



with the car, we will include a copy of page 45 from the "Operations Manual" for your guidance.

The next Newsletter from the Federation produced this follow-up:-

At concentrations of less than 5% there is no obligation for the petrol pumps to be labelled at point of sale, so petrol can be 0%-5% ethanol. Ethanol is hygroscopic so manufacturers should have been added corrosion inhibitors to it before blending with petrol. Ethanol changes the volatility of the fuel although it can give a slight benefit to cold starting this at the expense of increased vapour lock problems and hot start problems in susceptible vehicles. Corrosion could be a problem if inhibitors are not used.

Effects on tank sealants etc.:-

Any tank sealant manufactured in USA should not be affected by ethanol (e.g. the Frost brand) as ethanol has been in USA petrol for some time. To be sure of avoiding problems customers should check that any such produce does indicate it can be used with fuel containing ethanol.

Many seals have a 'memory' and may leak when introduced to ethanol when they are old. The same type of seal may not leak when new.

Particles resulting from the breakdown of tank sealants and moving through the fuel system may also cause problems, although this would be for a finite time (until it has all been washed through). A solvent is available to remove existing tank sealant. Epoxy Remover made by Tank Cure. However the active ingredient in this produce is methylene chloride, aka paint stripper, which is the subject of a proposed ban

PAINT

Following a consultation in 2007, it was expected that the Department for the Environment, Food and Rural Affairs would publish regulations during 2008 introducing a licensing scheme to allow the continued

sale of vehicle refinishing products that do not comply with regulations introduced in 2005 to limit volatile organic compound content. Most cellulose based products fall within that description.

Nothing happened until early January this year, when—quite unexpectedly—'Consultation on Implementation of the Paint Products Regulations 2005 Addressing Monitoring and Enforcement Issues' was published. At the time of writing this had not been considered by the FBHVC legislation team. This common-sense document recognises that the use of non-compliant paints is failing to near negligible levels as a result of economic considerations and so proposes not to set up a complicated (and therefore costly) licensing system. Instead, it is intended to introduce a code of practise for the sale of non-compliant products, which, if followed, would ensure that such products could be sold only for purposes that would have been permitted under a licensing scheme.

The downside is that without the licensing scheme, the sale of non-compliant product would not comply fully with the terms of the derogation contained in the EU directive. To overcome this, the consultation proposes what amounts to a Nelsonian-eye approach to enforcement such that, provided the code of practise has been followed, it would not be in the public interest to take action. Enforcement will be in the responsibility of local authorities, and the consultation includes draft guidance for authorities.

Three extracts from the guidance document may be of interest to home and small business users.

...no action can be taken against vehicle bodyshops for using non-compliant paints (unless they consume enough solvent to require a permit [>1 tonne/year in England and Wales, >2 tonnes in Scotland])...

In relation to vehicle refinishing products, the 2005 regulations apply to four-wheeled road vehicles only. Paints for motorbikes, agricultural vehicles and off road machinery (e.g. construction vehicles, train carriages) are not covered. However, vehicle refinishing products marketed for multiple uses must comply with the VOC limits in the 2005 Regulations if just one of those users is the coating of four wheeled vehicles.

The Paints Products Directive says that a licensing scheme can be established to allow strictly limited amounts of non-compliant paint to be marketed for use for painting vintage vehicles or historic buildings. Because of the administrative complexities of setting up such a scheme and the burdens on those to whom it