



Recyclers News Press

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Routing Slip

- Owner(s)
- Manager(s)
- Safety Supervisor
- Environmental Mgr
- Stormwater Mgr
- Bookkeeper



High Voltage Vehicles

Auto Recyclers are confronted with ever changing engineering of automobiles that come to the facility at the end of their useful life. A significant change in technology underway is the growth of the hybrid and electric vehicle market. Auto recyclers will be challenged to meet the demand of safely managing and processing high voltage vehicles at their facilities.



ARA and the CAR Committee have developed resources to keep auto recyclers safe while managing this new technology. The CAR Committee believes that proactive training of personnel and use of safety protocols will create a safer work environment when managing hybrid and electric vehicles.

The resources can be found at <https://aracertification.com/electric-vehicles>

The High Voltage Vehicle Dismantling protocol is the guide to the industry standard for safer management of hybrid and electric vehicles. The process-focused guide is the standard operating procedure from intake to de-energizing these high voltage and dangerous vehicles.

Continued on page 10...



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Recyclers
News
Press

The RECYCLERS NEWS PRESS is published six times per year for the Iowa Automotive Recyclers. None of the material in this publication necessarily reflects the opinion of IAR, its officers, director, staff members or advertisers. Statements of fact and opinion are the responsibility of the author.

IAR Members are encouraged to submit material for publication in the Recyclers News Press. Content may be edited for length with the author's permission.

Deadline for submission is the 20th of the month prior to publication. Send content to Sue Schauls at Sue.Schauls@gmail.com with a full color graphic when possible.

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SUE SPEAKING

From desk of the Executive Director

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Hat in Hand!

The holidays bring good cheer to all and often make us think of those less fortunate. I remember an old saying when folks asked for a handout they would say "I come with hat in hand." During the depression this was a common gesture and those that could afford to give would drop a few pennies in the fellow's hat to help feed his children.

I dropped off a donation of bottles of hand lotion at the local homeless shelter awhile back. I was told that lotion was a rare commodity and folks living on the street really needed it.

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SUE SPEAKING

From desk of the Executive Director

I was thinking about how hard that life must be and how it would be difficult to show up "hat in hand" when you don't even have a hat! So I'd like for anyone who wishes to send me one or two of your logo hats and I will match each donations with another bottle of lotion or shower soap and take it to my local shelter. Or if you prefer to give locally, then grab few bottles of lotion at the Dollar Store and add a few hats and drop them off next week or next month. **The holiday spirit of giving is welcome anytime!**

Thanks for listening,
Sue Schauls



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SAVE THE DATE

Iowa Summer Outing
June 10-11, 2022

Waterloo Auto Parts
Waterloo, Iowa
Sullivan Bros Iowa Vet Museum



Iowa Automotive Recyclers Members & Board of Directors Meeting

November 3, 2021 — Conference Call

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President Pat Roof called to order at 5:23 pm and Roll Call

Board of Director Members in attendance: Pat Roof, Jeremy Bevard, Joel McCaw, Jeff Smid, Jodi Kunde, Mike Garvin, Mike Swift, Dave Hesmer, Mitzi Waterbury, Jeremy Heidemann and Sue Schauls.

Anti-trust statement reminder was made. And motion carried to approve the Meeting Notes from September 28, 2021. Jeremy B moved to accept, JeremyH second. Motion carried.

Legislative Agenda. We do not have a bill to run at this time for the 2022 Legislative session, but we do plan to meet with the Iowa Department of Transportation (DOT) to discuss the installation of an Iowa NMVTIS software system. There are many advantages to an Iowa system.

NEW - Software fee would be paid for by increase in R-License fee from \$70 to \$200 (or more) and licensed recyclers would then report to Iowa system directly. The reporting would then be Free with easy VIN look up in Iowa system. The biggest request, supported by courthouses, would be the removal Junk Certificates for R-Licensed entities. The biggest benefit would be for DOT enforcement from desktop and automated reports for enforcement purposes.

It was discussed that adding recall data to IA-NMVTIS with alerts to the most recent title holder but the ability to do such a thing is beyond our capabilities at the state level and ARA is attacking the issue at the national level with great success.

DAVID HESMER



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Iowa Automotive Recyclers Members & Board of Directors Meeting

November 3, 2021 — Conference Call

Members of IAR

Affidavit Rule considering Federal Odometer disclosure 20 year for 2011/ newer was discussed and determined it does not apply because affidavit cars are never re-titled for road. <https://www.nhtsa.gov/press-releases/consumer-alert-changes-odometer-disclosure-requirements>

Another item to be discussed with the DOT is that the Auto Recyclers license problem with type of license which does not stop body shop from selling parts and stockpiling junk cars under the non-parts dealer type.

Other items

Waubonsee instructor taught an electric vehicle class at IL/MO meeting.

Respectfully submitted,
Jeff Smid
Jeff Smid, Secretary

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Iowa Automotive Recyclers Members & Board of Directors Meeting

Meeting Notes from ARA Convention

NOTES from ARA Convention

Wed 11/10/21 – Went to AER Tour – remanufacturing facility for core buyer.

We should have tour at US Drivetrain, Spirit Lake as one of our on-location meetings.

Thu 11/11/21 – Committee meetings and trade show opening of convention

Kansas chapter would like to join with us or have us help them.

PAC donation to ARA from IAR PAC. Usually, \$1000 annually.

Fri 11/12/21 – Expo, Session and ARA Board meeting, Awards Banquet & Gavel passing

Vendors were saying best sales ever, etc. so we should have large trade show this year at Summer Outing.

Spoke with Jay with ADD. He said Iowa DOT is close to implementing NMVTIS system so Jay and I will coordinate to make sure they add things we want and to give them the push to do it – we may not need legislative changes, might be able to do it administratively as stated prior.

ARA announced that recall data will be available from them very soon – so probably not necessary for us to add recall data to IA-NMVTIS.

Secured SUPER SHEAR donation for raffle.

Sat 11/13/21 – Expo, Sessions, Keynote, etc.

ARA roll out of EV info so well received that we should definitely use it as recruitment

CashforCars.com would like to involve Iowa members.

Respectfully submitted,
Jeff Smid

Jeff Smid, Secretary



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Iowa Automotive Recyclers Members & Board of Directors Meeting

December 22, 2021 — Conference Call

President Pat Roof called meeting to Order at 5:19 pm. Welcome and Roll Call. Board of Director Members in attendance: Pat Roof, Jeremy Bevard, Jeff Smid, Jodi Kunde, Eric Piper, Mike Garvin, Mike Swift, Dave Hesmer, and Sue Schauls

Anti-trust statement reminder was made. And motion carried to approve the Meeting Notes from November 3, 2021. Mike S moved to accept, Mike G second.

The main topic of discussion was the signing of contracts for the Summer Outing – Jun 10-11, 2022. The event will be held at the Grout Museum / Sullivan Brothers Veteran's Museum Venue which is booked for June 10-11, 2022 with a room block at a downtown Hotel which is nearby about five blocks.

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Room rate is \$125/night with suites available at the same rate first come, first serve. The room block rate is available until 30 days before the Summer Outing (May 10th). Make reservation early as there is a lot going on in town the weekend of our event.

The "Mess Hall" and the entry foyer are reserved for the Trade Show and lunch (Saturday) and for the reception on Friday night, food will be served in Mess Hall with a cash bar.

Discount tickets for the museum will be provided by sponsorship or included in registration. Possible private Friday evening planetarium show is being discussed. The veteran's museum is top notch, Smithsonian quality museum.

We can add on a classroom if we want to do training at the Museum and not the hotel on Saturday morning.

After the Saturday lunch trade show we will do Yard Tours at some of the local facilities and then end the day at Waterloo Auto Parts for the Saturday evening main event.

Respectfully submitted,
Jeff Smid

Jeff Smid, Secretary

Friday AGENDA

June 10, 2022

4:00-6:00 pm – Equipment & Training Room Set up

6:00-8:00 pm Registration

6:30-11:00 pm

Trade show and Reception
at Sullivan Brother Veterans Museum

Museum Tour and Planetarium Show during reception



Catering by Flip's Comfort Food BBQ

Saturday AGENDA

June 11, 2022

7:00-10:00 am Registration at Museum

8:00 – 11:00 Training Sessions

11:00 – 2:00 pm LUNCH in TRADE SHOW

Catering by Flip's Comfort Food BBQ

2:00 – 4:00 pm – Yard Tours throughout metro area

4:00 - 11:00 pm Waterloo Auto Parts – Yard Tour, Dinner & Drinks, Scholarship Auction and dance hosted by Waterloo Auto Parts and the Osborn family.



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**High Voltage.
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**Vehicle contains a
HIGH VOLTAGE
BATTERY**

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if not properly handled



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dismantling and
processing.



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Standards before working on this vehicle.

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High Voltage Vehicle Dismantling Protocol

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It is important to recognize that Hybrid Electric and Electric Vehicles have unique high voltage systems that are very dangerous if not handled properly. This danger can be higher yet if the vehicles high voltage systems have been compromised from an accident or flooding.

Improper handling of these vehicles can easily lead to serious injury or death from electric shock. There is also a high risk of fire and potential health risk from leakage of electrolytes if the batteries are damaged. It is imperative that these vehicles are only dismantled and processed to the end of life by a facility that is a Certified Auto Recycler (CAR) with the High Voltage Vehicle Dismantling Protocol (HVDP) in place.

The necessary procedures have been separated into sections. We do understand that not every facility has the same workflow, but these are the areas that must be addressed to qualify for this protocol.

Before vehicle collection:

As soon as a recycler is aware they are acquiring a Hybrid electric or Electric vehicle (HEV/EV), the vehicle record should be noted as a "HIGH VOLTAGE" if possible. The goal of this step is to alert the transportation drivers and the initial vehicle intake and inventory team of the potential danger the HEV/EV may have.

Transportation drivers and loader operators should be trained of the potential dangers and exercise HEV/EV safety steps while transporting these types of vehicles. HEV/EV specific Personal Protective Equipment (PPE) and neutralizing kits should be available to all involved in the collection and intake of the vehicle. These staff members should also be trained in how to use the PPE and which hazards to watch for. **The personnel involved in acquiring the vehicles should assess the type of damage the vehicle has and identify any vehicle at high risk of having a compromised battery compartment.** If there are concerns, they should alert the transportation staff and the initial staff involved in unloading the vehicle at the facility.

During vehicle collection

During the vehicle retrieval process, when an HEV/EV is identified, the vehicle must be clearly marked, so the vehicle is easily identifiable as "High Voltage"

ARA High Voltage Warning signage (PAGE 10) must be applied to multiple sides of the vehicle. Whenever possible, and depending on the transportation arrangements, proper PPE, neutralizing kits, and personnel trained to use them, must be present.

The staff involved must be trained whenever possible to assess possible damage to the high voltage batteries prior to loading the vehicle. The transportation team should be looking for physical damage to the high voltage battery and symptoms such as leakage or a thermal incident which could be indicated by fire or discoloration of the high voltage cables.

If leakage is identified, the transportation team should work with the pickup location to neutralize the battery spill, and if problems are identified work to follow the manufactures processes to de-energize the vehicle. If the transportation folks are unsure, they should call and consult with other experts for advice and if unsure, leave the vehicle until a specialist can be consulted. **Flooded vehicles should also have special attention paid to them.**

Vehicle on site and initial check in

Once the HEV/EV arrives at the recycler's location, if it has not been done already, **the ARA high voltage signage must be added to multiple sides of the vehicle. See page 10.**

Workflow decisions must be made and consider what systems will need the factory power, for proper inventory and removal of certain parts. Once those decisions have been made, you will then determine your order of events. Once the proper information has been recovered from the vehicle and inventory and workflow decisions have been made, it is time to take the next step.



High Voltage Vehicle Dismantling Protocol

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A team member who has been trained using the ARA University and utilizing the proper PPE, can now remove the High Voltage Battery master disconnect service plug and zip tie it to the steering wheel.

PPE necessary for High Voltage safety must be readily available, and properly maintained at the facility.

This PPE includes insulated High Voltage lineman's gloves, approved face shield, insulated tools and a safety pull away hook. A high voltage meter should be available for checking circuits also. It is also important to recognize that each vehicle can be different, and you must also follow the manufactures processes to make the vehicle safe. Some manufactures have different processes and research of each new make and model will be required along with the normal safety awareness.



Important: If the workflow of the facility does not bring this HEV/EV directly to dismantling for high voltage battery removal, proper safeguards are a must. With the vehicle properly safeguarded and displaying ARA High Voltage Warning the HEV/EV should be placed in a segregated area if possible, awaiting final dismantling.



Inventory & Dismantling and High Voltage Battery Storage

If it had not already been done during the initial vehicle check in and inventory, and after the dismantler has recovered the data they need from the vehicle, a properly trained dismantler utilizing the proper PPE will **1st** remove the High Voltage Battery master disconnect.

The dismantler should place the master disconnect on their tool cart away from the vehicle and **let the vehicle discharge for a minimum of 15 mins** before working on the vehicle. While this will be the process for most of the HEV/EV, always research with the manufacture of that vehicle, to find the exact process to make the vehicle safe for high voltage battery removal. It is also important to consider if the vehicle systems may be needed for any of the dismantling and part removal process.



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High Voltage Vehicle Dismantling Protocol

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After the proper time has passed for the high voltage system to discharge, a properly trained dismantler utilizing the proper PPE and tools will remove the High Voltage Battery assembly.

These batteries can be very heavy. It is important to confirm you have the proper lifting device or cooperation of a protected teammate, to be able to remove the battery following the manufactures recommended processes. Once the battery is safely removed and secured to a nonconductive pallet, it is recommended to zip tie the master disconnect plug to the opposite side of the plug in on the battery case. (Hybrid batteries should never have their cases opened by anyone other than a trained professional in High Voltage Batteries.) The properly trained dismantler will wrap any exposed/disconnected individual High Voltage wire ends in electrical tape to insulate them properly for safety.

All ARA High Voltage Warning signage, should now be replaced with **ARA High Voltage Battery Removed signage**, marking the vehicle safe for further dismantling and processing.

The High Voltage Battery assembly will then be properly stored for future sale as a ROE component or for proper recycling. Trained team members must follow the storage procedures in the ARA University. The storage must also be correct for local fire code. It is recommended that quantities of batteries be stored in a separate area, if possible segregated in a separate building or protected outdoor structure, that is easily identifiable and accessible in the event of an emergency. Store away from other combustible materials whenever possible.



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High Voltage Vehicle Dismantling Protocol

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Batteries must be properly stored, away from moisture, away from direct sunlight and in a clearly marked and controlled area. Nickel-metal hydride (NiMH) and Lithium-ion (Li-ion) batteries must be separated in the storage area.

Batteries can be stacked no more than two high and must be separated by a non-conductive layer such as wood or rubber sheeting. Follow the specific storage instructions for each type of battery (see ARA University and reference the Electric and Hybrid Vehicle Technology Guide).

The vehicle is now ready for dismantling, storage, and end of life processing once the other normal depollution of the vehicle has taken place.

Following the HVVDP and the normal processes that are inherent to a Certified Auto Recycler will lead to a safe process that is good for the environment, and the cyclical economy of the vehicle and its components. Every vehicle is an opportunity to find great parts for reuse and if not sold for reuse, recycling.

Please be aware of all specially colored High Voltage wiring (usually orange) and components that are unique when transporting with forklifts or dismantling the vehicle. As an additional reminder, Inverters and other high voltage components that have been




damaged in an accident or flood should be treated with caution, pending inspection by a trained specialist. The electric motor can produce energy if the drive wheels are rotated, so be mindful if moving vehicles in a manner that could result in wheel turn. Once the battery has been removed, the High Voltage energy is in the battery, and not with the vehicle but caution must always be observed.

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High Voltage Vehicle Dismantling Protocol

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Transportation

HEV/EV High Voltage batteries must be transported as “dangerous goods” when shipped on ground transportation or shipping carriers. If the proper procedures have been followed, the complete high voltage battery assembly, sealed in its factory housing, with the safety interlock plug removed, can be transported safely. Safe Transportation of High Voltage batteries or cells include being packed in such a manner as to prevent short circuits, including movement which could lead to short circuits.

Once the connectors or leads are protected to prevent short circuit, the battery or cell should be wrapped with adequate dunnage to prevent movement or damage and secured or strapped to a non-conductive shipping container such as a wooden pallet or crate or other strong outer packaging conforming to general packaging requirements. Batteries must be secured to prevent inadvertent movement, and the terminals may not support the weight of other superimposed elements. Batteries that are damaged in an accident, causing the leaking of fluids or exposure of the conductors, must be handled in a very specific manner and will require special best management practices and requirements.

Selling and Disposal

Every vehicle is full of opportunities to harvest good parts for reuse, saving consumers budgets and contributing to the sustainability goals for our planet. Along with reuse, recycling of the non useable parts is paramount, with so many precious commodities used in the manufacturing of these vehicles. The high voltage battery and the special high voltage components are of particular focus. The most effective use of HV/EV high voltage batteries is reuse. Reuse is the purest form of recycling saving money and precious resources. High voltage batteries and other high voltage components can be safely reused if the HVVDP protocols are followed. Another use for these components will be repurposing for other solutions. There are developing markets for people to use the high voltage components in other environmentally sustainable solutions, outside of the automotive use. There are also developing markets for remanufactures that need the high voltage batteries as components, or the reusable resources found within them. The markets to properly dispose of the unneeded and damaged batteries are rapidly developing and a certified HVV dismantler must assure that all batteries sold or processed for recycling are delivered through proper shipping channels to be processed by an EPA R2 certified facility that will provide a traceable end of life use of the battery and or its components in a documented environmentally correct method.



Industry News

6.9 million

Global EV sales reached a record-high of **6.9 million** in 2021, a 107% increase from 2020. It is the first time since 2012 that the global EV sales doubled in one year. Of the vehicles sold, 98% were light-duty vehicles (LDVs) and 2% were heavy-duty vehicles (HDVs).

What percent of cars sold in the US in 2021 were electric?

Cox Automotive's estimate of the EV market share for the first quarter of 2022, for example, was 5.2 percent compared to **2.5 percent** in 2021. Whatever the exact numbers, something's certainly happening out there.

12 Best Selling Electric vehicles of 2021

<https://www.caranddriver.com/features/g36278968/best-selling-evs-of-2021/>

After almost a decade of hype, there are some signs that the electric-vehicle revolution is finally coming to pass. There were over 20 EVs for sale in the United States in 2021, plus many more hybrids and plug-in hybrids. *Sales figure based on [Automotive News](#) estimates and can vary based on vehicles' registration data.

12. Hyundai Ioniq Electric (1766 units sold)
11. Tesla Model X (3000 units sold)*
10. Hyundai Kona Electric (8936 units sold)
9. Tesla Model S (9100 units sold)*
8. Porsche Taycan (9419 units sold)
7. Audi e-tron and e-tron Sportback (10,921 units sold)
6. Nissan Leaf (14,239 units sold)
5. Volkswagen ID.4 (16,742 units sold)
4. Chevrolet Bolt EV and EUV (24,803 units sold)
3. Ford Mustang Mach-E (27,140 units sold)
2. Tesla Model 3 (128,600 units sold)*
1. Tesla Model Y (172,700 units sold)*



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Industry News

Marty Hollingshead Becomes President of Automotive Recyclers Association

Professional automotive recycler Marty Hollingshead, President/Owner of Northlake Auto Recyclers in Hammond, Indiana was recently welcomed as the new President of the Automotive Recyclers Association (ARA). Hollingshead was formally confirmed as President on November 12, 2021, during the Association's 78th Annual Convention and Exposition held in Dallas, Texas. Hollingshead brings decades of experience in the industry and has served on ARA's Executive Committee since 2018.

Hollingshead has been in the professional automotive recycling industry for 48 years, including 37 years as President/Owner of Northlake Auto Recyclers, one of the industry's leading facilities. "Marty prides himself on taking a hands-on approach to the business," said ARA Executive Director, Sandy Blalock. "He gives back to the industry in so many ways, through mentoring, writing for several industry publications, and he leads by example holding others to the high standards that he sets for himself and his team at Northlake."

Northlake was one of the first automotive recycling facilities in the state of Indiana to receive from the Indiana Department of Environmental Management (IDEM) the Indiana Clean Yard – Gold Level Certification starting in 2009 through 2021. Northlake was certified as one of the Indiana Certified Automotive

Recycler Exemplary Standards (INCARES) program's inaugural medalists and was the highest scoring facility in Indiana in 2014, 2015, 2016, 2017, and tied for first place in 2018, 2019, 2020 and 2021. Northlake was also the recipient of the 2016 ARA Certified Automotive Recycler of the Year award, having been nominated by his peers in the industry.

"I am truly humbled and honored to assume this

role," Hollingshead said in his first remarks as President. "We are here to represent and protect the interests and concerns for the Professional Automotive Recycler. We are here for ALL Auto Recyclers, from the mom and pops to the largest

operators, full and self-service. It doesn't matter how big you are or how big you aren't. We are all equals in this Association.

I hope that when my term is done, I will be remembered for doing a good job. With the help and support of the Executive Committee, as well as the ARA staff, I know this will be the case."



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Ask us how

45	46	78
Rh	Pd	Pt
Rhodium	Palladium	Platinum

PERIODIC TABLE

The Process



LOCATIONS

Headquarters Hebron Ohio

BUYING CENTERS

Newark Ohio
Liberty Hill Texas
Ypsilanti Michigan
Spring Valley California
Edinburgh Indiana
Santa Fe Springs California
Joliet Illinois
Lodi California

Contact: Zach Jordan 815-744-1850