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Contact details:

Project Manager: Hans HARTMANN  
Tel: +036-393350  
Fax: +036-393360  
Email: [ecris@swinnet.se](mailto:ecris@swinnet.se)

Project description:

Background

Landfill space in Europe is extremely limited and, in many locales, virtually non-existent. In order to combat this growing problem, the EU has set a target for the near future. In 1998 about 70 to 80 percent of a junked vehicle's weight is recovered and recycled, leaving future recycling efforts to deal with the remaining 20-30 percent. Non-recyclable materials will be used as an energy source. In Gothenburg, Sweden these waste materials are to be used in a heating plant.

Objectives

The aim of the project is to re-use more effectively, components from decommissioned vehicles and thereby reduce consumption of virgin production of new parts versus re-using old parts. The innovative feature of the project is to view the car fleet as a potential spare parts source. The project then had to develop environmentally-correct dismantling, reconditioning and remanufacturing processes. Before each component is dismantled, it is evaluated for its potential as a spare part.

Results

With its high-tech and extremely environmentally compatible equipment, the ECRIS environmental station is a model for the industry. The facility's three platform lifts, and the oils, petrol, brake fluid, coolant, and so on, are drained off. This operation is made highly efficient by the use of a petrol vapour alarm. All alarms are connected to the office. The ventilation unit is provided with fire dampers to isolate the recycling area. The dismantling time and the costs associated with the separation of plastics for recycling are the most cost-intensive and charges. Further development of shredding technology and post-shredding sorting methods is desirable to increase the proportion of recycling efforts. Higher material volumes and improved quality assurance will also yield direct, positive effects while stimulating demand for recycling. The economic conditions required to achieve 95% recovery by the year 2015.

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Environmental issues addressed:

Themes

Industry-Production - Engines - Machinery - Vehicles  
Waste - End-of-Life Vehicles (ELV's) and tyres

Keywords

clean technology, energy saving, waste use, recycling, automobile industry, hazardous waste

Target EU Legislation

- Waste
- Directive 2000/53 - End-of life vehicles (18.09.2000)
- COM(1996)399 - Communication on an updated "Community strategy for waste management" (30.07.1996) ...
- Directive 1999/31 - Landfill of waste (26.04.1999)

Natura 2000 sites

Not applicable

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Beneficiaries:

Coordinator

Type of organisation

Description

Partners

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Administrative data:

Project reference: LIFE99 ENV/S/000627

Duration: 01-AUG-1999 to 31-MAR -2002

Total budget: 2,757,198.67 €

EU contribution: 779,977.61 €

Project location: Burgenland (Österreich), Niederösterreich (Österreich), Wien (Österreich), Kärnten (Österreich), Steiermark (Österreich), Oberösterreich (Österreich), Schleswig-Holstein (Deutschland), Hamburg (Deutschland), Niedersachsen (Deutschland), Bremen (Deutschland), Nordjylland (Danmark), Roskilde amt (Danmark), Vestjyllands amt (Danmark), Storstrøms amt (Danmark), Bornholms amt (Danmark), Fyn (Danmark), Valenciana (España), Baleares (España), Andalucía (España), Murcia (España), Ceuta y Melilla (España), Canarias (España), Île de France (France), Bretagne (France), Poitou-Charentes (France), Aquitaine (France), Midi-Pyrénées (France), Limousin (France), Rhône-Alpes (France), Etelä-Savo (Finland Suomi), Pohjois-Savo (Finland Suomi), Pohjois-Karjala (Finland Suomi), Kainuu (Finland Suomi), Keski-Suomi (Finland Suomi), Peloponnisos (Ellas), Attiki (Ellas), Voreio Aigaio (Ellas), Notio Aigaio (Ellas), Kriti (Ellas), East (Ireland), South West (Ireland), Emilia-Romagna (Italia), Toscana (Italia), Umbria (Italia), Marche (Italia), Lazio (Italia), Campania (Italia), Abruzzo (Italia), Madeira (Portugal), Açores (Portugal), Alentejo (Portugal), Algarve (Portugal), Alentejo (Portugal), Madeira (Portugal), Stockholm (Sverige), Ostra Sjukhus (Sverige), Wales (United Kingdom), Scotland (United Kingdom), Northern Ireland (United Kingdom), Gibraltar (United Kingdom)

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European Economic Community (EEC) has proposed a major reduction in the percentage of a car's weight allowed to enter a landfill. From the focus on the more difficult-to-recycle items. For example Sweden's Volvo formed the Environmental Car Recycling in Scandinavia (ECRIS) ]

n resources and energy. Reconditioning processes use considerably less energy than the production of new components from virgin or recyc store and thereby reduce the need to tie up capital and material in producing new parts. The project also wants to show that to promote coll sent could be approved as a product in the system, the environmental effect had to be evaluated. Secondly, the project aimed to ensure an si

te technology used enables practically all types of hazardous waste to be processed for destruction and/or recycling under controlled conditi by the use of vacuum suction equipment. The liquid pumps are designed to pump class I liquids, which are discharged to three collection tan two areas in the event of a fire. Manual fire extinguishers are provided in the building and under the canopy roof. The facility is operated in five factors. Consequently, careful assessment is necessary before deciding to dismantle and recycle materials which do not repay their own metals recovered, to reduce the need for dismantling material and to improve the feasibility of energy recovery. The transport requiremen id from environmentally committed companies. Neither is it impossible that an energy recovery fraction may come to be regarded as a marke

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ECRIS AB  
Mixed enterprise  
The ECRIS AB company was formed specifically for  
industries.  
Jonköpings Bildmontering AB Volvo Technology

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sterreich(Österreich), Salzburg(Österreich), Tirol(Österreich), Vorarlberg(Österreich), Vlaams Gewest(België - Belgique), Région Wallonne(België - B rdrhein-Westfalen(Deutschland), Hessen(Deutschland), Rheinland-Pfalz(Deutschland), Baden-Württemberg(Deutschland), Bayern(Deutschland) ns amt(Danmark), Sønderjyllands amt(Danmark), Ribe amt(Danmark), Vejle amt(Danmark), Ringkøbing amt(Danmark), Århus amt(Danmark), Vibø rance(France), Champagne-Ardenne(France), Picardie(France), Haute-Normandie(France), Centre(France), Basse-Normandie(France), Bourgogne(F e-Alpes(France), Auvergne(France), Languedoc-Roussillon(France), Provence-Alpes-Côte d'Azur(France), Corse(France), Guadeloupe(France), Mai tki-Suomi(Finland Suomi), Etelä-Pohjanmaa(Finland Suomi), Vaasan rannikkoseutu(Finland Suomi), Keski-Pohjanmaa(Finland Suomi), Pohjois-Pol IRL(Ireland), South East (IRL)(Ireland), North East(Ireland), Donegal(Ireland), Midlands(Ireland), West(Ireland), North West (IRL) alia), Molise(Italia), Puglia(Italia), Basilicata(Italia), Calabria(Italia), Sicilia(Italia), Sardegna(Italia), Luxembourg(Luxembourg), Groningen(Nederlan Mellansverige(Sverige), Småland med Öarna(Sverige), Sydsverige(Sverige), Västsvrige(Sverige), Norra Mellansverige(Sverige), Mellersta Norrland i)

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Title: ECRIS - a research project in environmental

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perspective of the project proposal application time in 1998 it was assumed that by the year 2002, EEC may allow only 15 percent of a car's project in order to develop advanced recycling methods for dismantling and sorting recyclable and nonrecyclable materials. Aside from junk

led resources. The hypothesis is that 80% less energy and 85% less raw material are needed for the concerned range of components. The collaboration between the vehicle and dismantling industries is preferable to viewing each other as rivals. The project was carried out during a similar level of quality for all new components. To ensure this quality level, a system was developed for quality assurance. Finally, the project

ions. On arrival, a car is washed and inspected to determine which components are working. The air conditioning unit is drained of CFC or freons in a subterranean pit outside the building. The pit is provided with a canopy roof on which a petrol pump is mounted for fuelling plant in accordance with SA1-INFO 1993-3 (waste oil) and SAIFS 1990-3 (petrol stations) regulations. The balance between recycling materials and costs. The ongoing development of tools and methods should be maintained. The establishment of current plastic material flows is also important. It should be examined and transport movements well planned to ensure that this activity does not impose an unnecessary burden in economic resource in the future. Various activities currently under way at both national and international level, including the Environmentally C

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to run the project in cooperation with the Swedish Association of Motor-Car Scrappers (SBR), the Association of Swedish Automobile Manufacturing Development Corporation

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Belgique), Bruxelles-Brussel (België - i, Saarland (Deutschland), Berlin (Deutschland), Brandenburg (Deutschland), Mecklenburg-Vorpommern (Deutschland), Sachsen (Deutschland), Schleswig-Holstein (Deutschland), Nordjylland (Danmark), Nordjyllands amt (Danmark), Galicia (España), Asturias (España), Cantabria (España), País Vasco (España), Navarra (España), Rioja (España), Nord-Pas-de-Calais (France), Lorraine (France), Alsace (France), Franche-Comté (France), Pays de la Loire (France), Guyane (France), Réunion (France), Uusimaa (Finland Suomi), Varsinais-Suomi (Finland Suomi), Satakunta (Finland Suomi), Häme (Finland Suomi), Etelä-Suomi (Finland Suomi), Ahvenanmaa (Åland) (Finland Suomi), Anatoliki Makedonia, Thraci (Ellas), Kentriki Makedonia (Ellas), Mid East (Ireland), Border (Ireland), Piemonte (Italia), Valle d'Aosta (Italia), Liguria (Italia), Lombardia (Italia), Trentino-Alto Adige (Italia), Venetia (Italia), Friesland (Nederland), Drenthe (Nederland), Overijssel (Nederland), Gelderland (Nederland), Flevoland (Nederland), Noord-Brabant (Nederland), Limburg (Nederland), Övre Norrland (Sverige), North (United Kingdom), Yorkshire and Humberside (United Kingdom), East Midlands (United Kingdom), East Angles (United Kingdom)

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car recycling

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s weight to be landfilled and by 2015 that number could decrease to 5 percent. In the United States, similar landfill restrictions are likely to appear in 2005. In the United Kingdom, ECRIS will work on recycling production waste from Volvo's Swedish plants and used-parts from its Swedish-dealer repair shops.

get is to offer the products with a 25% lower retail price. The project needs to collect data on the consumption of energy and virgin resources and the the years 1999-2001. Firstly, the project identified the components or parts of components, which showed potential for increasing the level of re-use. The project is aimed to secure a financially sound business and an economically and environmentally efficient distribution system.

HFC, at the same time as the battery and mercury switches are removed and placed in special containers. The car is then raised, using one of the hydraulic lifts. A waste oil sump is located at the eastern end of the building. In addition to ventilation facilities, the tanks are equipped with level alarms and energy recovery is of major significance given the price conditions which have been assumed. As a result, the choice of recovery rate and materials to be recycled is of major importance. Although the cost of landfill disposal has not been crucial to overall profitability until now, this situation may change with increases in taxes on landfill or ecological terms. The price scenario may well change in the not-too-distant future to favour more an ecologically oriented society and stimulate a more ecologically compatible Car Recycling project, will provide better information on many of the aspects which are unclear at present. It will then only remain to

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Manufacturers and Wholesalers (BIL), researchers from various Swedish third level institutions and research institutes, and specialists from other related

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Denmark: Sønderjylland (Danmark), Sønderjylland (Danmark), København Og Frederiksberg Kommuner (Danmark), Københavns amt (Danmark), Frederiksberg Amt (Danmark), Aragón (España), Madrid (España), Castilla-León (España), Castilla-La Mancha (España), Extremadura (España), Cataluña (España), Comunidad Valenciana (España), Pirkanmaa (Finland Suomi), Päijät-Häme (Finland Suomi), Kymenlaakso (Finland Suomi), Etelä-Karjala (Finland Suomi), Dytiki Makedonia (Ellas), Thessalia (Ellas), Ipeiros (Ellas), Ionia Nisia (Ellas), Dytiki Ellada (Ellas), Sicilia (Italia), Friuli-Venezia Giulia (Italia), Utrecht (Nederland), Noord-Holland (Nederland), Zuid-Holland (Nederland), Zeeland (Nederland), Norte (Portugal), Centro (Portugal), Lisboa (Portugal), South East (UK) (United Kingdom), South West (UK) (United Kingdom), West Midlands (United Kingdom), North West (UK) (United Kingdom)

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