOMITING unless directed to by a poison control center or physician. Never give anything by mouth to an unconscious person.

STATEMENT OF PRACTICAL TREATMENT: Always have plenty of water available for first aid. Get medical attention if any symptoms develop or persist.

NOTES TO PHYSICIANS OR FIRST AID PROVIDERS: This product has low oral, dermal, and inhalation toxicity. Aspiration during swallowing or vomiting may severely damage the lungs.
5. FIRE AND EXPLOSION HAZARD DATA

FLAMMABLE PROPERTIES: Not flammable. Combustible.

AUTO IGNITION TEMPERATURE (ASTM E659):
HOT-FLAME AUTOIGNITION TEMPERATURE (AIT):
  MINIMUM IGNITION TEMPERATURE: 750°F
  IGNITION DELAY: 12 Seconds
  BAROMETRIC PRESSURE, TORR: 766

COOL-FLAME AUTOIGNITION TEMPERATURE (CFT):
  MINIMUM IGNITION TEMPERATURE: 745°F
  IGNITION DELAY: 120 Seconds
  BAROMETRIC PRESSURE, TORR: 766

REACTION THRESHOLD TEMPERATURE FOR PRE-FLAME (RTT):
  MINIMUM REACTION TEMPERATURE: 740°F

LIMITS OF FLAMMABILITY IN GENERAL ACCORDANCE WITH ASTM E-681 AT 200°C
  LOWER FLAMMABLE LIMIT (LFL): 1.81 %
  UPPER FLAMMABLE LIMIT (UFL): See Note

Note: Due to the nature of the sample and its addition into the test apparatus, it is difficult to determine the upper flammable limit.

FLASH POINT: 140°C  285°F  Method Used: ASTM D93

EXTINGUISHING MEDIA: Dry chemical, foam or carbon dioxide.

UNSUITABLE EXTINGUISHING MEDIA: Water spray may be unsuitable.

FIRE & EXPLOSION HAZARDS: Above flash point, vapor-air mixtures are explosive within flammable limits noted above. Containers may explode when involved in a fire.

PRECAUTIONS FOR FIREFIGHTERS: In the event of a fire, wear full protective clothing and NIOSH-approved self-contained breathing apparatus with full face piece operated in the pressure demand or other positive pressure mode. Toxic gases and vapors may be released if involved in a fire.

UNUSUAL FIRE AND EXPLOSION HAZARDS: Not applicable

HAZARDOUS DECOMPOSITION OR COMBUSTION PRODUCTS: Not available.

6. ACCIDENTAL RELEASE MEASURES

ACCIDENTAL RELEASE MEASURES: Remove all sources of ignition.

PERSONAL PRECAUTIONS: Wear appropriate protective clothing (see SECTION 8). Isolate release area and deny entry to unnecessary and unprotected personnel.

ENVIRONMENTAL PRECAUTIONS: Do not allow spill to enter sewers or waterways. Do not flush to sewer.

METHODS FOR CONTAINMENT: Contain spill with sand or earth. Do not use combustible materials, such as sawdust.

METHODS FOR CLEAN-UP: Collect spilled material and non-combustible absorbent and place in a container for disposal. Clean spill area thoroughly.

OTHER INFORMATION: Report spills to authorities as required.

7. HANDLING AND STORAGE
RECOMMENDED STORAGE CONDITIONS: Keep in a tightly closed original container, at temperatures less than 105°F (40°C). Keep containers closed when not in use.

SHELF LIFE: See label on packaging.

HANDLING (PERSONNEL): Wear appropriate personal protective equipment (see SECTION 8). Avoid contact with eyes. Avoid contact with skin or clothing. Avoid breathing vapors. Use only with adequate ventilation. Wash thoroughly with soap and water after handling. Keep away from heat, flames, and sparks.

8. EXPOSURE CONTROLS / PERSONAL PROTECTION

AIRBORNE EXPOSURE LIMITS: See Section 2 above.

<table>
<thead>
<tr>
<th>CAS NO.</th>
<th>CHEMICAL NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>64741-88-4</td>
<td>Solvent-refined heavy paraffinic distillate</td>
</tr>
<tr>
<td>OSHA PEL-TWA:</td>
<td>5</td>
</tr>
<tr>
<td>OSHA PEL STEL:</td>
<td>none</td>
</tr>
<tr>
<td>OSHA PEL CEILING:</td>
<td>none</td>
</tr>
<tr>
<td>ACGIH TLV-TWA:</td>
<td>5</td>
</tr>
<tr>
<td>ACGIH TLV STEL:</td>
<td>none</td>
</tr>
<tr>
<td>ACGIH TLV CEILING:</td>
<td>none</td>
</tr>
<tr>
<td>68783-96-0</td>
<td>PETROLEUM SULFONATE, CALCIUM SALT, CALCIUM HYDROXIDE AND CALCIUM CARBONATE DISPERSION</td>
</tr>
<tr>
<td>OSHA PEL-TWA:</td>
<td>NONE</td>
</tr>
<tr>
<td>OSHA PEL STEL:</td>
<td>NONE</td>
</tr>
<tr>
<td>OSHA PEL CEILING:</td>
<td>NONE</td>
</tr>
<tr>
<td>ACGIH TLV-TWA:</td>
<td>NONE</td>
</tr>
<tr>
<td>ACGIH TLV STEL:</td>
<td>NONE</td>
</tr>
<tr>
<td>ACGIH TLV CEILING:</td>
<td>NONE</td>
</tr>
<tr>
<td>68410-37-7</td>
<td>FATTY ACIDS, TALL-OIL, POLYMERS WITH ISOPHTHALIC ACID, PENTAERYTHRITOL AND TALL OIL</td>
</tr>
<tr>
<td>OSHA PEL-TWA:</td>
<td>NONE</td>
</tr>
<tr>
<td>OSHA PEL STEL:</td>
<td>NONE</td>
</tr>
<tr>
<td>OSHA PEL CEILING:</td>
<td>NONE</td>
</tr>
<tr>
<td>ACGIH TLV-TWA:</td>
<td>NONE</td>
</tr>
<tr>
<td>ACGIH TLV STEL:</td>
<td>NONE</td>
</tr>
<tr>
<td>ACGIH TLV CEILING:</td>
<td>NONE</td>
</tr>
<tr>
<td>8002-74-2</td>
<td>PARAFFIN AND HYDROCARBON WAXES</td>
</tr>
<tr>
<td>OSHA PEL-TWA:</td>
<td>NONE</td>
</tr>
<tr>
<td>OSHA PEL STEL:</td>
<td>NONE</td>
</tr>
<tr>
<td>OSHA PEL CEILING:</td>
<td>NONE</td>
</tr>
<tr>
<td>ACGIH TLV-TWA:</td>
<td>2 (FUME)</td>
</tr>
<tr>
<td>ACGIH TLV STEL:</td>
<td>NONE</td>
</tr>
<tr>
<td>ACGIH TLV CEILING:</td>
<td>NONE</td>
</tr>
</tbody>
</table>

CALIFORNIA PROPOSITION 65: This product may contain trace quantities of chemicals that are identified by
the state of California under the safe drinking water and toxic reinforcement act of 1986 ("propoition 65") as either a carcinogenic or reproductive hazard:

1317-65-3  CALCIUM CARBONATE (LIMESTONE)
   MG/M3
   OSHA PEL-TWA:  15 FOR TOTAL DUST; 5 FOR RESPIRABLE FRACTION
   OSHA PEL STEL:  NONE
   OSHA PEL CEILING:  NONE
   ACGIH TLV-TWA:  0 FOR TOTAL DUST; 3 FOR RESPIRABLE FRACTION
   ACGIH TLV STEL:  NONE
   ACGIH TLV CEILING:  NONE

1333-86-4  CARBON BLACK
   MG/M3
   OSHA PEL-TWA:  3.5
   OSHA PEL STEL:  NONE
   OSHA PEL CEILING:  NONE
   ACGIH TLV-TWA:  3.5
   ACGIH TLV STEL:  NONE
   ACGIH TLV CEILING:  NONE

14808-60-7  CRYSTALLINE SILICA
   MG/M3
   OSHA PEL-TWA:  10/(%SiO2+2) (RESPIRABLE)
   OSHA PEL STEL:  NONE
   OSHA PEL CEILING:  NONE
   ACGIH TLV-TWA:  0.025 (RESPIRABLE)
   ACGIH TLV STEL:  NONE
   ACGIH TLV CEILING:  NONE

(Crystalline Silica and carbon black only present hazards as respirable particles of 10 microns or less. Both are bound in the coating and will not be released as respirable particles)

VENTILATION SYSTEM: A system of local and/or general exhaust is recommended to keep employee exposures below the airborne exposure limits. Local exhaust ventilation is generally preferred because it can control the emissions of the contaminant at its source, preventing dispersion of it into the general work area. Please refer to the ACGIH document, *Industrial Ventilation, A Manual of Recommended Practices*, most recent edition, for details.

PERSONAL RESPIRATORS (NIOSH APPROVED): If respirator use is desired, or if exposure limit values are exceeded, use NIOSH approved respirator and type A filters (brown, organic substances).

SKIN PROTECTION: Avoid prolonged skin contact. Chemical resistant (nitrile) gloves recommended for operations where skin contact is likely. Wear appropriate protective clothing or boots as needed. Workers should wash exposed skin several times daily with soap and water. Soiled work clothing should be laundered or dry-cleaned.

EYE PROTECTION: Safety glasses, chemical type goggles, or face shield recommended to prevent eye contact.

GENERAL HYGIENIC PRACTICES: Wash thoroughly with soap and water after handling, before eating, drinking, smoking, or using toilet facilities. Do not smoke during use.
9. PHYSICAL/CHEMICAL CHARACTERISTICS

**FORM:** Highly viscous liquid

**COLOR:** Black

**ODOR:** Slight mineral oil like odor

**BOILING POINT:** >390°F (>200°C)

**SOLUBILITY IN WATER:** Not soluble in water

**SPECIFIC GRAVITY:** .96 at 20°C (68°F) (Water =1)

**EVAPORATION RATE:** (BuAc=1): Not applicable

**POUR POINT (ASTM D97):** +30

**AUTOIGNITION TEMPERATURE:** >750°F (399°C)

**FLASH POINT:** 285°F (140°C) ASTM D93

**pH:** Not available

**PERCENT SOLIDS BY WEIGHT:** 98.9%

**VISCOSITY:** 500-650 Mpas - 73.4°F (23°C)

**VOLATILE ORGANIC COMPOUNDS (VOC):** 10.7 g/L using EPA Method 24

**COLD FREEZE POINT (ASTM D97):** +25

**FREEZING POINT (ASTM D1177):** This sample was too viscous to permit determination of its freeze point by ASTM 1177.

**VAPOR PRESSURE By Isoteniscope (ASTM D2879), torr:**

32°F .................... 0.28
68°F .................... 1.0
100°F ................... 2.7
150°F ................... 11
200°F ................... 34
250°F ................... 90
300°F ................... 160
350°F ................... 270
400°F ................... 426
450°F ................... 600
485°F ................... 760

10. STABILITY AND REACTIVITY

**STABILITY:** Stable under ordinary conditions (70°F (21°C) and 14.7 psig (760 mmHg)), of use and storage.

**CONDITIONS TO AVOID:** Combustible atmospheres. Heat, flames, ignition sources, water (absorbs readily) and incompatibles.

**POLYMERIZATION:** Not available.

**INCOMPATIBILITY WITH OTHER MATERIALS:** Do not store near other combustible materials.

**DECOMPOSITION:** Not available.

11. TOXICOLOGICAL INFORMATION

**EFFECTS OF EXPOSURE**

**ACUTE INHALATION:** LC50 not available

**EYES:** Irritant

**SKIN:** Irritant

**ACUTE INGESTION:** LD50 not available
CHRONIC EFFECTS/CARCINOGENICITY: Calcium carbonate, the product itself, is not listed by NTP, IARC, or OSHA as a carcinogen. There is no reported health effects associated with prolonged exposure to pure calcium carbonate. This product contains variable quantities of crystalline silica (quartz), which is considered a hazard by inhalation. IARC has classified crystalline silica as probably carcinogenic for humans (2A). This classification is based on the findings of laboratory animal studies that were considered to provide sufficient evidence and data from human epidemiological studies that were considered to provide limited evidence for carcinogenicity.

Crystalline silica is also a known cause of silicosis, a noncancerous lung disease. NTP and OSHA have not classified crystalline silica as a carcinogen.

Carbon black has been classified by IRAC as a Category 2B (known animal carcinogen, possible human carcinogen) material. This was based on the results of rat inhalation studies of carbon black, despite the lack of parallel evidence on humans or other animal species.

MUTAGENIC OR REPRODUCTIVE/DEVELOPMENTAL EFFECTS: None expected.

12. ECOLOGICAL INFORMATION

ECOTOXICITY: This product is not toxic or harmful to the environment.

PERSISTENCE AND DEGRADABILITY: This product is not readily degradable.

MOBILITY: Highly viscous liquid is not water soluble and is not expected to be mobile.

BIOACCUMULATION: This product is not expected to bioaccumulate.

13. DISPOSAL DATA

WASTE DISPOSAL METHOD: It is the responsibility of the generator to determine at the time of disposal the proper classification and method of disposal. Disposal should be in accordance with applicable federal, state, and local regulations. Local regulations may be more stringent than regional or national requirements.

RCRA INFORMATION: If this material as supplied becomes a waste, it does not meet the criteria of a hazardous waste as defined under the Resource Conservation and Recovery Act (RCRA) 40 CFR 261.

CONTAMINATED MATERIALS: Wash contaminated clothing before reuse.

14. TRANSPORTATION DATA

CLASS: None
PRODUCT LABEL: Noxudol 300 S
UN NUMBER: None
PACKING GROUP: None
D.O.T. SHIPPING NAME: Consumer Commodity, ORM-D
PRODUCT RQ (LBS): None
ERG Guide Number: None
SUPPLEMENTAL HAZARD: None
VESSEL STOWAGE LOCATION: None
SHIPPING RESTRICTIONS: None
15. REGULATORY INFORMATION

U.S. FEDERAL REGULATORY STATUS

TSCA (TOXIC SUBSTANCE CONTROL ACT): All of the components of this product are listed on the TSCA inventory.

CERCLA (COMPREHENSIVE RESPONSE COMPENSATION, AND LIABILITY ACT): This product is NOT subject to CERCLA reporting requirements; however, many states have more stringent release reporting requirements. Report spills required under federal, state and local regulations.

SARA TITLE III (SUPERFUND AMENDMENTS AND REAUTHORIZATION ACT): This product does not contain any chemicals subject to SARA Title III. 311/312 HAZARD CATEGORIES: Slight Health Hazard, Slight Flammability Hazard

CAA (CLEAN AIR ACT): This product conforms to the VOC limits listed under Subpart B: National Volatile Organic Compound Emission Standards for Automobile Refinish Coatings under Section 183(e)(3)(C).

OTC (OZONE TRANSPORT COMMISSION): This product conforms to the VOC limits listed in Model Rule 2009 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations.

STATE REGULATIONS:

California Safe Drinking Water and Toxic Enforcement Act (Proposition 65): This product is known to contain chemicals currently listed as carcinogens or reproductive toxins as regulated under California Proposition 65.

California Air Resource Board (CARB) Suggested Control Measure for Automotive Coatings: This product conforms to the VOC limit for the automotive undercoating.

LOCAL REGULATIONS

SCAQMD (SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT) RULE 1151: This product conforms to the VOC limits listed under Rule 1151—Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, Appendix A.

BAAQMD (BAY AREA AIR QUALITY MANAGEMENT DISTRICT) RULE 8-45: This product conforms to the VOC limits listed under Rule 8-45—Motor Vehicle and Mobile Equipment Coating Operations.

INTERNATIONAL REGULATIONS:

Europe: All ingredients conform to the EU requirements.

Regulation (EC) nr. 1907/2006
EEC-directive 2006/121/2006
No label required

16. OTHER INFORMATION

Label Requirements: WARNING! COMBUSTABLE!

<table>
<thead>
<tr>
<th>Hazardous Material Information System (HMIS):</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Health</td>
<td>1</td>
</tr>
<tr>
<td>Flammability</td>
<td>1</td>
</tr>
<tr>
<td>Reactivity</td>
<td>0</td>
</tr>
<tr>
<td>Personal Protection</td>
<td>0</td>
</tr>
</tbody>
</table>
National Fire Protection Association (NFPA):

**NFPA Ratings:** Health: 1, Flammability: 1, Reactivity: 0

NFPA/HMIS Definitions: 0-Least, 1-Slight, 2-Moderate, 3-High, 4-Extreme

Protective Equipment: Goggles & shield; lab coat & apron; vent hood; proper gloves; class b extinguisher.

Prepared By: Donato Polignone (MSDS Authoring Services)  
Part Number: --

Approved By: Soken Trade Corporation  
Approval Date: April 18, 2011  
Supersedes Date: March 1, 2011

**ADDITIONAL INFORMATION:**

The data in this Material Safety Data Sheet relates only to the specific material designated herein. It does not relate to use in combination with any other material or in any process. This Material Safety Data Sheet (MSDS) has been reviewed to fully comply with the guidance contained in the ANSI MSDS standard (ANSI Z400.1-2004).

This information is furnished without warranty, expressed or implied, except that it is accurate to the best knowledge of Soken Trade Corporation. The data on this sheet are related only to the specific material designated herein. Soken Trade Corporation assumes no legal responsibility for use or reliance upon these data.

To the best of our knowledge, the information contained herein is accurate. However, neither the above named supplier nor any of its subsidiaries assumes any liability whatsoever for the accuracy or completeness of the information contained herein. Final determination of suitability of any material is the sole responsibility of the user. All materials may present unknown hazards and should be used with caution. Although certain hazards are described herein, we cannot guarantee that these are the only hazards that exist.

**END OF MSDS**
Please review the entire Information Packet – including this Fire, Building and Zoning Codes Section – with your Service and Parts staff.

In addition to the requirements identified in other Sections, your dealership must comply with any applicable state and local fire, building and zoning code requirements. This Section discusses how to comply with these requirements.

**WHERE WILL YOU CONDUCT THE B0D?**

**Same Space As Tacoma LSC 90D:** If you will conduct the Tundra B0D in the same space now being used for the Tacoma LSC 90D, then you should be able to rely on the approval already received for the LSC 90D from your local fire code enforcement official. **Before beginning the Tundra B0D,** you will need simply to notify your local fire code enforcement official, in writing, of your intention to use this same space to spray lower combustibility CRCs on Tundras, and then, you may proceed without any additional approval (unless this official contacts you and requests that you not proceed). You will find a model letter and attachments for providing this notification later in this Section.

**Different Space From Tacoma LSC 90D:** If you intend to conduct the B0D in a space different from the one now being used for the Tacoma LSC 90D, then you will need a new approval from your local fire code enforcement official. Please discontinue reading this Section and call the C.L.E.A.N. Dealer EH&S Hotline at 877-572-4347 to discuss your situation and also consult the Site Selection Section of this Dealer Package.

**BEFORE** you begin applying B0D materials, you must do BOTH of the following:

1. **Notify the appropriate fire code enforcement official, in writing, of your intent to conduct the Tundra B0D in the same space now being used for the Tacoma LSC 90D**

   In Appendix A you will find a model letter and attachments that you can use to notify your fire code enforcement official. You will need to add some descriptive information confirming that the space where you will conduct the Tundra B0D is the same now being used for Tacoma LSC 90D.

   These materials include a Determination of Compliance with the applicable fire codes prepared by Commercial Construction Consulting, Inc. (“C3”) for TMS. To identify your appropriate fire code enforcement official, see Table 1 of this Section (starting at page 73).
**Important:** The Tundra B0D is designed to comply with state and local fire codes and with your previous approval to conduct the Tacoma LSC 90D. Therefore, you should be able to notify your fire code enforcement official about B0D and then proceed with the Campaign. It is possible, however, that your fire code enforcement official may request that you not proceed with the Tundra B0D until the official can review your situation. If this occurs, please work with your official and do not proceed with B0D until you have received his approval to do so. **If you face this situation and have questions or need assistance, go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347) prior to conducting the B0D.**

2. **Confirm that you can conduct the B0D in compliance with applicable fire code, building, and zoning requirements.**

Locate your city/town/county on Table 1 (starting at page 73) to see whether it has any additional building, zoning, or other requirements applicable to the B0D and contact your local officials as indicated.

*(Go to next page for summary of applicable State requirements.)*
I. SUMMARY OF APPLICABLE STATE REQUIREMENTS

A. Fire Code

1. The B0D does not require a state fire permit under the Maine State Fire Code (Fire Code) and Appendix A contains a Determination of Compliance that the B0D complies with the Fire Code (or locally adopted fire codes, as appropriate) so long as you conduct the B0D in the same location where you are conducting the Tacoma LSC 90D and you continue to follow the procedures outlined in this Fire, Building & Zoning Code Section and the Site Selection Section of the Dealer Packet. The Fire Code does require you to inform the appropriate fire code enforcement official (which may be the State Fire Marshal’s office) before commencing B0D operations at your dealership. See Table 1 (starting at pg. 73) for your dealership’s requirements and appropriate fire code enforcement official.

**Regulatory Note:** Your dealership is assumed to comply already with existing fire code requirements (e.g., sprinkler systems, ventilation, etc.) applicable to your dealership.

**IMPORTANT! – FIRE CODE INFORMATION**

You must continue to comply with items 2 and 3 below, and any additional requirements contained in Table 1 (starting at p. 73) or placed on your dealership as part of the approvals received for the Tacoma LSC 90D as part of your implementation of the B0D. If you cannot meet all the requirements identified in items 2 or 3, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347) for additional assistance.

2. You should be able to conduct the B0D consistent with state and local fire codes so long as you conduct the B0D in the same location as the LSC 90D and continue to satisfy all of the following requirements:

   a. Adequate ventilation in the area where the B0D will be conducted; and
   b. No open flames or spark-producing equipment within 20 ft of the B0D operations; and
   c. No drying, curing, or fusion apparatus within 20 ft of the B0D operations; and
   d. No solvents used for cleaning procedures with a flash point below 100°F. (Note: the B0D will not require any cleaning procedures that require solvents with flash point(s) below 100°F.); and
   e. That the materials applied to the truck bed include only Class IIIB liquids and not include any organic peroxide catalyst11 (Note: Each of

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10 Maine has adopted the National Fire Protection Association’s Uniform Fire Code – NFPA 1 (2006 ed.) and NFPA 33, Standard for Spray Application Using Flammable or Combustible Materials, (2007 ed.) which has specific provisions governing spraying operations like the B0D. For those Maine dealerships subject to a different fire code (as identified in Table 1) other than NFPA 1, conformance to the requirements outlined above will ensure compliance with your locally adopted fire code.
the B0D’s Corrosion-Resistant Compounds that you are being provided – interior and exterior - satisfies this requirement); and

f. Fire extinguishers be provided in the vicinity\(^{12}\) of the B0D operation (Note: fire extinguishers must be rated “B”, “AB”, or “ABC”).

**Note:** Consistent with the Technical Instructions, the floor space of the area where the B0D will be conducted should be covered by an approved, noncombustible, nonsparking, fire retardant material.

**Technical Note:** If you have a question about whether your plans for conducting the B0D will satisfy any of these requirements, please go to the C.L.E.A.N. Dealer website ([http://cleandealer.com](http://cleandealer.com)) or call the EH&S Hotline (877-572-4347).

3. Both B0D materials are considered Class IIIIB combustible liquids and the amount of materials that you will use during the B0D should not trigger any new combustible liquid storage requirements for your dealership. However, as a best management practice, please store consistently with the guidelines below:

a. **DO NOT store more than 25 gallons of the B0D materials and any other regulated flammable or combustible materials in any one fire area;** otherwise you may be subject to additional requirements; or

b. **If you store more than 25 gallons** of regulated flammable or combustible liquid in any one fire area, then you must use a fire cabinet.

1. A single fire cabinet may hold up to 120 gallons.

2. Your dealership may only have up to three fire cabinets in each fire area, each of which may hold up to 120 gallons. If you store at these levels (3 x 120 gals = 360 gals) you should confirm with your appropriate fire code enforcement official that such storage at these levels does not require an operational permit in your locality.

*(Go to Next Page for Building Code Discussion)*

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\(^{11}\) Among other requirements, in order to conduct the B0D consistent with the Maine State Fire Code, the materials sprayed must meet at least one of the following criteria: (1) Be no more hazardous than UL Class 30-40, when tested in accordance with UL 340, Test for Comparative Flammability of Liquids; (2) Not contain any solvent or component that has a flash point below 37.8°C (100°F); or (3) Consist only of Class IIIIB liquids and not include any organic peroxide catalyst. The B0D was designed to only use Class IIIIB liquids without organic peroxide catalysts.

\(^{12}\) See the Site Selection Section in this Dealer Information Packet for specific distancing requirements for fire extinguishers in the vicinity of the spraying area.
B. Building Code\textsuperscript{13}

1. The B0D should not require a building permit under the Maine State Building Code because adding the B0D would not “construct, enlarge, alter, repair, move, demolish, or change the occupancy of [your] building,” nor does it “erect, install, enlarge, alter, repair, remove, convert or replace any electrical, gas, mechanical or plumbing system.” (NOTE: Local codes might impose building permit requirements, as noted in the Table starting on page 73.)\textsuperscript{14}

\textbf{Regulatory Note:} It is assumed that your dealership:

(i) complies already with building code requirements (for example, it is assumed that your dealership has a valid certificate of occupancy, meets the requirements for fire protection specified for repair garages and meets the mechanical ventilation requirements specified for repair garages); and

(ii) does not require any building, electrical, gas, plumbing or mechanical system modifications for the B0D.

If these assumptions do not apply, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347)

II. SUMMARY OF APPLICABLE LOCAL REQUIREMENTS

\textbf{Table 1} below identifies the local requirements applicable to the B0D (if any). It is organized by the city/local jurisdiction where your dealership is located. \textbf{IF THE LOCALITY WHERE YOU PLAN TO CONDUCT THE B0D IS NOT LISTED IN TABLE 1 (STARTING AT PAGE 73), PLEASE GO TO THE C.L.E.A.N. DEALER WEBSITE (HTTP://CLEANDEALER.COM) OR CALL THE EH&S HOTLINE (877-572-4347).} The sections below briefly review these requirements.

\textbf{Regulatory Note – Regarding Conditional Use Permits:} If your dealership operates pursuant to a conditional use permit, special exception, or other special use permit, you must determine whether that permit prohibits the B0D process or considers it a “change in use” because, if so, then you may need a permit amendment. If you have any questions about zoning requirements, please go to the C.L.E.A.N. Dealer website (http://cleandealer.com) or call the EH&S Hotline (877-572-4347).

\textsuperscript{13} Maine has adopted the following codes: International Building Code (2009); International Existing Building Code (2009); and International Energy Conservation Code (2009).

\textsuperscript{14} In particular, the application of the CRCs materials being used for the B0D should not trigger any requirements for changes or modifications to the electrical wiring. These liquids are not flammable and are not expected to create a flammable vapor area, and any overspray will be controlled with temporary partitions.
**Regulatory Note – Other Generally Applicable Local Laws and Regulations:** This Guide does not address other local laws and regulations that may apply generally to your dealership’s operations. Such laws and regulations may impose, among other requirements, general housekeeping and/or performance standards that require you to safeguard against improper release of materials that may pose health or environmental risks and to clean up (and report to appropriate authorities) any such improper release.

Unless noted in Table 1, your dealership is likely not subject to additional requirements under local zoning and building codes as a result of the B0D. However, should the need arise to discuss the B0D with your local authorities (in addition to the appropriate fire code enforcement official), the information assembled in Appendix A can be used for that purpose as well.
Table 1: Code Summary for Maine Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Local Fire Code Official &amp; Fire Code Type</th>
<th>Other Potentially Relevant Local Requirements</th>
</tr>
</thead>
</table>
| Emerson Toyota-Auburn     | Geoff Low, Deputy Chief Auburn Fire Department  
                          | 550 Minot Avenue, Auburn, ME 04210          | Dealership should verify whether or not it is located Floodplain, Taylor Pont, Lake Auburn Watershed or Shoreland Overlay District and comply with any additional requirements related to the use, storage and disposal of B0D materials that may apply. |
|                           | (207) 784-5433 ext 28                   | Dealership should verify that the B0D will not constitute a change in use or impermissible use under your zoning permit. |
|                           | NFPA Jurisdiction - Materials to contact the local fire official are found in Appendix A. | Contact: |
|                           |                                          | Mark Stambach  
                          |                                          | Building Inspector  
                          |                                          | 60 Court Street Ste. 104  
                          |                                          | Auburn, ME 04210  
                          |                                          | (207) 333-6600 |
| Charlie's Toyota-Augusta  | Fire Chief Roger Audette  
                          | 1 Hartford Square  
                          | Augusta, Me 04330-5220  
                          | Office 207-626-2421  
                          | Fax 207-626-2424  
                          | Matt Nazar, Director Code Enforcement Bureau  
                          | 16 Cony St, Augusta, ME 04330  
                          | (207) 626-2421  
                          | NFPA Jurisdiction - Materials to contact the local fire official are found in Appendix A. | Dealership should verify whether or not it is located Stream Protection or Historic Waterfront Overlay District and comply with any additional requirements related to the use, storage and disposal of B0D materials that may apply. |
|                           |                                          | Dealership should verify that the B0D will not constitute a change in use or impermissible use under your zoning permit. |
|                           |                                          | Contact: |
|                           |                                          | Matt Nazar, Director Bureau of Planning  
                          |                                          | City of Augusta  
                          |                                          | City Center Plaza  
                          |                                          | 16 Cony Street  
                          |                                          | Augusta, ME 04330  
                          |                                          | (207) 626-2366 |
| Down East Toyota-Brewer   | Gary Parent, Fire Chief Brewer Fire Department  
<pre><code>                      | 151 Parkway South Brewer, ME 04412          | Dealership should verify whether or not it is located in a Shoreland Zoning Protection District and comply with any additional requirements related to the storage and disposal of B0D materials that may apply. |
</code></pre>
<p>|                           |                                          | Dealership should verify that the B0D will not constitute a change in use or impermissible use |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>Local Fire Code Official &amp; Fire Code Type</th>
<th>Other Potentially Relevant Local Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>York Toyota-Houlton</td>
<td>(207) 989-7002 David Russell, Code Enforcement Officer Brewer City Hall 80 North Main Street Brewer, ME 04412 (207) 989-7790</td>
<td>Under your zoning permit. Contact: Linda Johns, City Planner Brewer City Hall 80 North Main Street Brewer, ME 04412 Telephone: (207) 989-7790</td>
</tr>
<tr>
<td></td>
<td><strong>NFPA Jurisdiction</strong> - Subject to State Fire Code. Materials to contact the local fire official are found in Appendix A.</td>
<td></td>
</tr>
<tr>
<td>Berlin City Toyota - Portland</td>
<td>Milton Cone, Chief 97 Military Street Houlton, ME 04730-2400 (207) 532-1320</td>
<td>Dealership should verify that the B0D will not constitute a change in use or impermissible use under your zoning permit. Contact: Doug Hazlett Town Manager 21 Water Street Houlton, ME 04730 Tel: (207) 532-7111</td>
</tr>
<tr>
<td></td>
<td><strong>NFPA Jurisdiction</strong> - Subject to State Fire Code. Materials to contact the local fire official are found in Appendix A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Frederick LaMontagne, Jr, Fire Chief Fire Department 380 Congress St, Portland, ME 04101 (207) 874-8400</td>
<td>Fire Code requires you to obtain a permit from the fire marshal for spraying operations like the B0D. Submit the materials at Appendix A to indicate your intent to use the permit already issued for the LSC 90D. Dealership should verify that the B0D will not constitute a change in use or impermissible use under your zoning permit. Contact: Marge Schmuckal Zoning Administration 389 Congress St</td>
</tr>
<tr>
<td>Location</td>
<td>Local Fire Code Official &amp; Fire Code Type</td>
<td>Other Potentially Relevant Local Requirements</td>
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</tr>
<tr>
<td>Prime Toyota-Saco</td>
<td>John Duross, Chief Saco Fire Department Administration Bldg 14 Thornton Ave Saco, ME 04072 (207) 282-3244</td>
<td>Dealership should verify that the B0D will not constitute a change in use or impermissible use under your zoning permit. Contact: Richard Lambert, Code Enforcement Officer City of Saco, 300 Main Street, Saco, Maine 04072 V: 207-284-6983</td>
</tr>
<tr>
<td>Shepard Toyota (Rockland) – In Town of Thomaston’s Jurisdiction</td>
<td>Michael Leo, Fire Chief Town of Thomaston Fire Department 3 Knox St Thomaston, ME 04861-3706 (207) 354-6345</td>
<td>Dealership should verify that the B0D will not constitute a change in use or impermissible use under your zoning permit. Contact: Val Blastow Town Manager 170 Main Street Thomaston, Maine 04861</td>
</tr>
<tr>
<td>Lee Toyota-Topsham</td>
<td>Brian Stockdale Chief Topsham Fire Department 100 Main Street Topsham, ME (207) 725-7581</td>
<td>Fire Code requires you to obtain a permit from the fire marshal for spraying operations like the B0D. Submit the materials at Appendix A to indicate your intent to use the permit already issued for the LSC 90D. Dealership should verify that the B0D will not constitute a change in use or impermissible use under your zoning permit. Contact: Richard Roedner, Planning Director 100 Main Street Topsham, ME 04086 Phone (207)725-5821.</td>
</tr>
<tr>
<td>Central Maine Toyota-Waterville</td>
<td>David P. LaFountain, Fire Chief Waterville Fire-Rescue 7 College Avenue Waterville, ME 04901 (207) 680-4735</td>
<td>Dealership should verify that the B0D will not constitute a change in use or impermissible use under your zoning permit. Contact: Garth Collins, Code Enforcement Officer</td>
</tr>
<tr>
<td>Location</td>
<td>Local Fire Code Official &amp; Fire Code Type</td>
<td>Other Potentially Relevant Local Requirements</td>
</tr>
<tr>
<td>----------</td>
<td>------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>NFPA Jurisdiction - Materials to contact the local fire official are found in Appendix A.</td>
<td>Code Enforcement City of Waterville One Common Street Waterville Maine 04901 Phone: (207) 680-4231</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX A

Materials to Demonstrate Compliance with the Maine State and Local Fire Code Requirements: NFPA Jurisdictions

Compliance Information

&

Materials to submit to the Appropriate Fire Code Enforcement Official

- Model Letter
- B0D Operation Description
- C3 Determination of B0D Compliance with Maine State Fire Code, NFPA 1
- Dealer Information Sheet

(Electronic copies or available on the C.L.E.A.N. Dealer website - http://cleandealer.com)
(This page intentionally left blank.)
Appendix A1: Maine NFPA Jurisdictions- Summary of Fire Code Requirements

Your local jurisdiction is subject to the Maine State Fire Code (which adopts the 2006 edition of the NFPA 1 and 2007 edition of NFPA 33).

- **Before you begin conducting the B0D, you will need to provide your local fire code enforcement official with information about the B0D and your intent to conduct the B0D in the same space where you are/were conducting the Tacoma LSC 90D.** Under the Maine State Fire Code and locally adopted fire codes, the appropriate fire code enforcement official has the authority to require plans and specifications to ensure compliance with applicable codes and standards, and may require an operating permit for B0D spraying operations.

- **To assist you with contacting your appropriate fire code enforcement official,** Appendix A2 contains (1) a model letter, (2) a Determination of Compliance and B0D Process Description (and MSDSs) from Commercial Construction Consulting Inc. (“C3”), a professional consulting firm retained by Toyota to assess the B0D’s compliance with the NFPA 1, as adopted by the Maine State Fire Code, (3) a background information sheet that you must complete that will provide your appropriate fire code enforcement official with relevant dealer-specific information about where the B0D operation will take place. *(Note: Electronic copies of these materials can be found on the C.L.E.A.N. Dealer website - [http://cleandealer.com](http://cleandealer.com)).*

- **You should do the following:**
  - Address the model letter to the appropriate fire code enforcement official and put it on your dealership’s letterhead. *(See Table 1 beginning at page 73.)*
  - Review the background information sheet and complete it by adding facility-specific information, including descriptions of the:
    - Service area where the B0D will be conducted *(Note: this should be the same location where you are/were conducting the Tacoma LSC 90D);*
    - Storage area to be used for B0D materials; and
    - Ventilation system in the area where the B0D will be conducted.
  - **Remember - Enclose the following with the cover letter to the appropriate fire code enforcement official:**
    - The Determination of Compliance letter prepared by C³;
    - The completed dealership information sheet from Appendix A2.
    - Copies of the Material Safety Data Sheets (MSDSs) for the 712AM and Noxudol 300S materials (provided in the Air 79}

- Make a copy of the letter and attachments for your records before submitting to the appropriate fire code enforcement official.
APPENDIX A2: Model Letter for NFPA Jurisdictions and B0D Process Information to be included with Letter

*Electronic Copy of Letter and Attachments are available on the on the C.L.E.A.N. Dealer website - [http://cleandealer.com](http://cleandealer.com).*
Re: NOTIFICATION OF INTENT TO CONDUCT CORROSION-RESISTANT COMPOUND CAMPAIGN IN THE APPROVED SPRAYING AREA OF [LOCAL DEALERSHIP]

Dear __________:

In November 2009, Toyota announced a safety recall for certain Model Year '00-'03 Tundras. In conjunction with the recall, Tundra Corrosion-Resistant Compound Campaign B0D (B0D) is being implemented to apply Corrosion-Resistant Compound (protective sealant) to Model Year 2000-2003 Tundra vehicles registered in certain cold climate states, including Maine. Our dealership is taking part in this B0D. We are writing to provide you with information about the B0D process and to inform you that we intend to begin offering the program on [Insert Date 10 days from now], unless we hear from you otherwise.

Our dealership previously obtained your office’s approval to conduct a Limited Service Campaign (LSC) 90D for Tacoma vehicles at our facility located at [insert address]. We contacted you earlier this year to inform you that we would be continuing to offer the Tacoma LSC 90D at our dealership through the end of 2011. In that letter we indicated that Toyota had announced its intention to offer a separate Corrosion-Resistant Compound Campaign to owners of certain model year Tundra vehicles. This B0D is the Tundra campaign that we were referring to and we will be conducting the B0D Tundra campaign in the same approved location where we are currently conducting the Tacoma LSC 90D.

The B0D will involve the spray application of two Class IIIB combustible liquids to the frames of certain model year Tundra trucks. Note the Tacoma LSC 90D involves the spraying of a Class II combustible liquid; however, Toyota has transitioned to a less combustible Class IIIB liquid for its future undercoating campaigns, including the B0D. The attached documents explain the B0D process, provide a description of the method for applying those materials, confirmation of the location in our vehicle service area where the B0D will take place, and include MSDSs for the materials that will be used. We believe this information demonstrates that the B0D will be conducted in accordance with all applicable laws, regulations, and other codes and is acceptable to your office, as it complies with your previous approval of undercoating operations at our dealership.

For your information, we have attached the following to this letter: (1) a description of the B0D process, materials and equipment; (2) a Determination of Compliance finding that the B0D as designed conforms to NFPA 1, and (3) site-specific information confirming the location where we will conduct the B0D is the same location you have already approved for undercoating operations.

If you have any questions or require any additional information, please do not hesitate to contact [Dealership] or [Number]. Thank you for your time and consideration.
Best regards,

Attachments:
- C³ Determination of Compliance, with description of B0D Process and B0D Material MSDSs
- Dealership information sheet
July 29, 2011

Toyota Motor Sales, U.S.A., Inc.
19001 South Western Avenue, HQ 11
Torrance, CA 90501

Re: Toyota Corrosion-Resistant Compound Application Program
Compliance with the State of Maine Fire Service Rules and Laws

Thank you for engaging Commercial Construction Consulting, Inc. (“C3”) to determine compliance with applicable Maine fire service rules and laws in advance of Toyota Motor Sales’ implementation of a program involving the application of two corrosion-resistant compounds (the “CRC Program”) to the frame rails on the underside of certain Toyota vehicles.

The State of Maine Fire Service Rules and Laws includes adoption of NFPA 33 (2007) for spraying of flammable and combustible materials. This is the standard used in this analysis.

We recommend that Toyota dealers conduct this CRC Program in the same spray space where the dealers had received approval to conduct a similar program known as the Limited Service Campaign (LSC) 90D. We note that whereas the LSC 90D involves spray application of a Class II and a Class IIIB combustible liquid, this CRC Program will use the same Class IIIB material, but will substitute a less volatile Class IIIB combustible liquid for the Class II liquid. Thus, the CRC Program uses only Class IIIB materials.

We have determined that the CRC Program will be in compliance with the applicable provisions of NFPA 33. We have further determined that as long as the CRC Program is conducted in the spray space previously approved for the LSC 90D, and in accordance with operational requirements of the Code’s vehicle undercoating exemption, then the CRC Program continues to qualify for the exemption in paragraph 14.1.1 and further approval should not be required.

NFPA-33
NFPA 33, Section 14.1 notes that vehicle spray undercoating operations conducted in an area with adequate ventilation are exempt from the provisions of NFPA-33 if certain requirements are met:

**Regulation: Section 14.1 (Automobile Undercoating and Body Lining):**

14.1.1: Spray undercoating or spray body lining of vehicles that is conducted in an area that has adequate natural or mechanical ventilation shall be exempt from the provisions of this standard, if all of the requirements of 14.1.1.1 through 14.1.1.4 are met.

14.1.1.1: There shall be no open flames or spark-producing equipment within 20 ft (6100 mm) of the spray operation while the spray operation is being conducted.

14.1.1.2: There shall be no drying, curing, or fusion apparatus in use within 20 ft (6100 mm) of the spray operation while the spray operation is being conducted.

14.1.1.3: Any solvent used for cleaning procedures shall have a flash point not less than 100°F (37.8°C).

14.1.1.4: The coating or lining materials used shall meet one of the following criteria:

(1) Be no more hazardous than UL Class 30-40, when tested in accordance with UL 340, Test for Comparative Flammability of Liquids.
Analysis: The CRC Program meets the requirements in paragraph 14.1.1 and therefore qualifies for the undercoating exemption in NFPA-33: 1) Both materials to be used are Class IIIB; 2) We recommend that dealers apply the materials in the same spray space that already has been approved for a similar corrosion-resistant compound program known as the “LSC 90D”; and 3) Dealers also must maintain adequate ventilation in this approved spray space and otherwise to conduct the CRC Program in a manner that meets operational requirements of the Code’s vehicle undercoating exemption.

Dealers should be able to conduct the CRC Program in the same approved spray area where they conducted the LSC 90D without seeking further approval. Nonetheless, we recommend that dealers notify their local fire official of their intent to conduct the CRC Program in this already-approved spray space and provide the official with the material safety data sheet (MSDS) for the Class IIIB material that will be used in the CRC Program.

If a dealer chooses to conduct the CRC Program in a different service bay from the one previously approved, then the operations at the new bay must comply with the requirements for an exemption under NFPA-33 Section 14.1. We recommend the dealer obtain approval from the local fire official to conduct the CRC Program in the new spray area.

If you have any questions, please do not hesitate to call.

Very truly yours,

Doug Anderson
Manager, Code Advisory Group
**Step 1: Initial Work Area Setup.** Locate dedicated work area in dealership’s garage that has a vehicle lift, is well ventilated and can be sectioned off with temporary partitions. No physical alteration of the workspace or installation of new equipment is required for the B0D. The work area previously used for the Tacoma 90D LSC should be used if it is large enough to accommodate the Tundra.

**Step 2: Vehicle Preparation.** Dealers will employ the following procedures to prepare their service areas and vehicles for spraying.

- **Remove truck bed assembly.**
- **Clean frame, if necessary.** It may be necessary to clean the frame, including pressure washing. **No** chemicals or solvents will be used to clean the frame.
- **Place vehicle on lift.** Raise the vehicle using the vehicle lift; remove certain vehicle components (e.g., tires and wheels, spare tire, engine under cover).
- **Work area setup.** Place tarp beneath vehicle and set up temporary partitions around vehicle. Tarps are intended to capture limited overspray and to facilitate clean-up.
- **Prepare frame.** Manually remove rust from frame using scraper, wire brush, and/or compressed air.
- **Mask parts.** Mask areas not to be sprayed (e.g., drive shaft, brake/hub assemblies, exhaust).
- **Attach Plastic Sheet.** To capture any 712AM that may drip through small holes in the frame, use magnets to suspend a plastic sheet underneath the front portion of the frame.

**Step 3: CRC Application.** Dealers will apply the Corrosion Resistant Compounds as follows:

- **Apply 712AM.** Set up Vaupel spray gun and insert 360° spray nozzle a specified distance into selected holes in the frame. Press spray gun trigger and pull out nozzle at fixed speed while spraying interior surface of frame with one liter of 712AM. When finished, insert rubber plugs and foam blocks to keep 712AM in the frame.
- **Remove plastic sheet suspended from frame.**

- **Lower lift.** Lower the lift until the top of the rear portion of the frame is approximately 4'6" above the floor.

- **Apply Noxudol 300 S to top external surface of rear portion of frame.** Set up Vaupel spray gun and locate unidirectional handheld spray nozzle 4-8 inches from frame surface. Press spray gun trigger and spray Noxudol 300 S on the top of rear portion of the frame by moving spray nozzle at fixed speed across frame surface.

- **Reattach truck bed assembly.**

- **Raise truck on lift.**

- **Apply Noxudol 300 S to frame bottom and side external surfaces.** From the same working distance, press spray gun trigger and apply remaining Noxudol 300 S to bottom and side external surfaces of entire frame at fixed speed. Refill spray gun with Noxudol 300 S as needed until all three (3) liters of material are used.

- **Final steps.** Reinstall components of vehicle; remove all masking; remove truck from lift; and spray Noxudol 300 S on areas of frame previously covered by lift arms. Allow 712AM and Noxudol 300 S to dry overnight before returning vehicle to customer. Comply with any recordkeeping and material handling requirements.
## 1. CHEMICAL PRODUCT AND COMPANY IDENTIFICATION

Product Name: Noxudol 300 S  
Synonyms: None  
Chemical Name: Anti Rust Compound  
Product Codes: None  
Product Use: Vehicle Underbody Coating

Manufacturer: Auson AB  
Verkstadsgatan 3  
S-434 42 Kungsbacka  
Sweden  
www.auson.se  
PHONE: +46 300-562000  
FAX: +46 300-562001

US Distributor: Soken Trade Corporation  
12055 Sherman Way  
North Hollywood, CA  
USA  
www.noxudolusa.com  
PHONE: (800) 598-3535  
FAX: (818) 308-8427

For Chemical Emergency (Spill, Leak, Fire, Exposure, or Accident) Call CHEMTREC Day or Night  
USA or Canada: 1-800-424-9300 Outside USA or Canada: +1 703-527-3887 (collect calls ok)

PREPARED BY: MSDS Authoring Services  
ISSUE DATE: March 1, 2011

VERSION: 1  
SUPERSEDES DATE: None

## 2. COMPOSITION / INFORMATION ON INGREDIENTS

**CONTAINING: HAZARDOUS AND/OR REGULATED COMPONENTS**

<table>
<thead>
<tr>
<th>Chemical Name</th>
<th>Amount % by Wt.</th>
<th>CAS Number</th>
<th>OSHA PEL (ppm)</th>
<th>ACGIH STEL (ppm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solvent-refined heavy paraffinic distillate</td>
<td>30-60%</td>
<td>64741-88-4</td>
<td>5</td>
<td>None</td>
</tr>
<tr>
<td>Petroleum sulfonate, calcium salt, calcium hydroxide and calcium carbonate dispersion</td>
<td>20-30%</td>
<td>68783-96-0</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Fatty acids, tall-oil, polymers with isophthalic acid, pentaerythritol and tall oil</td>
<td>10-20%</td>
<td>68410-37-7</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Paraffin and hydrocarbon waxes</td>
<td>10-20%</td>
<td>8002-74-2</td>
<td>None</td>
<td>2 (fume)</td>
</tr>
<tr>
<td>Calcium carbonate (limestone) used as filler/pigment</td>
<td>&lt;2%</td>
<td>1317-65-3</td>
<td>15 for total dust; 5 for respirable fraction</td>
<td>10 for total dust; 3 for respirable fraction</td>
</tr>
<tr>
<td>Carbon black</td>
<td>&lt;2%</td>
<td>1333-86-4</td>
<td>3.5</td>
<td>3.5</td>
</tr>
<tr>
<td>Crystalline silica</td>
<td>&lt;0.1%</td>
<td>14808-60-87</td>
<td>10/((%SiO2+2) (respirable)</td>
<td>2.5</td>
</tr>
</tbody>
</table>

**California Prop 65:** This product may contain trace quantities of chemicals that are identified by the State of California under the Safe Drinking Water and Toxic Reinforcement Act of 1986 ("Proposition 65") as either a carcinogenic or reproductive hazard.

**HAZARDS DISCLOSURE:** This product contains known hazardous materials in reportable levels as defined by the OSHA Hazard Communication Standard 29 CFR 1910.1200 except as listed above. As defined under Sara 311 and 312, this product contains known hazardous materials.
3. HAZARDS IDENTIFICATION

EMERGENCY OVERVIEW:
CAUTION! COMBUSTIBLE LIQUID.

HMIS/NFPA Rating: See Section 16

POTENTIAL HEALTH EFFECTS

ROUTES OF ENTRY: Skin contact, eye contact, inhalation and ingestion.
INHALATION: High vapor concentrations may cause headache, dizziness, fatigue, nausea, and vomiting.
INGESTION: May cause abdominal pain, nausea, and vomiting.
SKIN CONTACT: Contact may be irritating to skin. May defat skin.
EYE CONTACT: Contact may be irritating to eyes. May cause stinging.
CHRONIC EXPOSURE: There are currently no known adverse health effects associated with chronic exposure to this product.
ACUTE HEALTH HAZARDS: Moderate irritating to the skin. Slightly irritating to the eyes. May be harmful if inhaled.
AGGRAVATION OF PRE-EXISTING CONDITIONS: Persons with pre-existing skin disorders, eye problems, or respiratory function may be more susceptible to the effects of this substance.

TARGET ORGANS: Eyes, skin, and respiratory system.

OSHA: Not listed  ACGIH: Not listed  NTP: Not listed   IARC: Not listed

POTENTIAL ENVIRONMENTAL EFFECTS: Not considered to be harmful to aquatic life.

4. EMERGENCY AND FIRST AID PROCEDURES

INHALATION FIRST AID: If inhalation is experienced or suspected, move exposed person to fresh air. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Get medical attention immediately if symptoms persist.
SKIN CONTACT FIRST AID: In case of contact, immediately flush skin with soap and water. Remove contaminated clothing and shoes. Wash clothing before reuse. Call a physician if irritation develops.
EYE CONTACT FIRST AID: Immediately flush eyes with plenty of water for at least 15 minutes, lifting lower and upper eyelids occasionally. Get medical attention immediately if symptoms persist.
INGESTION FIRST AID: If swallowed, give a few tablespoons of cooking oil, sour cream, cream, or other liquid fat. Contact the poison control center. DO NOT INDUCE VOMITING unless directed to by a poison control center or physician. Never give anything by mouth to an unconscious person.
STATEMENT OF PRACTICAL TREATMENT: Always have plenty of water available for first aid. Get medical attention if any symptoms develop or persist.

NOTES TO PHYSICIANS OR FIRST AID PROVIDERS: This product has low oral, dermal, and inhalation toxicity. Aspiration during swallowing or vomiting may severely damage the lungs.
5. FIRE AND EXPLOSION HAZARD DATA

**FLAMMABLE PROPERTIES:** Not flammable. Combustible.

**AUTO IGNITION TEMPERATURE (ASTM E659):**

- **HOT-FLAME AUTOIGNITION TEMPERATURE (AIT):**
  - **MINIMUM IGNITION TEMPERATURE:** 750°F
  - **IGNITION DELAY:** 12 Seconds
  - **BAROMETRIC PRESSURE, TORR:** 766

- **COOL-FLAME AUTOIGNITION TEMPERATURE (CFT):**
  - **MINIMUM IGNITION TEMPERATURE:** 745°F
  - **IGNITION DELAY:** 120 Seconds
  - **BAROMETRIC PRESSURE, TORR:** 766

**REACTION THRESHOLD TEMPERATURE FOR PRE-FLAME (RTT):**

- **MINIMUM REACTION TEMPERATURE:** 740°F

**LIMITS OF FLAMMABILITY IN GENERAL ACCORDANCE WITH ASTM E-681 AT 200°C**

- **LOWER FLAMMABLE LIMIT (LFL):** 1.81 %
- **UPPER FLAMMABLE LIMIT (UFL):** See Note

*Note: Due to the nature of the sample and its addition into the test apparatus, it is difficult to determine the upper flammable limit.*

**FLASH POINT:** 140°C 285°F Method Used: ASTM D93

**EXTINGUISHING MEDIA:** Dry chemical, foam or carbon dioxide.

**UNSUITABLE EXTINGUISHING MEDIA:** Water spray may be unsuitable.

**FIRE & EXPLOSION HAZARDS:** Above flash point, vapor-air mixtures are explosive within flammable limits noted above. Containers may explode when involved in a fire.

**PRECAUTIONS FOR FIREFIGHTERS:** In the event of a fire, wear full protective clothing and NIOSH-approved self-contained breathing apparatus with full face piece operated in the pressure demand or other positive pressure mode. Toxic gases and vapors may be released if involved in a fire.

**UNUSUAL FIRE AND EXPLOSION HAZARDS:** Not applicable

**HAZARDOUS DECOMPOSITION OR COMBUSTION PRODUCTS:** Not available.

6. ACCIDENTAL RELEASE MEASURES

**ACCIDENTAL RELEASE MEASURES:** Remove all sources of ignition.

**PERSONAL PRECAUTIONS:** Wear appropriate protective clothing (see SECTION 8). Isolate release area and deny entry to unnecessary and unprotected personnel.

**ENVIRONMENTAL PRECAUTIONS:** Do not allow spill to enter sewers or waterways. Do not flush to sewer.

**METHODS FOR CONTAINMENT:** Contain spill with sand or earth. Do not use combustible materials, such as sawdust.

**METHODS FOR CLEAN-UP:** Collect spilled material and non-combustible absorbent and place in a container for disposal. Clean spill area thoroughly.

**OTHER INFORMATION:** Report spills to authorities as required.

7. HANDLING AND STORAGE
RECOMMENDED STORAGE CONDITIONS: Keep in a tightly closed original container, at temperatures less than 105°F (40°C). Keep containers closed when not in use.

SHELF LIFE: See label on packaging.

HANDLING (PERSONNEL): Wear appropriate personal protective equipment (see SECTION 8). Avoid contact with eyes. Avoid contact with skin or clothing. Avoid breathing vapors. Use only with adequate ventilation. Wash thoroughly with soap and water after handling. Keep away from heat, flames, and sparks.

8. EXPOSURE CONTROLS / PERSONAL PROTECTION

<table>
<thead>
<tr>
<th>CAS NO.</th>
<th>CHEMICAL NAME</th>
<th>AIRBORNE EXPOSURE LIMITS:</th>
</tr>
</thead>
<tbody>
<tr>
<td>64741-88-4</td>
<td>Solvent-refined heavy paraffinic distillate</td>
<td>mg/m3</td>
</tr>
<tr>
<td>OSHA PEL-TWA:</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>OSHA PEL STEL:</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>OSHA PEL CEILING:</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV-TWA:</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV STEL:</td>
<td>none</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV CEILING:</td>
<td>none</td>
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</tr>
<tr>
<td>68783-96-0</td>
<td>PETROLEUM SULFONATE, CALCIUM SALT, CALCIUM HYDROXIDE AND CALCIUM CARBONATE DISPERSION</td>
<td>mg/m3</td>
</tr>
<tr>
<td>OSHA PEL-TWA:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>OSHA PEL STEL:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>OSHA PEL CEILING:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV-TWA:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV STEL:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV CEILING:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>68410-37-7</td>
<td>FATTY ACIDS, TALL-OIL, POLYMERS WITH ISOPHTHALIC ACID, PENTAERYTHRITOL AND TALL OIL</td>
<td>mg/m3</td>
</tr>
<tr>
<td>OSHA PEL-TWA:</td>
<td>NONE</td>
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<td>OSHA PEL CEILING:</td>
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<td>ACGIH TLV-TWA:</td>
<td>NONE</td>
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<td>ACGIH TLV STEL:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV CEILING:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>8002-74-2</td>
<td>PARAFFIN AND HYDROCARBON WAXES</td>
<td>mg/m3</td>
</tr>
<tr>
<td>OSHA PEL-TWA:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>OSHA PEL STEL:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>OSHA PEL CEILING:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV-TWA:</td>
<td>2 (FUME)</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV STEL:</td>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>ACGIH TLV CEILING:</td>
<td>NONE</td>
<td></td>
</tr>
</tbody>
</table>

CALIFORNIA PROPOSITION 65: This product may contain trace quantities of chemicals that are identified by
the state of California under the safe drinking water and toxic reinforcement act of 1986 ("proposition 65") as either a carcinogenic or reproductive hazard:

<table>
<thead>
<tr>
<th>CAS No</th>
<th>Chemical</th>
<th>OSHA PEL-TWA</th>
<th>OSHA PEL STEL</th>
<th>OSHA PEL CEILING</th>
<th>ACGIH TLV-TWA</th>
<th>ACGIH TLV STEL</th>
<th>ACGIH TLV CEILING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1317-65-3</td>
<td>CALCIUM CARBONATE (LIMESTONE)</td>
<td>15 FOR TOTAL DUST; 5 FOR RESPIRABLE FRACTION</td>
<td>NONE</td>
<td>NONE</td>
<td>0 FOR TOTAL DUST; 3 FOR RESPIRABLE FRACTION</td>
<td>NONE</td>
<td>NONE</td>
</tr>
<tr>
<td>1333-86-4</td>
<td>CARBON BLACK</td>
<td>3.5</td>
<td>NONE</td>
<td>NONE</td>
<td>3.5</td>
<td>NONE</td>
<td>NONE</td>
</tr>
<tr>
<td>14808-60-7</td>
<td>CRYSTALLINE SILICA</td>
<td>10/(%SIO2+2) (RESPIRABLE)</td>
<td>NONE</td>
<td>NONE</td>
<td>0.025 (RESPIRABLE)</td>
<td>NONE</td>
<td>NONE</td>
</tr>
</tbody>
</table>

(Crystalline Silica and carbon black only present hazards as respirable particles of 10 microns or less. Both are bound in the coating and will not be released as respirable particles)

VENTILATION SYSTEM: A system of local and/or general exhaust is recommended to keep employee exposures below the airborne exposure limits. Local exhaust ventilation is generally preferred because it can control the emissions of the contaminant at its source, preventing dispersion of it into the general work area. Please refer to the ACGIH document, *Industrial Ventilation, A Manual of Recommended Practices*, most recent edition, for details.

PERSONAL RESPIRATORS (NIOSH APPROVED): If respirator use is desired, or if exposure limit values are exceeded, use NIOSH approved respirator and type A filters (brown, organic substances).

SKIN PROTECTION: Avoid prolonged skin contact. Chemical resistant (nitrile) gloves recommended for operations where skin contact is likely. Wear appropriate protective clothing or boots as needed. Workers should wash exposed skin several times daily with soap and water. Soiled work clothing should be laundered or dry-cleaned.

EYE PROTECTION: Safety glasses, chemical type goggles, or face shield recommended to prevent eye contact.

GENERAL HYGIENIC PRACTICES: Wash thoroughly with soap and water after handling, before eating, drinking, smoking, or using toilet facilities. Do not smoke during use.
9. PHYSICAL/CHEMICAL CHARACTERISTICS

FORM: Highly viscous liquid
COLOR: Black

ODOR: Slight mineral oil like odor
BOILING POINT: >390°F (>200°C)

SOLUBILITY IN WATER: Not soluble in water
SPECIFIC GRAVITY: .96 at 20°C (68°F) (Water =1)

EVAPORATION RATE: (BuAc=1): Not applicable
POUR POINT (ASTM) D97): +30

AUTOIGNITION TEMPERATURE: >750°F 399°C)
FLASH POINT: 285°F (140°C) ASTM D93

pH: Not available
PERCENT SOLIDS BY WEIGHT: 98.9%

VISCOSITY: 500-650 Mpas - 73.4°F (23°C)

VOLATILE ORGANIC COMPOUNDS (VOC): 10.7 g/L using EPA Method 24
COLD FREEZE POINT (ASTM D97): +25

FREEZING POINT (ASTM D1177): This sample was too viscous to permit determination of its freeze point by
ASTM 1177.

VAPOR PRESSURE By Isoteniscope (ASTM D2879), torr:
32°F....................0.28
68°F.....................1.0
100°F.....................2.7
150°F......................11
200°F.....................34
250°F.....................90
300°F....................160
350°F....................270
400°F....................426
450°F....................600
485°F....................760

10. STABILITY AND REACTIVITY

STABILITY: Stable under ordinary conditions (70°F (21°C) and 14.7 psig (760 mmHg)), of use and storage.

CONDITIONS TO AVOID: Combustible atmospheres. Heat, flames, ignition sources, water (absorbs readily)
and incompatibles.

POLYMERIZATION: Not available.

INCOMPATIBILITY WITH OTHER MATERIALS: Do not store near other combustible materials.

DECOMPOSITION: Not available.

11. TOXICOLOGICAL INFORMATION

EFFECTS OF EXPOSURE

ACUTE INHALATION: LC50 not available

EYES: Irritant

SKIN: Irritant

ACUTE INGESTION: LD50 not available
CHRONIC EFFECTS/CARCINOGENICITY: Calcium carbonate, the product itself, is not listed by NTP, IARC, or OSHA as a carcinogen. There is no reported health effects associated with prolonged exposure to pure calcium carbonate. This product contains variable quantities of crystalline silica (quartz), which is considered a hazard by inhalation. IARC has classified crystalline silica as probably carcinogenic for humans (2A). This classification is based on the findings of laboratory animal studies that were considered to provide sufficient evidence and data from human epidemiological studies that were considered to provide limited evidence for carcinogenicity.

Crystalline silica is also a known cause of silicosis, a noncancerous lung disease. NTP and OSHA have not classified crystalline silica as a carcinogen.

Carbon black has been classified by IRAC as a Category 2B (known animal carcinogen, possible human carcinogen) material. This was based on the results of rat inhalation studies of carbon black, despite the lack of parallel evidence on humans or other animal species.

MUTAGENIC OR REPRODUCTIVE/DEVELOPMENTAL EFFECTS: None expected.

12. ECOLOGICAL INFORMATION

ECOTOXICITY: This product is not toxic or harmful to the environment.
PERSISTENCE AND DEGRADABILITY: This product is not readily degradable.
MOBILITY: Highly viscous liquid is not water soluble and is not expected to be mobile.
BIOACCUMULATION: This product is not expected to bioaccumulate.

13. DISPOSAL DATA

WASTE DISPOSAL METHOD: It is the responsibility of the generator to determine at the time of disposal the proper classification and method of disposal. Disposal should be in accordance with applicable federal, state, and local regulations. Local regulations may be more stringent than regional or national requirements.

RCRA INFORMATION: If this material as supplied becomes a waste, it does not meet the criteria of a hazardous waste as defined under the Resource Conservation and Recovery Act (RCRA) 40 CFR 261.
CONTAMINATED MATERIALS: Wash contaminated clothing before reuse.

14. TRANSPORTATION DATA

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CLASS:</td>
<td>None</td>
</tr>
<tr>
<td>PRODUCT LABEL:</td>
<td>Noxudol 300 S</td>
</tr>
<tr>
<td>UN NUMBER:</td>
<td>None</td>
</tr>
<tr>
<td>PACKING GROUP:</td>
<td>None</td>
</tr>
<tr>
<td>D.O.T. SHIPPING NAME:</td>
<td>Consumer Commodity, ORM-D</td>
</tr>
<tr>
<td>PRODUCT RQ (LBS):</td>
<td>None</td>
</tr>
<tr>
<td>ERG Guide Number:</td>
<td>None</td>
</tr>
<tr>
<td>SUPPLEMENTAL HAZARD:</td>
<td>None</td>
</tr>
<tr>
<td>VESSEL STOWAGE LOCATION:</td>
<td>None</td>
</tr>
<tr>
<td>SHIPPING RESTRICTIONS:</td>
<td>None</td>
</tr>
</tbody>
</table>
15. REGULATORY INFORMATION

U.S. FEDERAL REGULATORY STATUS

TSCA (TOXIC SUBSTANCE CONTROL ACT): All of the components of this product are listed on the TSCA inventory.

CERCLA (COMPREHENSIVE RESPONSE COMPENSATION, AND LIABILITY ACT): This product is NOT subject to CERCLA reporting requirements; however, many states have more stringent release reporting requirements. Report spills required under federal, state and local regulations.

SARA TITLE III (SUPERFUND AMENDMENTS AND REAUTHORIZATION ACT): This product does not contain any chemicals subject to SARA Title III. 311/312 HAZARD CATEGORIES: Slight Health Hazard, Slight Flammability Hazard

CAA (CLEAN AIR ACT): This product conforms to the VOC limits listed under Subpart B: National Volatile Organic Compound Emission Standards for Automobile Refinish Coatings under Section 183(e)(3)(C).

OTC (OZONE TRANSPORT COMMISSION): This product conforms to the VOC limits listed in Model Rule 2009 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations.

STATE REGULATIONS:

California Safe Drinking Water and Toxic Enforcement Act (Proposition 65): This product is known to contain chemicals currently listed as carcinogens or reproductive toxins as regulated under California Proposition 65.

California Air Resource Board (CARB) Suggested Control Measure for Automotive Coatings: This product conforms to the VOC limit for the automotive undercoating.

LOCAL REGULATIONS

SCAQMD (SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT) RULE 1151: This product conforms to the VOC limits listed under Rule 1151—Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, Appendix A.

BAAQMD (BAY AREA AIR QUALITY MANAGEMENT DISTRICT) RULE 8-45: This product conforms to the VOC limits listed under Rule 8-45—Motor Vehicle and Mobile Equipment Coating Operations.

INTERNATIONAL REGULATIONS:

Europe: All ingredients conform to the EU requirements.

Regulation (EC) nr. 1907/2006

EEC-directive 2006/121/2006

No label required

16. OTHER INFORMATION

Label Requirements: WARNING! COMBUSTABLE!

<table>
<thead>
<tr>
<th>Hazardous Material Information System (HMIS):</th>
<th>Health</th>
<th>Flammability</th>
<th>Reactivity</th>
<th>Personal Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Soken Trade Corporation
National Fire Protection Association (NFPA):

NFPA Ratings: Health: 1, Flammability: 1, Reactivity: 0

NFPA/HMIS Definitions: 0-Least, 1-Slight, 2-Moderate, 3-High, 4-Extreme

Protective Equipment: Goggles & shield; lab coat & apron; vent hood; proper gloves; class b extinguisher.

Prepared By: Donato Polignone (MSDS Authoring Services)  Part Number: --
Approved By: Soken Trade Corporation
Approval Date: April 18, 2011     Supersedes Date: March 1, 2011

ADDITIONAL INFORMATION:

The data in this Material Safety Data Sheet relates only to the specific material designated herein. It does not relate to use in combination with any other material or in any process. This Material Safety Data Sheet (MSDS) has been reviewed to fully comply with the guidance contained in the ANSI MSDS standard (ANSI Z400.1-2004)

This information is furnished without warranty, expressed or implied, except that it is accurate to the best knowledge of Soken Trade Corporation. The data on this sheet are related only to the specific material designated herein. Soken Trade Corporation assumes no legal responsibility for use or reliance upon these data.

To the best of our knowledge, the information contained herein is accurate. However, neither the above named supplier nor any of its subsidiaries assumes any liability whatsoever for the accuracy or completeness of the information contained herein. Final determination of suitability of any material is the sole responsibility of the user. All materials may present unknown hazards and should be used with caution. Although certain hazards are described herein, we cannot guarantee that these are the only hazards that exist.

END OF MSDS
SECTION 1: PRODUCT IDENTIFICATION

Product Name: 712AM
Chemical Family: Petroleum oil/additive blend
Material Usage: Corrosion Preventive Compound

EMERGENCY OVERVIEW: Petroleum oil-based product. When product burns it releases typical hydrocarbon products of combustion. Refer to Section 3 for health effects and to Section 5 for fire hazard data.

SECTION 2: HAZARDOUS INGREDIENTS

<table>
<thead>
<tr>
<th>Component</th>
<th>Wt%</th>
<th>Recommended Exposure Limits (TWA)</th>
</tr>
</thead>
</table>
| Microcrystalline wax | 5-10 | ACGIH TLV: 2 mg/m³  
                             OSHA PEL: 2 mg/m³ |
| CAS #64742-42-3 |     |                                  |
| Petroleum distillates, solvent dewaxed heavy paraffinic | 5-15 | ACGIH TLV: 5 mg/m³  
                             OSHA PEL: 5 mg/m³ |
| CAS #64742-65-0 |     |                                  |
| Sulfonic acids, petroleum, Calcium salts, overbased | 5-15 | ACGIH TLV: 5 mg/m³ (oil mist)  
                             OSHA PEL: 5 mg/m³ (oil mist) |
| CAS #68783-96-0 |     |                                  |
| White mineral oil, petroleum | 50-60 | ACGIH TLV: 5 mg/m³ (oil mist)  
                             OSHA PEL: 5 mg/m³ (oil mist) |
| CAS #8042-47-5 |     |                                  |
| Bentonite, quaternary ammonium compound modified | 0.3-1.0 | Not established |
| CAS # 68953-58-2 |     |                                  |
Soybean oil polymer with isophthalic acid and pentaerythritol  0.4-4  Not established
CAS# 66071-86-1

Castor oil, dehydrated, polymerized  5-15  Not established
CAS# 68038-02-8

Calcium Carbonate  5-10  OSHA PEL:  5 mg/m³ (respirable fraction)
CAS #471-34-1  OSHA PEL: 15 mg/m³ (total dust)
ACGIH TLV: 10 mg/m³ ([⁰] nuisance dust)

[⁰] This component poses a hazard only if a dust is formed, i.e., by sawing, sanding, drilling, etc.

SECTION 3: HEALTH HAZARD INFORMATION

Primary Routes of Entry: Skin absorption, eyes (splashing).
Acute Effects: May cause eye irritation and reversible skin irritation. Prolonged skin exposure may cause dermatitis or oil acne. Breathing mists may cause dizziness or pulmonary irritation.
Chronic Overexposure:
Carcinogenicity: None of the components of this product are listed as carcinogens by NTP, IARC, or OSHA 1910(Z).
Pre-Existing Medical Conditions Aggravated by Exposure: Exposure may aggravate pre-existing respiratory or skin problems.

SECTION 4: FIRST AID PROCEDURES

Inhalation (mist): Move victim to fresh air and call emergency medical care. If not breathing, give artificial respiration; if breathing is difficult, give oxygen.
Eyes: In case of contact with material, immediately flush eyes with running water for at least 15 minutes. Seek immediate medical attention.
Skin: Wash skin with soap and water. Remove and isolate contaminated clothing and shoes at the site.
Ingestion: DO NOT INDUCE VOMITING. Consult a physician. If vomiting occurs spontaneously, keep head below hips to prevent aspiration of liquid into the lungs.

SECTION 5: FIRE AND EXPLOSION HAZARD DATA

Flash Point: >200°C (TCC )
Explosive Limits:  LEL: N/A  UEL: N/A

EXTINGUISHING MEDIA: Small Fires: Dry chemical, CO₂, water spray, or regular foam. Large Fires: Water spray, fog, or regular foam. Move container from fire area if you can do it without risk. Apply cooling water to sides of containers that are exposed to flames until well after fire is out. Stay away from ends of tanks. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. If this is impossible, withdraw from area and let fire burn. Withdraw immediately in case of rising sound from venting safety device or any discoloration of tank due to fire.
Special Firefighting Protection/Emergency Action: Fire may produce irritating or poisonous gases. Positive pressure self-contained breathing apparatus (SCBA) and structural firefighters' protective clothing will provide limited protection. Keep unnecessary people away; isolate hazard area and deny entry. Stay upwind; keep out of low areas. Isolate for 1/2 mile in all directions if tank, rail car or tank truck is involved in fire. If runoff from fire control occurs, notify the appropriate authorities.
Unusual Fire/Explosion Hazards: Combustible material; may be ignited by flames. Container may explode in heat of fire.
Products of Combustion: Carbon monoxide, carbon dioxide, oxides of sulfur, miscellaneous hydrocarbons.
SECTION 6: SPECIAL PRECAUTIONS AND SPILL/LEAK PROCEDURES

Steps to be taken in case Material is Released or Spilled: Shut off ignition sources; no flares, smoking or flames in hazard area. Stop leak if you can do it without risk.

Small Spills: Take up with sand or other noncombustible absorbent material and place into containers for later disposal.

Large Spills: Dike far ahead of liquid spill for later disposal.

SECTION 7: SAFE HANDLING INFORMATION

Precautions To Be Taken In Handling/Storage: Store in cool, well-ventilated area. Keep away from flames. Never use a torch to cut or weld on or near container.

Other Precautions: Never wear contaminated clothing. Launder or dry clean before wearing. Discard oil-soaked shoes. Wash thoroughly with soap and water (waterless hand cleaner may be helpful in removing residues) after use and before smoking or eating. Avoid excessive skin contact.

SECTION 8: EXPOSURE CONTROLS

Respiratory Protection: NIOSH-approved respirator for organic vapor and mist to control exposure where ventilation is inadequate.

Ventilation: General and local exhaust.

Personal Protective Equipment: Protective Gloves: Impervious gloves (Viton, PVOH, etc.) Eye Protection: Safety glasses with sideshields or chemical goggles. Other Protective Clothing or Equipment: If splashing is anticipated, wear rubber apron and boots or other protective equipment to minimize contact.

SECTION 9: REACTIVITY HAZARD DATA

Stability: Stable

Incompatibility: Strong acids, oxidizing agents.

Hazardous Decomposition Products: Carbon monoxide, carbon dioxide, oxides of sulfur, miscellaneous hydrocarbons.

Hazardous Polymerization: Will not occur.

SECTION 10: PHYSICAL AND CHEMICAL PROPERTIES

Color: Tan
Appearance: Viscous Liquid
Odor: Oil
Boiling Point (initial): NA
Evaporation Rate (n-Butyl Acetate=1): <<1
Vapor Pressure (mmHg @ 20°C): 3.4
Vapor Density (air=1): NA
Solubility in Water: Not Determined
Specific Gravity: .9-1.0
pH: Not Applicable
Percent Volatile by Volume: 0

SECTION 11: DISPOSAL CONSIDERATIONS

Waste Disposal Methods: Dispose of in accordance with state, local and federal regulations. Materials may become a hazardous waste through use. If permitted, incineration may be practiced. Consider recycling solvent.
SECTION 12: REGULATORY INFORMATION

Volatile Organic Content: (EPA Method 24)
VOC per gallon: 0.165 lbs/gal

EPA Hazardous Waste Number(s) (40CFR Part 261): D001
EPA Hazard Category (40CFR Part 370): DELAYED (CHRONIC)

SARA TITLE III
This product contains the following TOXIC CHEMICALS subject to the Reporting Requirements of Sec. 313 of Title III of the Superfund Amendments and Reauthorization Act of 1986, and of 40CFR Part 372:

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>CAS NO.</th>
<th>WT %</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This product contains the following EXTREMELY HAZARDOUS SUBSTANCE(S) subject to the Emergency Planning Requirements under Sec. 301-303 (40CFR Parts 300 and 355) and Emergency Release Notification Requirements under Sec. 304:

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>CAS NO.</th>
<th>WT %</th>
<th>RQ/TPQ Lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(CERCLA LIST) This product contains the following HAZARDOUS SUBSTANCE(S) subject to Emergency Release Notification Requirements under Sec. 304 (40 CFR Part 302):

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>CAS NO.</th>
<th>WT %</th>
<th>Final RQ Lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CALIFORNIA PROPOSITION 65
This product may contain trace quantities of the following chemicals that are identified by the State of California under the Safe Drinking Water and Toxic Reinforcement Act of 1986 ("Proposition 65") as either a carcinogenic or reproductive hazard:

<table>
<thead>
<tr>
<th>CHEMICAL</th>
<th>CAS NO.</th>
<th>Estimated Concentration %</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Although the information contained herein is believed to be reliable, it is furnished without warranty of any kind. This information is not intended to be all-inclusive as to the manner and conditions of use, handling, and storage.
ATTACHMENT 2: DESCRIPTION OF LOCATION WHERE THE B0D WILL TAKE PLACE AT [INSERT NAME OF DEALERSHIP]

- We will conduct the B0D in our existing dealership service area located at [Insert Dealer Address]. Our dealership has a valid certificate of occupancy for vehicle service and is compliant with existing fire, building, mechanical, and zoning codes for vehicle service/repair garages.

  Insert description of the service area at your dealership where the B0D will be conducted.

- We will store B0D materials in accordance with applicable codes governing the storage of combustible liquids.

  Insert a description of the storage area to be used for B0D materials.

- We will ensure that the B0D is conducted in an area that has adequate ventilation.

  Insert a description of the method of ventilation in the vehicle service area where the B0D will be conducted.
The materials used in the Tundra B0D – 712AM and Noxudol 300 S – are not considered hazardous waste when they are discarded. In addition, as is the case for the Tacoma LSC 90D, the B0D spray guns do not need to be cleaned as long as you store them in accordance with the Technical Instructions. Therefore, the B0D should not generate any hazardous waste and any discarded materials used exclusively for performing the B0D – such as the plastic sheet suspended from the frame or the plastic bags used to cover the brake assemblies during spraying – do not need to be managed as hazardous waste. Such B0D-exclusive waste will not count toward your monthly hazardous waste generation totals.

However, one of the materials used in the LSC 90D – X128T – may be considered a hazardous waste when discarded due to its combustibility. Therefore, if, as we assume, the B0D will occur in the same spray space as the LSC 90D, there may be common materials, such as floor tarps and rags used for cleanup, that if discarded will need to be managed as hazardous waste. Such materials will count toward your monthly waste generation totals and may impact your generator status.

To ensure proper waste handling, you should develop a procedure at your dealership for distinguishing between 3 categories of waste: (1) B0D-only, (2) LSC 90D-only, and (3) combined B0D and LSC 90D wastes. Categories (2) and (3) will need to be managed as hazardous waste, while Category (1) will not. To assist in your compliance, this section provides a brief overview of the hazardous waste requirements applicable to dealerships generally.

**Regulatory Note Regarding EPA ID Number:** Prior to beginning the LSC 90D, your dealership should have obtained an EPA Hazardous Waste ID Number if it did not already have one. Although the B0D should not generate any hazardous waste, as discussed above, if you conduct the B0D in the same spray space as the LSC 90D you will need to manage any 90D-only or B0D-90D combined waste from the common B0D-LSC 90D spray space as hazardous waste, which requires an EPA Hazardous Waste ID Number. The EPA ID Number requirement applies to each location at your dealership with a separate mailing address. If you do not have an EPA Hazardous Waste ID Number for the building where the B0D and LSC 90D will be conducted, please call the C.L.E.A.N. Dealer EH&S Hotline at (877) 572-4347.
Regulatory Note Regarding B0D Tarps and Partitions: If, as we assume, the LSC 90D and B0D are conducted in a common spray space, the tarps/partitions used should be managed like other hazardous waste when you dispose of them. The weight of these tarps counts against the monthly hazardous waste management limits noted in Section 3 below. Given their size and weight, the tarps/partitions could represent a large quantity of waste if disposed of frequently and could impact your compliance with the limits noted below. Therefore, we recommend that you reuse the tarps and other materials used to create the partitions described in the Technical Instructions.

1. **IF YOU ARE ALREADY A REGISTERED LARGE QUANTITY GENERATOR (LQG) (I.E., BECAUSE YOU GENERATE MORE THAN 220 POUNDS OF HAZARDOUS WASTE PER MONTH OR BECAUSE YOU ACCUMULATE MORE THAN 1320 POUNDS OF HAZARDOUS WASTE ON SITE AT ANY ONE TIME), YOU MAY STOP READING AS YOU ARE LIKELY ALREADY FAMILIAR WITH THE REQUIREMENTS NOTED BELOW. THE B0D WILL NOT IMPACT YOUR GENERATOR STATUS.**

2. **FOR ALL OTHER DEALERSHIPS, IF YOU GENERATE REGULATED WASTE OF LESS THAN 220 POUNDS PER MONTH, BUT ACCUMULATE 55 GALLONS (1 DRUM) OF WASTE ON SITE AT ANY ONE TIME, YOU ARE A SMALL QUANTITY GENERATOR PLUS (SQGP) AND MUST HAVE AN EPA IDENTIFICATION NUMBER (EPA ID NUMBER). THE EPA ID NUMBER REQUIREMENT DOES NOT APPLY ACROSS YOUR ENTIRE DEALERSHIP, BUT TO EACH LOCATION AT YOUR DEALERSHIP WITH A SEPARATE MAILING ADDRESS.**

3. **IF YOU ARE NOT A LARGE QUANTITY GENERATOR, OR A SMALL QUANTITY GENERATOR PLUS (SQGP), DO NOT GENERATE MORE THAN 220 POUNDS OF REGULATED WASTE PER MONTH, OR ACCUMULATE MORE THAN 55 GALLONS OF REGULATED WASTE AT ANY TIME, THE B0D WILL NOT IMPACT YOUR GENERATOR STATUS.**

   a. Your dealership will not have to become a registered SQGP (and thereby be subject to additional requirements) if you stay below the two registered SQGP triggers:
      
      (1) Generate no more than 220 pounds of regulated waste in a calendar month; and
      
      (2) Accumulate no more than 55 gallons of regulated waste at any one time.

   __Important Compliance Note:_ The 220 pounds per month waste generation level and the 55 gallons accumulation level apply separately to each part of your dealership that has its own address and its own EPA ID Number.

4. **STORE ALL REGULATED WASTES IN PROPER CONTAINERS ON AN IMPERVIOUS SURFACE, PROPERLY LABELED AS “HAZARDOUS WASTE,”, AND MAINTAIN REQUIRED RECORDS.**

5. **DISPOSE OF ALL REGULATED WASTE ONLY AT FACILITIES AUTHORIZED TO RECEIVE “HAZARDOUS” WASTE USING A COMPANY LICENSED TO TRANSPORT SUCH WASTE TO THE DISPOSAL FACILITY.**
6. **Remember to count used oil against your monthly hazardous waste limit if you determine it to be hazardous or if it has been blended, mixed, commingled or otherwise treated with any hazardous waste.**

a. In addition, waste oil and used oil should not be blended, mixed, commingled, or otherwise treated with any other hazardous waste. If it is, it must be counted against the applicable regulated waste limit noted above.

b. Such material regulated as used oil should be recycled in accordance with applicable used oil regulations. We assume that your dealership generates used oil, and therefore, is already familiar with the special hazardous waste recycling requirements for used oil.