The ABI
Together Driving Change

Code of Practice for the Categorisation of Motorised Vehicle Salvage

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About us

The ABI is the definitive voice of the UK's world leading insurance and long-term savings industry, which is the largest sector in Europe and the third largest in the world.

We represent more than **300 firms** within our membership including most household names and specialist providers, providing peace of mind to customers.

Our industry employs over **300,000 people** in high-skilled, lifelong careers, two-thirds of whom are outside of London. And our members manage investments of **£1.4 trillion**, contribute **£18.5 billion** in taxes to the Government and support communities and businesses across the UK.

As a productive, inclusive and essential sector to the UK economy, together, we are driving change to protect and build a thriving society.

1.0 Glossary

ABI	Association of British Insurers
AQP	Appropriately Qualified Person
ATF	Authorised Treatment Facility
Code of Practice	A code of practice is a set of guidelines that helps people or organisations comply with legal or ethical standards in a specific field or activity.
CoD	Certificate of Destruction
DVLA	Driver and Vehicle Licensing Agency
DVSA	Driver and Vehicle Standards Agency
ELV	End of Life Vehicle
HGV	Heavy Goods Vehicle
HV	High Voltage
IWS	International Waste Shipment
IAEA	Institute of Automotive Engineer Assessors
LMA	Lloyd's Market Association
MIAFTR	Motor Insurance Anti-Fraud Theft Register
Monocoque	A type of vehicular construction in which the body is combined with the chassis as a single unit
Motor Vehicle	The term 'motor vehicle' is defined in section 185(1) of the Road Traffic Act 1988 and section 136(1) of the Road Traffic Regulation Act 1984 as a 'mechanically propelled vehicle, intended or adapted for use on roads'.
Recovered stolen vehicle	A car that has been stolen from its owner and then later found
Repudiate	Refuse to accept; reject
SRS	Supplementary Restraint System
V5C	Record of the vehicle's registered keeper details
VIN	Vehicle Identification Number

2.0 Introduction

This Code of Practice (CoP) has been produced and supported by the ABI, with the support of a wide group of stakeholders. Expressions of interest to become a named supporter of the CoP are invited.

This CoP gives guidance and clarity on the steps to be taken when categorising vehicle salvage and recovered stolen vehicles. The purpose of the CoP is to protect the public, detect and deter insurance fraud as well as other criminal activities, and to ensure transparency of vehicle history for the benefit of all stakeholders. This is increasingly important as vehicle design and technology becomes more complex.

For the purposes of this CoP, the term 'motor vehicle' is defined in section 185(1) of the Road Traffic Act 1988 and section 136(1) of the Road Traffic Regulation Act 1984 as a 'mechanically propelled vehicle, intended or adapted for use on roads'.

The CoP details best practice set out by the ABI when disposing of motor vehicle salvage and will ensure that damaged vehicles are correctly categorised, eliminating the need for re-categorisation.

The CoP requires all motorised vehicle salvage to be categorised as one of the following categories:

- A (Scrap / Recycle)
- B (Break)
- S (Repairable Structural)
- N (Repairable Non- Structural)

The Appropriately Qualified Person (AQP) must ensure that vehicles are categorised correctly in accordance with the current salvage CoP.

In the event that a genuine categorisation error has occurred, through clerical error or identification of fraudulent activity which may result in repudiation, then the procedure shown in the CoP 'Changes in Salvage Categories' should be followed.

3.0 Categorisation of Vehicle Salvage

Categories of vehicle salvage have been defined above. Details are given of the steps to be taken when advising DVLA and populating the Motor Insurance Anti-Fraud Theft Register (MIAFTR) on each category, together with the consequential action taken by the Police, DVSA, vehicle data agencies and other interested organisations. The inspecting AQP must identify and apply the correct salvage category, using current criteria. Other than to correct errors, MIAFTR data should not be modified or removed. Re-categorisation may only be affected in exceptional circumstances. For example, when a vehicle previously categorised in a former incident is identified, the responsibility of the AQP is to correctly categorise salvage under review (see change in salvage categories page 8).

4.0 Definitions

Throughout this CoP, any references to ‘salvage disposer or insurer/self-insured’ shall be deemed to include members of any of the supporting organisations that dispose of salvage, including insurers and their agents, self-insurers and their agents and associated companies.

4.1 Reusable part

A reusable part is one that has not been contaminated and/or whose future operational performance can be assessed and confirmed as not being compromised. Warranty over its correct future operation can therefore be applied.

Note: Vehicle manufacturers repair information should be referred to when making decisions on the re-use of safety related parts.

Note: ’warranty’ does not infer a guarantee by the salvage company or dismantler".

4.2 Non-reusable part

A non-reusable part is one whose future operational performance cannot be assessed or confirmed as not being compromised or contaminated, therefore warranty against the part’s correct future operation cannot be applied. Parts that must never be re-sold or re-used include, but are not limited to:

- Airbags
- Seat belts
- Seat belt pre-tensioners
- Seat belt stalks
- Seat belt buckles and associated fixings

Note: It is the salvage disposers’/agents’ responsibility to:

Refer to vehicle manufacturers repair information when making decisions on the re-use of safety critical/performance related components that are not listed above.

Ensure that safety-critical/performance related components are inspected and only re-used if undamaged and warranty can be applied.

Ensure that any components deemed by the vehicle manufacturer as sacrificial are not re-used and are disposed of correctly.

4.3 Recycling

Recycling is defined as a process of converting waste into reuseable material, passing through a system again for further treatment or use (with the intention of avoiding unnecessary items being discarded into landfills or incinerators).

4.4 Catastrophically damaged vehicle

A vehicle that has sustained damage to a point where it cannot be repaired safely using accepted industry standards and without the use of a bodyshell. Other defining factors would be where Manufacturers or recognised researched repair methods and/or service parts are unavailable and the vehicle may have had previous substandard repair work or has excessive corrosion.

4.5 An Appropriately Qualified Person (AQP)

An AQP is defined as someone who has a comprehensive technical education and training record, relevant to motorised vehicle repair. They will have passed and hold a current competency-based assessment on salvage categorisation, provided by the Institute of Automotive Engineer Assessors (IAEA) or an equivalent industry recognised body. The AQP will determine and be responsible for the salvage category given the specific circumstances such as the type of peril i.e. theft, collision, impact, fire, electrical, flood or contamination.

The AQP must be identifiable by their competency based unique identifier.

5.0 Disputes

In the event of a dispute between the insurer/self-insured and other interested parties regarding categorisation, the matter should be escalated to an AQP who assumes responsibility for the final decision.

Where two MIAFTR entries have been made by different insurers/self-insured in respect of the same vehicle/incident, the entry made by the insurer/self-insured that settles the claim will take precedence. The nominated AQP making the final categorisation assumes responsibility for the final decision. However, where duplicated entries indicate different salvage categories, the insurer/self-insured applying a more severe salvage category is entitled to seek substantiating evidence (from other interested parties as appropriate) before amending their MIAFTR entry. MIAFTR entries for all previous accidents must be retained.

6.0 DVLA/MIAFTR Notification

A MIAFTR entry must be completed in respect of all categorised vehicles, indicating the salvage category as soon as reasonably practical after the inspection. Completing a MIAFTR entry meets the regulatory requirements for insurers/self-insured to notify DVLA under the Road Vehicles (Registration and Licensing) (Amendment) Regulations 2018.

It is essential that notifications to MIAFTR are made correctly and that all amended/updated information is submitted within two working days of the final decision.

7.0 Salvage Categorisation Matrix

CATEGORY	A – (SCRAP/RECYCLE) This vehicle has been assessed by an AQP and declared unsuitable or beyond repair.	B – (BREAK) This vehicle has been assessed by an AQP and the structural frame declared beyond repair.	S – (REPAIRABLE STRUCTURAL) REPAIRABLE This vehicle has been assessed by an AQP and damage sustained declared as structural.	N – (REPAIRABLE NON-STRUCTURAL) REPAIRABLE This vehicle has been assessed by an AQP and damage sustained declared as non-structural.
Definition	This vehicle in its entirety is deemed not suitable for repair and has been identified to be crushed following depollution and the removal of any recyclable components (if applicable).	The structural framework cannot be repaired, however suitable parts can be reused.	A repairable vehicle which **has** sustained damage to any part of the structural frame or chassis. (Please refer to Illustration 2 for further details)	Repairable vehicle which **has not** sustained damage to the structural framework or chassis. Whilst the damage to the vehicle has been noted as non-structural, there may still be some safety critical items that require replacement. (Please refer to Illustration 3 for further details)
	The remains will be classified as waste therefore waste controls will apply. (Please refer to Appendix 1 for further details)			
Requirements	The structural framework that contains the vehicle identification number must be crushed. The notification of destruction must be issued in accordance with government guidelines. The MIAFTR entry must be completed, ensuring the V5C is never reissued.		When the vehicle is dismantled for reuse purposes, then the criteria for Category B (Break) applies.	
Vehicle Registration Certificate (V5C)	It is the responsibility of the registered keeper to notify DVLA when a vehicle is passed to an insurer/self-insurer following the full and final settlement of a claim. Where there is no insurer involved e.g. self-insured fleets it is the vehicle owner's responsibility to comply with this requirement. Where the insurer/self-insured takes title to the vehicle, the registered keeper may authorise the insurer/self-insurer to act as its agent in notifying DVLA. However, the insurer/self-insurer must notify the DVLA, using the appropriate section of the V5C, without delay. If this action is not taken, the registered keeper will still be liable for the vehicle under the Continuous Registration requirements of the Road Vehicles (Registration and Licensing) Regulations 2002 and could incur a fine. **For Category A and B vehicles**, when the V5C is in your possession, it must be securely destroyed.			

CATEGORY	A – (SCRAP/RECYCLE)	B – (BREAK)	S – (REPAIRABLE STRUCTURAL) REPAIRABLE	N – (REPAIRABLE NON- STRUCTURAL) REPAIRABLE
Responsibilities of the Salvage Agent	All registration plates must be immediately covered/removed.			
	The vehicle must be crushed in its entirety following depollution and the removal of any recyclable components (if applicable).	The vehicle identification number (VIN) visible and/or stamped must not be removed from the bodyshell/frame/chassis. Please refer to Reusable Parts section 4.1.	When the vehicle is dismantled for reuse purposes, then the criteria for Category B (Break) applies.	
	Salvage Disposers must take responsibility for the disposal of all categories of salvage, whether first- or third-party claims.			
Recovered Stolen Vehicles	Recovered stolen vehicles that are undamaged or with only minimal non-structural damage fall outside of this code of practice. All recovered vehicles must be updated on MIAFTR. The record must not be deleted. Any changes in a category must be updated on MIAFTR as soon as reasonably practical on re-classification.			
Changes in Salvage Categories	Any changes in a category must be updated on MIAFTR and to any party whom the affected vehicle has been transferred as soon as reasonably practical following re-classification.			
Database Notifications	All notifications to MIAFTR whether indicating theft or damage are passed to vehicle data agencies for a finance check. The data agencies use the information to provide a vehicle check service to the motor trade and the public. It is essential that information on MIAFTR is accurate and up to date as it stands, plus relating to the claim being processed.			
Documentation	All salvage disposal documentation in respect of individual items of salvage must include the relevant salvage category. Salvage disposers/agents must maintain proper records to provide an effective audit trail of purchases and disposals. Salvage agents will record the identity of all vendors and purchasers of salvage. In the case of non-insurer/self-insured vendors and purchasers, proof of identity will be required. Where vehicles are deemed waste and/or destined to be broken for spares, then additional record keeping requirements apply. (See Appendix 1 for further details).			
End of Life Vehicles (ELV) and Certificates of Destruction	Any vehicle designated end of life must be treated in accordance with the current ELV Regulations. Vehicles within scope must be issued with a Certificate of Destruction (V860) and the records must be retained by the salvage agent for a period of at least six years for audit purposes, or such other period as defined in the current regulations. Please refer to Certificates of destruction Manual user guide Identification marks on engines and any other reused parts must not be erased. When the vehicle is dismantled for reuse purposes, then the criteria for Category B (Break) applies.			

8.0 Salvage Categorisation Matrix – High Voltage (HV) Battery Electric Vehicles (Over 60 Volts)

CATEGORY	A – (SCRAP/RECYCLE)	B – (BREAK)	S – (REPAIRABLE STRUCTURAL) Repairable	N – (REPAIRABLE NON-STRUCTURAL) Repairable
Requirements	If the HV battery can be safely removed from the vehicle then it must be removed and separately recycled. If it cannot be removed, for example in cases of severe fire damage, then it must be recycled as part of the complete vehicle.	The vehicle is deemed not suitable to be repaired, but functional parts can be reused (Please refer to Reusable Parts section 4.1). High voltage Batteries must be assessed, for recycling or reuse if they can be warranted.	In some vehicles, the high voltage battery provides the floor structure for the vehicle. When classifying these vehicles this needs to be considered, as the battery provides part of the structural frame (check the Manufacturers information). If a structural battery is damaged the vehicle must be classed as Category S.	Vehicles in this category are classed as having non-structural damage, but the high voltage systems including the HV battery may be compromised. They can only be classed Category N if the damaged HV battery is non-structural.
Vehicle Labelling	All High Voltage Vehicles or Batteries (if removed from vehicle) must be stored in a controlled environment and safety labelled as such, so that the danger of electrical shock is made clear.			
Vehicle Safety Information	Additional information regarding Battery Electric Vehicle (BEV) HV system layout, safety management and towing can be obtained from the link below; Guide for how to use the Euro Rescue app | CTIF - International Association of Fire Services for Safer Citizens through Skilled Firefighters			
HV Battery Repairability		Some manufacturers deem their batteries non-repairable, and these HV batteries must be recycled. Some batteries are repairable, any repairs to these systems would need to be undertaken by an expert such as a qualified HV technician, due to their safety critical nature. (Noted for reference purposes)		
HV Battery Recycling	Refer to Appendix 1 for further details.			

9.0 Illustration 1: Structural and Non-Structural High Voltage Battery

Structural High voltage Battery
Body structure design where the HV battery forms part of the vehicle's chassis, contributing to the overall structural integrity of the vehicle. Diagrams A & B detail the two common types of structural HV battery/body structure design.

Non-Structural High Voltage Battery
Body Construction where the HV underbody Battery does not form part of the Body Structure (Non-structural Battery).

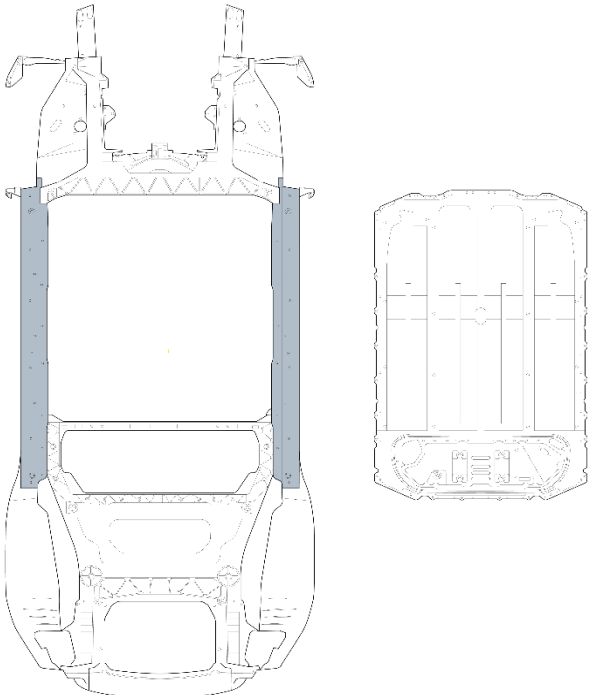


Diagram A: Body structure does not have a floor panel. The HV battery acts as the vehicle's floor panel & structural crossmembers. Interior components, such as the seats are fixed directly to the HV battery

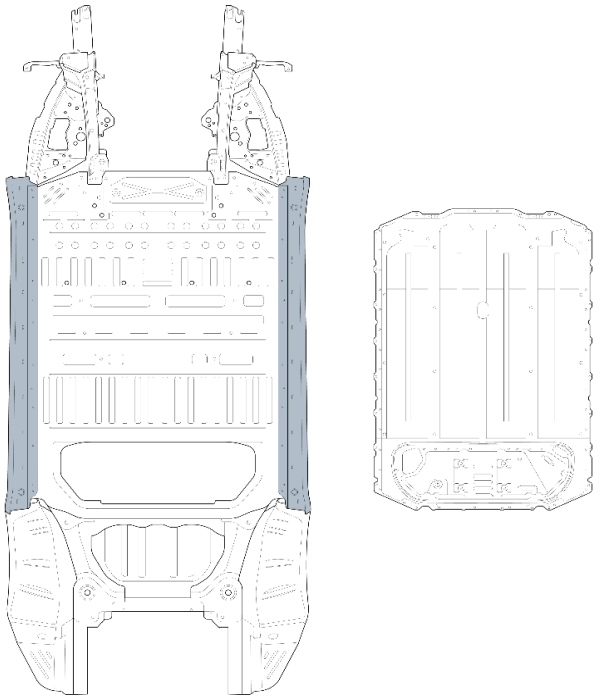


Diagram B: Body structure has a flat floor panel without underside structural crossmembers. Removal of the battery will impact the structure of the floor.

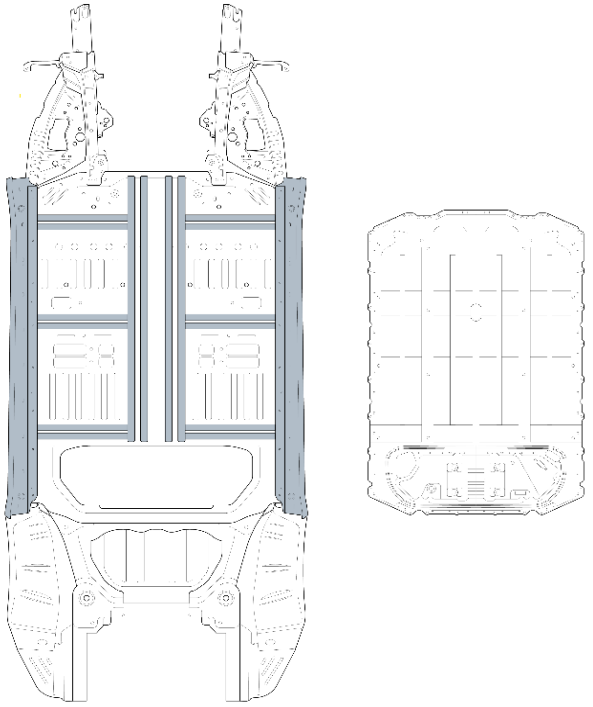
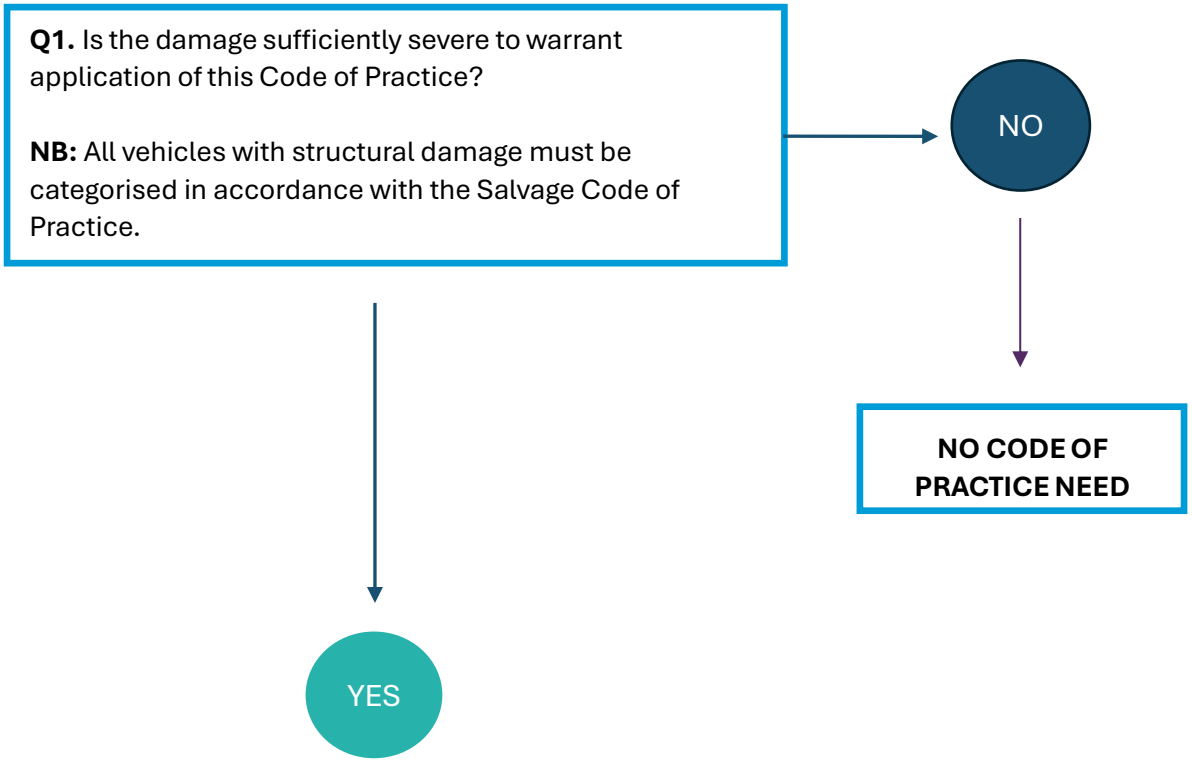


Diagram C: shows the battery removal does not impact the structure as the floor has structural cross members (shaded).

NB. *The illustrations are generic for guidance, vehicle design and description of the components will differ between vehicle manufacturers.*

10.0 (Part 1) Vehicle Salvage Categorisation Flow Chart

(For Vehicles where the insurer/self-insured owner has decided not to repair the vehicle)



* No V5C will be re-issued by DVLA
** V5C will be re-issued by DVLA and will have a literal comment depicting vehicle status
*** V5C re-issued no literal comment added

10.0 (Part 2) Criteria for Categorising Vehicle Salvage

The following four subsections correspond to the flowchart's four questions, which determine the category, and has been produced to ensure the AQP adopts a uniformed approach. Additional consideration should be made towards treatment and handling of electrified/electric vehicles.

It is important that the decision-making process starts at the top of the flowchart and the questions are considered in the relevant order: 1,2,3 or 1,2,4.

It is the AQP's responsibility to apply good engineering practice and safety considerations when deciding whether a vehicle is categorised as either A, B, S or N.

10.1 Question 1 – Is the damage sufficiently severe to warrant application of this CoP?

It is accepted that some vehicles will remain outside of this CoP, for example where the vehicle has no or minimal damage only. However, all vehicles with structural damage should be categorised in accordance with the CoP.

10.2 Question 2 – Is the salvage vehicle suitable for repair?

This is probably the most important decision to make.

This decision when made correctly will ensure unsafe vehicles are prevented from returning to the road, as catastrophically damaged vehicles will be identified and taken out of the repair chain, however vehicles capable of repair will be clearly defined with the level of damage they have sustained. This decision has a direct link to road user's safety.

The following should be taken into account when considering if a vehicle should or could be safely repaired.

Excluding water/fire damage, can the vehicle be safely repaired using accepted industry standards? Manufacturers' or recognised researched repair methods should always be used.

The need to remove the vehicle from a possible theft chain, for example a stripped-out vehicle requiring unobtainable or expensive replacement parts (if such a vehicle is declared repairable then a similar vehicle may be stolen and broken for parts).

Where no original structural components are available, vehicles should never be categorised as repairable. Second-hand structural framework or structural elements should not be used and in these cases the category should always be Category B (Break). This excludes vehicles 7.5 tonnes and above, reference Section 14.2.

10.3 Question 3 – Should any parts be reused?

Some parts may be reused, (please refer to section 4) but there are a number of reasons why an insurer/self-insured might request the vehicle to be crushed in its entirety, for example:

- Fire damage chemical contamination and parts unserviceable due to heat (please refer to section 13.2)
- Water damage biological contamination – parts unserviceable due to water ingress (please refer to section 13.1)
- Health and safety – contamination: biological, chemical, drugs etc
- Police Request
- Ethical grounds request

Note: If any components are to be removed, it is the salvage disposers responsibility to ensure they are removed safely, using the correct practices and the required PPE.

10.4 Question 4 - Has the salvage vehicle sustained structural damage (including structural battery)?

For the consistent application of the CoP an AQP should refer to Illustrations; 1 (page 10), 2 (page 14) and 3 (page 15) to determine the structural and non-structural elements of vehicle construction.

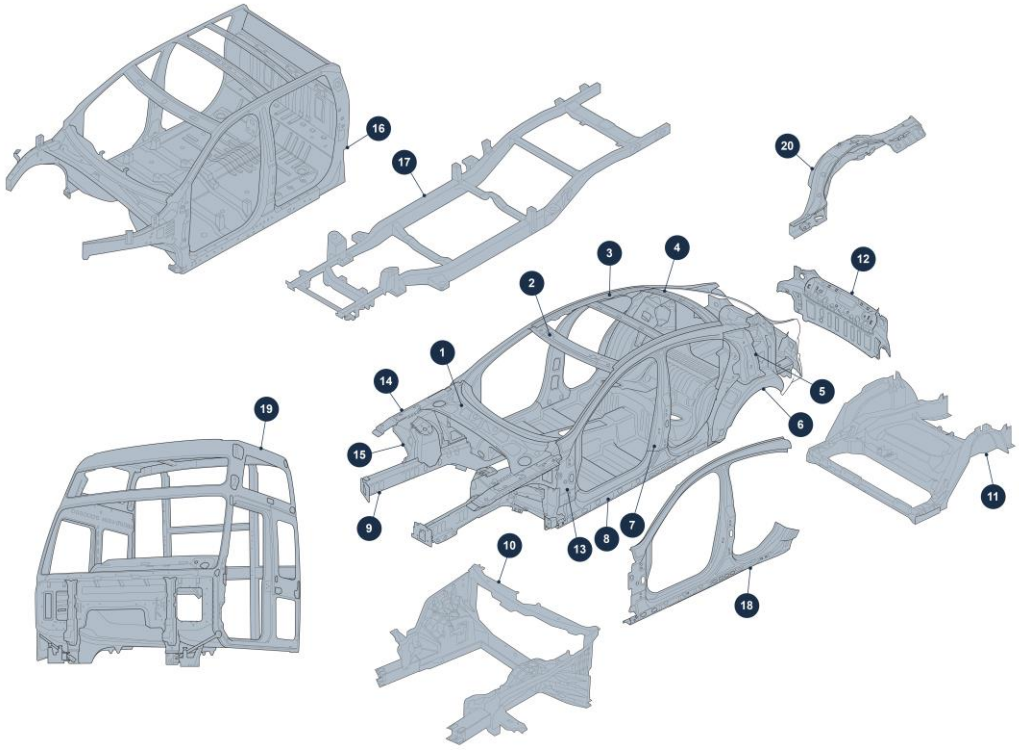
NB. The illustrations are generic for guidance, vehicle design and description of the elements of vehicle construction will differ between vehicle manufacturers.

11.0 Illustration 2: Category S – Structural

Where the salvage is deemed repairable by an AQP and elements of the vehicle shaded/listed in the illustration below are damaged, the salvage must be categorised as Structural – Category S.

Vehicle damage is deemed Structural – Category S, if any structural element requires repair realignment to original dimensions or replacement. (See 10.2 Question 2). This excludes cosmetic repair where no realignment to the structure is required.

Refer to Notes on Structural / Non-Structural Categorisation on page 16.



1 Fire Wall / Front Bulkhead
2. Front Header Rail
3. Roof Side Cant Rail
4. Rear Header Rail
5. Rear Inner Wing
6. Rear Wheel Housing Extension
7. Inner B Post / Pillar Reinforcement
8. Inner Sill Reinforcement
9. Front Chassis Leg
10. Front 1-piece Mega/Giga Casting
11. Rear 1-piece Mega/Giga Casting
12. Rear Back Panel Assembly
13. Inner A Post/Pillar Reinforcement
14. Front Upper Wing Support
15. Front Inner Wing Wheelhouse
16. Body Structure for Chassis frame
17. Welded Chassis Frame
18. Body Side Outer (minus quarter panel)
19. HGV Passenger Cab
20. Rear Chassis Leg

12.0 Illustration 3: Category N – Non-Structural

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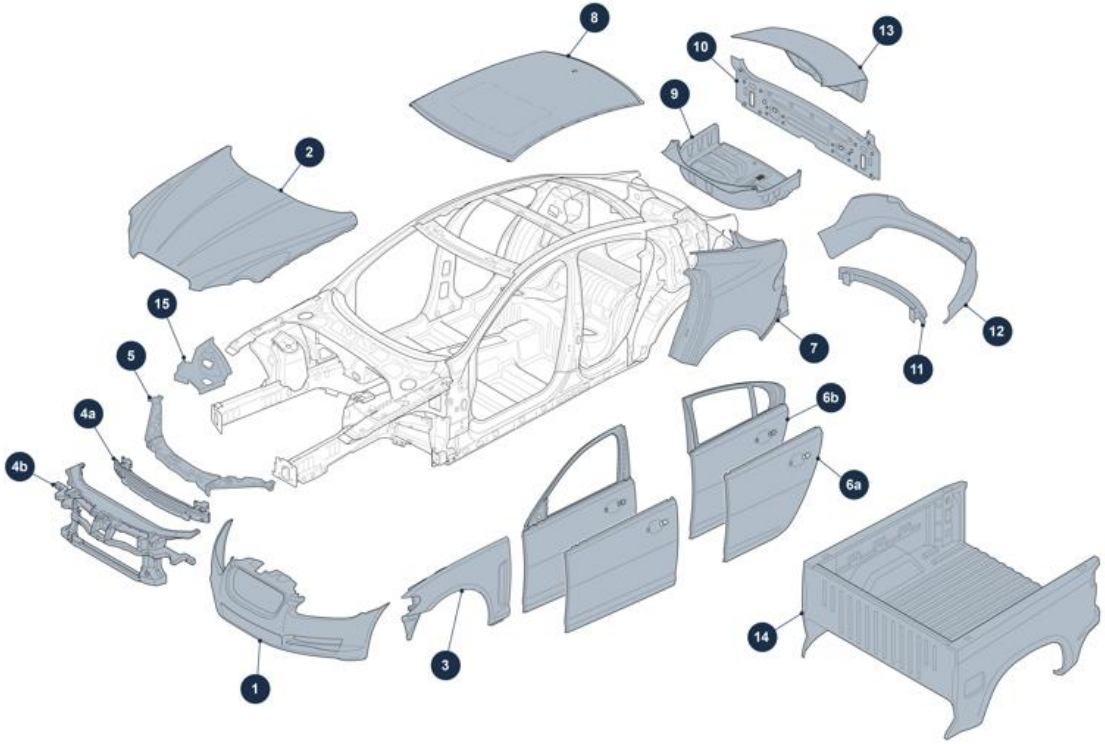
Where the salvage is deemed repairable by an AQP and only parts of the vehicle shaded / listed in the illustration below are damaged, the salvage must be categorised as Category N – Non-structural.

Refer to Notes Structural/Non-Structural Categorisation on page 16.



1. Front Bumper
2. Bonnet
3. Front Wing
4a. Front Bumper Reinforcement
4b. Front Bumper Reinforcement Assembly
5. Slam panel
6a. Door Skin
6b. Door Assembly
7. Rear Quarter Panel
8. Roof Panel
9. Boot Floor
10. Rear Panel Outer
11. Rear Bumper Reinforcement
12. Rear Bumper
13. Boot Lid / Tailgate
14. Load Bed Assembly
15. Apron filler Panel

NOTES ON STRUCTURAL/NON-STRUCTURAL CATEGORISATION

It is the responsibility of the AQP when inspecting damaged vehicles, that intrusion of damage into structural components that sit behind the outer skin (non-structural) components is considered. The AQP must assess if any such damage exists prior to placing a salvage category on the salvage under review.

The CoP provides a generic definition for structural/non-structural elements of a vehicle, an AQP must refer to vehicle manufacturers repair information for additional guidance on structural/non-structural elements of a vehicle to support decision making prior to the application of a salvage category.

13.0 Additional criteria for categorising vehicle salvage

It is the AQP's responsibility to apply good engineering practice and safety considerations when deciding whether a vehicle is categorised as repairable, broken for spares or totally destroyed.

13.1 Vehicles with water damage should be categorised as follows:

Category A: Vehicles with no useable parts.

Category B: Vehicles with re-useable parts.

Vehicles which have been subjected to water ingress in the passenger compartment to a level which compromises the electrical and/or safety components (special considerations should be made for battery/hybrid vehicles).

Category N: All other water damaged vehicles which fall within the CoP.

The salvage agent or buyer must make vehicle/spare part purchasers aware of the nature and origin of the vehicle's original damage and only allow parts re-sale of usable parts that are safe to handle and re-use.

13.2 Vehicles with fire and or smoke damage should be categorised as follows:

Does the vehicle contain any reusable parts?

Category A: All unrepairable fire/smoke damaged vehicles with no re-useable parts.

Category B: All unrepairable fire/smoke damaged vehicles with re-useable parts.

Category S: Repairable vehicle which has sustained fire/heat damage to any part of the structural frame or chassis and the insurer/self-insured owner has decided not to repair the vehicle.

Category N: Repairable vehicle which has not sustained any fire/heat damage to the structural frame or chassis and the insurer/self-insured owner has decided not to repair the vehicle.

The person categorising fire/heat or smoke damaged vehicles should consider the effect the damage has had on the structure and the integrity of the vehicle.

13.3 Motorcycles and derivatives including quadbikes should be categorised as follows

Category A: **Is not repairable with no useable parts.**

Category B: **Should be used when any one of the following applies:**

(i) A machine that has suffered serious damage and is beyond any form of safe repair.

(ii) Frame has suffered non-cosmetic damage (*when frame/chassis construction is an alloy or composite)

(iii) Where the frame/engine Vin/identification has been tampered with i.e. removed or false identification implanted

(iv) Where two or more of the following listed major assemblies cannot be safely repaired:

- Fork assembly complete
- Power Unit
- Swinging Arm assembly – including suspension unit(s)

Note: Where Category B (Break) is applied the disposal criteria is the same as the monocoque bodyshell/ chassis/frame

Category S*: Will NOT APPLY to any machine with a damaged frame/chassis constructed from alloy or composite materials.

Category S:** Motorcycles and derivatives including quadbikes and all-terrain vehicles (ATV's). (**When frame/chassis construction is mild steel and can be safely repaired in accordance with manufacturers specification and repair method Category S maybe applied).

Category N: If none of the above definitions apply, then categorise as Category N (Non-structural).

- Frame damage that is cosmetic and can be repaired paint only (*when frame/chassis construction is an alloy or composite).

14.0 Disposal criteria for vehicle salvage body structures/chassis/frame

14.1 Monocoque Body Structures/Chassis/Frames

Category A and Category B Body structures/chassis/frames must be crushed in their entirety with only bolt on panels and doors with welded (pinned) hinges removed if re-usable. No welded or bonded sections of the Body structure/Chassis/ Frame may be salvaged and a Certificate of Destruction (CoD) must be issued.

All damaged body structures/chassis/frames replaced in service must be crushed or returned to the manufacturer if an exchange scheme operates (no destruction certificate (CoD)) should be issued to DVLA in these cases although the insurer will require proof of destruction). Where a manufacturer's new body structure/chassis/frame is not available and a replacement is required for the repair, the salvage must be Categorised B (Break). Vehicles should never be categorised as repairable on the basis that second-hand body structures/structural elements/frames will be used. In those cases, the category should always be **Category B**.

14.2 Vehicles with separate body structure and chassis

Where the vehicle is categorised as a **Category B** the components of the chassis frame and body shell would be considered to be one component, both must be crushed and a notification of destruction produced for both parts.

Exception: A commercial vehicle with a separate cab (7.5 tonnes and above) may be treated as a separate part, if for a **Category B** vehicle the cab assembly is safely re-usable, it can be sold by the salvage dealer. The dealer must remove any VIN plate fitted and, if there is a stamped in VIN, the number must be over-stamped with crosses allowing the original number to be clearly identified. The purchaser of the commercial cab would then stamp the chassis number of the frame to which it was being fitted immediately adjacent to the crossed-out number.

Category A criteria applies as for passenger cars.

Category B criteria applies as for passenger cars. A usable part is one whose future operational performance has not been compromised or contaminated and the correct operation and therefore warranty can be applied.

Category S the same provisions apply as for passenger cars, except where a replacement cab is required. In those cases, for categorisation purposes a second-hand cab may be used.

The chassis frame is the base structure of the vehicle and must be crushed in its entirety for all **Category A and Category B** cases.

Appendix 1: Waste controls

Waste controls apply to all end-of-life vehicles (ELV). For further guidance please visit: When a motor vehicle is waste – GOV.UK (www.gov.uk). These are vehicles that are categorised as either (A) Scrap or (B) Break, and vehicles categorised as S or N that are going to be broken for spares.

Any vehicle for which a Certificate of Destruction (CoD) has been issued (regardless of any insurance categorisation) must be regarded as waste and subject to waste controls.

Where the intention is to export ELVs overseas for dismantling or repair, then International Waste Shipments (IWS) controls will apply.

- End of life vehicles are hazardous waste until they have been fully depolluted.
- Hazardous waste consignment notes and the hazardous waste consignment procedure must be followed and records kept for each ELV. Further information on hazardous waste consignment and record keeping can be found at https://www.gov.uk/dispose-hazardous-waste/producers-and-holders
- Waste producers will need to keep hazardous waste records for 3 years. Hazardous waste records include consignment notes and consignee returns. For further information visit https://www.gov.uk/dispose-hazardous-waste/consignee-returns
- Depollution of ELVs can only take place at an Authorised Treatment Facility (ATF) this is a site that has an environmental permit. You can check whether a site is an ATF at: https://www.gov.uk/government/publications/end-of-life-vehicles-authorised-treatment-facilities-register
- Category B vehicles are ELVs and waste. Where these vehicles are being exported the international waste shipment procedures must be followed. If they have not been de-polluted, then they will be hazardous waste. Further advice on exports and imports can be found at https://www.gov.uk/guidance/importing- and-exporting-waste
- Category S and N vehicles exported for reuse or repair overseas are not considered waste exports by the UK Competent Authorities. However, if a vehicle is being shipped abroad in order to be dismantled or broken for recovery of spare parts then it is an ELV and the international waste shipment control procedures must be followed.
- HV Battery Recycling - where HV batteries are present and require scrapping, due to them being involved in a flooding/fire situation or where the future safe performance cannot be guaranteed. The HV battery should be recycled in line with the relevant regulations, flooded and partially fire damaged batteries can still possibly be recycled (seek advice from the recycler). Vehicle Manufacturers are obligated to take back the end-of-life HV batteries if required and organise the relevant recycling treatment.

15.0 Terms of Reference

Scope

As defined in the introduction.

Responsibilities

It is the responsibility of the (Stakeholders as defined in the Introduction) to ensure the Code of Practice is applied and Criteria are reviewed every two years.

Document Control

Step 1: Review current in-force document.

Step 2: Produce draft document for review by the Thatcham Engineers Technical Committee.

Step 3: Seek ratification of draft document with industry Stakeholders.

Step 4: Publish ratified document.

Version Control

V10 – Final Version (September 2017) V11 – Final version (November 2019)

V12 - Final version (March 2025)

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