

JOINT BASE LEWIS MCCHORD PERMIT REQUIRED MANAGEMENT PRACTICES STRYKER/TACTICAL VEHICLE HULL WATER

This permit required management practice (PRMP) is being issued instead of an individual permit. PRMPs are mandatory under the Clean Water Act (CWA) and promote compliance with the NPDES permit requirements for stormwater and pretreatment programs. The intent is to provide efficient and effective procedures that protect personnel, plant operations, groundwater, surface water, marine waters and prevent wastewater treatment plant pass through. When these PRMPs are followed properly, they are an effective means of source control which prevents potential pass through or 'slugs' of untreated pollutants from entering the sanitary sewer system or illicit discharges to the stormwater system.

STRYKER/Tactical Vehicle Hull Water

GENERAL MANAGEMENT PRACTICES

1. The most effective management tool for hull water is prevention: Use of environmental covers are a first line of defense.
2. Larger footprint tarps prevent the water intrusion resulting from rain that enters through the engine block area and into the hull.
3. Use large one piece environmental covers that cover the entire vehicle. Securely tie down the cover to maximize effectiveness.
4. Inspect environmental cover weekly to make sure the entire vehicle is covered and environmental cover is securely tied.
5. There are 15 separate compartments in the hull with 15 corresponding plugs. To prevent spills, keep all plugs in place. If drain plugs must be removed while the vehicle is parked, position a drip pan directly under each drain plug hole to prevent illicit discharge of POL to the stormwater collection systems.
6. If drain plugs have been removed, ensure drain plugs are in place prior to movement of the vehicle.



DRIP PAN WATER MANAGEMENT IN UNIT MOTOR POOLS

1. Stryker Units with stored vehicles are authorized to discharge hull water collected from drip pans only at the pretreatment pre-approved wash rack drain served by an oil-water separator. Stryker vehicles are strictly prohibited from discharging drip pan hull waters at any other locations, including, but not limited to washracks without an oil water separator, streets, trails, or undeveloped areas of Joint Base Lewis-McChord (JBLM).

2. Engine, gearbox, transmission, and hydraulic components over hulls shall be inspected for obvious signs of spilled fluids. If drip pan hull water contains floating oil, fuel or grease (more than a sheen) it must be removed from the water with pads before discharging the hull water to the oil water separator. Dirty pads shall be placed in properly labeled hazardous containers for disposal.
3. Drip pan hull water containing chemicals, solvents, cleaning agents, soap, detergent, Simple Green, or any emulsifying agent is not authorized for discharge to any JBLM facility. Contaminated drip pan hull water must be placed in properly labeled waste containers for disposal.
4. Ensure absolutely no brass is deposited in drains and motor pool oil water separators, all live munitions and or residue such as brass casings and other munition type of materials will be placed in a designated munitions amnesty box.
5. Draining of any Stryker vehicle fluids (other than drip pan hull water) including but not limited to spent oil, antifreeze, transmission fluid, brake fluid, mechanical grease, petroleum and diesel into motor pool oil water separators and drains is strictly prohibited.
6. Drip pans that contain evidence of petroleum, oils and lubricants greater than a sheen will be collected with absorbent pads and placed in properly labeled waste containers for disposal before discharging water to an oil water separator.

DISCHARGE OF HULL WATER AT CENTRAL WASHRACK FACILITIES

1. Military vehicles are authorized to discharge hull water at Consolidated Wash Rack (CWR) facilities only, subject to the restrictions stated below. Tactical vehicles are strictly prohibited from discharging hull waters at any other locations, including motor pools, streets, trails, or undeveloped areas of Joint Base Lewis-McChord (JBLM).
2. Engine, gearbox, transmission, and hydraulic compartments over the hull shall be inspected for obvious signs of spilled fluids prior to discharge. If the hull water contains floating oil, fuel or grease (more than a sheen) it must be removed from the water with pads before discharging the hull to the wash rack. Dirty pads shall be placed in properly labeled waste containers for disposal.
3. Hull water containing chemicals, solvents, cleaning agents, soap, detergent, simple green, or any other emulsifying agent is not authorized for discharge to any JBLM facility. Contaminated hull water must be placed in properly labeled waste containers for disposal.
4. Tactical vehicle maintenance and/or draining of any vehicle fluids (other than hull water) at the CWR facilities is strictly prohibited.
5. Actual discharge must take place directly over the drain to minimize spread of any oily residue. Any liquid or solid residue remaining after discharge must be rinsed into the drain, leaving wash rack deck clear of oil or grease.

For questions concerning this guidance, please email the Pretreatment Program at usarmy.jblm.imcom-central.list.dpw-pretreatment@mail.mil. For assistance with

containerization and disposal call the Public Works Environmental Services Division at (253) 966-3170.

NOTE: All PRMPs are in the process of significant format and content update to meet multiple NPDES permit discharge requirements, JBLM 200-2 and JBLM 200-3.