

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.

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[^{F1}ANNEX II

Materials and components exempt from Article 4(2)(a)

Textual Amendments

F1 Substituted by Commission Decision of 1 August 2008 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(2008) 4017) (Text with EEA relevance) (2008/689/EC).

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	As spare parts for vehicles put on the market before 1 July 2005	
2(b). Aluminium with a lead content up to 1,5 % by weight	As spare parts for vehicles put on the market before 1 July 2008	
2(c). Aluminium with a lead content up to 0,4 % by weight		
3. Copper alloy containing up to 4 % lead by weight		
4(a). Bearing shells and bushes	As spare parts for vehicles put on the market before 1 July 2008	
4(b). Bearing shells and bushes in engines, transmissions and	1 July 2011 and after that date as spare parts for vehicles put on the market before 1 July 2011	
a	Dismantling if, in correlation with entry 10, 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.	
b	Dismantling if, in correlation with entry 8, 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.	

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	air conditioning compressors		
Lead and lead compounds in components			
5.	Batteries		X
6.	Vibration dampers		X
7(a).	Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings	As spare parts for vehicles put on the market before 1 July 2005	
7(b).	Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings containing up to 0,5 % lead by weight	As spare parts for vehicles put on the market before 1 July 2006	
7(c).	Bonding agents for elastomers in powertrain applications containing up to 0,5 % lead by weight	1 July 2009	
8(a).	Solder in electronic circuit boards and other electrical applications except on glass	Vehicles type approved before 31 December 2010 and spare parts for these vehicles (review in 2009)	X ^a
a	Dismantling if, in correlation with entry 10, 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.		
b	Dismantling if, in correlation with entry 8, 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.		

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8(b).	Solder in electrical applications on glass	Vehicles type approved before 31 December 2010 and spare parts for these vehicles (review in 2009)	X ^a
9.	Valve seats	As spare parts for engine types developed before 1 July 2003	
10.	Electrical components which contain lead in a glass or ceramic matrix compound except glass in bulbs and glaze of spark plugs		X ^b (for components other than piezo in engines)
11.	Pyrotechnic initiators	Vehicles type approved before 1 July 2006 and spare parts for these vehicles	
Hexavalent chromium			
12(a).	Corrosion preventive coatings	As spare parts for vehicles put on the market before 1 July 2007	
12(b).	Corrosion preventive coatings related to bolt and nut assemblies for chassis applications	As spare parts for vehicles put on the market before 1 July 2008	
13.	Absorption refrigerators in motorcaravans		X
Mercury			
14(a).	Discharge lamps for headlight application	Vehicles type approved before 1 July 2012 and spare parts for these vehicles	X
14(b).	Fluorescent tubes used in instrument panel displays	Vehicles type approved before 1 July 2012 and spare parts for these vehicles	X
Cadmium			
a	Dismantling if, in correlation with entry 10, 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.		
b	Dismantling if, in correlation with entry 8, 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.		

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15. Batteries for electrical vehicles	31 December 2008 and after that date as spare parts for vehicles put on the market before 31 December 2008	
a Dismantling if, in correlation with entry 10, 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.		
b Dismantling if, in correlation with entry 8, 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:

A maximum concentration value up to 0,1 % by weight and in homogeneous material, for lead, hexavalent chromium and mercury and up to 0,01 % by weight in homogeneous material for cadmium shall be tolerated.

The re-use of parts of vehicles which were already on the market at the date of expiry of an exemption shall be allowed without limitation since it is not covered by Article 4(2)(a).

Spare parts put on the market after 1 July 2003 which are used for vehicles put on the market before 1 July 2003 shall be exempted from the provisions of Article 4(2)(a)⁽¹⁾.]

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- (1) [^{F1}This clause shall not apply to wheel balance weights, carbon brushes for electric motors and brake linings.]

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Textual Amendments

- F1** Substituted by [Commission Decision of 1 August 2008 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\(2008\) 4017\) \(Text with EEA relevance\) \(2008/689/EC\)](#).