

ANNEX I

Minimum technical requirements for treatment in accordance with Article 6(1) and (3)

1. Sites for storage (including temporary storage) of end-of-life vehicles prior to their treatment:
 - impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers,
 - equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations.
2. Sites for treatment:
 - impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers,
 - appropriate storage for dismantled spare parts, including impermeable storage for oil-contaminated spare parts,
 - appropriate containers for storage of batteries (with electrolyte neutralisation on site or elsewhere), filters and PCB/PCT-containing condensers,
 - appropriate storage tanks for the segregated storage of end-of-life vehicle fluids: fuel, motor oil, gearbox oil, transmission oil, hydraulic oil, cooling liquids, antifreeze, brake fluids, battery acids, air-conditioning system fluids and any other fluid contained in the end-of-life vehicle,
 - equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations,
 - appropriate storage for used tyres, including the prevention of fire hazards and excessive stockpiling.
3. Treatment operations for depollution of end-of-life vehicles:
 - removal of batteries and liquified gas tanks,
 - removal or neutralisation of potential explosive components, (e.g. air bags),
 - removal and separate collection and storage of fuel, motor oil, transmission oil, gearbox oil, hydraulic oil, cooling liquids, antifreeze, brake fluids, air-conditioning system fluids and any other fluid contained in the end-of-life vehicle, unless they are necessary for the re-use of the parts concerned,
 - removal, as far as feasible, of all components identified as containing mercury.
4. Treatment operations in order to promote recycling:
 - removal or catalysts,
 - removal of metal components containing copper, aluminium and magnesium if these metals are not segregated in the shredding process,
 - removal of tyres and large plastic components (bumpers, dashboard, fluid containers, etc), if these materials are not segregated in the shredding process in such a way that they can be effectively recycled as materials,
 - removal of glass.
5. Storage operations are to be carried out avoiding damage to components containing fluids or to recoverable components and spare parts.

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

[^{F1}ANNEX II

Textual Amendments

- F1** Substituted by [Commission Decision of 27 June 2002 amending Annex II of Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles \(notified under document number C\(2002\) 2238\) \(Text with EEA relevance\) \(2002/525/EC\)](#).

MATERIALS AND COMPONENTS EXEMPT FROM ARTICLE 4(2)(A)

Materials and components	Scope and expiry date of the exemption	To be labelled or made identifiable in accordance with Article 4(2)(b)(iv)
Lead as an alloying element		
1. Steel for machining purposes and galvanised steel containing up to 0,35 % lead by weight		
2. a) Aluminium for machining purposes with a lead content up to 2 % by weight	1 July 2005 ^a	
b) Aluminium for machining purposes with a lead content up to 1 % by weight	1 July 2008 ^b	
3. Copper alloy containing up to 4 % lead by weight		
4. Lead-bronze bearing shells and bushes		
Lead and lead compounds in components		
a	By 1 January 2005 the Commission shall assess whether the phase-out time scheduled for this entry has to be reviewed in relation to the availability of substitutes for lead, taking into account the objectives of Article 4(2)(a).	
b	See footnote 1.	
c	By 1 January 2005, the Commission shall assess this exemption in relation to road safety aspects.	
d	See footnote 1.	
e	Dismantling if, in correlation with entry 14, an average threshold of 60 grams per vehicle is exceeded. For the application of this clause, electronic devices not installed by the manufacturer on the production line shall not be taken into account.	
f	Dismantling if, in correlation with entry 11, an average threshold of 60 grams per vehicle is exceeded. For the application of this clause, electronic devices not installed by the manufacturer on the production line shall not be taken into account.	

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

5.	Batteries		X
6.	Vibration dampers		X
7.	Wheel balance weights	Vehicles type-approved before 1 July 2003 and wheel balance weights intended for servicing of these vehicles: 1 July 2005 ^c	X
8.	Vulcanising agents and stabilisers for elastomers in fluid handling and powertrain applications	1 July 2005 ^d	
9.	Stabiliser in protective paints	1 July 2005	
10.	Carbon brushes for electric motors	Vehicles type-approved before 1 July 2003 and carbon brushes for electric motors intended for servicing of these vehicles: 1 January 2005	
11.	Solder in electronic circuit boards and other electric applications		X ^e
12.	Copper in brake linings containing more than 0,5 % lead by weight	Vehicles type-approved before 1 July 2003 and servicing on these vehicles: 1 July 2004	X
13.	Valve seats	Engine types developed before 1 July 2003: 1 July 2006	

a By 1 January 2005 the Commission shall assess whether the phase-out time scheduled for this entry has to be reviewed in relation to the availability of substitutes for lead, taking into account the objectives of Article 4(2)(a).

b See footnote 1.

c By 1 January 2005, the Commission shall assess this exemption in relation to road safety aspects.

d See footnote 1.

e Dismantling if, in correlation with entry 14, an average threshold of 60 grams per vehicle is exceeded. For the application of this clause, electronic devices not installed by the manufacturer on the production line shall not be taken into account.

f Dismantling if, in correlation with entry 11, an average threshold of 60 grams per vehicle is exceeded. For the application of this clause, electronic devices not installed by the manufacturer on the production line shall not be taken into account.

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

14.	Electrical components which contain lead in a glass or ceramic matrix compound except glass in bulbs and glaze of spark plugs		X ^f (for components other than piezo in engines)
15.	Glass in bulbs and glaze of spark plugs	1 January 2005	
16.	Pyrotechnic initiators	1 July 2007	
Hexavalent chromium			
17.	Corrosion preventive coatings	1 July 2007	
18.	Absorption refrigerators in motorcaravans		X
Mercury			
19.	Discharge lamps and instrument panel displays		X
Cadmium			
20.	Thick film pastes	1 July 2006	
21.	Batteries for electrical vehicles	After 31 December 2005, the placing on the market of NiCd batteries shall only be allowed as replacement parts for vehicles put on the market before this date.	X
a	By 1 January 2005 the Commission shall assess whether the phase-out time scheduled for this entry has to be reviewed in relation to the availability of substitutes for lead, taking into account the objectives of Article 4(2)(a).		
b	See footnote 1.		
c	By 1 January 2005, the Commission shall assess this exemption in relation to road safety aspects.		
d	See footnote 1.		
e	Dismantling if, in correlation with entry 14, an average threshold of 60 grams per vehicle is exceeded. For the application of this clause, electronic devices not installed by the manufacturer on the production line shall not be taken into account.		
f	Dismantling if, in correlation with entry 11, an average threshold of 60 grams per vehicle is exceeded. For the application of this clause, electronic devices not installed by the manufacturer on the production line shall not be taken into account.		

Notes:

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- a maximum concentration value up to 0,1 % by weight and per homogeneous material, for lead, hexavalent chromium and mercury and up to 0,01 % by weight per homogeneous material for cadmium shall be tolerated, provided these substances are not intentionally introduced⁽¹⁾,
- a maximum concentration value up to 0,4 % by weight of lead in aluminium shall also be tolerated provided it is not intentionally introduced⁽²⁾,
- a maximum concentration value up to 0,4 % by weight of lead in copper intended for friction materials in brake linings shall be tolerated until 1 July 2007 provided it is not intentionally introduced⁽³⁾,
- the reuse of parts of vehicles which were already on the market at the date of expiry of an exemption is allowed without limitation since it is not covered by Article 4(2)(a),
- [^{F2}spare parts put on the market after 1 July 2003 which are used for vehicles put on the market before 1 July 2003 are exempted from the provisions of Article 4(2)(a)⁽⁴⁾.]

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- (1) [^{F1}:Intentionally introduced’ shall mean ‘deliberately utilised in the formulation of a material or component where its continued presence is desired in the final product to provide a specific characteristic, appearance or quality’. The use of recycled materials as feedstock for the manufacture of new products, where some portion of the recycled materials may contain amounts of regulated metals, is not to be considered as intentionally introduced.]
- (2) [^{F1}See footnote 1.]
- (3) [^{F1}See footnote 1.]
- (4) [^{F1}[^{F2}This clause does not apply to wheel balance weights, carbon brushes for electric motors and brake linings as these components are covered by specific entries.]]

Textual Amendments

- F1** Substituted by [Commission Decision of 27 June 2002 amending Annex II of Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles \(notified under document number C\(2002\) 2238\) \(Text with EEA relevance\) \(2002/525/EC\)](#).
- F2** Substituted by [Commission Decision of 24 January 2005 amending Annex II to Directive 2000/53/EC of the European Parliament and of the Council on end-of life vehicles \(notified under document number C\(2004\) 2735\) \(Text with EEA relevance\) \(2005/63/EC\)](#).