

6. SALES

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1) Manifests

In this instance, the documents issued when one business contracts another to transport and/or dispose of its waste. Manifests contain details of the type of waste and the contractor(s) involved .



2) Waste Disposal Law

Officially known as the Waste Disposal and Public Cleaning Law, the Waste Disposal Law comes under the jurisdiction of the Ministry of Health and Welfare. A 1991 amendment made a manifest system of transport and disposal mandatory for certain types of industrial waste. A further amendment in June 1997 expanded the manifest system to cover all types of industrial waste in order to make businesses more aware of their responsibility for their waste and ensure appropriate disposal of waste.



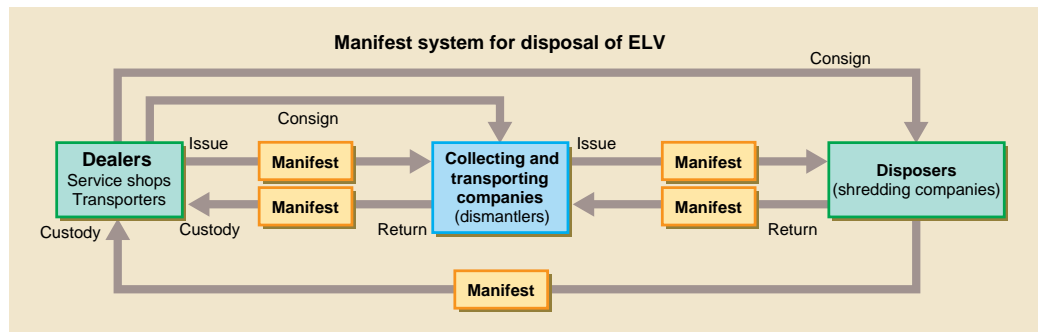
Collection of CFC gas

**By collecting and recycling used bumpers, collecting and destroying CFC-12, taking part in the manifest system, and disposing of airbag inflators, dealers are playing an increasingly important role in environmental protection.**

Proper processing of ELV

Manifest 1) system

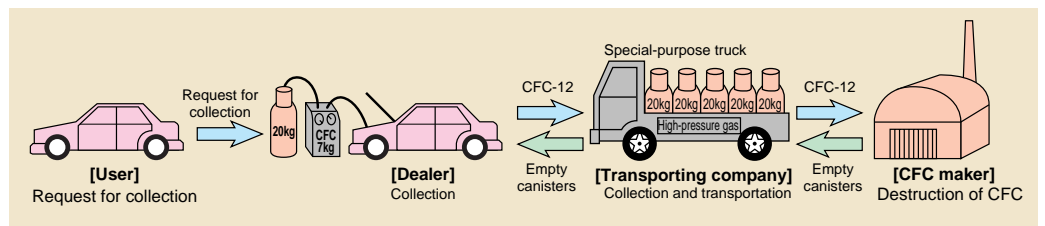
The amended Waste Disposal Law 2) expanded the scope of the manifest system—a system under which companies collecting, transporting and disposing of waste are issued with manifests to enable businesses to confirm that their waste is disposed of appropriately—to cover all kinds of industrial waste from December 1998, thus requiring compliance by dealers as well. MMC explained about the system to dealers when it was introduced, and continues to take various steps to ensure all dealers to dispose of things such as waste parts and oil properly. A similar manifest system was introduced covering all ELV including vehicles traded for a fee, and we are pressing ahead with moves to ensure their proper disposal.



Collection and destruction of CFC-12 for air conditioners

As CFC-12 causes destruction of the ozone layer, its use in MMC vehicles was completely stopped by January 1994. MMC has provided all dealers with equipment to collect and recycle CFC-12, and has promoted its collection and reuse. However, due to the growth in the number of cars that use HFC-134a, a new type of refrigerant, uses for recycled CFC-12 have dwindled, and a large surplus of CFC-12 has developed. In order to properly destroy and dispose of this excess supply of CFC-12, we developed a CFC-12 collection and destruction system in collaboration with other firms in related industries, and this system was in place nationwide by October 1998.

Although HFC-134a does not destroy the ozone layer, it is a greenhouse gas. Thus in order to combat global warming, we are fitting our cars with air conditioners designed to minimize use of refrigerants, and are encouraging dealers to collect and reuse HFC-134a just like older types of refrigerant.



CFC-12 collection / destruction system

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**Airbag inflators**

Devices for generating the gas to inflate airbags. The sodium azide used in them could, if it is feared, harm the environment if cars are disposed of without their airbags having been deployed.

**Recycling of plastics**

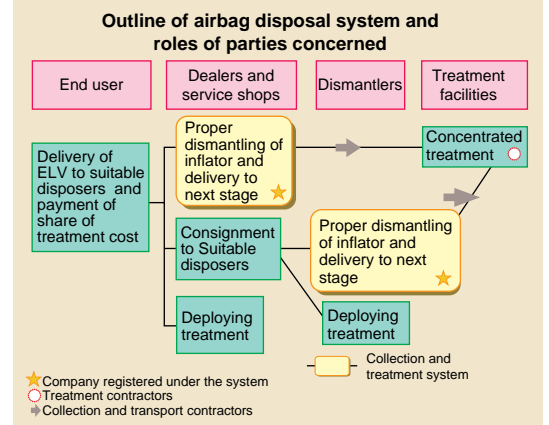
The commonest form of recycling is known as material recycling, which is a method of reusing things as raw materials. Thermal recycling refers to reuse as a source of heat.

Chemical recycling is a method of breaking things down to obtain chemical raw materials.

**Disposal of airbags**

Practically all passenger cars were fitted with airbags by 1999, and over half of all ELV are expected to have airbags from 2005.

In 1996, in order to ensure the safe disposal of ELV, the Japan Automobile Manufacturers' Association drew up a manual stipulating that airbags should be deployed prior to disposal, and this was distributed to service shops and used car dealers. Together with the Japan Auto Parts Industries Association, the Japan Automobile Manufacturers' Association is also developing and testing a system for removing, collecting and disposing of airbags so as to make the process safer and to deal with more airbags, and MMC is providing assistance for this project.



(Source: Japan Automobile Manufacturers' Association PR materials)

**Collection and reuse of parts**

**Collection and recycling of used bumpers**

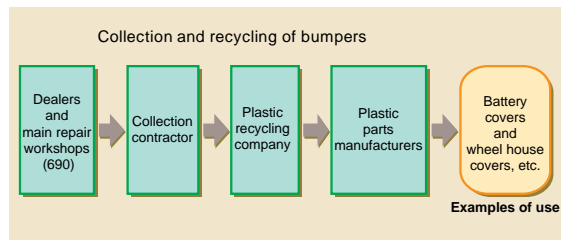
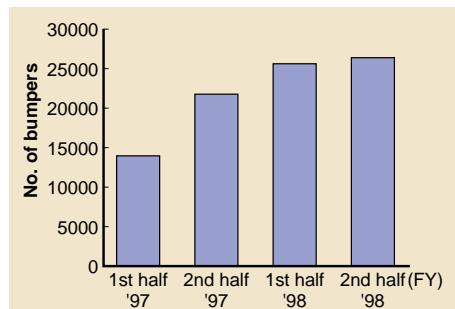
Since May 1997, MMC has been collecting and material recycling used polypropylene bumpers replaced by dealers, which used to be disposed of in landfills. Collecting and recycling them, however, reduces the amount of waste produced and contributes to more effective use of resources. After foreign substances such as metal brackets have been removed, the bumpers are made into pellets by plastic recycling companies and recycled into auto parts by parts manufacturers. At the present time, parts such as passenger car battery covers and wheel house covers for trucks are made using recycled materials. To date, we have collected some 4,000 used bumpers a month in the Kanto, Chubu and Kinki regions, and approximately 53,000 were collected in fiscal 1998. From autumn 1999, we plan to collect bumpers nationwide and expand use of recycled materials in parts. We are also looking into the possibility of adopting a low-cost paint-stripping method and turning recycled pellets back into bumpers.



Example of reuse for passenger car parts  
**Battery cover**



Example of reuse for truck parts  
**Wheel house cover**



**Use of recycled parts**

Some engines, gearboxes, power steering, bumpers and the like are serviced to make them as good as new, and then sold. As this both helps meet user needs and reduces the amount of waste generated by dealers, we are looking into expanding use of recycled parts in this way in the future.