

Improving Recyclability

From the design and development stage, we make assessments of our products at various stages of the life cycle to improve their recyclability and have established a method to evaluate the recyclability rate of used products.

Compliance with EU ELV

Under EU ELV, all vehicles sold as of 2005 will be regulated to meet the recycling requirements in the directive. As Toyota Industries only handles assembly and parts manufacturing and is not a manufacturer of complete vehicles, its role is to continually improve the recyclability of components it designs and develops.

Owing to the fact that automobiles will need to be certified for marketing in Europe under EU ELV, the International Organization for Standardization (ISO) is also considering establishing a similar set of standards. In line with the ISO's considerations, we are also reviewing our plans for recycling guidelines. In December 2001, our Product Technology Subcommittee examined our plans and has decided to revise our recycling design guidelines.

Surveying the Disposal of ELV

FY 2001 was the second consecutive year in which we conducted a survey on the disposal of ELV, a subject closely related to our operations. During the period, we surveyed the disassembly of automobiles, shredder waste emissions, and the reuse of parts.

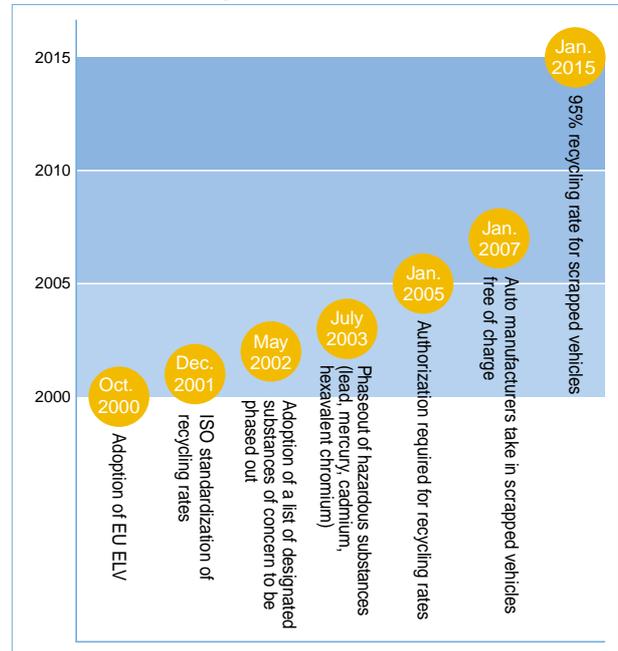
The survey was conducted in January 2002, and fifteen members from various divisions participated. We focused on the distribution of reused parts via the Internet, and discovered that this is a rapidly growing business. In addition, we ascertained various other key aspects related to product design for better recyclability. This included the recovery of CFC gases, which deplete the ozone layer, and the removable of unused airbags, to prevent the sudden inflation of airbags during disassembly.

Survey Related to the Automobile Recycling Law*2

Legislation is under consideration for the recycling of automobiles. We began a study on the effect of such a law in April 2000. In FY 2001, by attending symposiums on automobile recycling and interviewing many experts in this field, we studied global trends and made our findings available to our designers and engineers via our intranet environmental site.

Automobile Recycling Symposiums	
May 2001	JSAE Annual Congress & Exposition
December 2001	JSAE Symposium

Process of Compliance with EU ELV



Survey of ELV

Survey Results on Forklift Truck Recycling

We released the results of our survey on forklift truck recycling in the 43rd edition of our in-house technological bulletin, *Toyota Industries Technical Report*, published in August 2001. The survey covered recycling-conscious design efforts, the dismantling of forklift trucks after they are put on the market, reuse of parts, and recycling. This information proved effective for our forklift truck designers. For example, over 98% of our scrapped forklift trucks are recycled. We found that the parts not being recycled were made from materials such as plastic or rubber. For this reason, we discovered it is necessary to clearly label, mark or code the plastic and rubber parts used in newly designed forklift trucks.

Our technological bulletin is distributed to other companies as well. We want our peers to know that we are working to improve the recyclability of our products.

*2 Automobile Recycling Law: Legislation for the recycling of used automobiles