



Recyclers News Press

Inside this issue:

From the cover 12
High Voltage Vehicles

President's Pitch 4

Member Application 8

Safe EV & Hybrid Vehicle Training 10

HVDP 12

ARA Update 18

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 12...





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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.

Executive Director

Sue Schauls
204 Alta Vista Avenue
Waterloo, Iowa 50703

Phone 319-290-7843
Sue.Schauls@gmail.com
www.SueSchauls.com



IAR's 2023-2024 Board of Directors

Jeremy Bevard President

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Phone: 319-234-5207
JeremyB@waterlooautoparts.com

Mike Swift Vice President

Swift's Trail End Auto Salvage
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Mike@TrailsEndAuto.com

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Ace Auto Recyclers
Phone: 319-338-7828
parts@aceautorecyclers.com

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Pat's Auto Salvage
Phone: 319-232-0704
patsmail@patsautosalvage.com

Jodi Kunde Special Funds Manager

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NorthEndWrecking@aol.com

Bart Dvorak

Ace Auto Recyclers
Phone: 319-338-7828
bartdvok@gmail.com

Jim Oldenburger

Aikey Auto Salvage
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jimmy@aikeyautosalvage.com

Eric Piper

Piper's Auto Salvage
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eric@piperautoparts.com

Mike Garvin

Vander Haag's, Inc DSM
Phone: 515-265-1451
MikeG@VanderHaags.com

Mitzi Waterbury

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parts@sandhillautosalvage.com

Past President Participants

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Spilman Auto Parts, Inc
Phone: 641-664-2463
eric@spilmanauto.com

David Hesmer

Action Auto Parts
Phone: 641-752-3395
david@action-auto-parts.com

Tom Snyder

Snyder's Auto Body
Phone: 712-542-5316
snyder@iowatelecom.net

www.IowaAutomotiveRecyclers.com

Iowa Automotive Recyclers President's Pitch by Jeremy Bevard

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I have been thinking about the Summer Outing and its importance to this industry in Iowa and beyond.

Not only the comradery of a few hours spent with member yards, but the Electric Vehicle training we are offering this year. This started with Pat Roof (Past President) bringing us Safety with Electric Vehicles. We are carrying on with this year's training priority.

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Iowa Automotive Recyclers President's Pitch by Jeremy Bevard

I feel that if you have not been to or it has been a few years since you have come to a Summer Outing, you need to come to this one, this year. Not only you but bring your staff too. I would hate for people to miss out on the very important training on dismantling an EV or hybrid vehicle. I would really hate to hear one of our yards in the state have a serious injury due to not knowing how to safely take one of these vehicles apart. This is why you need to attend our Summer Outing.

Some of us have went through the training a few years ago, but everything changes all the time. I see way more Teslas on the road than ever just here in Waterloo. Dealing with a Tesla is way different than dealing with a Prius, which I am sure we have all dealt with by now. Batteries are getting stronger and there are more components involved. It is just that important to have your people properly trained!

With that all said, I really hope to see you ALL at this year's outing for fellowship and EV Training!

Sincerely,

Jeremy Bevard

Jeremy Bevard
Waterloo Auto Parts, Production Manager
Iowa Automotive Recyclers, President

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Iowa Automotive Recyclers Members & Board of Directors Meeting

February 21, 2023

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Welcome from President Jeremy Bevard to the face-to-face meeting. Board of Director Members present were: Jeremy Bevard, Mike Swift, Joel McCaw, Pat Roof, Dave Hesmer, and Sue Schauls. Minute from previous meeting were approved and Anti-trust statement was made.

President Jeremy Bevard accepted the offer from the volunteers for the offices with Mike Swift as Vice President and Pat Roof as Secretary. The Board of Directors is also looking for new volunteers to participate on the Board and/or through committee assignments.

Legislative Discussion noted that it is a relatively quiet session with one bill of interest proposing the increase in title fees by \$10. Another interesting bill came up but failed to get traction that was labeled "right to repair" and suggested consumers own their data and computer components of their equipment including computers, phones and onboard computer in motor vehicles and therefore should have the right to seek repair from any qualified vendor and not just the OEM.

EV Training focus Summer Outing – June 16-17, 2023 Des Moines. The Summer Outing will have a an updated session of the full day training present by Andy Latham of *Salvage Wire* covering all aspects of safe hybrid and electric vehicle management, storage, dismantling and safe shipping requirements. The fly-in EEvent will be held at Prairie Meadows with a Board & Member meeting at 3:00 pm and an opening vendor exhibit at 6:30 pm. The following day will include the EV training session with a vendor exhibit lunch break. There will be a hands-on component with an electric vehicle on-site for demonstration.



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Iowa Automotive Recyclers Members & Board of Directors Meeting

February 21, 2023

Mike Swift made a presentation about the possibility of having a Midwest Runner hub in Iowa. He found that several members were using the distribution system already but with long travel legs to get to a hub. He proposed that a hub be established in Des Moines with the intersection of the two interstate highways being a plus to connect with other hubs on the route system.

Meeting Schedule:

3rd Tuesday of the month at 5:15 pm for conference calls with quarterly face-to-face.

April 18, 2023 - Conference call

May 16, 2023 - Conference call

June 16-17, 2023 SUMMER OUTING – Fly-in Event! Des Moines

July 18, 2023 Conference call

August 21, 2023 Conference call

September 19, 2023 Face-to-face

October 12-14, 2023 ARA in Kansas City (committee meetings day before)

Respectfully submitted,

Sue Schauls

Sue Schauls
for Secretary
Pat Roof



If you want to receive an email link to the digital version of the Recyclers News Press send an email to Sue.Schauls@gmail.com

The newsletter is published six times per year and available to any auto recycler upon request!

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Iowa Automotive Recyclers Membership Application



Company Name: _____

Contact Person & Title: _____

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Direct Membership Dues \$350 Iowa auto recycling facilities
(Iowa business which dismantles and sell used automotive parts)

Associate Membership Dues \$250 Out-of-state auto recyclers and product or service providers
to the auto recycling industry.

Enclosed is my IAR annual membership check:

Signature _____

Date: _____, 20____

Membership is subject to approval by the IAR Board.

Please return form and the membership dues to:

Iowa Automotive Recyclers –204 Alta Vista Ave Avenue – Waterloo, Iowa 50703

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Safe EV & Hybrid Vehicle Awareness Training

Summer Outing Training

Electric and Hybrid Vehicle Awareness Training

High voltage vehicles carry a high level of risk, this training teaches how to handle these vehicles correctly and safely, and maximizes the value from these vehicles whilst reducing risk.

This training focuses on the tools, PPE and processes required to make an electric or hybrid vehicle safe and how to remove the high voltage battery.

Accredited by CIWM (Chartered Institute of Waste Management) this unique training has been designed specifically for vehicle dismantlers.

Target Audience

Vehicle Dismantlers and Recyclers, team leaders and supervisors, metal recyclers and towing operations.

Learning outcomes/Course Objectives

- Understand electric and hybrid vehicle operation
- Understand safety equipment (PPE) and tools, and safe and correct use
- Understand what to do in the event of an emergency situation (fire, electrolyte leakage or electric shock)
- Show best practice when working with these vehicles, from initial receipt in the yard to dismantling and disposal
- Know where to locate technical details and information on electric and hybrid vehicles

Salvage Wire has designed a one-day training course for all auto recyclers to give them the *knowledge, information and resources* to safely & confidently handle high voltage vehicles (electric and hybrid cars) from the first notification of acquisition through collection, storage, depollution and dismantling.

Learn what to do with these vehicles and **what NOT to do**, learn how to keep yourself, your colleagues, the public and your business safe from injury, harm or fire.

This WAMITAB accredited training is essential for drivers, towers, yard technicians, depollution teams, dismantlers, leaders and managers.



Iowa Auto Recyclers Summer Outing

June 16-17, 2023

Des Moines, Iowa



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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 (HVVDP) 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 (found at <https://aracertification.com/electric-vehicles>) 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.



High Voltage Vehicle Dismantling Protocol

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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.**

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.

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 line-man'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.



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High Voltage Vehicle Dismantling Protocol

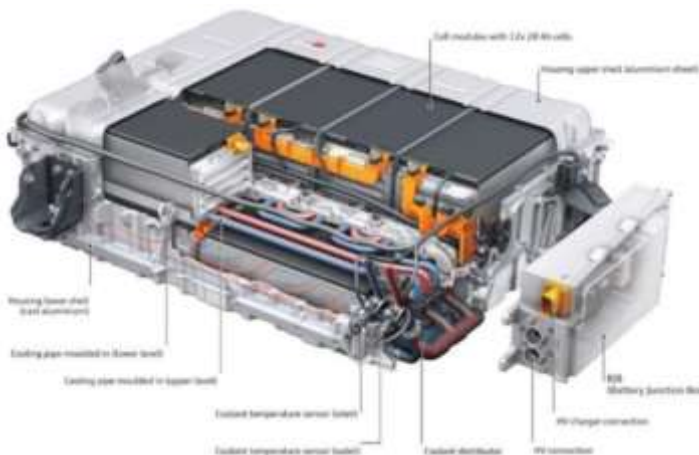
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Inventory & Dismantling and High Voltage Battery Storage

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.

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 (found at <https://aracertification.com/electric-vehicles>).



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High Voltage Vehicle Dismantling Protocol

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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 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.

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 live processing once the other normal depollution of the vehicle has taken place.



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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.

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 manor and will require special best management practices and requirements.



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High Voltage Vehicle Dismantling Protocol

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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.

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ARA Update

ARA University is an online training platform specifically for the automotive recycling industry. With vehicle technology constantly changing, training is a necessity. ARAU has a fast-growing course catalog that is focused on keeping up with the rapid changes of the industry.

Contact Vince at vince@a-r-a.org for assistance in getting your member admin login set up and adding employees to the system. There is also an instruction sheet available at <https://arauniversity.org/wp-content/uploads/2022/05/ARAU-How-To.pdf>.

To sell airbags on eBay the seller must be RECALL CERTIFIED through the CAR program. Recall Certification requires three documents to be uploaded to the CAR Record: **the written recall policy, the Airbag Handling Protocol, and the HazMat shipper's certificate.**

Visit <https://aracertification.com/recalls> to download a template written RECALL POLICY to make it easy to develop. Also download the *ARA Airbag Handling Protocol* to have dismantlers each sign after implementation.



ARA Announces New Strategic Plan

ARA leadership is proud to announce an update to the Association's Strategic Plan representing a direction that will guide current and future work. The plan was adopted by the ARA Board of Directors on March 8, 2023.



"This Plan is a representation of ARA as the eyes, ears and voice of the professional automotive recycling industry," said ARA Executive Director, Sandy Blalock. "With the direction and guidance, the Strategic Plan provides, and the support of our ARA volunteer leaders and members, I am confident that ARA is well equipped to meet any challenge that comes our way."



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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: Joe Orlando 815-409-5252