

## SCHEDULE 2

### MINIMUM TECHNICAL REQUIREMENTS FOR APPROPRIATE TREATMENT AND RECOVERY OF END-OF-LIFE VEHICLES IN ACCORDANCE WITH REGULATIONS 14 AND 15

1. The storage (including temporary storage) of an end-of-life vehicle prior to its being the subject of appropriate treatment and recovery shall only be carried out at a site:

- having impermeable surfaces in all appropriate areas which are provided with spillage collection facilities, decanters and cleanser-degreasers, and
- provided with equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations.

2. The appropriate treatment and recovery of an end-of-life vehicle shall only be carried out at a site:

- having impermeable surfaces in all appropriate areas which are provided with spillage collection facilities, decanters and cleanser-degreasers;
- provided with appropriate storage for dismantled spare parts, including impermeable storage for oil-contaminated spare parts;
- provided with appropriate containers for storage of batteries (with electrolyte neutralisation on-site or elsewhere), filters and PCB-containing condensers, and as appropriate, PCT-containing condensers;
- provided with appropriate storage tanks for the segregated storage of end-of-life vehicle fluids which may include fuel, motor oil, gearbox oil, transmission oil, hydraulic oil, cooling liquids, anti-freeze, brake fluids, battery acids, air conditioning system fluids and any other fluid contained in the end-of-life vehicle;
- provided with equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations;
- having appropriate storage for used tyres, without excessive stockpiling, which is designed and operated to minimise the risk of fire and potential fire hazards.

3. Treatment operations for the depollution of end-of-life vehicles shall consist of:

- the removal of the battery, or as appropriate, batteries;
- the removal of the liquefied gas tank;
- the removal or neutralisation of all potential explosive components (including air bags);
- the removal and separate collection and storage of all fuel, motor oil, transmission oil, gearbox oil, hydraulic oil, cooling liquids, anti-freeze, brake fluids, air conditioning system fluids and any other fluid contained in the end-of-life vehicle, unless they are necessary for the reuse of the parts concerned;
- the removal, insofar as it is feasible, of all components identified as containing mercury.

4. To promote the recycling of end-of-life vehicles, where an article or material listed hereunder is first present in an end-of-life vehicle, no treatment of that vehicle shall prevent the removal of:

- the catalyst, or as appropriate, catalysts,

- all metal components containing copper, aluminium and magnesium if these metals are not segregated in the shredding process,
- tyres and large plastic components (including bumpers, dashboard and any fluid containers) if these materials are not segregated in the shredding process in such a way that they can be effectively recycled as materials,
- glass,

and where any such article or material is removed, it shall be carried out in such manner so as to best promote its recycling.

5. Storage operations are to be carried out in such manner so as to avoid damage to:

- components containing fluids;
- recoverable components;
- spare parts.