

Gilsenan, Michael

From: Bennett, Paul
Sent: Monday, February 04, 2002 11:45 PM
To: Gilsenan, Michael
Subject: FW: Draft ADDITIONAL Cleaning Protocols



DOH_ADDITIONAL_
VEHICLE_CLEANIN..

Received the attached from DOH for comment. Let me know if you have any.

The only comment I have is what is one to do with the "extra" parts that are left over after its all put back together.

-----Original Message-----

From: Kelly McKinney [mailto:kmckinne@health.nyc.gov]
Sent: Friday, February 01, 2002 5:55 PM
To: spryce@dcas.nyc.gov
Cc: pbennett@nysnet.net
Subject: Re: Draft ADDITIONAL Cleaning Protocols

They are now.

>>> "Sylvia Pryce" <spryce@dcas.nyc.gov> 01/31/02 02:06PM >>>
Thx, we'll review this and give comments asap.
Is DEP also reviewing it?

>>> "Kelly McKinney" <kmckinne@health.nyc.gov> 01/31/02 01:42PM >>>
Attached you will find a draft version of protocols that include more aggressive techniques for cleaning in-service city-owned vehicles. I welcome any and all comments you may have.



THE NEW YORK CITY
DEPARTMENT of HEALTH

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Technical note: City, state and federal agencies have collected thousands of samples of the air and the debris in and around the site of the WTC disaster. The results indicate that, for people working outside Ground Zero, the risk of exposure to harmful substances is very low. For instance, as of January 24th, out of over 5,000 asbestos air samples collected by the EPA, only 31 (.6%) showed levels above the AHERA standard for clean air in schools. Of these, 27 were collected prior to September 30. In addition, several city agencies have collected data inside vehicles that were heavily impacted by dust and debris following the WTC collapse. The majority of samples were non-detectable for asbestos and only a handful were above the AHERA clean air standard. None of the samples collected within cleaned vehicles approached the Occupational Safety and Health Administration (OSHA) Permissible Exposure Limit (PEL) of 0.1 fibers per cubic centimeter of air.

Information For Agencies

Additional Cleaning for City Vehicles Involved in the WTC Response

The following recommendations were developed at the request of several city agencies. They include aggressive inspection and cleaning procedures beyond those outlined in the DOH/AAA document entitled "*Information For Motorists, Cars Exposed to Dust and Debris*," dated September 30, 2001. Depending on many factors (including vehicle hygiene and level of employee concern) agencies may choose to complete one or more of these more aggressive measures to provide an extra-protective level of assurance for city workers operating vehicles that were involved in the WTC response.

1. Complete procedures specified in the DOH/AAA document entitled "*Information For Motorists, Cars Exposed to Dust and Debris*," dated September 30, 2001. (Attached)
2. Using a high-intensity shop light and all necessary tools, complete a full visual inspection of the vehicle interior, undercarriage and engine compartment. Inspect within and behind as many vehicle, engine and equipment surfaces as practicable, including, but not limited to, the following:
 - a) Force open interior door panels, inspect behind dashboard, lights, above ceiling liner, within duct compartments, engine crevices, equipment bays, and ashtrays.
 - b) Using light hammer or other blunt instrument, strike interior door panels, sun visors, ceiling panels or liners, and watch for dislodged dust.
 - c) Dismantle and remove interior paneling and seats as necessary to access interior spaces of the vehicle.



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- d) Open and expose exterior equipment bays and compartments.
 - e) Inspect ceilings, sides and floor of vehicle cabin.
 - f) Inspect behind dashboards and instrument panels and accessible spaces.
 - g) Inspect gauges, switches, wires, valves and related items.
 - h) Inspect under seats and seat cushions.
 - i) Extend passenger seatbelts to full length and inspect.
 - j) Inspect window tracks.
 - k) Inspect behind, beneath and exterior of vehicle fenders.
 - l) Inspect above and behind drive train, wheel wells, axles, hubs, and all undercarriage components.
 - m) Inspect above, below, and behind engine and all components within engine compartment.
 - n) Inspect headlights, warning lights, stoplights and central panel.
 - o) Inspect vehicle chassis,
 - p) Inspect inside fuel tank fill door,
3. If inspection reveals additional sources of dust and debris, commence aggressive measures to access interior spaces, including, but not limited to, the following:
- a) Remove front panels, headlights, and warning lights.
 - b) Remove rear stop light panels.
 - c) Remove strobe lights.
 - d) Expose leads, relays and wires.
 - e) Remove dashboard and instrument panels.



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- f) Expose inside wires, relays and related items.
 - g) Expose heater and A/C units and vents.
 - h) Expose defroster ducts.
 - i) Fold down or remove sun visors.
 - j) Remove seats and cushions.
4. Following exposure and removal of vehicle equipment and components as described above, remove observed dust and debris using wet methods and vacuum cleaners with High Efficiency Particulate Air, or HEPA, filters.
5. Following vehicle cleaning and reassembly, use caution when first driving the vehicle. Drive slowly at first to ensure proper operation. Start ventilation system in recirculation mode first. After five or ten minutes, switch the ventilation system to bring in outside air.

DOH/COSH/NYPD/FDNY/DOS
January 27, 2002