

SCHEDULE 5

CONDITIONS FOR THE KEEPING OR TREATMENT OF END OF LIFE VEHICLES

PART II

MINIMUM TECHNICAL REQUIREMENTS FOR THE KEEPING AND TREATMENT OF END OF LIFE VEHICLES

1. The keeping (even temporarily) of an end of life vehicle prior to treatment shall only be carried out at a site –
 - (a) having, in appropriate areas, impermeable surfaces and provided with spillage collection facilities, decanters and cleanser-degreasers; and
 - (b) provided with equipment for the treatment of water (including rainwater) in compliance with all applicable legislation concerning health and environmental matters.
2. The treatment of an end of life vehicle shall only be carried out at a site –
 - (a) having, in appropriate areas, impermeable surfaces and provided with spillage collection facilities, decanters and cleanser-degreasers;
 - (b) provided with storage facilities that are appropriate for dismantled spare parts, including impermeable storage facilities for spare parts that are contaminated with oil;
 - (c) provided with containers that are appropriate for the storage of batteries (whether electrolyte neutralisation is carried out on-site or elsewhere), filters and condensers containing any PCB or PCT or both;
 - (d) provided with storage tanks that are appropriate for the separate segregated storage of any fluid from an end of life vehicle;
 - (e) provided with equipment for the treatment of water (including rainwater) in compliance with all applicable legislation concerning health and environmental matters;
 - (f) at which there is appropriate storage for used tyres without excessive stockpiling, and minimising any risk of fire.
3. Treatment operations for the depollution of an end of life vehicle shall consist of –
 - (a) the removal of the battery or batteries;
 - (b) the removal of the liquefied gas tank;
 - (c) the removal or neutralisation of all potentially explosive components (including air bags);
 - (d) the removal and separate collection and storage of all –
 - (i) fuel;
 - (ii) motor oil;
 - (iii) transmission oil;
 - (iv) gearbox oil;
 - (v) hydraulic oil;
 - (vi) cooling liquids;
 - (vii) antifreeze;
 - (viii) brake fluids;
 - (ix) air-conditioning system fluids,

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and any other fluid contained in the said vehicle, but excluding any fluid which is necessarily retained for the reuse of the part concerned; and

(e) the removal, so far as is feasible, of all components identified as containing mercury.

4. In order to promote its subsequent recycling, where an article or material listed below is first present in an end of life vehicle, no treatment of that vehicle shall prevent the removal –

(a) of the catalyst or catalysts;

(b) (either during shredding or otherwise) of all metal components containing one or more of copper, aluminium and magnesium;

(c) (either during shredding or otherwise) of the tyres;

(d) (either during shredding or otherwise) of all large plastic components (including bumpers, the dashboard, and any fluid container) in such a way that they can be effectively recycled as materials;

(e) of glass,

and where any such article or material is removed it shall be done in such a way as best promotes its recycling.

5. Any keeping operations shall be carried out in such a manner as avoids damage to –

(a) any component containing a fluid or fluids;

(b) any recoverable component;

(c) any spare part.