

Proper Work  
under the End-of-Life Vehicle Recycling Law

# Concerning Proper Work, etc. for Airbags

- Simplified manual -

## **Background of the designation of fluorocarbons and airbags as items to be covered under the End-of-Life Vehicle(ELV) Recycling Law**

[Airbags]

Since airbags use gas-generating agents and carry the risk of explosion leading to threats to the security and safety of the recycling process, the Japan Automobile Manufacturers Association, Inc. (JAMA) in 1999 voluntarily stopped the usage of toxic sodium azide as the gas-generating agent, and in the EU vehicle scrapping directive\* adopted in September 2000, it was stipulated that parts with the risk of explosion (such as airbags) should be removed or inactivated as part of new regulations concerning prior dismantling for the preparation of scrapping. Particular care needs to be given to the disposal of airbags in the dismantling process.

※EU vehicle scrapping directive\*= DIRECTIVE 2000/53/EC (Annex I)

May 1997: Decision on “ELV recycling initiative”

Oct. 1999: Beginning of the Airbag Inflator Collection and Disposal System (demonstration experiment project)”

**Objective:** Individually, efficiently and safely process non-activated inflators without destroying them in a shredder process, and simultaneously conduct activities to promote understanding of the project, by calling on ELV disposal business operators to attain a license for the tasks required under the waste disposal laws in order to prepare for future actual operations.

**Operation:** To establish the Airbag Inflator Collection and Disposal Center\*\* at the Japan Automobile Manufacturers Association, Inc. (JAMA) and create and operate, together with the Japan Auto Parts Industries Association (JAPIA), a system for the collection and disposal of inflators fitted on ELVs (until March 2005)

To collect the inflators from the driver’s seat and front passenger seat removed by business operators registered with the Airbag Inflator Collection and Disposal Center through the use of the existing recovery network for exhaust gas catalysts (with 21 stations around the country) and take them for disposal to the two special facilities.

The costs of the operation, including those for collection, transportation, disposal, operation of the center, will be covered by the Japan Automobile Manufacturers Association, Inc. (JAMA) and the Japan Auto Parts Industries Association (JAPIA).

\* Record of performance from Oct. 1999 through Mar. 2005 (for reference)

Number of registered operators: 1,865 companies (2,362 offices)

Number of units of collection/disposal: driver’s seats 201,243 units, front passenger seats 47,017 units, total 248,260 units

July 2002: Enactment of the Law Concerning Recycling Measures of ELVs (ELV Recycling Law)

January 2005: Full enforcement

**To introduce on-vehicle activation process to dispose airbags by having dismantlers activate them by running current through them while still installed in end-of-life automobiles in addition to collection through the use of the existing scheme based on the Airbag Inflator Collection and Disposal System.**

**Objective:** By making it compulsory for automobile manufacturers and other firms to collect and recycle inflators, etc., in addition to the project of the Airbag Inflator Collection and Disposal System, it is expected that designs which make it easier to remove and recycle airbags, etc. will be adopted through creative efforts on the part of the automobile manufactures etc., leading to the promotion of scale and efficient recycling and disposal.

**Operation:** To uniformly manage and control the disposal process of ELVs (collection, recovery of fluorocarbons, dismantlement [disposal of airbags], and shredding) through the construction of an electronic manifest system.

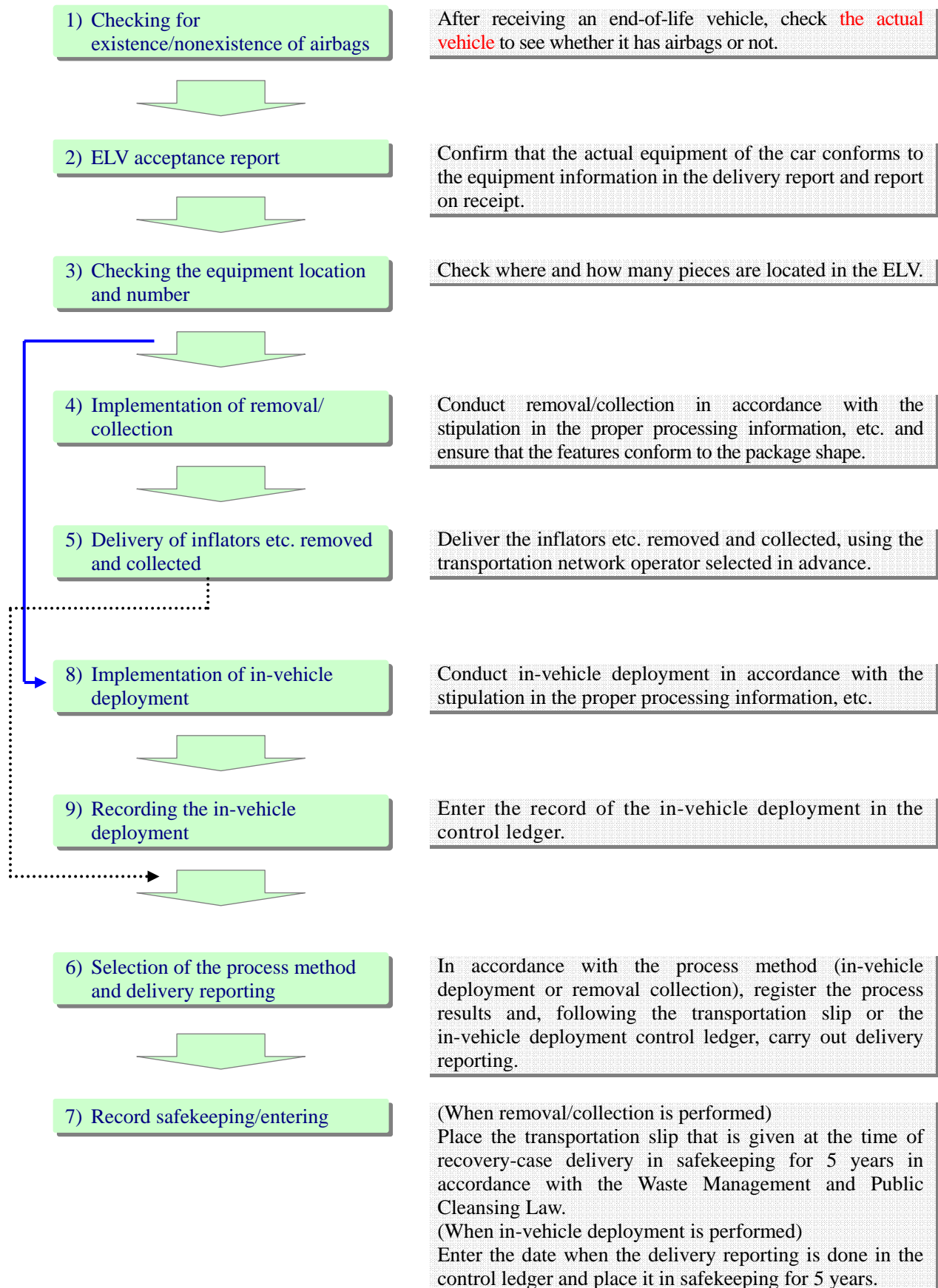
Collection of the costs of recovery/recycling from the car users is conducted by Japan Automobile Recycling Promotion Center, and the Japan Auto Recycling Partnership (JARP) is commissioned by automobile manufacturers/importers to conduct duties such as making payments to dismantlers, acceptance station operators and recycling facilities.

With regard to on-vehicle activation disposal, it is considered that recycling is performed on behalf of the automobile manufactures, etc., so it is necessary to receive government approval upon conclusion of a consignment contract between car manufactures, etc. (with the Japan Auto Recycling Partnership (JARP) acting as the liaison) and dismantlers.

## I. Correct and Proper Work for Airbags

### 1. Work procedure

Be sure to perform the removal/collection and in-vehicle deployment work for airbags, observing the following procedures.



2. Work contents

1) Checking the vehicle (airbags)

[Checking of actual vehicle equipment]



Check whether the “actual vehicle equipment” and the “vehicle equipment information” conform to each other.

[Checking of actual equipment information on the “Vehicle detailed information” screen]

◆車台基本情報		◆メーカー等提供のエアバッグ装着設備情報 (「※」はオプション装着の可能性が異なりますので、電卓をご確認ください)	
車台番号	12345678901234567890	運転席	1
型式	1234567890	助手席	1
車名	N N N N N N N N N N N N	サイド	0
車種報告番号	123456789012345	カーテン	0
製造メーカー名	N N N N N N N N N N N N	プリテン	0
12345			
◆エアバッグ類 詳細情報	◆エアバッグ類 詳細情報		
一般自動システムへの対応	一般自動システムに標準です		
シートベルトプリテンションへの対応	シートベルトプリテンションへのみ種別式を認識しています		
その他の1	サイドエアバッグはオプション装着のため認識を確認して下さい		
その他の2			
◆エアバッグ類 詳細情報	◆エアバッグ類 詳細情報		
フロント側気袋	有	サイド側気袋	有
サイド側気袋	有	カーテン側気袋	有
エアバッグ類装着	有		



It can also be checked on the “1.1 ELV/dismantled vehicle acceptance report” screen. When “Airbags: None” is selected, “Airbags processing subject selection” cannot be entered.

引渡報告日	引渡元事業者/事業所名	車台番号	型式	車名	エアバッグ類 処理対象選択	引渡報告 対象選択
2004/12/09	○○○○○株式会社 (株) ○○○工場	12345678901234567890	1234567890	N N N N N N N N N N	<input type="radio"/>	<input type="checkbox"/>
2004/12/12	○○○○○ (株) ○○○事業所	98765432109876543210	10-001	N N N N N N N N N N	<input checked="" type="radio"/>	<input checked="" type="checkbox"/>
2004/12/12	○○○○○ (株)	021-1234567890	10-001	N N N N N N N N N N	<input type="radio"/>	<input type="checkbox"/>
2004/12/12	○○○○○ (株) ○○○事業所	98765432109876543210	10-001	N N N N N N N N N N	<input type="radio"/>	<input type="checkbox"/>

\* If the airbags have all been activated because of an accident, etc., “Equipment None” should be selected for receipt reporting.

2) End-of-life vehicle receipt report

[Dismantling process “1.1 ELV/dismantled vehicle Acceptance report”]

1. 電子 manifests による移動報告	
1.1	引渡報告 使用済自動車/解体自動車の引渡報告
1.2	引渡報告 解体業者への使用済自動車/解体自動車の引渡報告
1.3	引渡先確定済車台の一覧 解体業者への使用済自動車/解体自動車の引渡報告
1.4	引渡報告 破砕業者への解体自動車の引渡報告
1.5	引渡先確定済車台の一覧 破砕業者への解体自動車の引渡報告

Check the conformity and report on receipt.

3) Checking of equipment (equipment location and number of airbags)

[Dismantling process “1.1 “ELV/dismantled vehicle acceptance report”]

[Checking of actual vehicle equipment]



Referring to “Equipment information,” check the equipment location and the number of the airbags in the actual vehicle.

[Checking of equipment information on the “Vehicle detailed information” screen]

◆車台基本情報		◆メーカー等提供のエアバッグ装着設備情報 (「※」はオプション装着の可能性が異なりますので、電卓をご確認ください)	
車台番号	12345678901234567890	運転席	1
型式	1234567890	助手席	1
車名	N N N N N N N N N N N N	サイド	0
車種報告番号	123456789012345	カーテン	0
製造メーカー名	N N N N N N N N N N N N	プリテン	0
12345			
◆エアバッグ類 詳細情報	◆エアバッグ類 詳細情報		
一般自動システムへの対応	一般自動システムに標準です		
シートベルトプリテンションへの対応	シートベルトプリテンションへのみ種別式を認識しています		
その他の1	サイドエアバッグはオプション装着のため認識を確認して下さい		
その他の2			
◆エアバッグ類 詳細情報	◆エアバッグ類 詳細情報		
フロント側気袋	有	サイド側気袋	有
サイド側気袋	有	カーテン側気袋	有
エアバッグ類装着	有		

(1) Work of removal/collection

4) Work procedure of removal/collection

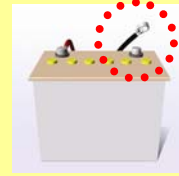
[Implementation of removal/collection in accordance with the reception standards]

Conduct work according to the following items of caution without fail in order to secure safety of the employees:

i Remove the battery terminal and wait some time



Remove the negative battery terminal and wait some time before starting work.



ii Removal of static electricity



Remove static electricity by touching the vehicle with bare hands, grounding against the vehicle's body, etc. before starting work.



iii Removal/collection work



Wear safety goggles and gloves from the beginning to the end of work and avoid the front part of airbags during work.



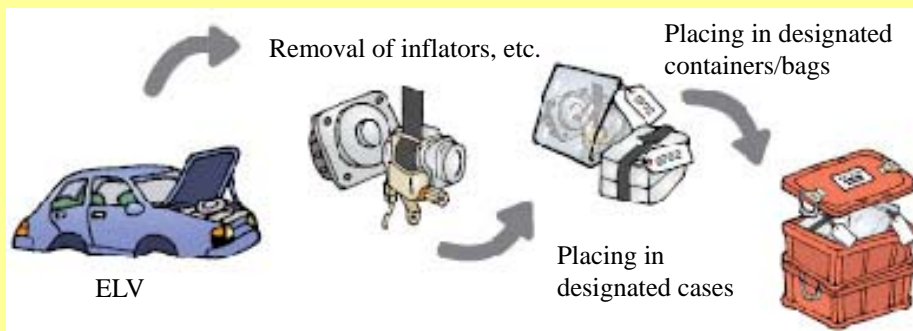
iv Dismantling into an inflator, etc.



After removing the module from the vehicle body, dismantle it promptly to the level of inflator. (When dismantling is difficult, check "Proper processing information.")

v Package shape formation

Pack dismantled parts of each vehicle into a bag, enter the vehicle identification number on its tag, and place them in a recovery container (roughly about ten inflators in each container).



Be warned that you may be charged for work to put airbags not satisfying "reception standards" in proper condition.

Be warned that you may be held responsible if airbags not satisfying "reception standards" cause accidents, etc. during transport/storage.

5) Implementation of removal/collection

[Example of not meeting the reception standards]

(For details, refer to “Proper processing information for airbags” etc.)

- 1 Place mechanical inflators for the driver’s seat in special-purpose recovery containers.

As a mechanical inflator may be activated by strong shock, after dismantling it to the inflator level, promptly place it in a special-purpose recovery container.

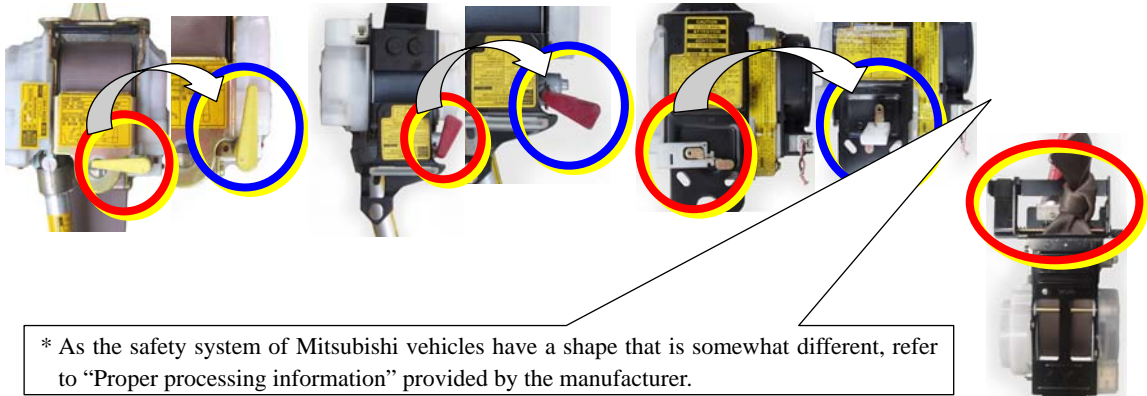


After dismantling,  
into a special-purpose  
recovery container.



- 2 Activate the safety system of the mechanical seatbelt pretensioner.

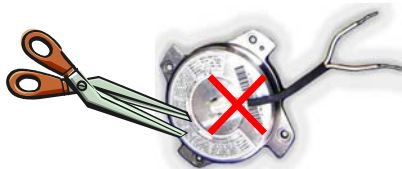
As the mechanical seatbelt pretensioner doesn’t have a mechanism for the safety system to be activated automatically, activate the safety system manually before putting it into a recovery container.



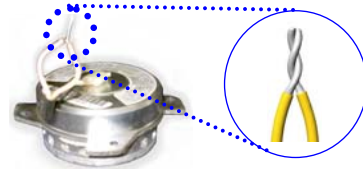
\* As the safety system of Mitsubishi vehicles have a shape that is somewhat different, refer to “Proper processing information” provided by the manufacturer.

- 3 Short-circuit the harness of the electric inflator, etc.

As an electric inflator, etc. may be activated if electric power is supplied, cut the harness not at the base but about 5-10 cm from the base and twist the ends together before placing the inflator in a recovery container.



Cut to an appropriate  
length,  
and short the tips





6) Delivery of removed and collected inflators, etc.

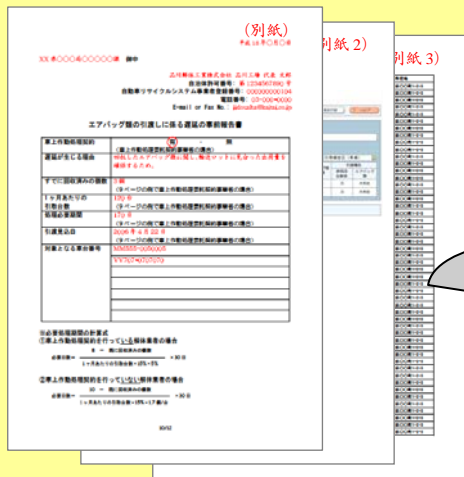
[Delivery through a transportation network]

In some cases, a confirmation notification is issued before the recovery container becomes full, because of the small number of the inflators, etc. removed and collected.

\* Confirmation notification

A confirmation notification is issued if the dismantled vehicle or airbags are not delivered within 120 days from the receipt of an ELV.

If there is no delivery report within 10 days after the confirmation notification, a delay report is sent to the local government.



When a confirmation notification is issued:

Draw up a “Prior report of delay concerning the delivery of airbags, etc.” and submit it to the local government of jurisdiction and the Japan Auto Recycling Partnership by FAX.

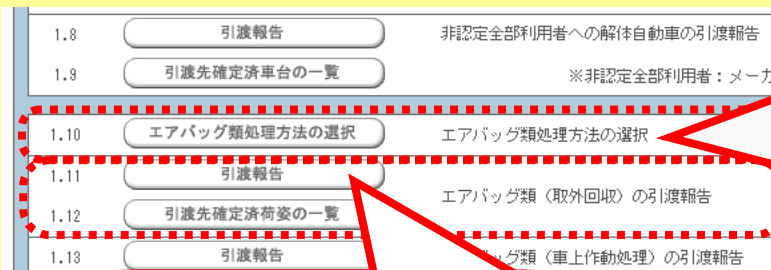


The delivery deadline can be extended up to a year by submitting a prior report before the issuance of a delay report and thus receiving confirmation from the local government concerning the period necessary for delivery of airbags.

For the prior report form and information on filling it out and the documents to be attached, refer to the JARP Web site (<http://www.jarp.org/12/05.html>)

7) Selection of the processing method and delivery report

- 1) (Dismantling process “1.10 Airbags processing method selection”)
- 2) (Dismantling process “1.11 Airbags (removal/collection) delivery report”)



- 1) Check “collection” on the “Processing method selection” screen.

回収	作動
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

- 2) Implement delivery reporting based on the transportation slip.



\* When partial deployment and partial collection are performed, check both “Deployment” and “Collection.”



## 2) In-vehicle deployment work operation

[Basic points of the in-vehicle deployment commissioning contract]

As for in-vehicle deployment, be sure to make commissioning contracts with auto manufacturers, etc. and obtain authorization from the Ministry of Economy, Trade and Industry and Ministry of the Environment first and perform its operations in accordance with the following items:

(For details, refer to “Items to observe in airbag in-vehicle deployment”.)

#### a. Compliance with contract contents

- ◇ Make clear who is the person in charge of the in-vehicle deployment operations
- ◇ Properly perform safekeeping and management of documents related to rules, application, etc.
- ◇ Thoroughly disseminate the information provided by auto manufacturers, etc.
- ◇ In principle, perform in-vehicle deployment
- ◇ Report delivery based on control ledger.

#### b. Proper in-vehicle deployment

- ◇ Conduct work in accordance with the safe and sure methods stipulated by the auto manufacturers, etc.
- ◇ Conduct maintenance and control of the facilities and equipment in conformity with the licensing conditions of the dismantling business.
- ◇ Use tools necessary for performing in-vehicle deployment properly and control them properly in terms of examination, safekeeping, etc.

#### c. Recording and reporting

- ◇ After performing in-vehicle deployment, promptly enter the record in the control ledger
  - \* As we might ask you to return the recycling fees already paid if a control ledger has not been made, the record cannot be confirmed although there exists a control ledger, or there are missing items in the control ledger, be sure to keep proper records.
  - \* Be sure to keep the control ledger in safekeeping for 5 years.

#### d. Response to complaints

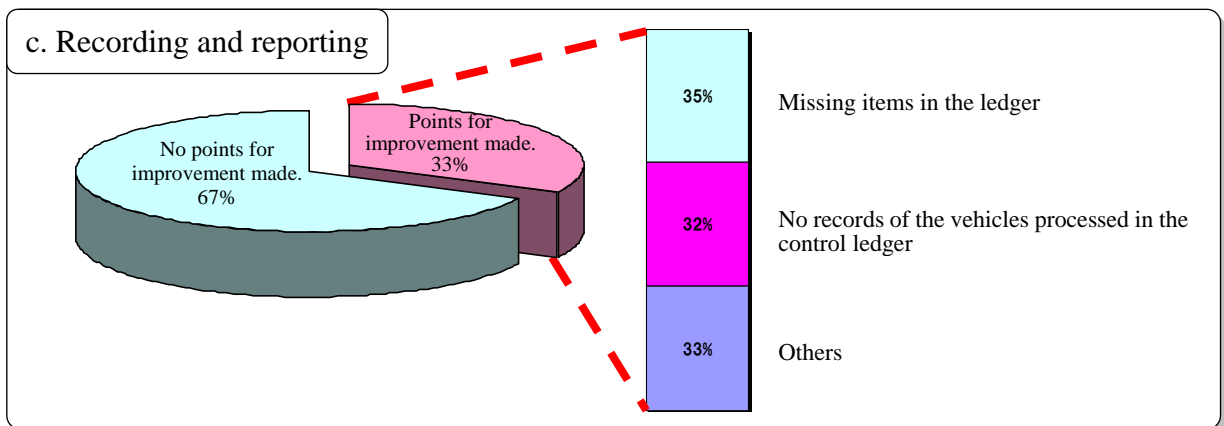
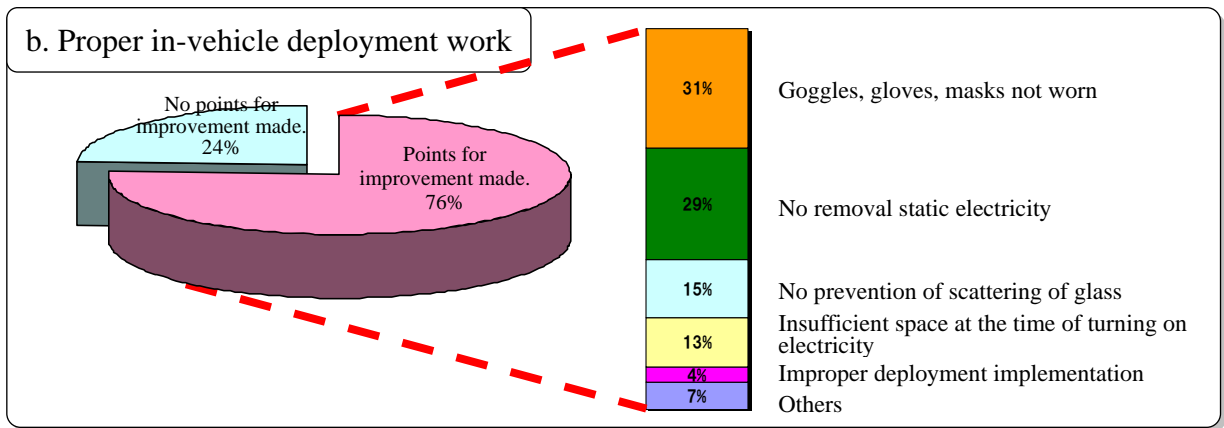
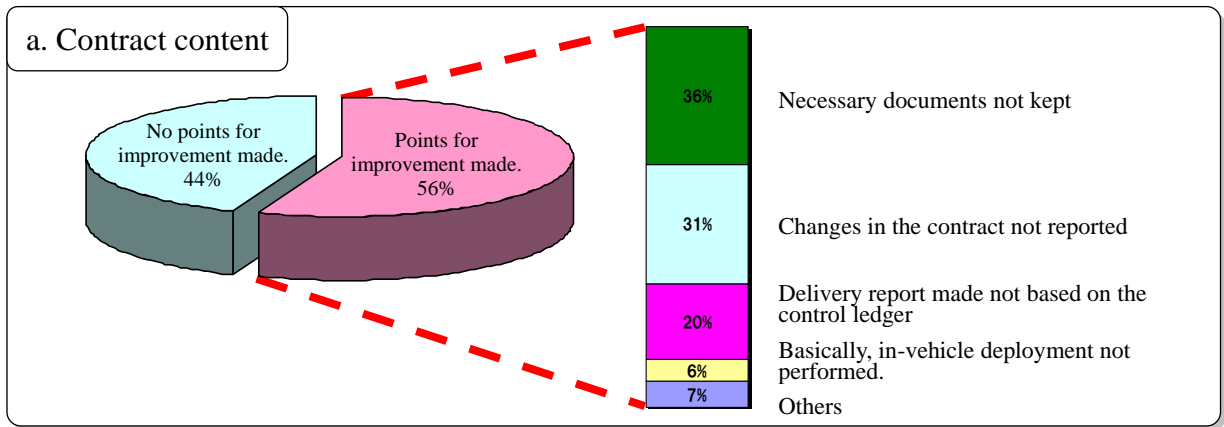
- ◇ In order to be able to make a quick and proper response and improvements if complaints, etc. come from the neighborhood, make clear who the person in charge is.

#### e. Acceptance of work investigations

- ◇ Accept auditing etc. carried out by the Japan Auto Recycling Partnership (JARP) or persons commissioned by it in order to check the status of work performance, etc.
  - \* Please understand that if cooperation with auditing, etc. cannot be obtained, we might have to cancel the contract.

[Actual situation of in-vehicle deployment (main points made at the time of in-vehicle deployment auditing)]

In the in-vehicle deployment auditing conducted by Japan Auto Recycling Partnership, it was found, unfortunately, that some operators were performing airbag in-vehicle deployment by wrong methods of their own.



In-vehicle deployment is to perform the act of recycling on behalf of the auto manufacturers, etc. under commissioning contracts with the auto manufacturers, etc. with the authorization of the Ministry of Economy, Trade and Industry and Ministry of the Environment, such as the commissioning contracts made under the Waste Management and Public Cleansing Law.

Therefore, like auto manufacturers, it is subject to inspection by a national institution concerning the work and control of its records. If the above work content is judged to be inappropriate, administrative guidance, admonition, notification, or orders will be given.

**a. Contract content**

- 1. Safekeeping of necessary documents [Items to be observed, Section 2, Section 5]

As the documents below are important as commissioning contract documents, operation manual, and performance record, they must be securely placed in safekeeping.

In-vehicle Airbag Deployment Operation Rules  
Items to be Observed in  
In-vehicle Airbag Deployment Operations



Proper processing information  
(common information)

Duplicate of the “In-vehicle  
deployment registration application”  
form (Form 1-6-[2])



“In-vehicle airbag  
deployment operation control  
ledger”

- 2 Change of application content [Rules, Article 6/Items to be observed, Section 2]

As application documents are part of the contract documents and are submitted to the national government, prompt reporting is necessary at the time of area situation change, etc.



Information concerning changes to be reported and the set of necessary documents can be checked and obtained on the JARP Web page <http://www.jarp.org/> or “Proper processing information: common information, 2007 edition” ( page 46).

- 3 Control responsibility [Items to be observed, Section 1, Section9]

Make clear who is the person in charge of the in-vehicle deployment work and establish a control-responsibility system inside the company for the operation.



“The person in charge of the in-vehicle deployment work” is the person in charge of all in-vehicle deployment operations (in-vehicle deployment, performance, recordkeeping, and transfer reporting).

The person in charge shall conduct education in the company in order to thoroughly disseminate information on proper in-vehicle deployment operations among the employees.

- 4 Measures concerning occurrence of sound and odor, etc. [Items to be observed, Section 4]

Give thorough consideration to preventing sound and odor that accompany the work from having bad effects on the workers and the area.



In order to be able to make quick and proper responses and improvements if complaints, etc. come from the neighborhood, make clear who the person in charge is.

b. Proper in-vehicle deployment work

- 5. Conduct of in-vehicle deployment

[Rules, Articles 9-10/Items to be observed, Section 3]



Proper processing information  
(common information)

Conduct the work in accordance with the proper processing information, etc.

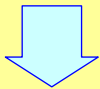


--Work procedure of in-vehicle deployment--

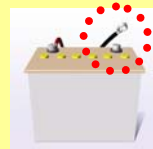
[Conduct of the work in accordance with the proper processing information, etc.]

Conduct work according to the following items of caution without fail in order to secure safety of the employees:

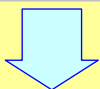
i Remove the battery terminal and wait some time



Remove the negative battery terminal and wait some time before starting work



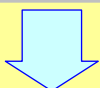
ii Removal of static electricity



Remove static electricity by touching the vehicle with bare hands, grounding against the vehicle's body, etc. before starting work.



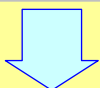
iii Connection work



Wear safety goggles and gloves from the beginning to the end of work and avoid the front part of airbags during work.



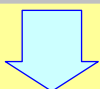
iv Closing of the doors and prevention of scattering of shards of glass, etc.



Close the doors of the vehicle and take dispersal-prevention measures. (With a vehicle without doors/windows, cover it to secure a corresponding situation.)  
Confirm that there is nothing on the dashboard.



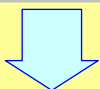
v Measures against occurrence of sound and odor



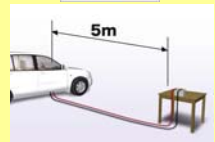
Take measures against occurrence of sound and odor declared in the application document (Form 2)



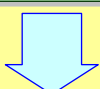
vi Convey to the surrounding people that in-vehicle deployment is to be conducted and confirm the safety in the area before deployment/disposal/work.



Turn on the power at a distance of about 5 meters from the vehicle.



vii Ventilation of gas inside the vehicle cavity



Wear a mask during ventilation to avoid inhaling gas generated.



viii Verification that all the parts have been activated

When ventilation is completed, verify that all the parts have been activated and enter the information in the record immediately. Check the seatbelt pretensioners without fail.

c. Recoding and reporting

- 6 Recording of in-vehicle deployment work

[Items to observed, Section 5]

[Conducting the in-vehicle deployment work]



Verify the number of activated airbags and record it promptly

[Recording the deployment work on control ledger]

① 事務所管理欄 (1)		② 作業場管理欄		③ 事務所管理欄 (2)	
No.	車台番号	車名	作動処理実施日	車上作動方式	回収備考
	AA1234567890	AAAAA	1/5	○	2 環境未検
	BB1234567890	BBBBB	1/6	○	4 環境未検
	CC1234567890	CCCCC	1/7	○	6 環境未検
	DD1234567890	DDDDD	1/8	○	1 環境未検



Verify the number of airbags for which the deployment work is done and enter it in the control ledger on the spot. If it is difficult to enter it in the control ledger on the spot, a good alternative is to write it on a printout of the “Vehicle detailed information” screen and later copy this information to the ledger.

◆メーカー等提供のエアバッグ類基情報 (※はオプション装着の可能性がありますので、現車をご確認ください)	
運転席	個別
助手席	エアバッグなし
サイド	取り外し
カーテン	
プリテン	

- 7 Selection of the processing method and delivery reporting

- 1) [Dismantling process “1.10 Selection of airbag processing method”]
- 2) [Dismantling process “1.13 Airbags (in-vehicle deployment) delivery report”]

1.8	引渡報告	非認定全部降利用者への解体自動車の引渡報告
1.9	引渡先確定済車台の一覧	※非認定全部降利用者：メーカー
1.10	エアバッグ類処理方法の選択	エアバッグ類処理方法の選択
1.11	引渡報告	エアバッグ類 (取外回収) の引渡報告
1.12	引渡先確定済荷姿の一覧	
1.13	引渡報告	エアバッグ類 (車上作動処理) の引渡報告

1) On the “Selection of processing method” screen, check “Deployment.”

回収	作動
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

2) Implement delivery reporting based on the control ledger.

① 事務所管理欄 (1)		② 作業場管理欄		③ 事務所管理欄 (2)	
No.	車台番号	車名	作動処理実施日	車上作動方式	回収備考
1	AA1234567890	AAAAA	1/5	○	2 環境未検
2	BB1234567890	BBBBB	1/6	○	4 環境未検
3	CC1234567890	CCCCC	1/7	○	6 環境未検
4	DD1234567890	DDDDD	1/8	○	1 環境未検

\* When partial deployment and partial collection are performed, check both “Deployment” and “Collection.”

- 8 Record entering

[Entering the delivery reporting date in the control ledger]

① 事務所管理欄 (1)		② 作業場管理欄		③ 事務所管理欄 (2)	
No.	車台番号	車名	作動処理実施日	車上作動方式	回収備考
1	AA1234567890	AAAAA	1/5	○	2 環境未検
2	BB1234567890	BBBBB	1/6	○	4 環境未検
3	CC1234567890	CCCCC	1/7	○	6 環境未検
4	DD1234567890	DDDDD	1/8	○	1 環境未検



--Record entering--

[Contents entered in the control ledger]

As the "In-vehicle Airbag deployment control ledger" is an important document in which to enter the record of actually performing in-vehicle deployment, it is necessary to enter all the items specified. This control ledger must be placed in safekeeping for 5 years.

【記入例】エアバッグ類 車上作動処理 管理台帳										2006 年 1 月 度 工 場		解体業者名 ◇◇ 解体株式会社 ◇◇ 工場	
No.	① 事務所管理欄 (1)		② 作業場管理欄			③ 事務所管理欄 (2)			備考				
	車台番号	車名	作動処理実施日	車上作動方式 個別 一括	処理個数	確認者	エアバッグ類 移動報告引渡日	解体自動車引渡先		解体自動車 引渡日			
1	AA1234567890	AAAAA	1/5	○	2	環境太郎	1/6	◇◇ 破砕株式会社	1/9	2 個は事故で作動済み			
2	BB1234567890	BBBBB	1/6	○	4	環境太郎	1/6	◇◇ 破砕株式会社	1/9	D 席 1 個、P 席 1 個、Pr2 個			
3	CC1234567890	CCCCC	1/7	○	6	環境太郎	1/8	◇◇ 破砕株式会社	1/9	写真なし			
4	DD1234567890	DDDDD	1/8	○	1	環境太郎	1/8	◇◇ 破砕株式会社	1/9	1 個取外回収			
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													

\* Vehicle identification number \*  
Enter all the digits.

\* Date of performance of in-vehicle deployment \*  
Enter on the spot the date when in-vehicle deployment is actually performed.  
\* This is not the date when the airbag delivery reporting is done.

\* Method of in-vehicle deployment \*  
Enter whether airbags were processed using an individual deployment method or collective deployment method.

\* Number of the deployed units \*  
Enter the number of the airbags that were actually deployed in-vehicle, not the number of pieces equipped in the vehicle.  
\* The number of the pieces that had been activated in an accident shall not be included in the number of pieces processed.

\* Verifying person \*  
The person in charge of the workshop must verify that the in-vehicle deployment was performed properly and affix the signature or seal of the person in charge of the workshop.

\* Airbag transfer report delivery date \*  
Enter the date when the delivery reporting of airbags was done based on the record in the control ledger.  
\* As the old form does not have this item, be sure to add it.

\* Destination and date of delivery of the dismantled vehicle \*  
As an inquiry may be made to the shredding operator that is the destination of the delivery of the dismantled vehicle when there are questions about recordkeeping concerning the in-vehicle deployment, enter this item without fail.  
\* If your company is performing both the preshredding and shredding processes, enter the name of your company.

\* Remarks \*  
If there are points that warrant special mention, in such cases as when some of the airbags had already been activated by accidents, etc., at the time of receipt of the end-of-life vehicle, enter such content.

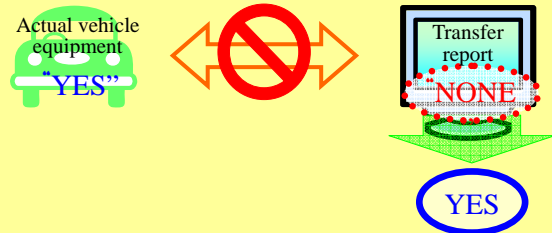
自再協HP「各種マニュアル・書式集 (<http://www.iarp.org/12/02.html>)」から  
管理台帳フォームがダウンロードできますので、ご利用ください。

3) Irregular cases

We here cite cases that frequently occur.

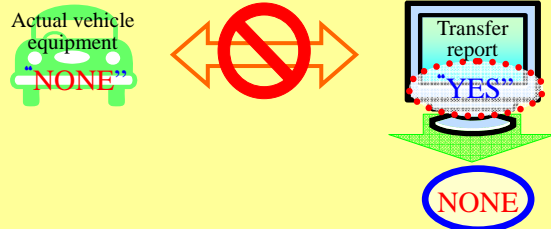
When such a case occurs, respond by the following method:

- 1) The transfer reporting from the previous process shows Airbags: "NONE", but the actual vehicle has airbags equipped.



It is necessary to ensure that the actual vehicle equipment and the equipment information in the transfer report conform to each other. As otherwise the fee will not be paid even if you perform work, request the ELV handling firm to correct the equipment information from "NONE" to "YES".

- 2) The transfer reporting from the previous process shows Airbags: "YES", but the actual vehicle has no airbags equipped.



It is necessary to ensure that the actual vehicle equipment and the equipment information in the transfer report conform to each other. As otherwise the transfer reporting will not be completed, request the ELV handling firm to correct the equipment information from "YES" to "NONE".

- 3) The vehicle detailed information shows "mechanical airbags," but the actual vehicle is equipped with "electronic airbags."

Which should be conducted, removal/collection or in-vehicle deployment?



Even with the same car model, you may find a mixture of vehicles equipped with mechanical and electronic airbags, depending on model changes, and sometimes the auto manufacturers, etc. do not have full information concerning older cars.

Even if the "Vehicle detailed information" shows "mechanical airbags" and the actual vehicle equipment is "electronic airbags," in-vehicle deployment work must be conducted.



## II. Correct and proper work of the ELV handling process

### 1. Work procedure

The receipt and delivery work of the ELV handling operator must be conducted according to the following procedures:

Verification of the actual vehicle equipment

After receiving an ELV, check for the presence of an air conditioner, type of CFCs/HFCs, and presence of airbags **on the actual vehicle**.

Verification of deposit of recycling fee

Verify whether the recycling fee has been deposited, and if deposited, whether it is deposited in accordance with the actual equipment situation.

\* Even if the ASR fee has been deposited, if the fees for CFCs/HFCs and airbags have not been deposited, it is necessary to deposit the balance.

\* Even if all the fees, including those for equipment, have been deposited, if processing is not necessary due to an accident, etc. the vehicle must be received with equipment specified as "NONE."

Receipt reporting and delivery reporting

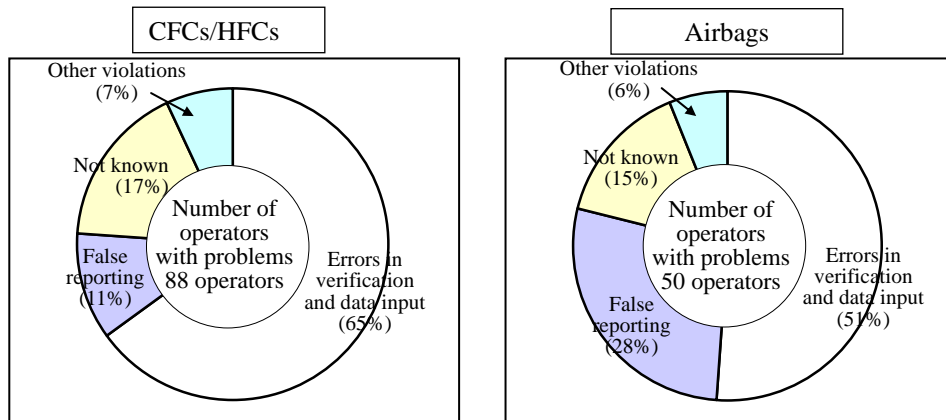
Report on receipt after verifying that the recycling fee is deposited and report on delivery in accordance with the equipment situation.

#### <Survey result>

According to "Research and the result of administrative guidance concerning equipment information on CFCs/HFCs and airbags in ELVs" published by the Ministry of the Environment on May 14, 2007, 88 operators (15% of the investigated operators) were found to be neglecting verification of equipment concerning CFCs/HFCs and 50 operators (14% of the investigated operators), concerning airbags, and all of these operators had been given administrative guidance/admonition, etc., by the prefectures, etc., of jurisdiction by March 2007.

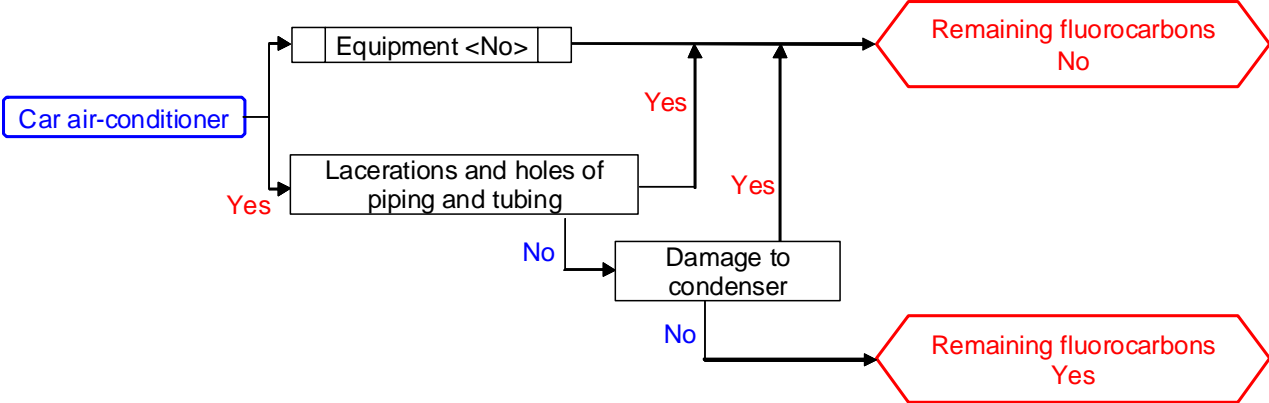
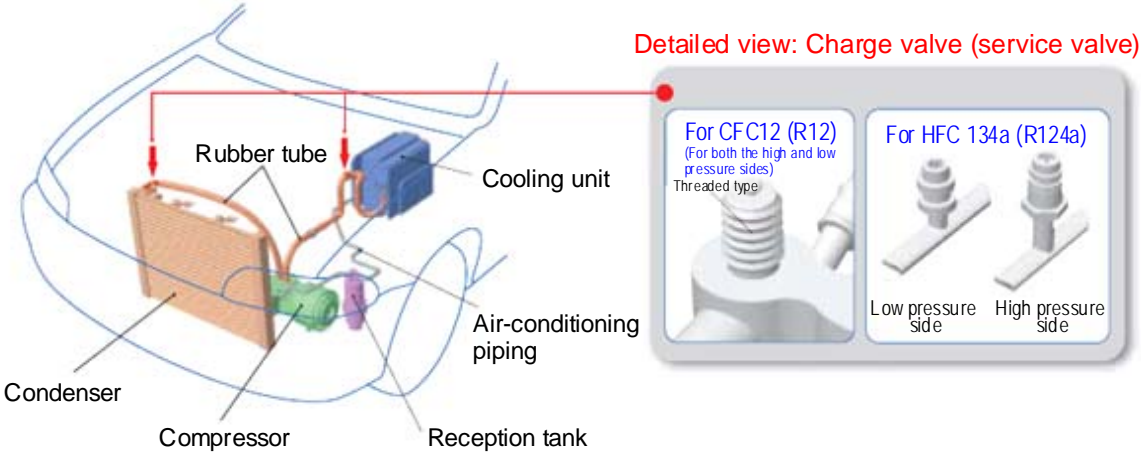
Situation of operators investigated	CFCs/HFCs	Airbags
Number of local governments that needed to conduct surveys	101	93
Number of local governments that conducted surveys	101	92
Local governments that did not conduct surveys	-	1
Number of operators investigated	583	349
Number of operators found to have problems of neglect of verification	88	50
Response	Administrative guidance	34
	Admonition	6
	Notification	48
Operators in violation	7	3

It was also found that above violations, etc. could be classified as shown below.



2. Work contents

1) Method of judgment about existence of remaining CFCs/HFCs

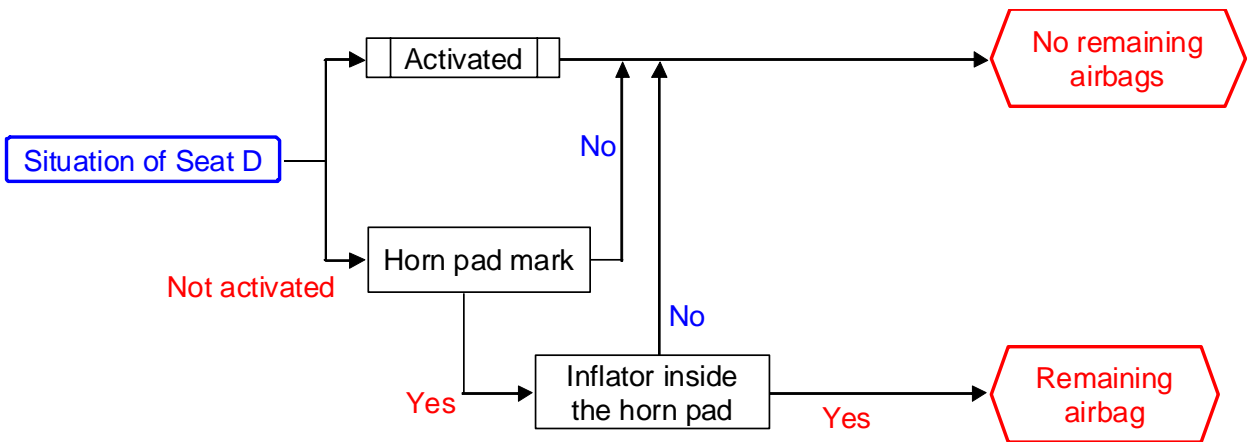


2) Method of judgment about existence of remaining airbags

Outline of the equipment locations of airbags



Verification of driver's seat (D seat) airbag <Example>



Check of seatbelt pretensioner equipment

