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Indiana stops supporting recycling

Indiana's environmental agency (IDEM) has temporarily suspended state funded grant and loan programs that support recycling and pollution prevention - a cutoff that will persist at least through summer 2010.

The move means that up to \$3 million that had been approved for recycling or pollution prevention programs by the Indiana Department of Environmental Management will not reach the intended recipients.

IDEM indicated that it was halting the funding for the programs because it may not be feasible for cash-strapped local governments and businesses to provide the matching dollars needed for the state-funded programs.

IDEM spokeswoman Amy Hartsock said the agency decided to suspend funding for the grant and loan programs after Gov. Mitch Daniels' office asked the agency to identify programs "that could be deferred" to ensure sufficient funding for health care, public safety and education.

Continued on Page 4

Economy encourages efficiencies

by Brian R. Hook

The bad economy is forcing recyclers to become more efficient. "We learn to do more with less," said Frank Cozzi, partner at Cozzi Enterprises, Inc. in Burr Ridge, Illinois.

Volumes at the management consulting company's metal recycling facility in Glendale, Arizona dropped by 35 percent in November compared to the same month during 2007.

"Business for the entire year was not bad, but the last quarter will be off significantly," Cozzi said about the ferrous and non-ferrous recycling business. He said the state of the overall economy has led to a drop in price and demand for all scrap commodities.

Pricing of ferrous scrap was down 78 percent from earlier in 2008, Cozzi said. Non-ferrous metal pricing, in most cases, was also down approximately 60 percent.

While most of the company's consulting clients in the scrap industry have already been through two or three rounds of layoffs, Cozzi said his recycling facility has avoided layoffs. "But, I anticipate laying off up to 40 percent of our workforce in Glendale," Cozzi said.

Cozzi said he expects modest pricing improvements in 2009. "Short term, the biggest issue facing the scrap industry is the absence of demand for our products," Cozzi said.

The outlook is not much better for tire recyclers. Gary Champlin, general manager



Sedona Recycling in Arizona reports a lack of manufacturers in the western United States utilizing recycling materials in their products.

at Champlin Tire Recycling, Inc. in Concordia, Kansas, said he expects 2009 to look like 2008. "I expect some negative impact on revenue due to the overall health of the economy," he said. "The biggest issue facing recyclers is the extreme swings in commodity pricing."

Champlin Tire Recycling offers full-service tire recycling, including pickup, transportation and processing. It operates a plastic extruding plant and a tire processing, retreading and reclamation center, processing more than four million tires annually.

Tire flow into the center softened in the last quarter of 2008, according to Champlin. But he said that's typical in the fourth quar-

ter. Business overall is up, he said, mainly due to an increase in finished product sales, including park benches, picnic tables, mulch and playground material.

One of the biggest problems facing Sedona Recycling, Inc. in Sedona, Arizona, is the lack of manufacturers in the western part of the United States willing to utilize recycled products, said Briana Sternberg, who works on education and community outreach for the non-profit recycling center that serves Sedona and the Verde Valley with 13 public recycling drop-off sites.

"There is diminishing demand, forcing recyclers to ship materials hundreds or even

Continued on Page 4



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The future of tire derived fuels is uncertain with implementation of The Clean Air Act

by Mike Breslin

There is a monumental challenge facing the future of tire derived fuels (TDF) - new emission regulations that may come into effect under the Clean Air Act.

Currently, the United States Environmental Protection Agency (EPA) officially supports scrap tires for fuel in properly permitted facilities.

Based on over 15 years of experience with over 80 facilities, EPA recognizes that tire-derived fuel is a viable alternative to fossil fuels. EPA testing shows that TDF has a higher BTU value than coal and EPA supports the responsible use of tires in portland cement kilns and other industrial plants, as long as the facilities have a tire storage and handling plan, secure permits from local, state

and federal agencies and comply with the permits.

But change is in the air - change that may radically affect the future of TDFs. In April 2007, the U.S. Supreme Court ruled in a five to four decision in Massachusetts vs. EPA to confirm that EPA has authority to regulate greenhouse gas pollution under the Clean Air Act. Most significantly, the court decreed that the EPA must

move forward to regulate greenhouse gases. During Senate hearings on greenhouse gases last September, Bill Kovacs of the U.S. Chamber of Commerce warned, "By all sources of greenhouse gas emissions, EPA means everything: cars, trucks, planes, trains, boats, office buildings, refineries, manufacturing plants, tractors, lawnmowers, motorcycles, schools,

Continued on Page 2

WHAT'S INSIDE

Financial Fundamentals... NEW!	08
On Topic.....	10
Scrap Metals MarketWatch.....	14
Salvaging Millions.....	16
Business Briefs.....	18
Events Calendar.....	19
New Product Showcase.....	20
AR Classifieds.....	21
Focus Section.....	B1
Equipment Spotlight.....	B4
A Closer Look.....	B6

- Smurfit-Stone files Chapter 11. Page A6
- Oregon sees dramatic increase of rigid plastic recycling. Page A9
- Finished steel imports ended 2008 down 5 percent. Page A14
- Innovative uses for scrap tires on the rise. Page B1
- Watchdog report: Tire trouble knows no borders. Page B3
- Ohio tire recycler ordered to remove scrap tires. Page B6

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2,000 tons of furniture saved from landfill

The Refinishing Touch, an on-site environmentally safe furniture refinishing company, has completed the refurbishment of 20,000 wooden armoires in hotels across America, preventing a volume of 700,000 cubic feet and 2,000 tons of furniture from being put into landfills.

February 17, 2009 marks the date for all analogue television signals to be permanently shut off throughout America. As hotels across the United States prepare for the analogue signal switch off over the

next two years and purchase new flat screen digital televisions, they must consider what they will do with the furniture that once housed the old television.

While consumers must prepare for February 2009, many hotel brands have different deadlines to meet to switch to the HDTV signal.

The financial concern for the upgraded televisions ranges from upgrading the servers that provide on demand programming, to the actual TVs themselves and the furniture that houses

them. Not to mention the environmental challenge of what to do with the armoires that housed older, and much larger, cathode-ray analogue televisions.

These challenges are being resolved by refurbishment practices that are created and executed by The Refinishing Touch. To date the company has completed refurbishment initiatives for major hotel brands such as Intercontinental Hotel Group, The Hilton Family of Brands, Marriott, Wyndham and Starwood.



Electronics recyclers aren't the only segment affected by the analogue television changes.

Future of TDF

Continued from Page 1

hospitals, data centers, breweries, bakeries, farms and countless other sources."

In June, 2008 in the case of National Resources Defense Council v. EPA, the D.C. U.S. Court of Appeals vacated two EPA rules – the boiler Maximum Achievable Control Technology (MACT) standards and the CISWI (Commercial Industrial Solid Waste Incinerators) definitions rule. Now at issue are the questions of how TDFs will be defined for the purposes of regulations under Sections 112 and 129 of the Clean Air Act.

Michael Blumenthal, vice president of the Rubber Manufacturers Association (RMA), who covers scrap tire issues nationwide, has been closely tracking the EPA decision as it affects TDFs. "There is basically only one of two ways EPA can go. One, they can rule that scrap tires for the purposes of the Clean Air Act are not considered solid waste if they meet a

series of criteria under which each potential fuel would have to meet in order to be regulated under Section 112 (the control program for hazardous air pollutants), which would keep the status quo. The other way they could rule would be to say that all these fuels would have to be regulated under Section 129, the rules for solid waste combustion."

Not amended since 1990, Section 112 governs national emissions standards for hazardous air pollutants to limit the release of specified hazardous air pollutants from specific industrial sectors.

As of now, the Clean Air Act does not establish air quality standards for hazardous air pollutants that define legally acceptable concentrations of these pollutants in ambient air. Upcoming EPA regulations are likely to specify new standards.

Section 129 addresses emissions from solid waste combustion. At this time, emission guidelines do not directly regulate solid waste combustion units, but establish requirements for state plans to implement the guidelines. Once a state plan is approved, it becomes federally

enforceable. "EPA has yet to render a new set of regulations for all solid wastes and any facility using any of those materials, such as TDF, biomass, sludge or wood, would have to stop using that material," said Blumenthal.

Blumenthal voiced an industry-wide consensus that plants using TDF do not want to be regulated under Section 129 because very stringent air emission standards are likely. The choice would be to continue to use TDFs as solid waste and comply with 129, or not use the solid waste fuels and remain under 112. In the latter case, plants would stop using all solid waste fuels, which goes beyond tires. Under 129, plants would have to do more testing – testing is expensive and because more individual materials will require testing, emission limits may be lowered. It becomes a very onerous, expensive, time-consuming process, plus the plant is considered a hazardous waste operation. "No pulp and paper mill in its right mind would ever want to be classified as a hazardous waste incinerator. It would end the use of TDF, period," Blumenthal predicted.

Tyrone Wilson, Ph.D., director of Regulatory Affairs for the Portland Cement Association (PCA) commented on the future of TDF, "We've given the Clean Air Act a lot of thought in terms of how EPA should regulate tires under Section 112 and its potential impact on the use of scrap tires as an alternative fuel source in the manufacture of cement. Using tires as an alternative fuel source is environmentally beneficial with regard to the issue of CO₂. For example, we know that pound-for-pound tires have more fuel value than coal. This is a widely recognized fact which dovetails nicely with the U.S. Department of Energy's estimation that TDF combustion produces less CO₂ per unit of energy than coal."

For the first time as an industry, the PCA conducted an extensive research study on TDF emissions at 31 cement kilns. The findings were released at the GreenBuild Conference in Boston last November. It found that kilns firing TDF had emissions of particulate matter, nitrogen oxides, most metals, dioxin-furans, and sulfur dioxide that were slightly lower than conventional fuels. Levels for carbon monoxide and total hydrocarbons were slightly higher but those emission levels were not significantly different. "This is consistent with data and information that EPA and non-governmental research has shown," said Wilson.

Regardless, tires as a fuel source in cement manufacturing will still face the same uncertainties as any other alternative or conventional fuel such as coal, oil or

natural gas would face as it relates to the application of the Clean Air Act as the potential instrument to regulate greenhouse gases. "As an industry, we are not in favor of the Clean Air Act being used as the singular policy instrument for regulating greenhouse gases. We believe the Clean Air Act is not suited for this purpose and that a separate legal framework must be considered in order for EPA to come up with a more effective vehicle for regulating greenhouse gases. But we do feel that there is a bright future for the continued use of scrap tires as an alternative fuel given its potential for lower CO₂ production relative to coal," Wilson said.

Michael Blumenthal summarized RMA's position, "If EPA does decide that TDFs have to be under Section 129, it would create a new solid waste crisis in the United States. You would have 180 million tires that would have gone into fuel that have no place to go to. Furthermore, what many people do not recognize is that TDF creates the basis upon which the entire scrap tire industry is based. It allows companies the economy of scale for maintaining collection and processing of tires. Our projection is that it would go way beyond just the TDF market and basically send a shock wave through the industry and a lot of companies would go out of business because they cannot survive making ground rubber."

Tyrone Wilson at PCA also stated, "The key concern is that TDF are not classified in such a way that would prevent it from being regulated under Section 112. EPA and state regulatory agencies recognize the environmental benefit of using scrap tires in industries such as ours which utilize these materials in high combustion, large-scale manufacturing processes."

No one knows when or what the EPA will decide. During the Bush administration, the EPA has been accused by opponents of dragging its feet and many believe because it is such a controversial issue with such far ranging implications.

Obviously, the federal EPA has been studying the matter carefully, getting feedback from state EPAs and being pressured by lobbyists representing a host of industries that may be negatively affected by new greenhouse gas regulations.

The Obama administration will face unprecedented economic problems, yet seems committed to an agenda that includes a green economy. That agenda should consider scrap tires as a valuable resource for producing energy and the most efficient method of recycling scrap tires.

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Recycling report evaluates beverage companies

A beverage container recycling report released by the corporate responsibility watchdog, As You Sow, evaluated the recycling practices of 23 large beverage companies in the United States. Coca-Cola received the highest grade with a C, followed by Anheuser Busch, PepsiCo, and Nestle Waters, who all received C minuses.

"Despite some impressive progress, most beverage companies continue to fail basic criteria for dealing with the environmental implications of their packaging," said Amy Galland, As You Sow's research director and author of the study. More than 200 billion beverage containers are sold in the United States each year, but over 130 billion of those are still sent to landfills and incinerated, representing a huge waste of natural resources.

The new publication – Waste and Opportunity: U.S. Beverage Container Recycling Scorecard and Report – is based on original research that evaluated the beverage companies based on four criteria:

Source Reduction: Reducing the use of virgin packaging materials has a dramatic effect on energy use and the carbon footprint of beverage companies. Source reduction goals with plans to implement them can have significant impacts on the companies' double bottom-line of financial and environmental returns.

Use of Recycled Content: The energy savings and greenhouse gas reduction from using recycled materials in beverage containers is substantial.

Beverage Container Recycling: Supporting and investing in legislative policies that increase beverage container recovery and recycling or developing

nation – and/or company-wide initiatives will dramatically reduce the environmental impact of beverage containers. The national recycling rate in the United States has dropped since 1992 from 55 percent to 33 percent, but the average rate of recycling for states with mandatory deposits – bottle bill laws – is 70 percent.

As You Sow believes it is important to encourage companies to compile information on goals and commitments made on container recycling, source reduction and recycled content activities in a central, easily accessible place on their websites.

As You Sow surveyed and evaluated 74 percent of the United States carbonated soft drink market, more than 60 percent of the United States bottled water market, and nearly half of the United States beer industry. The 23 companies evaluated in the report were: Coca-Cola (C), Anheuser Busch (C minus), PepsiCo (C minus), Nestle Waters NA (C minus), Red Bull (D plus), Fiji Water (D), Honest Tea (D minus); and the following companies who all received failing grades: Dr. Pepper/Snapple, Miller Brewing Company, Coors Brewing Company, Starbucks, Cott, National Beverage, Hansens, Crystal Geysler, Adirondack, Arizona, Boston Beer, DS Waters, Jones Soda, Monarch Beverage, New Belgium Beer, and Polar Beverage.

Key findings of the study:

•Coca-Cola Co. outranks its beverage industry peers overall, leading in commitments and performance on beverage container source reduction, company-wide recovery goals, and investments in recycling. It has pledged to recover 50 percent of its plastic bottles and cans by 2015.

•Leadership in Recycled Plastic and Aluminum: PepsiCo reports the highest percentage use of recycled PET (polyethylene terephthalate) in its bottles (10 percent) followed by Coca-Cola at 3 percent. No other company consistently uses recycled PET. Anheuser Busch uses standard aluminum industry ingots with 41 percent recycled content whereas both Coca-Cola and Red Bull report that they exceed the standard.

Out of 23 companies reviewed, 16 received a failing grade.

•Nestle Waters NA showed the greatest improvement since publication of As You Sow's 2006 Scorecard, and recently set an industry-wide goal of recycling 60 percent of PET bottles by 2018.

•Dr. Pepper/Snapple, maker of 7-up and Canada Dry and the third largest marketer of soft drinks in the United States, lags behind. They do not have beverage container recycling goals or programs to significantly boost container recycling rates, and are the largest beverage firm not to respond to the survey for this report.

"Most people don't realize that beverage container recycling has a direct impact on climate change and energy security," said Galland.

If all of the beverage containers that were wasted last year had been recycled,

15.6 million metric tons of greenhouse gases would have been avoided – the equivalent to emissions from 36.2 million barrels of oil – equal to 52 days of oil imports from Iraq.

According to the report, "Source reduction has the most direct impact both on a company's bottom line and on its environmental footprint." As You Sow encourages companies to "compete to deliver the most ounces of beverage per gram of packaging."

Companies can reduce emissions and energy use by using recycled materials in their beverage containers. Making containers from recycled content uses significantly less energy and fossil fuels in their production than using virgin materials: recycled aluminum uses 95 percent less energy, recycled plastic uses 30 percent less energy, and recycled glass uses 35 percent less energy.

As a result of As You Sow's first beverage container report in 2006, Nestle Waters NA vowed to improve its recycling and container performance. Last year, the company endorsed a new model of container deposit legislation marking a shift in decade-long efforts by the beverage industry to fight state container deposit legislation. "Having a major beverage company endorse a legislative deposit model could lead to a new generation of bottle bills at the state level," said Conrad MacKerron, director of As You Sow's corporate social responsibility program.

Container recovery averages 70 percent in states with container legislation, more than twice that of states without bottle bills.



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Continued from Page 1

thousands of miles, only for the end product to then be shipped the same distance back," Sternberg said. "If there were mandates on corporations to use a minimum percentage of post-consumer content, it would keep the demand alive to use the abundance of material available."

Sedona Recycling accepts all types of paper, corrugated cardboard, plastics, aluminum cans, steel cans, glass bottles and jars at their material recovery facility.

Volumes remained flat throughout 2008, Sternberg said. Total revenue collected for November, however, dropped to \$16,543 compared to \$31,825 in October. September hit an all time record for the center. Revenue reached \$66,744. During the previous eight months of 2008, the monthly revenue generated by collecting recycling ranged from \$41,597 to \$53,300.

"It's hard to say what we can expect in terms of material prices, because that is all dependent on the global economy and the rate of manufacturing," Sternberg said, noting that while some are predicting a turnaround in just six months, others are saying it could take longer.

"So far, we have been able to keep our entire staff intact," she said. Most of the employees were able to cut a few hours and salaried employees took small pay cuts so that no individual would have to be let go. "For now, the cost cuts we have made are enough, but we can only operate at a loss for so long before the board will have to make further cuts," she said.

The drop in recycled commodity prices has also impacted recycling efforts at Harvard University. Rob Gogan, manager of recycling and waste services for the university, said he budgeted to receive \$30,000 in revenue in 2008 and now expects to pay \$25,000 for the year.

The university's facilities maintenance operation collects basic recyclables, computers, mercury lamps, pallets, scrap lumber, scrap metal, food scraps for composting, animal bedding for composting, landscape reuse for composting and trash. It uses dedicated contractors with rear-load compactor trucks to pick up the bulk recyclables, trash and compostable material.

While recycling at the university increased by 0.71 percent in late 2008 compared to the same period in 2007, Gogan characterizes prices for all recyclable commodities as "poor".

Finding storage for the scrap commodities until demand returns and prices recover is another issue facing recyclers, said Bruce Parker, president and chief executive officer of the National Solid Wastes Management Association, a trade group based in Washington D.C.

"Finding sufficient space is not easy. Storage space rental is not cheap, insurance is a cost, as is transportation to the facility," Parker said, noting that while recyclers can use outside storage for plastics and scrap metals, newsprint and cardboard need to be stored inside.

"I imagine that for smaller recycling operations the greatest challenge is to stay in business until demand returns," Parker said. "We likely will see recycling surcharges, as was the case with fuel surcharges, and efforts to renegotiate contracts for some price adjustment."

Global demand for manufactured goods is experiencing a major decline, thus severely reducing the need for the recyclable commodities, Parker said,

adding that the current economic melt-down underway is more severe, and is likely to last longer than previous down cycles.

"No one really knows what 2009 has in store for the recycling markets because a lot depends on President Obama's economic stimulus packages and how quickly, if successful, they will pump liquidity back into the economy and stimulate consumer spending," Parker said.

The demand for most recyclable commodities is down because of over-supply in the system, Parker said.

In Milwaukee, for example, newsprint was selling for about \$157 per ton earlier in 2008 and dropped to \$35.27 per ton in November. Things like milk containers, classified as #2 plastic, was \$880 per ton in September but dropped to \$260 in November. Parker said it is important for recycling programs to continue.

"First, it is very hard to restart a municipal or other local government recycling program," he said. "Second, in many situations, the cost of recycling a ton of material may be less than disposal, even now when the price for recyclables is extremely low. Last, there are the environmental benefits, because recycling contributes to reducing our energy needs and greenhouse gas emissions."

Scrap commodities have seen declines in prices across the board. Declines in scrap non-ferrous metals range from 30 percent for tin to as much as 60 percent for items like lead and nickel. "Nothing has escaped the declines," said Bob Garino, director of commodities for the Institute of Scrap Recycling Industries, Inc., a trade association based in Washington D.C.

But this current environment will not hurt recycling in the long run, he said. "I think what we are seeing is a cyclical downturn, which is made up of a larger secular uptrend. The growth is there longer term. Within that longer term growth we are going to have ups and downs."

Garino said that some recyclers have planned for the current downturn. Therefore there may be some opportunities to buy struggling competitors. "You may see more consolidation within the industry," Garino said. "There are always opportunities. It is not always bad."

education. It also includes the state's loan program to develop markets for recyclables.

Hartsock said the funding suspension means about \$2 million for recycling market and development loans that had been awarded will be withheld from the intended recipients.

An additional \$600,000 to \$1 million that had been awarded under the recycling and waste tire management grant programs also will not reach the intended recipients for now, she said.

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Indiana

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She said the funding will remain suspended at least until the end of June 2010 and possibly the end of 2011, depending on how long the recession continues.

IDEM's decision to halt funding affects state grant programs for waste tires, recycling, pollution prevention, household hazardous waste and public

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Pennsylvania's thermostat law to protect residents

Fewer Pennsylvanians will face exposure to a potentially dangerous neurotoxin now that Pennsylvania's new Mercury-Free Thermostat Law is in place, according to the Department of Environmental Protection (DEP).

Tom Fidler, the DEP's deputy secretary for waste, air and radiation management unveiled a statewide recycling program that will allow citizens to safely dispose of out-of-service thermostats containing mercury. The program:

- Bans the sale, installation and disposal of mercury thermostats effective December 8, 2009;
- Mandates that thermostat manufacturers establish and maintain a collection and recycling program for out-of-service mercury thermostats;

- Requires that wholesalers who sell thermostats must participate as a collection site for mercury thermostats, effective December 8, 2009;

- Requires thermostat retailers or contractors to participate as a collection point or provide notice to customers that recycling of mercury thermostats is required under Pennsylvania law and identify locations of nearby collection points;

- Directs manufacturers and the DEP to provide education and outreach on the proper management of mercury thermostats and other products containing mercury, including maintaining a list of approved collection sites.

Thermostat retailers are not required to meet their responsibilities under the law for another year, but a

number of wholesalers statewide voluntarily already are providing collections to the public and to contractors through a program created by the Thermostat Recycling Corp. The nonprofit group was founded in the late 1990s by three major thermostat manufacturers and has been operating successfully in Pennsylvania since 2000. Wholesalers may meet their obligations under the new state law by joining the existing program.



PHOTO COURTESY OF NEWMQA.ORG

ISRI completes acquisition of the International Association of Electronics Recyclers

The Institute of Scrap Recycling Industries, Inc. (ISRI) announced it has completed its acquisition of the assets of the International Association of Electronics Recyclers (IAER).

ISRI membership has been extended to all IAER members who qualify for ISRI membership. As a welcome gesture, these members will join ISRI at IAER dues levels through year-end 2009, including one complimentary membership in an ISRI chapter. ISRI's membership year is based on a calendar year while IAER's membership was based on the anniversary of the member's join date. ISRI will be transitioning IAER members to a calendar year schedule by providing a credit for any remaining months of their IAER membership and invoicing members for the remainder, equaling the old IAER member rate.

For those companies that do not qualify for ISRI membership (e.g. not-for-profit organizations), ISRI will refund a portion of the IAER dues for any remaining period after the transition. ISRI will also work to create a vehicle to continue to engage all stakeholders that are interested and involved in electronics recycling.

ISRI has already taken numerous steps to ensure that IAER members and electronic recyclers retain a strong voice inside ISRI, including the creation of a

new ISRI Electronics Division, with three permanent seats for electronics recyclers on the ISRI Board of Directors. The new division gives electronics recyclers a governance platform on par with other segments of the recycling industry. The new division will establish its own committees and task forces, develop policy, and elect its own leaders.

The division will integrate IAER's Certified Electronics Recycler program into ISRI's Recycling Industry Operating Standard (RIOS) program. The RIOS Certified Electronics Recycler program will provide a "one-stop shop" for electronics recyclers, recognize and reward responsible recyclers, and elevate the entire industry's image.

ISRI will continue to offer the following programs and services targeting the electronics recycling industry:

- An Electronics Recycling SUMMIT will be held in conjunction with the annual ISRI Convention.
- The IAER Monthly Newsletter will continue for at least one year.
- The IAER Electronics Recycling Industry Report will be continued by ISRI, but the form and content will be determined by ISRI and the ISRI Electronics Division.
- The IAER website content will be transferred to ISRI's website.

Pennsylvania DEP fines medical waste processing company

The Department of Environmental Protection (DEP) has assessed a \$5,000 penalty against an out-of-state company that processes and transports infectious medical waste after inspectors discovered violations of Pennsylvania's Solid Waste Management Act.

Medical Waste Recovery, Inc. is a Delaware company with a Denville, New Jersey mailing address that holds a permit to operate in Pennsylvania.

The company's medical waste processing system was operating at the Sharon Regional Health System facility in August 2008 when DEP inspectors followed up on an odor complaint and discovered five violations.

DEP conducted a follow up inspection when it was operating at Jameson Memorial Hospital in New Castle. The previous violations had been corrected, but another violation was identified.

DEP sent notices of violation to Medical Waste Recovery, Inc. and the violations have been corrected.

The violations included:

- Failure to post warning signs regarding the type of waste being processed.
- Lack of emergency alternative storage and processing plan.
- Absence of continuous differential pressure meter to monitor and record processor air pressure drops.
- Absence of individual employee training records.
- Failure to maintain Ph monitoring log.
- Lack of previous approval for off-site infectious waste generators.

The \$5,000 penalty payment has been deposited into Pennsylvania's Solid Waste Abatement Fund, which finances cleanups of illegal dumps and other hazards to public health.

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Smurfit-Stone files Chapter 11 Operations to continue as usual at all facilities

Smurfit-Stone Container Corporation announced that it and its United States and Canadian subsidiaries have filed voluntary petitions for reorganization under Chapter 11 in the United States Bankruptcy Court in Wilmington, Delaware. The Canadian subsidiaries will also file to reorganize under the Companies' Creditors Arrangement Act (CCAA) in the Ontario Superior Court of Justice in Canada.

The Company plans to use this process to restructure its debt, resulting in a capital structure more suited to support its long-term growth and profitability. The Company's normal day-to-day operations will continue without interruption.

The Company also announced that, pending Court approval, it has received commitments for up to \$750 million in debtor-in-possession (DIP) financing to fund continuing operations. Of this total, \$350 million consists of new incremental funding; approximately \$400 million represents replacement of existing Accounts Receivable Securitization facilities both in the United States and Canada. The DIP financing will enable the Company to continue to satisfy customary obligations associated with ongoing operations of its business, including payment of employee wages and benefits in the ordinary course, and payment of post-petition obligations to vendors under existing terms.

Patrick J. Moore, chairman and CEO, said, "Over the past decade, we

built one of North America's premier containerboard and packaging companies. But, our financial performance has not reflected the full potential of our earnings power due to higher cost operations and burdensome debt levels dating back to the original formation of the company. As a result of our three-year transformation program, we have been focused on improving our operating performance and our operations are now well invested and far more cost effective.

"Yet, the acceleration of the unprecedented global economic recession has weakened demand for packaging, and the frozen credit markets have prevented an out-of-court refinancing of our capital structure. While this is not the outcome we anticipated, we are taking this action to become a more financially healthy company.

All operations outside of the United States and Canada are excluded from this process and none of Smurfit-Stone's subsidiaries or operations outside of the United States and Canada commenced Chapter 11, CCAA or similar proceedings.

Smurfit-Stone has filed a variety of customary first day motions with the Court in Delaware and will seek an initial order in the Canadian proceedings, which will help enable it to continue to conduct business as usual while it completes its restructuring.

Environmental Association elects new chair, treasurer and trustees

The Environmental Industry Associations (EIA) announced the election of Gordon Shaw as chairman of the EIA board of trustees and the re-election of Charles Appleby as treasurer. Shaw is president of Marathon Equipment Co. and Appleby is chairman and CEO of Advanced Disposal Services, Inc.

In addition to Appleby, the National Solid Wastes Management Association (NSWMA) elected two representatives and one alternate to the EIA board of trustees. Stephen B. Smith, president and COO of Hydro Geo Chem, Inc., and

Donald Williamson, president of West Central Sanitation, will start terms as NSWMA representatives to the EIA board of trustees. Mary Margaret Cowhey, vice president for Land and Lakes will begin a term as the alternate to the board for NSWMA.

In addition to Shaw, the Waste Equipment Technology Association (WASTEC) elected one representative to the EIA board of trustees. Scott V. Dols, president of Trucks & Parts of Tampa, will start a term as a WASTEC representative to the EIA board of trustees.

"Success usually comes to those who are too busy to be looking for it."

— Henry Thoreau

Florida county expands recycling efforts, landfill operations close to public

In an effort to increase recycling in Leon County, Florida, the Board of County Commissioners has contracted with Marpan Recycling to process certain debris that was previously disposed of at the Apalachee Solid Waste Management Facility.

Items such as construction and demolition debris, cardboard, furniture and carpet will now be processed for recycling at the Marpan facility, 6020 Woodville Highway. The City of Tallahassee will also be delivering those materials to Marpan to be recycled.

The County has partnered with such organizations as the International Coun-

cil on Environmental Initiatives (ICLEI) to continue initiating smart energy strategies and developing methods for a more sustainable future.

Kim Williams, owner of Marpan Recycling, said the County's decision to close the landfill and recycle this type of waste will go a long way to protecting the community's future.

Effective January 1, 2009, the landfill operations at the Apalachee facility, 7550 Apalachee Parkway, will be closed to the general public. The facility will continue to accept waste tires and clean loads of yard trash (no plastic bags).

Indiana utility regulators approve updated costs for gasification plant

The Indiana Utility Regulatory Commission has approved Duke Energy's revised cost estimate of \$2.35 billion for its clean coal gasification power plant under construction in southwest Indiana.

The commission also approved the company's \$17 million request to study capturing a portion of the plant's carbon dioxide emissions. Duke Energy would like to explore capturing and storing carbon dioxide permanently in underground geologic formations. Carbon dioxide is a greenhouse gas associated with global warming.

Duke Energy filed its \$365 million cost increase request with state regulators in May. International demand for materials and rising labor costs were the main drivers for the cost increase. The company has now negotiated contracts with major suppliers and can better forecast project costs.

The plant is expected to have a total estimated average customer rate impact of about 18 percent. The rate impact will be phased in between now and 2013.

The Edwardsport project is the first major new coal-fired power plant to be constructed in Indiana in more than 20 years. The Indiana State Utility Forecasting Group predicts that Indiana will need new power generation equal to five projects the size of this plant by 2012.

The approximately 630-megawatt plant will use advanced integrated gasification combined cycle technology. The new plant will produce 10 times as much power as the existing plant at Edward-

sport, yet it will emit less sulfur dioxide, nitrogen oxide and mercury than the plant it replaces. Due to the plant's superior efficiency, it also will emit 45 percent less carbon dioxide per megawatt-hour than the existing facility.

Duke Energy selected an existing power plant site in Edwardsport, Indiana for the project. The company will retire the existing plant – with coal and oil units built between 1944 and 1951 – prior to startup of the new facility. Construction began early last year and is scheduled to be completed in 2012.

"When it's completed, this will be one of the cleanest, most efficient coal-fired plants in the world," said Duke Energy Indiana president Jim Stanley. "In the Midwest, coal is plentiful and relatively low-cost, and finding ways to burn it cleanly is fundamental to meeting our customers' demand for power. If greenhouse gases are going to be regulated, and we believe they will be, then coal gasification plants with carbon capture and sequestration technologies hold tremendous promise to reduce carbon dioxide emissions and help address global climate change."

Integrated gasification combined cycle technology uses a coal gasification system to convert coal into a synthesis gas (syngas). The syngas is processed to remove sulfur, mercury and ash before being sent to a traditional combined cycle power plant, using two combustion turbines and a steam turbine to efficiently produce electricity.

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Construction of environmental infrastructures least likely to be affected

Environment and building technologies industry outlook for 2009

The global environment market has generated \$650 million in 2008 and the market is growing by double digits. From 2002 to 2015, market growth will likely measure up to 45 percent. While there are niches where the growth is higher than the rest, the environmental sector has demonstrated overall resilience to the global economic slowdown so far.

According to Frost & Sullivan Asia Pacific consulting head of environmental and building technologies practice Sapan Agarwal, the first half of 2009 may be slightly grimmer than average given that companies are cautious in spending. Nonetheless, this phenomenon is likely to fade away beyond the first half of the year.

He added that business in Asia has been on the growth trend mainly because of rising consumer awareness and an ever increasing population. Urbanization has also been a key contributor to the industry growth. While the timing and speed of urbanization has varied and is varying between countries in Asia, on average, an additional 48 million people will have migrated to Asian cities in 2008. This directly translates into intense pressure on urban infrastructure and also rising demands for equipment and services such as water and waste management. The global environment market is 47 percent water, 39 percent waste, 9 percent air and 5 percent others.

“Greening of technologies and processes is a strong trend in most of the industries today and with a shift in confidence later in 2009, businesses in the environment sector may see steeper growth rates that may have dipped slightly during the first 6 months of the year,” Agarwal said.

He continued to say that businesses within the environment sector that are mass consumer centric such as residential water filters, air filters, etc. have been buoyed by the growing health and wellness sentiments among Asians, although the average spending power of the consumer has stayed with caution.

According to Agarwal, “Exchange rate fluctuations in some countries in Asia have lately been quite rough and this may hurt companies, especially multinationals, who tend to lose anywhere from 5 percent up to as high as 20 percent owing to dipping exchange rates.”

Businesses that are related to infrastructure projects have been more or less insulated from the state of economy in the United States with the ongoing projects. However, the planned projects may see some delays, albeit nothing alarming, mainly owing to factors such as uncertain oil and commodity prices.

“There have been no cuts in budgets related to environments and we do not foresee that happening either,” he said. “Contractors and service providers may see some shrinking margins, though, given the volatile costs of logistics and materials. Environment businesses related to manufacturing and industries have been the ones that have started to witness dipping business as a result of industries con-

serving cash and suspending expenditures and investments.”

Overall, Asia’s economy will continue to be driven by the growth engines of China, India, and Southeast Asia, where environmental market opportunities are vast, in tandem with its socioeconomic growth. However, with Japan currently declaring an economic recession, Japan’s environmental revenues are expected to further decline in the already saturated marketplace.

In terms of industry specifics, Agarwal said that the volatile economic times may spur mergers and acquisitions in the region. “Opportunistic technology providers/manufacturers from Europe, United States, and even Japan may invest with Asian companies that suffer from lack of funds,” he added.

He went on to say that construction of environmental infrastructure is least likely to be affected though cost-cutting measures being considered at many sites in the form of compact construction schedules and locking prices of materials and equipment to cushion the rising energy costs.

“Overall growth is likely to be between 7 to 10 percent. The Middle East is expected to witness better growth due to its ever higher demand for water and waste management. Desalination technology and its projects are one of the more potent markets emerging and will hold its ground for stable growth,” Agarwal said.

He continued to say that the environmental outlook in 2009 will most likely be

focused on retrofits, service contracts, and implementation of approved new infrastructure projects prior to 2008-2009.

“Contractors and suppliers involved with approved projects in 2009 are expected to witness tighter margins as a result of volatile energy cost,” he added.

Factors that may impede growth and profitability, as identified by Agarwal, include: increasing electricity tariffs, uncertain oil prices and subsidies and finance interest rates – all of which have a domino effect on support services such as cost of materials, logistics, and labor.

“The municipal sector will stand a better chance over the industrial sector – reduction of plant production capacity due to the economy may reduce dependency on new installations and upgrades of process treatments with regard to the environment as less water usage means less waste generation and less air pollution.”

“This will be more apparent in Southeast Asia,” he added. “Continuous industrialization and urbanization in India and China will boost demand for environmental services and products.”

Agarwal expects the demand for water to increase with or without the negative impact of the United States economy, as environmental companies should now focus on the development of products with energy saving features and high efficiency.

Continuous pressure from developed nations for environmental protection in Asia will also serve as an industry driver.

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AUTO

Toyota Motor Sales reveals remodeled 2010 Prius

Toyota Motor Sales (TMS), U.S.A., Inc., unveiled the all-new 50 mile-per-gallon rated third-generation Prius hybrid vehicle at the 2009 North American International Auto show.

The midsize third-generation 2010 Prius will offer better mileage ratings, enhanced performance, and innovative design features. It will be quieter, roomier, and equipped with advanced standard and

available features such as a moonroof with solar panels, four driving modes, Intelligent Parking Assist and steering wheel touch controls that display on the instrument panel.

A larger and more powerful 1.8-liter Atkinson-cycle, four-cylinder engine will power the new Prius. Contrary to conventional wisdom, the larger engine actually helps improve highway mileage. By making more torque, the new engine can run at lower average rpm on the highway. When operating at lower rpm, the new engine uses less fuel. Mileage is especially improved in cold-start conditions and at higher speeds.

An available sliding glass moonroof is packaged with solar panels, located over the rear seating area, that power a new ventilation system. This solar powered ventilation system uses an electrically powered air circulation fan that does not require engine assist. The system prevents the interior air temperature from rising while the vehicle is parked, making the cool-down time shorter when the driver returns to the vehicle, thus reducing the use of air conditioning.

The remote air-conditioning system is the first system in the world to function on battery-power alone and that can be remotely operated, so the driver can adjust

Financial Fundamentals

by DADE Capital Corp.

Financing options in troubling times

If you've been paying attention to the evening news, chances are you believe that the economy is a wreck and banks are hoarding their money. Mostly, that's because bad news sells, and lately, the bad news business has been particularly good. So if you're wondering about the odds of finding a loan for capital improvements to your business, read on.

Truth be told, all is not lost. The fact is that for credit-worthy customers, the likelihood of obtaining financing for equipment purchases is quite high. Money is available from various banks and finance institutions. Loan requests for equipment and other company improvements have a distinct advantage over loans for discretionary items like boats and private jets. The goods to be purchased are referred to as "Revenue Producing Equipment," and in short, the equipment that you purchase with the loan will make you money. That additional revenue can then be used to pay back your note, and lowers the risk to any lender that you'll default. Lending you money to buy equipment for your business simply makes sense.

At the risk of being redundant I want to emphasize that there is plenty of money available for equipment loans. Some banks and lenders (apparently the more newsworthy ones) have chosen to be stingy with their funds, but my recent experience has been that money is still flowing. But just because the money is available doesn't necessarily mean that your request will be approved. There are several things that you should be prepared to do to help assure that your dream project will become a reality.

Provide complete information. When filling out a loan application provide as much information as you can. Depending on the amount you request, you may be asked to provide tax returns and financial statements. Don't try to shortcut the system – providing complete information increases the odds of approval in your favor. The more a lender knows about you the

more comfortable they will be doing business with you.

Justify your purchase. Be prepared to explain what the equipment you want is, what it does and how it will improve your bottom line. If you can, submit product literature and equipment specifications along with your application. Again, the more information the better.

Don't get discouraged. If you apply to your local bank and are rejected, don't give up hope. In the best of times, banks tend to look at things from a worst-case scenario: how will they dispose of that equipment if they have to take it back? In difficult times, local banks may choose to limit their lending to collateral that is familiar to them. You have other options available. Apply to an equipment finance professional – preferably one that is familiar with your industry. A good equipment finance professional will work hard to listen to your reasons for making the purchase and share your enthusiasm for the project.

Now, assuming you've been approved for your equipment purchase, there is one more very crucial step that you must take: tell your accountant. Your accountant knows best how to treat your new purchase to save you tax liability.

One important thing to note is that the financial recovery package that was approved by Congress this fall included portions of the RISE (Recycling Investment Saves Energy) Act. Full details have not yet been released but the program will be in effect for several years. It allows for a 50 percent accelerated depreciation on recently purchased recycling equipment. Being able to write off half of your purchase in the first year can save you thousands of dollars in taxes. More on this will follow in future columns as the details become available.

Remember, there is no shortage of available money for equipment loans. When the news comes on tonight, sit down and read a book instead.



2010 Toyota Prius

Use of an electric water pump and a new exhaust gas recirculation (EGR) system also contribute to the engine's efficiency. The 1.8-liter Prius engine is the first Toyota power plant that requires no belts under the hood for better fuel economy and less potential maintenance.

Unlike most other hybrid vehicles available, Prius has been a "full" hybrid since introduction. This allows it to run on engine alone, battery alone, or a combination of both. The patented Hybrid Synergy Drive system in the 2010 Prius is 90 percent newly-developed with significant improvements over previous models.

The new Prius will offer three alternative driving modes. EV-Drive Mode allows driving on battery power alone at low speeds for about a mile, if conditions permit. There is also a Power Mode, which increases sensitivity to throttle input for a sportier feel, and an Eco Mode, which helps achieve the best mileage.

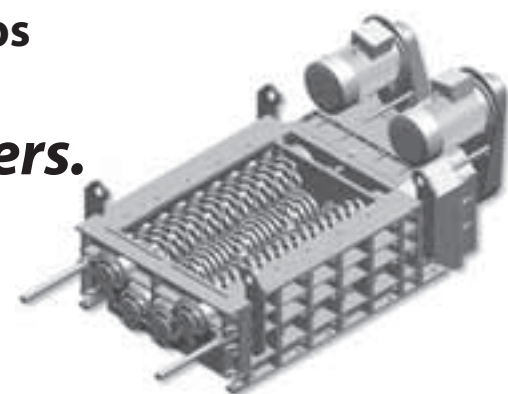
the interior temperature for comfort before getting in the car.

Weight was saved through use of aluminum in the hood, rear hatch, front suspension axle and brake caliper and super high-tensile steel in the rocker inner, center pillar, and roof reinforcement. To meet customer expectations for everyday performance, zero-to-60 acceleration has been improved to 9.8 seconds, more than a second faster, in internal testing.

In pursuit of developing various advanced technologies aimed at realizing sustainable mobility, Toyota will use plant-derived, carbon-neutral plastics in the 2010 Prius. The newly-developed plastics, known as "ecological plastic," will be used in the seat cushion foam, cowl side trim, inner and outer scuff plates, and deck trim cover. Ecological plastic emits less CO₂ during a product lifecycle than plastic made solely from petroleum; it also helps reduce petroleum use.

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Financial Fundamentals is a quarterly column written by DADE Capital Corp., which has been providing financing to the salvage, recycling and waste industries for over 20 years. They can be reached for questions or comments at 800-823-9688 or visit their website at www.DADECapital.com.

AUTO

Osborn's Automotive makes smart changes, from waste handling to responsible delivery vehicle choices

Due to a strong belief that each of us must do whatever we can to help preserve the planet not only for our families, but also for our future generations, Scott Osborn, a master technician and owner of Osborn's Automotive has instituted green practices to make his Redondo Beach Automotive Repair shop environmentally friendly.

To that end, Osborn and his staff exclusively use water-based solvents and brake cleaners that are biodegradable, non-corrosive and non-toxic to clean automotive parts. Used oil and battery cores are recycled. Oil filters are drained, crushed and sent to a recycling center. Used metal parts are saved and picked up by local recyclers.

When charging automobile air conditioning systems, his technicians carefully monitor potentially hazardous Freon to ensure that it does not escape. Further, 100 percent of the shop's paper, plastic and metal waste is recycled.

Finally, Osborn is an enthusiastic owner of a new Smart Fortwo vehicle, which is his official shop car. Certified by the Environmental Protection Agency (EPA) as a "smartway" vehicle, the Fortwo is one of the greenest vehicles on the market and it has the least carbon footprint of any car now in production. It is also the most fuel efficient all gas powered vehicle in the United States. Additionally, the "smartville" factory in France, where the vehicle is produced, is one of the most modern and environmentally friendly plants in the world. Not only does the vehicle use recycled materials for its body panels, dashboard and wheelhouses, but also up to 95 percent of the smart Fortwo is recyclable at the end of its lifecycle.

"I am committed to doing whatever I can to safeguard the environment," said Osborn, "and I encourage others to do so as well."

Coca-Cola launches largest hybrid electric delivery truck fleet

As part of its overall commitment to energy conservation and climate change, Coca-Cola Enterprises (CCE) plans to deploy an incremental 185 hybrid electric trucks across the United States and Canada in 2009, bringing their total number of hybrid electric delivery trucks to 327, the largest such fleet in North America.

CCE has established five corporate responsibility and sustainability strategic focus areas, three of which – energy conservation/climate change, water stewardship, and sustainable packaging/recycling – are related to the environment. In addition to the hybrid electric delivery trucks on the road in Atlanta and across North America, CCE facilities are focusing on becoming more sus-

tainable with the activation of its subsidiary, Coca-Cola Recycling, which is focused on developing recycling solutions for its business and communities, and the installation of water-saving technology and energy-efficient lighting in its facilities.

The company has 142 hybrid electric delivery vehicles on the road, the majority of which are 12-bay box trucks (33,000 gross vehicle weight). This is the largest heavy-duty fleet in North America. The company launched a new, larger hybrid electric tractor (55,000 gross combination vehicle), which is the standard bulk delivery truck. The hybrid tractor uses about 30 percent less fuel and produces about 30 percent fewer emissions than standard tractors.

PLASTICS

Oregon sees dramatic increase of rigid plastic recycling

Oregon's Rigid Plastic Container Law was passed in 1991 as part of a comprehensive recycling and waste reduction law. Its intent was to kick-start the recycling of plastic containers in Oregon, and in that purpose it was successful. Most Oregon cities added mixed plastic bottles to their recycling curbside collection programs in the years following passage of the law, and the recycling rate for plastic containers shot up above the 25 percent goal set in the law. In recent years, however, the recycling rate has slowly declined, until it bordered on 25 percent by 2004.

In 2006, the recycling rate increased sharply, and has continued increasing into 2007. The main reason for this increase was that many curbside recycling programs began collecting recyclables in large roll carts instead of small bins and also began collecting tubs, flower pots and buckets, in addition to plastic bottles. Both factors have significantly increased the

tons of plastic collected from the public for recycling.

The 2007/2009 recycling rate report, released in December 2008, found that the recycling rate for rigid plastic containers had climbed to about 30 percent in 2007. The report further projected that the rate for the coming year will remain high for two reasons.

First, curbside recycling of containers is expected to continue to increase as more jurisdictions including Portland switch from bins to roll carts for recycling collection.

Second, water bottle recycling should increase in 2009 when water bottles are added to the Oregon bottle bill.

Prices paid for recycled plastic dropped sharply in 2008, and are expected to continue. However, because plastic collected through curbside programs is not affected by lower prices, rates are expected to remain above 25 percent in 2009.

MBA Polymers' new plant set for UK

MBA Polymers, Inc. (MBA), a global company delivering plastic resin from plastic waste recovered from end-of-life durable goods, and European Metal Recycling Limited (EMR) announced they will locate their joint venture, MBA Polymers UK, in Worksop, UK. The site, formerly used for glass production, is well accommodated to house the planned 80,000 ton-per-year plastic processing facility and the

central location is ideal for servicing sustainable plastics customers throughout the UK and greater Europe.

East Midlands Development Agency assisted MBA Polymers UK to establish their processing facility at Sandy Lane in Worksop by providing a grant for Business Investment (GBI) award of £1 million. This money has been used to purchase the site and specialized equipment.

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ON TOPIC — Q & A

by Irwin Rapoport

Solutions for tire re-use and recycling are a priority

Rubber products, be they tires or industrial and consumer products, are an ever present feature of the North American consumer lifestyle. Finding efficient ways to re-use and recycle rubber has gained serious traction, and an important element of that process is product stewardship.

To discuss product stewardship issues concerning rubber and other products, American Recycler spoke with James L. Schrack, director of product sustainability for the Product Stewardship Institute (PSI).



—James L. Schrack

As part of an economic and environmentally sound approach, tire producers are expected to take responsibility for their products, through the end-of-life. How do you feel the industry is responding to this obligation?

Schrack: The industry recognizes that if improperly handled, scrap tires can be a threat to the environment and strongly supports programs to clean up scrap tire stockpiles and promotes training of fire service personnel to deal with scrap tire fires. The ultimate goal of managing tires is to reduce waste and find value-added markets for waste tires with economic value so that no extra funds are needed to manage the product.

PSI has worked with industry as a stakeholder to develop strategies for producer responsibility.

PSI is involved with many product categories and has developed a set of principles that include financial responsibility. Are there examples of systems structured for other products that are applicable to products produced by the rubber industry?

Schrack: A couple models include the approach developed for carpet, which uses performance goals and the Rechargeable Battery Recycling Corporation offers a cost internalization model. There are examples from Canadian provinces that are also good guides for the United States tire industry.

Cost internalization, eco-fees, and direct assessments on manufacturers are being considered for paint products.

Several states have addressed producer responsibility specific to their states. Will the best legislative solutions utilize a state-by-state approach instead of national legislation?

Schrack: National legislation for products may be more efficient for the stakeholders, but PSI understands that there are state-by-state issues and the systems being used in each state will not be changed. PSI recommends harmonization of the state approaches wherever possible.

PSI has worked with stakeholders to develop a set of Framework Principles for product stewardship covering producer responsibility, retailers, government and consumer responsibilities, incentives for cleaner products and sustainable management practices, flexible management strategies, governance structure, financing and environmental protection. These principles would ideally be incorporated into any legislation that is developed, either on a state or national level.

What are some of the strategies that PSI has developed to the environmental concern of scrap tires?

Schrack: Here is a list of the issues, solutions and strategies PSI helped develop through a collaborative process.

Concerning waste tire generation, the solution is to increase the lifespan of tires by: increasing consumer education on tire maintenance, providing free and convenient pressure gauges and air for tire maintenance, installing "smart tire" systems on new vehicles, manufacturing longer lasting tires, encouraging consumers to buy longer-life tires, developing a unified approach to optimal tire pressure and encouraging proper wheel alignment on the vehicle.

Waste tire markets can be stimulated by developing set measurable goals for market development and reducing disposal, conducting life cycle assessment among different market opportunities, and evaluating regulatory barriers.

On the issue of tire reuse, retread and remold, the solution is to increase reuse and retread markets by promoting use among fleets, reducing liability concerns over reused tires, promoting tire repair and education on maintenance of truck tires to increase retreadability.

Crumb rubber markets can be stimulated by developing sustainable and diversified markets by promoting existing specifications for crumb rubber, overcoming perception related to inferior quality of recycled content tires, researching and developing strategies to overcome technical barriers to using crumb rubber as a raw material, offering equipment grants, and providing marketing aid for California tire-derived product manufacturers.

Increasing the percentage of recycled content in new tire manufacture can be accomplished by conducting research on technologies, providing financial incentives to increase demand for recycled rubber, developing recycled-content tire procurement specifications along with a strategy for procurement of recycled-content tires and molded products, and providing incentives to manufacturers to use recycled content.

Shredded tire markets can be improved by increasing the civil engineering applications for shredded tires, providing education and information on benefits of using waste tire shreds in landfill applications, educating transportation officials about ASTM specifications for tire shreds, allow for, and promote waste tire use in local septic fields/drainage through local ordinances and state rule, and education about specifications to increase the use of tires in road base.

METALS

Alcoa cuts production and workforce due to economy

Alcoa detailed a series of specific actions to conserve cash, reduce costs and strengthen competitiveness during the current economic downturn.

"These are extraordinary times, requiring speed and decisiveness to address the current economic downturn, and flexibility and foresight to be prepared for future uncertainties in our markets," said Klaus Kleinfeld, president and CEO of Alcoa, Inc. "We are taking a wide-ranging set of aggressive, but prudent, measures to ensure that Alcoa maintains its competitive lead."

Production Curtailments. Further smelting reductions of more than 135,000 metric tons per year (mtpy) will be implemented resulting in reduction of total primary aluminum output by more than 750,000 mtpy, or 18 percent of annualized output. Alumina production will also be reduced accordingly across the global refining system to a total of 1.5 million mtpy in response to market conditions.

Cost and Procurement Efficiencies. Targeted reductions, curtailments, plant closures and consolidations will reduce headcount by more than 13,500 employees or 13 percent of the Company's worldwide workforce by the end of 2009. An additional 1,700 contractor positions also will be eliminated.

Alcoa continued to make progress on its re-powering strategy and has finalized and signed agreements to supply power through 2040 to three smelters in Quebec that will benefit approximately 25 percent

of the Company's smelting production. Nearly 80 percent of the Company's capacity is now covered by re-powering agreements and self generation through 2025 and the Company is aggressively pursuing other efforts across its portfolio.

Portfolio Streamlining – Alcoa and ORKLA ASA have agreed to exchange their stakes in a Norwegian smelting partnership and a Swedish extrusion joint venture in order to focus on their respective areas of expertise and best practices. Alcoa will receive Orkla's 50 percent stake in Elkem Aluminum and Orkla will receive Alcoa's 45 percent stake in the SAPA extrusion profiles business.

Elkem Aluminum, which will be 100 percent owned by Alcoa following the transaction, includes aluminum smelters in Lista and Mosjoen, Norway with a combined output of 282,000 metric tons per year (mtpy). Included in the transaction is Elkem's stake in a newly opened anode plant in Mosjoen in which Alcoa already holds an approximate 82 percent stake.

Alcoa also intends to divest four non-core downstream businesses: Electrical and Electronic Systems; Global Foil; Cast Auto Wheels; and Transportation Products Europe. The businesses to be sold had 2008 combined revenues of \$1.8 billion and an estimated after-tax operating loss of approximately \$105 million. The businesses employ a combined 22,600 people at 38 locations. Expected net proceeds for the divestitures are estimated to be approximately \$100 million.

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AK8000	50-55 transmissions	3,000-3,200 lbs.
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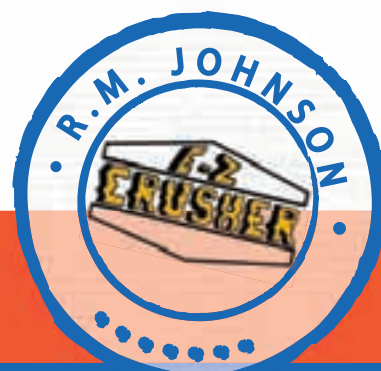
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METALS

Finished steel imports ended 2008 down 5 percent

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported that steel import permit applications for the month of December totaled 2,009,000 net tons (NT).

This was a 15 percent decrease from the 2,366,000 permit tons recorded in November 2008, and a 10 percent decline from the November preliminary imports total of 2,241,000 NT.

Import permit tonnage for finished steel in December was 1,797,000 NT, a decrease of 13 percent from the preliminary imports total of 2,058,000 NT in November.

For 2008 (including December SIMA and November preliminary), total and finished steel imports were 31,703,000 NT and 25,739,000 NT, down 5 and 3 percent, respectively, from the 33,244,000 NT and 26,587,000 NT imported in 2007.

U.S. IMPORTS OF FINISHED STEEL MILL PRODUCTS BY COUNTRY OF ORIGIN (Thousands of Net Tons)					
	1st Half 2008	2nd Half 2008	2008 Annual	2007 Annual	% Change 2008 vs. 2007
CHINA	1,589	3,217	4,806	4,597	4.5%
SOUTH KOREA	1,123	1,172	2,294	2,004	14.5%
JAPAN	767	824	1,591	1,481	7.4%
GERMANY	607	508	1,115	1,083	3.0%
INDIA	557	537	1,095	784	39.7%
TURKEY	370	370	740	569	30.1%
AUSTRALIA	317	311	628	515	21.9%
BRAZIL	256	265	621	1,203	-56.7%
NETHERLANDS	180	280	460	538	-14.5%
RUSSIA	102	316	418	370	13.0%
ALL OTHERS	6,775	5,296	12,071	13,443	-10.2%
TOTAL	2,643	13,096	25,739	26,587	-3.2%

Source: U.S. Dept. of Commerce, Bureau of the Census

In December 2008, the largest finished steel import permit applications for offshore countries were for China (488,000 NT), India (132,000 NT), South Korea, (102,000 NT) and Japan (94,000 NT). Chinese permit tonnage

was more than Canada and Mexico combined, and over three times that of any other offshore supplier.

While permit tonnage for Chinese steel decreased 17 percent in December vs. November preliminary imports, this

was 27 percent of total SIMA finished steel permit tonnage.

Major finished steel import products that registered large increases in December vs. the November preliminary include Heavy Structural Shapes (up 52 percent) and Cold finished Bars (up 16 percent). Import products with significant increases for full year 2008 vs. 2007 include Oil Country Goods (up 103 percent) and Hot Rolled Bars (up 12 percent).

In summing up 2008 imports (including November preliminary and December SIMA data), AISI President and CEO Thomas J. Gibson said that, "While overall imports have been fairly stable, imports from China surged in the second half.

Of particular concern is that the China import surge in the fourth quarter took place at a time when United States end-use market demand and domestic steel production were both down significantly.

U. S. Steel closes Texas tube business

U. S. Steel Tubular Products, Inc. will exit the drawn-over-mandrel (DOM) tubular products business and close the DOM lines in Lone Star, Texas. This resulted in a pre-tax charge of approximately \$25 million in the fourth quarter of 2008.

Approximately 50 employees will be affected by the closure of the DOM lines.

Court dismisses complaint against JACO

JACO Environmental, Inc. of Everett, Washington (JACO) has prevailed in a lawsuit brought by Appliance Recycling Centers of America/California (ARCA).

The Complaint, filed in the United States District Court in Santa Ana, California in November of 2004, alleged that JACO unlawfully patented and unlaw-

fully claimed development of JACO's refrigerator and freezer recycling process, and that ARCA had been competitively harmed by JACO's statements and patent.


JACO, represented by Hendricks & Lewis, PLLC, of Seattle, Washington, and Ropers Majeski Kohn & Bentley of Los Angeles, California, contested ARCA's allegations and, on January 6, 2009, Chief Judge Alicemarie H. Stotler issued an order of summary judgment and a judgment of dismissal that provid-

ed in part: "It is Ordered and Adjudged: that plaintiffs (ARCA) shall take nothing from defendants (JACO), that judgment for defendants is granted and that defendants (JACO) shall recover their costs of suit."

"We are very pleased with the Court's decision and happy to put this behind us," said JACO president Terry Jacobsen.

Recycling household appliances, including refrigerators and freezers, is a major part of JACO's business.


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#1 Bundles	per gross ton	88.00	146.00	159.00	165.00	252.00
Plate and Structural	per gross ton	89.00	135.00	147.00	150.00	215.00
#1 & 2 Mixed Steel	per gross ton	130.00	125.00	130.00	120.00	179.00
Shredder Bundles (tin)	per gross ton	139.00	128.00	117.00	120.00	171.00
Crushed Auto Bodies	per gross ton	139.00	138.00	129.00	130.00	149.00
Steel Turnings	per pound	32.00	45.00	66.00	49.00	100.00
#1 Copper	per pound	1.15	1.18	1.23	1.18	1.20
#2 Copper	per pound	1.08	1.06	1.06	1.03	1.09
Aluminum Cans	per pound	.25	.31	.43	.41	.40
Auto Radiators	per pound	.64	.68	.64	.60	.80
Aluminum Core Radiators	per pound	.22	.25	.26	.36	.31
Heater Cores	per pound	.49	.41	.54	.45	.59
Stainless Steel	per pound	.28	.29	.36	.38	.36

All prices are expressed in USD. Printed as a reader service only.

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PAPER

Fire prevention at recycling facilities

by Irwin Rapoport

Last November a paper recycling facility in Montreal, Canada went up in flames and a few days later, an off-island tire recycling plant was also subject to a devastating fire. In both cases, the local media reported that the facilities were the targets of complaints, specifically that fire safety and other protective measures had not been followed.

On October 18 a fire destroyed the 32,000 square-foot paper and plastic recycling facility run by The Grossman Group, Inc. (Westerville, Ohio). The building was owned by the City of Columbus, subleased to the Solid Waste Authority of Central Ohio (SWACO), and subleased again to The Grossman Group.

The facility, equipment and approximately 750 tons of paper and plastic were completely destroyed by the fire. Reports indicate that fire fighters were hampered by a lack of sufficient water to the interior water hoses.

"The investigation into why there was low water pressure inside the building and no water from a primary outside hydrant is continuing," says Steve Grossman, president of The Grossman Group, which operates several paper recycling facilities. "As to safety within our Columbus operation, as well as our other interests, we made it a point to bring OSHA in for their observations and any recommendations. Some people fear having impromptu inspections, but we welcomed their input because we wanted to eliminate any safety issues within our areas of responsibility.

"Our Columbus facility was not sprinkled, something that would be a must if one is upgrading their building or building today," he added. "We did have two fire standpipes and hoses, as well as multiple fire extinguishers, both inside and outside the building. Nightly cleanups, blowing dust off of the equipment, rafters, wall beams, etc. and preventative maintenance are all excellent measures that should be common place in helping to maintain a safe work environment."

The fire started from a spark from a cutting torch that was being used to do work on a piece of machinery. The area completely surrounding the work was

clear of any paper or debris, several buckets of water were on standby and multiple fire extinguishers were present.

Grossman said two or three maintenance subcontractors were working in the area when the fire began. They did not notice when a spark flew approximately 20 feet into a paper pile. "By the time they noticed there was smoke and flames," he explains. "They turned on one of the hoses and there was a short spurt of water, then almost nothing. When the fire department arrived and hooked a hose to an outside hydrant there was simply no water." Grossman said the issues pertaining to the water are under investigation and that water flow issues are the responsibility of the landlord and owner. He added that when the company took over the facility, it advised the landlord that one of the outside hydrants was not operational and that the inside water standpipes were not insulated, which caused freezing and prevented water flow.

"The outside hydrant was eventually repaired," says Grossman, "however we are simply unaware of any water tests the landlord may or may not have performed." He added that the fire was totally devastating, resulting in the loss of the leased building, an entire inventory and the vast majority of equipment and tools.

"Our insurance company has been extremely responsive," he states. "However, due to the enormity of this potential loss, we have hired experts with a solid track record of working with the insurance company to assure total fairness on everyone's part. I have no idea what this may do to our rates or if it would have any effect on anyone else.

A key lesson that Grossman has learned from this experience is to "never assume that you or your management team can prepare for any type of a devastating situation with your facility.

"Go the extra step and bring in the authorities, the City, etc., and have everything inspected," he advises. "Use all of the tools that may be available and question anything that may not look perfect."

Hartsville, South Carolina-based Sonoco Products Co. operates many recycling (paper, plastics and other materials) and manufacturing facilities all over the

world. According to Sammy King, Sonoco's plant protection manager and fire security/EMS chief, preventing fires and other disasters that could jeopardize lives and destroy entire facilities is critical.

"Safety is a top priority at Sonoco," he says. "We have a good insurance company that does inspections at all the plants, all of our plants have sprinkler systems and they are inspected, and our employees are trained."

The insurer works with Sonoco's Corporate Risk Management Group and following fire prevention inspections, issues a report for management to review and act upon.

"If the recommendations are considered a priority and we don't act, it can affect our rates," says King, who has 45.5 years of safety prevention experience.

Robin Montgomery, Sonoco's manager, corporate communications, said that the company has developed a positive relationship with its insurer by communicating openly and being receptive to feedback. He added that a good relationship between company and insurer is a prudent step for all businesses.

"Through the years we've had some fires, but most of those have been small," says King. "There were a couple that were larger in size, but those were contained quickly."

King said that in his experience, fork trucks and spontaneous combustion are the two of the most common ignition sources in waste paper operations. Spontaneous combustion fires usually occur when the heat buildup inside a bale causes smoldering. When the bale is exposed to more oxygen or air, it can ignite into a fire.

"We've seen bales in rail cars and trucks that started burning as soon as we opened the doors. All they needed for the fire to take off was more exposure to oxygen," says King.

The Hartsville plant has a fully staffed volunteer interior structure fire fighting unit. All the fire fighters have taken four-day courses at the South Carolina Fire

Continued on Page 16



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SALVAGING Millions

by Ron Sturgeon
Autosalvageconsultant.com

Diary of an identity theft victim - two tools to protect yourself from identity theft

Imagine receiving a visit from a local sheriff with a handful of your mail that he retrieved from a ditch. Consider how it would feel to get a welcome call from an account representative at a store in a city 1,000 miles away verifying that you have opened a charge account.

The Federal Trade Commission estimates that nine million Americans have their identities stolen every year. If you are a high profile person in your community, your odds just increased.

Identity thieves target me about three times a year, so I have learned a few simple steps to protect myself. It may be prudent for you to put a fraud alert or a freeze on your credit bureaus.

With a police report, you can place a permanent fraud alert on your reports. Before new credit is issued, the issuing company will call you at the number you provide to the bureaus and verify the legitimacy of the request. Without a police report, a temporary fraud alert can be placed on your file for 90 days. With a police report, the alert lasts up to 7 years.

To place a fraud alert, call or visit one of the three credit bureaus:

- Equifax: 800-525-6285, www.equifax.com
- Experian: 888-397-3742, www.experian.com
- TransUnion: 800-680-7289, www.transunion.com

By asking the credit bureaus to do this, you ensure that only businesses that you have an established relationship with can see your credit file. Before issuing any new credit, the credit issuer must speak to you personally at the number that you provided to the bureaus. It's far better to learn about an attempted identity theft before any damage has been done.

However, I recently had a reminder of how this added protection can have a downside. I purchased a new Apple iPhone. It took me days to get it activated because we had reshuffled the extensions in my office and I didn't update the credit bureaus in writing of my new contact number.

The credit issuer will ONLY speak to you at the number you have provided the bureaus. The onus is on you to remember to update the bureaus when you make a change. Despite this drawback, it is worth considering putting a fraud alert on your credit file.

The other option is to freeze your report. A freeze allows you to restrict access to your report. It is a good solution for people who want to protect themselves from identity theft and who do not regularly apply for credit.

The downside: a freeze takes a few days to lift, so freezing your credit can cost you if you need to apply for credit quickly. A freeze means only companies with which you have a business relationship can see your report. To get new credit, you must notify the bureaus and lift the freeze. You can lift it across the board if you are shopping around or lift it only for a specific creditor to look at your report.

To put a freeze on your report, send certified letters with proof of identity and address along with \$10, or a copy of the police report, to:

- Equifax Security Freeze, P.O. Box 105788, Atlanta, GA 30348;
- TransUnion Fraud Victim Assistance Dept., P.O. Box 6790, Fullerton, CA 92834
- Experian Security Freeze, P.O. Box 9554, Allen, TX 75013

A credit report freeze on all three of your reports will cost \$30.83 in Texas. It varies by state because sales tax is added to the \$10, but the bureaus will freeze your report for free if you have a police report. The cost to temporarily thaw your credit report ranges from no cost to \$12, depending on the bureau. A report can be temporarily "thawed" if you need an employer, lender, insurer or anyone else to have access to your report. Again, no police report is required.

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PAPER

Fire prevention

Continued from Page 15

Academy and have received certification in the industrial firefighting program. They are sent back for re-certification annually.

The force is well stocked with modern equipment, including bunker gear, air packs, protective equipment and fire pumps. The plant has 52 hydrants and hydrant houses and a new alarm system.

King says that all Sonoco plant managers maintain relationships with emergency responders, including local fire departments and law enforcement.

"This is a big deal for us in Hartsville," he says. "I have a close working relationship with the Hartsville and Darlington County fire departments. We make it a point to collaborate with them on our training activities and we make sure they are familiar with our facilities."

Montgomery says that Sonoco also communicates regularly with industry peers to share best practices and information pertaining to fire prevention. He said this communication comes in the form of face-to-face visits, phone calls and industry conferences.

Like The Grossman Group, Sonoco welcomes inspections and working with people who can improve safety.

King says Sonoco provides the necessary resources to annually test equipment and ensure that it functions. He also says the Company works hard to train and educate its employees regarding fire safety and prevention. This training includes a review of emergency plans and visual inspections of hydrants, fire doors and fire fighting equipment.

"You need to know that it works and where it is," he said. King explained that should a fire occur and operations are shut down temporarily, Sonoco has contingency plans to divert material and operations to other plants.

"The type of emergency, along with its size and scale, dictates what we do," he says. "We have several plans in place so that we can be ready to respond no matter what the emergency."

INTERNATIONAL

Metso reduces personnel in Finland plant

Metso will start personnel negotiations regarding employee reductions in Finnish units serving the paper industry. The employee reduction is estimated to affect a total of 900 to 1,200 employees. Approximately 4,700 employees work in the units subject to the personnel negotiations. The possible reduction in the number of units and the consolidation of operations into bigger units will be examined as part of the negotiations.

The preliminarily planned employee reductions are due to the need to adjust production capacity to correspond with the permanently decreased machine and equipment demand in the pulp and paper industry.

The situation has been further weakened due to the global economic crisis. The goal of the planned measures is to secure the competitiveness of the business by streamlining the operating and cost structure of the operations in Finland.

The personnel negotiations will start in the paper business line and in the automation business line's Process Automation Systems unit. They affect all personnel groups at all locations of these businesses in Finland.

In the paper business line, the reduction need is estimated to be a total of up to 1,100 people in the Roll Finishing Systems unit in Hollola, the Technology Center in Inkeroinen, the Jyväskylä units, the Järvenpää units, the Service Center in Oulu, the Tampere roll factory, the paper business line's Turku units, the Valkeakoski units and the Varkaus Service center. These units employ approximately 3,800 people.

Last autumn, personnel negotiations regarding temporary layoffs were held in the paper business line's units in Finland. The measures have already been initiated to some extent, but they are not enough in the prevailing market situation.

In the personnel negotiations, the possible reduction in the number of units and

Continued on Page 17

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INTERNATIONAL

Suntech powers Middle East project

Suntech Power Holdings Co., Ltd., a manufacturer of photovoltaic modules, announced it has supplied 5MW of Suntech solar panels for a 10MW solar electricity system to power Masdar City, the world's first carbon neutral city being built in Abu Dhabi, United Arab Emirates. The panels will form part of the largest solar plant in the Middle East and is being built and designed by leading Abu Dhabi based solar power system integrator, Enviromena Power Systems.

With a total investment of approximately \$15 billion, Masdar City will take 8 years to build and be home to 50,000 people and 1,500 businesses. The city, which will cover 6.5 square kilometers, will be primarily powered by solar energy and employ a broad range of innovative energy efficient technologies including electric travel pods, waste and water recycling, natural ventilation and shading. Masdar City's 10MW solar farm will provide power for the construction and eventual operations of parts of Masdar City.

Metso layoffs

Continued from Page 16

the consolidation of the operations into bigger units will be examined. At the same time, the division of responsibilities for Finland and China units will be defined.

The Automation business line's Process Automation Systems unit's employee reduction need is estimated to be 90-130 employees. It will be also studied whether some of the reductions can be replaced by temporary lay-offs of a larger number of employees. Process Automation Systems unit's 18 Finnish sites employ a total of just over 830 people. The biggest sites are in Tampere and Kajaani.

More than half of the orders received by the Process Automation Systems unit are from the pulp and paper industry customers. Another significant customer group is the energy and process industry. During the negotiations, the possibility of production consolidations, the reorganization, divestiture and closure of certain businesses will be examined and site arrangements will be considered.

The personnel negotiations will start immediately in the Paper business line and the Process Automation Systems unit, and the aim is to conclude them by mid-March. The employee reductions are expected to take place during April-September of this year. In the adjustment negotiations, the possibility of part-time employment, internal transfers and retirement arrangements will be examined. The number of permanent terminations will be settled in the personnel negotiations.

As a result of the arrangements, the annual expenses of the businesses in question are estimated to decrease by 40-50 million euros. The cost reductions are estimated to be realized in full starting in 2010. The non-recurring expenses caused by the arrangements and recorded in 2009 are estimated to be EUR 10-20 million.

'Pay as you throw' successfully encourages household recycling in EU

New research has concluded that 'Pay As You Throw' waste collection schemes can increase levels of recycling among households, but should be accompanied by effective public information campaigns. Pay As You Throw waste schemes charge households and businesses according to the amount of mixed residual waste they generate. They have been proposed as an effective means of reducing the amount of waste going to landfill, thus helping local authorities meet the requirements of the EU Landfill Directive. The study, conducted under the EU-funded PAYT (Pay As You Throw) project, covered 157 local authority areas in the Czech Republic, with a total population of 2.6 million. All authorities were free to choose their method of charging for the collection of general waste in their area.

Of these, 92 operated a Pay As You Throw system, and 65 operated a flat fee approach. The level of recycling among the first group was 12.1 percent. This was almost double that of the second

group's recycling rate of 6.9 percent. The amount of mixed residual waste generated in the Pay As You Throw areas was on average 240 kg per head annually, compared with 260kg in the areas charging a flat fee.

The researchers believe that a fixed flat fee does not encourage households to separate waste or reduce the volume of mixed residual waste. They believe that although Pay As You Throw models incur a higher initial cost to the authority, they encourage a higher level of separation.

The researchers also conducted a survey among householders in Prague, to assess recycling behavior. 179 households in 17 districts of Prague were surveyed, and of these, 138 households separated their waste. These households also produced significantly less residual waste – 635 liters annually, compared with 712 liters from non-separating households.

Possible factors were identified which influence separating and recycling behavior.

These included technical factors such as conditions in the house for waste separation (*e.g.*, the size of the kitchen), social factors such as the availability of information, and political factors, for example, whether the waste management strategy corresponded with national legislation. The most important factors were found to be technical, namely the availability of regularly emptied containers in the community for placing recycled waste and the ease of recycling in the home. Households were less influenced by the cost of the service, as the price paid for waste treatment is relatively low (1.7 Euros per household member per month), and this fee was often hidden in total rent costs.

The level of awareness of methods for separating waste was also important, as was the degree to which the waste management strategy was perceived to be in line with national legislation. The extent to which recycled waste was used as a secondary raw material was also a strong factor.

British supermarkets pledge to cut carrier bags

Environment Minister Jane Kennedy and Britain's leading supermarkets have agreed to a 50 percent cut in the number of carrier bags given out to shoppers by spring 2009.

The Government agreement with the British Retail Consortium (BRC) covers seven of Britain's major supermarket chains. The agreement to reduce the volume of carrier bags provided to customers by 50 percent against 2006 levels, covers England, Wales and Northern Ireland.

The number of bags saved by spring next year through this agreement would fill 60 Olympic-sized swimming pools, or fill the Royal Albert Hall one and a half times.

The pledge is also a step in the right direction to reach a 70 percent reduction in the longer term.

Liz Goodwin, CEO of Waste & Resources Action Programme (WRAP), said, "The word from stores is that many more of us are re-using our bags. That is something we are working to encourage

and WRAP will be playing its full part in this initiative.

This agreement should act as a spur to all of us to remember to take our bags with us when shopping. Retailers and governments are now clearly working together to help all of us reduce the number of bags we use. The aim, which is at the core of WRAP's work, is a world which uses resources more efficiently."

Progress on the agreement will be monitored by WRAP and reviewed in 2010.

DON'T GO IT ALONE!

ISRI is *the* association for tire recyclers.

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■ Access to competitive insurance through ISRI's RecycleGuard program

■ A place where your voice can be heard to shape the future of the tire recycling industry

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■ Copies of the ISRI Membership Directory, *Scrap* magazine, and other ISRI publications

For more information about ISRI and its new member specials, contact **Amy Carey** at **202/662-8538** or **amycarey@isri.org**.



Institute of
Scrap Recycling
Industries, Inc.

Voice of the Recycling Industry

BUSINESS BRIEFS

Zurich NA names head of their environmental unit

■ Zurich announced that Julie Dunai has been appointed head of its environmental unit. In this role, Dunai will oversee all aspects of the unit's operations, which deliver insurance solutions addressing professional liability and environmental risk.

Dunai brings more than 19 years of insurance industry experience to her new position. She joined Zurich in 1997 and has worked in a variety of senior roles, including head of proposition development for commercial markets. Dunai has managed several key projects, including driving the commercial markets' international product and growth initiative for a business unit spanning industry segments, including middle markets, environmental, energy, construction, and Zurich North America Commercial's Canada practice.

GSE Scale acquired by Illinois Tool Works

■ Illinois Tool Works Inc. (ITW) has acquired the GSE Scale Systems product line from SPX Corporation. GSE Scale Systems will become a business unit of ITW and part of the company's test and measurement group, where it will join with Avery Weigh-Tronix. Terms of the transaction were not disclosed.

The acquisition of GSE is intended to provide greater value and product innovations to customers as well as a broader reach to the global marketplace.

Avery Weigh-Tronix is headquartered in Birmingham, England with operations in North America, Ireland, France, Austria, India, Malaysia and China. GSE operates primarily in the United States, with export business to Europe, Mexico, and Central and South America.

Smurfit-Stone elects Klinger to its board

■ Smurfit-Stone Container Corporation has elected Steven J. Klinger to its board of directors.

Klinger is president and chief operating officer of Smurfit-Stone Container Corporation. He joined the company in May 2006 from Georgia-Pacific, where he most recently served as executive vice president of packaging, pulp and global procurement.

Klinger is a member of the board of directors of Navistar International Corporation. He has served on the board of directors of the International Corrugated Case Association, The Atlanta Academy and on the Board of Advisors for Georgia State University's School of Business. He is also a former chairman of the board of the Fibre Box Association and a former board member of St. Jude's House and Transition House.

Range Fuels awarded \$80 million loan guarantee

■ Range Fuels, Inc. announced that the United States Department of Agriculture has awarded the company a conditional commitment for an \$80 million loan guarantee to assist construction of Range Fuels' commercial cellulosic ethanol plant near Soperton, Georgia, the first phase of which is under construction and on track to begin production in 2010.

The loan guarantee is the result of efforts between the United States Department of Agriculture Office of Rural Development, AgSouth Farm Credit, and Range Fuels. AgSouth Farm Credit, a leader in agricultural and rural loans and part of Farm Credit Services, will be the lead lending agency on the loan.

The loan guarantee falls under the Section 9003 Biorefinery Assistance Program authorized by the 2008 Farm Bill, which provides loan guarantees for commercial-scale biorefineries and grants for demonstration-scale biorefineries that produce advanced biofuels or any fuel that is not corn-based. The Biorefinery Assistance program is intended to assist in developing new and emerging technologies that produce advanced biofuels to increase the nation's energy independence; promote resource conservation, public health, and the environment; diversify markets for agricultural products and waste material and spur rural economic development.

Acquisition of Advanced Combustion completed

■ Fuel Tech, Inc. has completed its acquisition of substantially all of the assets of Hooksett, New Hampshire-based Advanced Combustion Technology, Inc. (ACT) for approximately \$22 million in cash plus performance-based contingent payments.

Fuel Tech also announced a reorganization of its United States and Canadian sales force. Bill Cummings was promoted to senior vice president – air pollution control sales. Reporting to Cummings are Volker Rummenhohl, vice president – catalyst technologies, and the United States and Canadian APC sales force. Steve Brady was named senior vice president – fuel chem sales. Reporting to Brady are Chris Smyrniotis, vice president – fuel chem technologies, and the United States and Canadian fuel chem sales force.

Both Cummings and Brady will report to John F. Norris Jr., as will Kevin Dougherty, vice president – marketing and business development. The rest of the Fuel Tech officer team organization remains unchanged.

FRUGAL TIP: An inexpensive way to clean carpet made from recycled plastic is by using an equal mix of fresh club soda and hot water. It can be used in most steam machines instead of pricey detergents.

MONTHLY CROSSWORD

BY Myles Mellor

SOLUTION FOUND ON PG A22

ACROSS

1. ___ment, the reduction in landfill pollution by source reduction and waste recycling
4. Earth's layer that filters UV rays
8. Aluminum beverage cans, for short
10. A measurement of the relative percentages of fat and muscle mass in the human body
12. Type styles
13. Fuel produced by separating, shredding and processing mixed wastes, abbr.
15. Compacted and bound cube of recycled material
17. That is
18. Breakfast fare
20. Battery size
22. Incense resin
24. ___ gas, this gas is used to fuel appliances in an RV
25. ___plastics, plastics which can be reformed repeatedly by application of heat and pressure
26. Hearty enjoyment
27. Chicago state
28. Sewer mammal
30. Sporting facility
31. Water type
33. Montgomery state
34. One item
36. ___ scrap, material which is discarded during a manufacturing operation and which cannot be directly fed back into that operation
38. Greens lover
41. Charitable org. for short
42. Lithium symbol
43. Re___, a company that processes post-consumer materials into new products
45. Brit media group
47. AquaNet emissions
49. Long time
51. ___ metals, magnetic metals which are predominately composed of iron
54. Tin Can tourer?
56. Dangerous metal for health
58. Water-logged
59. Test phase
61. ___ reduction, an action to reduce waste at the point of generation
64. Landfill aroma
65. Spear-fishing boats
67. Siesta
68. ___rowing, the placement and management of compostable material in piled rows
69. Dump___, trash day vehicle

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59		60						61		62		63		
64					65	66								
67				68								69		

DOWN

1. The process of exposing compost material to air
2. "___ Wiedersehen"
3. Tide movement
4. Crude ___, aka petroleum
5. Belonging to
6. Film type
7. ___ from waste, a recognized alternative process to reduction of recyclable materials which are not currently economical
8. Fly ___, residue left over after trash is burned
9. This garbage mixture has high organic content but low nitrogen
11. The highest ranking officer in a municipal government
14. Charlie and the Chocolate Factory writer
16. Release
19. Altitude, for short
21. Length times width
23. The substance which results from decay of plant or animal matter
29. Seaweed plant
30. Exuberance
31. Two times
32. Plastic used for plumbing pipes
33. Goal
35. Capture
37. Pole worker
39. Shady tree
40. Martini maker
44. More pink?
46. Recycling cart color
47. Your daily footprint?
48. Energy source option
50. Compass direction
51. ___ Control Law, local ordinance controlling the collection of municipal solid waste
52. In debt to
53. Paper ___, scrap or waste papers that have been sorted and baled into specific grades
55. Ancient writings
57. Contradictory
60. Highest point
61. Earth
62. Land of the brave and free
63. Compact or convertible
66. Dr. helper

BUSINESS BRIEFS

Richard Davidson joins SmartDrive as CFO

SmartDrive Systems announced the appointment of Richard Davidson as chief financial officer.

Richard Davidson is finance and operations executive with more than 17 years experience in the technology, professional services, financial services and wireless telecom industries. Davidson, former CFO of IBM's \$2.5 billion consumer division, was named SmartDrive System's chief financial officer. Most recently, he was the CFO of Kintera Inc., a publicly traded software as a service company, focused on providing fundraising tools for the non-profit industry. Prior to Kintera, Davidson was the CFO of inCode Telecom Group, Inc and spent 10 years as a finance executive at IBM.

Atlas Copco announces new business structure

Atlas Copco Construction Equipment LLC is the name of the new Atlas Copco business dedicated to serving the United States construction market. This new entity combines the portable air operations of Atlas Copco Compressor Technique's sales company with the Atlas Copco Construction Tools USA sales company.

The new organization is headquartered in Commerce City, Colorado, sharing offices and back office functions with the Atlas Copco Construction Mining Technique USA customer center. Although the two companies will operate independently, they have much the same culture and market knowledge and can benefit from these and other synergies. The Westfield, Massachusetts, office of the Construction Tools business will be closed at the end of March 2009.

The new company will have three sales and service regions in the North, South and West United States.

Erik Sparby heads up Atlas Copco Construction Equipment as its general manager.

Dave Crafton joins E-Z Pack sales team

E-Z Pack Manufacturing, LLC has announced the addition of industry veteran Dave Crafton to the E-Z Pack sales team. Crafton has been named regional sales manager for the Central United States.

Crafton is currently serving on the executive board of the Solid Waste Association of North America (SWANA) and is the chairman of the Wastecon industry trade show.

Crafton began his career in the waste industry with Truxmore/Rand in 1985, in automated collection sales. He joined Heil Environmental in 1991 in the Automated Sales Group and was a regional manager from 1994 until 2000, when he left Heil to run a hauling company in Knoxville, Tennessee, until 2003. From 2003 until 2007 Crafton was a regional manager for SSI Schaefer's Waste Technology Group, and in 2007 joined Balar Equipment in Houston, Texas.

Marathon Equipment president to retire

Gordon C. Shaw, president of Marathon Equipment Co., located in Vernon, Alabama, announced his intention to retire. Gordon, a 27-year veteran in the waste equipment industry, became president of Marathon in 2003. He began his sales career in 1981, becoming vice-president of sales and marketing and later executive vice-president. Under Gordon's leadership, Marathon evolved as the recognized leader in the design, manufacture, and distribution of waste processing and compaction equipment.

Gordon was recently elected chairman of the Environmental Industry Association (EIA) where he has served on the Board of Trustees for several years. In 2006, Gordon was inducted into EIA's Hall of Fame, an honor reserved for select industry leaders who have made significant contributions to both the industry and the community. He has been a very active member of the Waste Equipment Technology Association (WASTE) where he previously held the position of chairman for its Board of Trustees.

Gordon's retirement will be effective February 28, 2010. Until that time he will continue to represent Dover in several capacities, including serving as chairman of the Environmental Industry Association.

Green Power EMC buys biomass energy

Green Power EMC, a partnership of 38 electric membership corporations (EMCs) in Georgia, announced plans to purchase 17 MW of biomass energy from Multitrade Rabun Gap, LLC.

The Rabun Gap project will use wood waste as the primary fuel in a conventional boiler for the generation of steam to power a steam turbine electric generator.

The power purchase agreement is part of Green Power EMC's mission to research and deliver renewable energy options from Georgia resources such as biomass, solar, wind and low-impact hydro.

This project is unusual in that it involves several "renewable" resources. The biomass facility will be sited in an already existing power plant in an idled Fruit of the Loom manufacturing facility located in Rabun Gap, Georgia. The textile company closed in 2006 resulting in the loss of 900 jobs and a dramatic effect on the economy of the small mountain town, located near the North Carolina border. Putting the power plant back into service creates approximately 20 jobs for people to operate the plant and an additional 75 jobs for people needed to gather and transport biomass to the facility.

An employment truth: When leaving work late, you will go unnoticed. When leaving early, you will see your boss wave to you on the way out.

Veolia acquires John Glenn Sanitation Service

Veolia ES Solid Waste of PA, Inc. has acquired the assets of John Glenn Sanitation Service, Inc. (JGSS) in Philipsburg, Pennsylvania.

JGSS provides front load commercial, rear load residential and commercial, and roll-off waste collection services in the Philipsburg and State College, Pennsylvania areas.

JGSS' operations will expand the existing customer routes in Veolia's State College and DuBois, Pennsylvania locations and internalize the disposal of the collected waste into Veolia's Greentree Landfill in Kersey, Pennsylvania.

Details of the transaction were not disclosed.

Morbark adds Nortrax as industrial dealer

Morbark, Inc., a manufacturer of forestry and recycling equipment, announced that Nortrax has been awarded an exclusive dealership to serve the states Minnesota, Wisconsin, and the upper peninsula of Michigan. Nortrax will carry Morbark's complete industrial product line which includes recycling, forestry, and whole tree chipping equipment.

Nortrax has eight locations across the region where it also represents John Deere Construction, John Deere Forestry and Hitachi Construction Equipment lines. Nortrax will handle sales, service and parts for Morbark at its locations in Bemidji, Grand Rapids and Duluth Minnesota; Eau Claire, Ashland, Monico, and Wausau Wisconsin; and Escanaba Michigan.

RMT names new chief financial officer

RMT, Inc. (RMT), an energy and environment company, has appointed Tracy Pearson as chief financial officer (CFO) and vice president. Pearson recently served as the CFO for GE Healthcare's Diagnostic Imaging Services business. Pearson will lead RMT's financial group with the assistance of Bill Dickrell, who was recently appointed chief accounting officer.

Pearson has 17 years of corporate experience ranging from tenure at a "Big 4" accounting firm to senior leadership in a \$2 billion company. Her background includes work on corporate and financial turnarounds, mergers and acquisitions, complex deal structuring, and revenue growth strategies.

NSWMA re-elects board of governors leaders

The National Solid Wastes Management Association announced the re-election of Jim W. Perry as chairman and the election of Donald Williamson as vice chairman to its board of governors. Perry is president and CEO of Waste Industries USA, Inc. and Williamson is president of West Central Sanitation.

AK Steel's Wainscott elected as AISI chairman

The board of directors of the American Iron and Steel Institute (AISI) has elected James L. Wainscott, chairman, president and CEO of AK Steel Corporation, to serve as chairman of the Institute until May of 2010.

The appointment was made by the AISI board following the resignation of Steel Dynamics, Inc. (SDI) from the Institute. Keith E. Busse, chairman and CEO of SDI, had been serving as chairman of AISI for the 2008-2009 term.

In his role as chairman, Wainscott will be a spokesman for the industry on issues such as the need to strengthen pro-manufacturing public policies as part of America's economic revitalization and maintaining the competitiveness of the North American steel industry. He previously served as chairman of the Institute's Policy and Planning Committee, as well as its Finance Committee.

Wainscott has served the steel industry for more than 25 years, beginning in 1982 with the Midwest division of the former National Steel Corporation.

Events Calendar

February 24th-25th

Plastics Recycling 2009. Disney Coronado Springs Resort, Orlando, Florida. 503-233-1305 • www.plasticsrecycling.com

March 1st-4th

The Southeast Recycling Conference & Trade Show. Hilton Sandestin Beach Golf Resort & Spa, Destin, Florida. 800-441-7949 • www.southeastrecycling.com

March 22nd-24th

C&D World 2009 Exhibition & Conference, Annual Meeting of (CMRA). Tampa Convention Center, Tampa, Florida. 630-585-7530 • www.cdrecycling.org

April 26th-30th

2009 ISRI Convention. Mandalay Bay Resort & Casino, Las Vegas, Nevada. 202-662-8500 • www.isriconvention.org

May 3rd-6th

Battery Council International's 121st Convention. Red Rock Resort, Las Vegas, Nevada. 312-644-6610 www.batteryCouncil.org

May 17th-19th

2009 Waste-to-Fuels Conference & Trade Show. Hyatt Regency Mission Bay, San Diego, California. 800-441-7949 www.waste-to-fuels.org

June 8th-11th

WasteExpo 2009. Las Vegas Convention Center, Las Vegas, Nevada. 800-927-5007 • www.wasteexpo.com

August 7th-9th

Pennsylvania Automotive Recycling Trade Society's Annual Convention & Trade Expo. Sheraton Harrisburg/Hershey, Harrisburg, Pennsylvania. 877-211-0266 • www.parts.org

NEW PRODUCT SHOWCASE



JORDAN DEVELOPS THE PT-6000 PASSENGER TIRE SHREDDER

Available in single or dual (primary and secondary) shredding units, the PT-6000 is the highest-capacity tire shredder on the market today for the cost.

The PT-6000 offers a production rate of up to 6,000 lbs. per hour from whole tires down to 1" nominal chip size. It has a capacity of up to 11,000 lbs. per hour in 2" chip.

The features include integrated and interchangeable screening, heavy-duty Tungsten carbide blades, an energy-efficient 60 h.p. drive, a water mist-ready system in the hopper and a low operating cost per ton.

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Birmingham, AL 35217
888-722-8248
www.PT6000.com



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Vecoplan introduces their new Truck Unloading Containment System (TUCS™). Designed to expedite the unloading of shred trucks while containing and removing the intrinsic dust, TUCS eliminates the need for manual unloading of trucks and feeding balers.

The system includes an unloading containment module constructed of steel and clear vinyl strips that allow drivers to back the truck in, unload and pull away. The containment module includes a built-in pneumatic dust collection system and an enclosed inclined conveyor with feed chute that automatically transfers the shredded paper to your baler.

Vecoplan LLC
PO Box 7224
High Point, NC 27264
336-861-6070
www.vecoplanllc.com



FKI LOGISTEX LAUNCHES LOGISTEX NB200 CONVEYOR

FKI Logistex announced the North American launch of the Logistex NB200 Narrow-Belt Driven Roller Conveyor, a flexible system that is part of the company's new Logistex Case Conveyor Solutions (LCCS) product family.

The FKI Logistex NB200 offers maximum system throughput rates using time-tested, proven algorithms for release modes and zero-pressure accumulation. The fully interoperable LCCS combines superior performance, reliability, throughput and ease of maintenance with the latest energy-saving features to reduce operating costs.

FKI Logistex
9301 Olive Blvd
St. Louis, MO 63132
877-935-4564
www.fkilogistex.com



JOHN DEERE UPGRADES 710J BACKHOE WITH TIER 3 ENGINE

John Deere has added a new PowerTech E™ 6068 Tier 3 engine to its 710J Backhoe.

The 710J still provides the greatest dig depth in the industry – reaching up to 22'4" when extended. A PowerTech E 6068 Tier 3 engine became standard on 710J backhoes beginning in January and provides an increase in horsepower.

The new 710J features net horsepower of 126 h.p., compared to the 123 h.p. on the Tier 2 engines, along with a host of other improvements.

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Moline, IL 61266
309-765-8000
www.deere.com



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The new HexArmor® SharpsMaster II 9014 offers all the protection you need from needlestick hazards. Multiple layers of high performance fabric provide the highest levels of needlestick and sharps protection on the market.

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www.hexarmor.com



ABB ETHERNET ADAPTER GIVES REMOTE ACCESS TO DRIVES

ABB Low Voltage Drives released the SREA-01 Ethernet Adapter for the company's low voltage AC drive line. The din rail-mounted SREA-01 enables access remotely to drives. If a process alarm or fault occurs, the internal web server of the SREA-01 provides an easy-to-use user interface for accessing the drives and other process variables.

The SREA-01 can send process data, data logs and event messages independently - without a PLC or a dedicated on-site computer. The SREA-01 ethernet adapter has a built-in internal web server for configuration and drive access.

ABB, Inc.
16250 W. Glendale Drive
New Berlin, WI 53151
800-752-0696
www.abb.us/drives



HHCS HANDHELD LAUNCHES KENAZ GPS RECEIVER

HHCS Handheld's new Kenaz GPS receiver is designed specifically for the TDS Nomad and Recon handheld computers. The new Kenaz GPS receiver offers sub-meter accuracy for high precision mapping applications. It attaches directly to the top of the handheld to preserve the Nomad's and Recon's MIL-STD-810F and IP67 ratings.

Kenaz features 12-channel parallel tracking and is able to maintain accuracy even during temporary loss of differential signal. The full integration, low power consumption and rapid position computation all increase the functionality of the handheld computers.

HHCS Handheld USA, Inc.
456 SW Monroe Avenue
Corvallis, OR 97333
541-752-0313
www.handheld-us.com



SLY'S NEW DUST COLLECTOR FILTERS EXPLOSIVE RESIN

Sly, Inc. introduces the TubeJet CTR collector with walk-in plenum that filters dust. Air volume is 4000 ACFM with an air-to-cloth ratio of 3.9:1. Explosion relief vents, grounded filter bags and an explosion suppression isolation system on the inlet ductwork were provided to meet current NFPA 68 and 69 codes.

The TubeJet all-welded construction permits standard vacuum/pressure ranging from ±20" WG to ±17" Hg. with designs available from full vacuum to ASME coded vessels to 50 psig. Round housing makes interior cleaning easy, and minimizes cold spots in high heat applications.

Sly, Inc.
8300 Dow Circle
Strongsville, OH 44136
800-334-2957
www.slyinc.com



MORBARK ADDS MODEL 60 DEBRIS GRAPPLE ATTACHMENT

Morbark has added to its attachment line-up with the Model 60 Debris Grapple. Two heavy-duty hydraulic motors with spur gears allow for 360 degree continuous rotation of the grapple.

In addition to swiveling, the grapple pivots to the side making clean-up under a grinder a snap. Just sweep the grapple underneath the infeed bed to push or pull material out.

This extremely adaptable attachment allows feeding from any position or side with less travel time, increasing efficiency.

Morbark, Inc.
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Winn, MI 48896
800-831-0042
www.morbark.com



WEST SALEM COMPLETES FIBER PREPARATION SYSTEM

West Salem Machinery's wood fiber preparation system for converting green chips, sawdust and shavings to pellet fuel is complete.

The system handles up to 100 green tons per hour of fiber, and includes pre-screening and shredding of material to approximately .5" to .75" minus product size. The system includes two drag chain reclaimers, which allow metered feeding of wood fibers, a belt conveyor with overhead self-cleaning permanent magnet, a vibrating screen and a swing hammer shredder/hammermill. Pre-screening the incoming material increases throughput with less energy consumption.

West Salem Machinery
PO Box 5288
Salem, OR 97304
800-722-3530
www.westsalem.com

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BIG MAC CAR CRUSHER, was stationary but now has been converted to mobile. Rebuilt 4-cyl. Detroit, has a cab, good rubber and brakes. Been Well-maintained. Reliable machine. We no longer have use for two. Machine is located in Lempster, New Hampshire. Asking price \$38,000. Call with questions 603-863-6671 or 603-731-3460.

Balers

HORIZONTAL BALER, LOGEMANN MODEL 245B-AT. Bale 40" x 30" x 56". Bale weight 1,150 to 1,500 lbs. Compression 12" cylinder, 3,000 psi, 9" ejector cylinder. 100 h.p. motor, automatic tie. 100 hours since overhaul. Bob Hall 405-236-4255.

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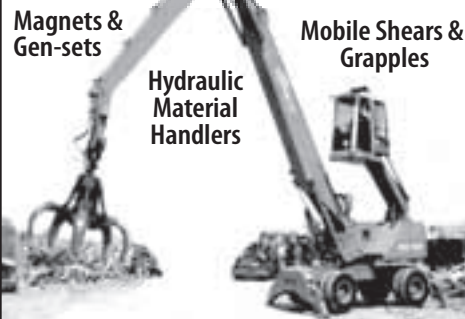
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Continued on Page 22

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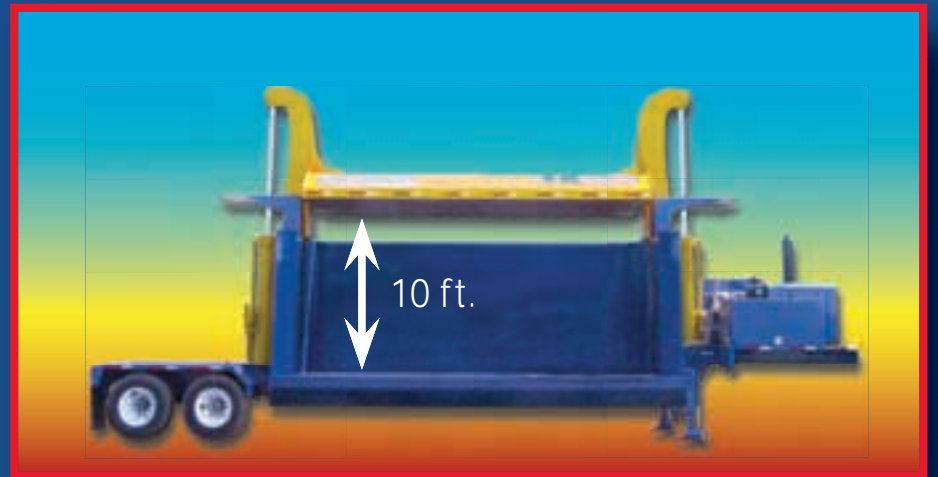
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Innovative uses for scrap tires on the rise

by Mike Breslin

Back in the 1960s a catchy jingle was heard in commercials during televised sporting events: “Wherever wheels are rolling, no matter what the load, the name that’s known is Firestone, where the rubber meets the roads.” Besides selling carloads of tires, the phrase became a popular expression, especially in business, to emphasize the most important point of something, a graphic way of saying the instantaneous moment of truth.

The most important point about recycled tires these days is they are meeting roads in ways never imagined back then – for paving, roadbeds and highway slope reinforcement, as well as finding new avenues for consumer and industrial products, and new civil engineering applications. In the old days, most tires were dumped in landfills and the most visible recycling was as fenders for boats and docks (if you didn’t mind black streaks on a white hull).

Now about 45 percent of the approximately 400 million tires scrapped annually are used for tire derived fuel (TDF) and are co-fired with other fuels. This is the economic backbone of the scrap tire industry. The majority of the remaining scrap tires are shredded into tire derived aggregates (TDA) or ground into crumb rubber for use in products such as molded rubber goods, new passenger tires,

truck tire retread compounds, hoses, brake linings, coatings, sealants, rubberized asphalt, outdoor playground and track surfacing, and wire-free colored nuggets for playground safety and landscaping mulch.

What scrap tire companies want, and are constantly seeking are new and more profitable ways to use raw materials. Products derived from ground rubber hold the promise for bigger profits.

Jeff Kendall, CEO of Liberty Tire Recycling, one of the country’s largest tire recyclers, sees potential for several of his company’s products. “In-fill for artificial turf and mulch for playground and gardens have been growth areas for us. Last year and this year, the playground market showed us record results. In playgrounds, our mulch products are much better than wood because they have more give to it. Our product is surprisingly good looking, lasts a long time and is increasingly being accepted commercially as decorative mulch.” Kendall also sees tremendous potential for more crumb rubber going into asphalt. “It’s a use that is untapped in most places around the county. There’s no reason why it shouldn’t become enormous, and I think it will.”

Doug Carlson, executive director of the Rubber Pavement Association agrees that the future of rubberized asphalt is promising. “It is working extremely well – out-performing tradi-

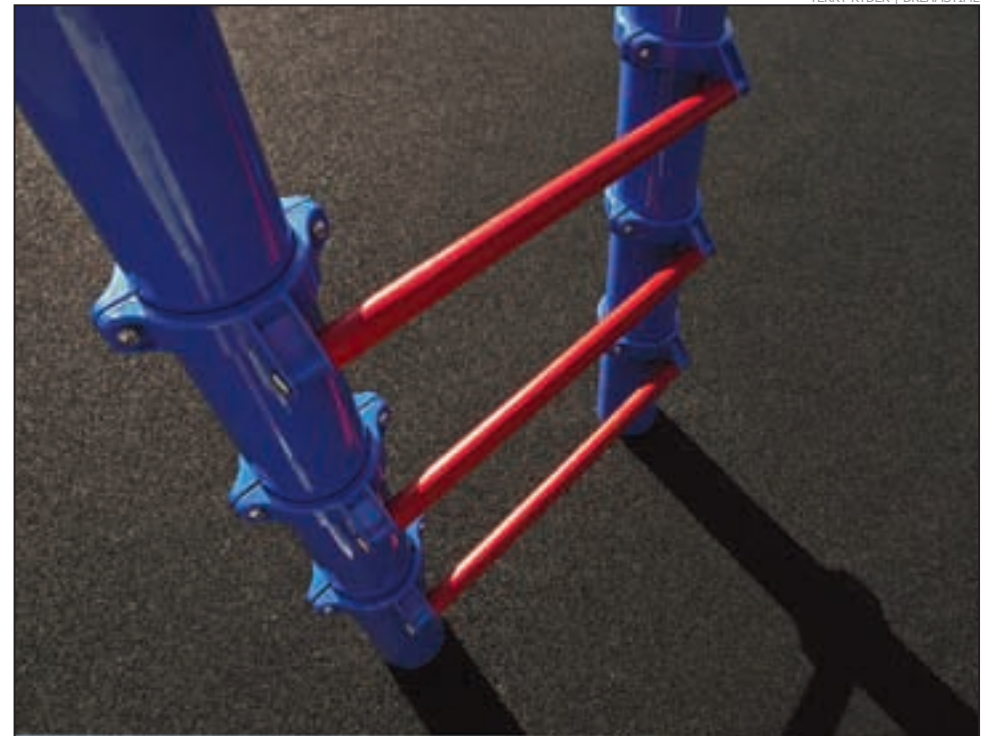
tional asphalt considerably in both durability and maintenance costs. Moreover, when properly formulated it can significantly reduce road noise and can provide better skid resistance for improved safety. After decades of test paving and evaluations, the New Jersey Department of Transportation has three sizable rubberized asphalt projects planned for next summer. “New Jersey appears to be on-track to use the fric-

tion course material widely throughout their system for the safety enhancement,” Carlson noted.

As the Obama administration considers new national infrastructure investments, rubberized asphalt could play an important role due to its cost-to-value durability, noise reduction and safety characteristics.

When products made from recycled tires are used in playgrounds and artificial turf, they are becoming more widely used, making them a growing segment in the tire recycling industry.

Continued on Page 7



Artificial turf and playground fill are becoming more widely used, making them a growing segment in the tire recycling industry.

2009: What the year ahead looks like for the tire industry

by Irwin Rapoport

It is no surprise that the economic downturn in the United States is having a significant impact on tire production. It has resulted in reduced production and sales, plant closures, plants being placed on closure alert, worker layoffs and reduced shifts. At the same time, due to reductions in the price of petroleum, natural gas and steel, there has been a drop in the cost of raw materials.

There are essentially two types of tire sales – those sold as original equipment (OE) for newly manufactured vehicles and those sold as replacement tires for vehicles ranging from passenger-

class to heavy-duty commercial and industrial classes. For all classes, sales of OE and replacement tires are forecasted to continue to decline in 2009 as they did in 2008, with expected declines or long-term lower sales for the foreseeable future until the economy picks up to the point where the pre-decline sales figures are re-attained.

“The 2009 projections for the United States tire market are for sales to continue to decline,” said Kevin Rohlwing, senior vice president of training with the Tire Industry Association (TIA). “Not long ago, the Rubber Manufacturing Association released a press release

looking at a drop of 6 percent for 2008 and probably another drop for 2009.”

The numbers are bleak. Rohlwing said that OE sales for passenger tires are expected to have declined by 14 percent for 2008 with another 3 percent decline in 2009, while replacement tires sales will decline by 2.7 percent in 2008, and no growth is expected in 2009.

“The forecast for the replacement light truck market is even worse,” he said. “Projections are for a 13 percent decline in 2008 and another 4 percent in 2009. For commercial tires, the expected decrease is 7 percent in 2009 and then another decrease of 300,000 units in

2009. All of the projections for tire usage are going down with the corresponding number of miles driven.”

In terms of actual units, Rohlwing notes that updated projections have passenger replacement tires declining from 208 million to under 200 million units sold, with light truck tires declining from 35 million to 29 million units. Commercial tires, ranging from medium truck and other classes, are expected to decline from 16 million to 15.4 million units.

Rohlwing stresses that tires sales are tied to the overall economy.

Continued on Page 2

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A Letter from the Editor

Dear Readers,

Nearly everyone uses them, but the average American doesn't give much consideration to the lowly tire besides bemoaning the cost to buy a new set. This month, however, American Recycler is paying tribute to those difficult-to-dispose-of rubber rollers that carry the weight of the world's transportation on their treaded backs.

The logistics and processes for the disposal of used tires have come a long way from the early days of merely consigning them to landfills. From rubberized asphalt to playground cover to failed stints as coral reef foundations, people are constantly finding new and innovative ways to recycle and reuse tires.

I, however, have another idea for how to dispose of tires. Tire derived fuel (TDF) has long been an established way to dispose of a portion of the millions of waste tires generated each year. But what generates most of those waste tires? Why, our cars, of course! Why don't we engineer cars that are fueled by the very waste product that they produce?

I mean, look at the benefits of TDF powered cars. We'd reduce dependence on fossil fuels (except for those that actually go into the production of the tires), we'd free up tons of landfill space, and if you ever ran out of gas, you could just toss your spare tire into the burner to get you to the next fill station.

My idea may not be entirely original, completely safe, or as environmentally sound as fuel cell and electric cars, but at least I'm trying. So to you, readers, I submit this challenge: send me your ideas for how to best recycle scrap tires. From a tire swing for little Timmy to makeshift dining room chandeliers, send me your thoughts on how to make tire disposal work.

I'll publish the ideas or photos that my co-workers vote as most original or practical, and the lucky person who comes up with the number one inventive solution will win a free one year subscription to American Recycler. Send your original tire recycling ideas and pictures to me at my e-mail address, david@americanrecycler.com.

And even if you can't think of any new uses for tires, don't be afraid to get in touch regardless with any thoughts, comments, compliments, concerns, or complaints. I look forward to seeing everyone's entries.

Until next month,



Dave Fournier
Focus Editor

Tire industry

Continued from Page 1

"If the big public works bills go through and we start rebuilding America," he said, "that will be good for the entire tire business, because you are going to have more people driving to jobs and more trucks transporting materials to job sites."

A key goal for President Barack Obama is to create 3 million new jobs – a goal that ties in well with improving demand for tires.

The majority of tires used by Americans are produced domestically by domestic and foreign manufacturers. Goodyear, Michelin and Bridgestone have approximately two-thirds of the market share. United States tire production is basically centered in the southeastern states, with production – based on February 2008 figures – at around 450,000 units per day. The top 10 production states (in order) are Oklahoma, North Carolina, Tennessee, South Carolina, Alabama, Illinois, Mississippi, Georgia, Virginia and Pennsylvania. In terms of production, Oklahoma was producing 99,000 tires daily, with Alabama producing 72,000 daily.

While the TIA does not track sales of used tires, Rohlwing said that such sales are likely to have a greater impact in economically depressed areas.

"Used tires have gotten a lot of bad publicity over the last few years, so that consumers are on the fence," he said, "and are probably going to lean to more expensive brands than a brand they never heard of."

The key factors concerning used tires are tread depth and age. Rohlwing said that media reports concerning the physical age of tires have raised safety concerns among consumers. He adds that in some cases, vendors selling used

tires do not sell quality products and that this is a concern for tire manufacturers.

"The unfortunate thing is that if you have a bad tire or one that should have never been sold to begin with, it definitely adds some risk to the driver," he said. "It has been on the radar of all the tire manufacturers, because if their tire is sold as a used tire, they wind up getting liability for it even if somebody else threw it away."

Ongoing declines in automobile production are also impacting sales. Projected OE sales for 2008 – 46 million units – may decline to 39 million units. This has led to plant closings and reduced shifts, as plants adjust to reduced demand.

"This could become significant if the decline continues," said Rohlwing.

On the recycling front, fewer tires being produced translates into a decline in the number of units requiring processing.

The primary ingredients required for tire production are natural rubber, petroleum and steel. In some cases, polyester is added to the mixtures. The percentages of materials vary by manufacturer.

The demand for replacement tires declined in the third and fourth quarters of 2008.

Oil prices, said Rohlwing, dictate the cost of all synthetic rubber and chemicals that are needed. Oil prices peaked in 2008 at nearly \$150 a barrel, but have since declined to below \$40. While the drop has helped manufacturers, prices have not declined for diesel fuel, the primary fuel used by railways and trucking companies for their vehicles – methods of transportation used to transport tires from factories.

"Diesel fuel is still very high, relative to gasoline," said Rohlwing. "With diesel prices up, tire companies are trucking companies, just as much as they are tire companies. Any gains that manufacturers are going to get on the raw materials side will probably just offset rises in insurance, health care, wages and everything else that seems to be on the rise, so I don't really think it gives them a break."

A tire market recovery will require unemployment to be halted and reversed,

otherwise Department of Energy projections for a decline in miles driven will continue.

"We don't know where the bottom is yet," said Rohlwing, adding that when the market does reverse itself, manufacturers will be able to step up production easily. "If they can manage with a smaller workforce and produce more, than they'll try to do that first. Companies are becoming more efficient while they are waiting for things to recover."

Becoming more efficient is exactly what Bridgestone Americas is doing, said Mike Gorey, president of Bridgestone's United States and Canada Consumer Tires Sales Division.

"We are looking for a steady state in the industry and we expect to see that steady state no later than the second quarter of 2009," he said. "We are looking for efficiencies where we can. We recently went through an evaluation of our salaried positions and had to make some layoffs. We did put our LaVergna, Tennessee passenger tire plant on notice of potential closure in December and we are evaluating our overall capacity and future capacity requirements. We've also had to take some volumes out of the other plants to adjust our inventories."

Gorey said that a comprehensive federal economic stimulus package and strategy will be necessary to ensure a long-term economic rebound and that initial tire market rebounds will vary throughout the year.

"We see miles driven down in the 4 to 5 percent range," he said. "We believe the higher cost in gasoline may have resulted in consumers delaying the replacement of tires. We are beginning to see a bit more of bounce back in December and January. But it won't be a bounce all the way back and we expect that we'll see the double-digit declines year-over-year in 2009."

He also believes that world commodity prices will continue to be soft in 2009.

"How much that is going to be worth to us, I cannot tell you," said Gorey. "We'll be managing it as best we can. Like all the other companies, we are hunkered down and we're doing the right things to weather the storm and position ourselves to be a stronger competitor when we come out of this down cycle."

Upcoming Section B editorial focus topics:

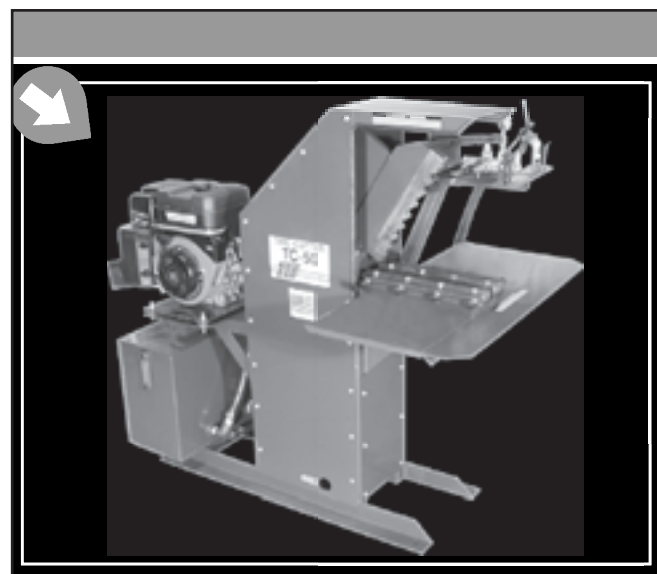
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Watchdog report: Tire trouble knows no borders

Allegedly recycled tires often end up being exported or dumped

by Mike Lee

When rains pound Tijuana, thousands of tires fill the torrents of sewage and trash that stream north across the international border.

Most of the tires are from California, where residents pay more than \$60 million a year for safe disposal and recycling. Still, countless numbers land in Mexico through legal and illicit channels.

Federal and California waste officials blame each other, poor research and financial constraints for the cross-border tire mess.

An investigation by The San Diego Union-Tribune has found they aren't doing nearly enough to fix a problem that mainly affects middle-class and low-income residents who live far from most of the decision-makers.

"It's a lot easier to point the finger at Mexico, which doesn't solve the problem at all," said Oscar Romo, who teaches urban studies at the University of California San Diego.

Through interviews and documents, the Union-Tribune identified many flaws in the system. They include:

- San Diego County's lack of a tire-recycling facility, even though tire disposal problems have been known for at least 20 years.

- A state tire-recycling fund that has grown to \$42 million while potential solutions lack money.

- California's ban against spending tire-recycling money in Mexico, even when such funding ultimately would benefit the state by reducing tire piles that fuel large fires or become breeding grounds for mosquitoes.

- Ineffective rules targeting illegal tire exports from California and spotty enforcement of those rules that leave regulators fuzzy about how many tires are sent to Mexico.

Both the United States and Mexican governments could devote more resources to the tire issue, said Christina Buchanan at San Diego's Local Enforcement Agency, which regulates solid waste in the city.

"Millions of waste tires...are accumulating along the Mexican border because of inadequate infrastructure for their regulation, recycling or disposal," Buchanan said.

California residents discard an average of more than one tire per person each year – about 44 million in all.

Roughly three-quarters of those tires go toward what regulators call productive uses, such as making rubberized asphalt, creating erosion-control products or covering landfill garbage. This recycling rate is more than twice what it was in 1990, but it is much lower than the national rate of 87 percent.

The remaining 11 million tires a year are destined for dumps, vacant lots or illegal export.

Air-pollution rules and public opposition to tire burning have limited California's ability to reuse tires as fuel. Nationwide, about half of the discarded tires become feedstock for industrial boilers and similar uses.

Many old tires from San Diego County are hauled to Los Angeles County for recycling, only to be trucked back through the region to Baja, California for legal or unlicensed resale.

Tires from the United States are valued because they tend to have more tread left on them than old tires used only in Mexico.

Californians send about 800,000 tires annually to Mexico through legal channels. Waste experts suspect that hundreds of thousands more are exported illegally.

"People know that they can get a good price for them in Mexico. Apparently, they are not that hard to smuggle," Buchanan said.

She singled out Otay Mesa, where auto-dismantling shops routinely hand off tires to shadowy figures who skirt the law by taking small loads to Mexico. California only requires registration and other documentation from people who transport 10 or more tires, a provision that Buchanan said benefits illegal haulers.

She and other regulators inspect tire-handling and hauling businesses to see whether they are meeting codes.

State waste officials acknowledge gaps in their supervision. In a report last year, they said that "effectively addressing all enforcement issues... continues to be a concern."

Despite major shortcomings in the tire-recycling system, federal and California officials touted their border cleanup accomplishments in August.

The U.S. Environmental Protection Agency announced that thanks to cooperation between U.S. and Mexican agencies, 4 million tires had been removed from the border region since 2003. Regulators from both countries agreed to consider more steps for further reducing waste tires.

"The solutions will come if there are laws and regulations and funding on the Mexican side," said EPA waste expert Emily Pimentel.

In California, tire-recycling efforts have languished despite the tens of millions of dollars that residents pay each year when they replace old tires.

Consumers pay a state-mandated \$1.75 per new tire that's commonly listed as a disposal or recycling fee. That description is only partly accurate.

The state's Air Resources Board collects 75 cents from each fee to fight air pollution. The rest goes to the state's Integrated Waste Management Board for clearing piles of waste tires, researching ways to reuse old tires, developing markets for tire scrap and regulating tire storage and hauling.



Approximately 11 million tires a year are improperly disposed of in dumps, vacant lots or by illegal exportation.

The fee doesn't directly cover the cost of recycling tires that customers leave at shops. Some vendors charge an additional \$2 or more in the name of doing so.

"Almost all tire shops will tell you it's a recycling fee... But at least in San Diego County, at least half of those (tires) are going to end up in landfills," Buchanan said.

In recent years, the state's waste board has collected millions more in tire fees than it has spent. The result: The fund has ballooned to roughly \$42 million from less than \$1 million in fiscal 2001, when fees were increased.

The current balance doesn't include a \$17 million loan that the waste board made to the state's general fund in fiscal 2004. The money is supposed to be repaid by mid-2009, but it is unclear if that will happen because of California's budget crisis.

Last year, the nonpartisan Legislative Analyst's Office raised questions about the tire fund.

"The waste tire program appears to be in a holding pattern," it said. "Despite large initial gains in waste tire diversion, in recent years, both the diversion rate and the number of waste tires deposited into the state's land-

Continued on Page 5

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EQUIPMENT SPOTLIGHT

Rubber shredders

by Mark Henricks

For every challenge raised by shredding used vehicle tires, recyclers keep finding more and more reasons to tackle the problem. They may be heavy, abrasive, threaded with steel alloy wires and ever-tougher fibers, but tires are increasingly regarded as reservoirs of value awaiting only adequate shredding to begin their journey from refuse heaps to valuable materials and products.



SSI Shredding Systems, Inc.

At Jordan Reduction Solutions in Birmingham, Alabama, manager of sales and operations Richard Pyle said current applications for tires shredded with the company's equipment include playground padding, horse tracks, boiler fuels, biofuels and fill materials. "There is also new interest in shredding for the use of chip in the creation of diesel fuel and we have recently installed two shredders here in Alabama for that purpose," said Pyle.

Jordan's most popular models for tire recycling are the MS-5028, MS-5040 and MS-6040. "The newest product is the PT-6000 which is a passenger tire only shredder," said Pyle. "It is capable of processing a minimum of 6,000 lbs. per hour down to a 1" chip and up to 11,000 lbs. per hour in rough shred," he said. "The 6000-lb. process in a 1" chip is a two-stage process. This makes it a rather economical way to enter tire shredding if the feed stock can be limited to passenger and light pickup tires."

Because of the increasingly varied uses for shredded tires, and the rapidly changing commodity prices in many markets, Pyle said today's buyers put a premium on being able to produce a range of shred varieties from their system. "One feature that does seem to be productive is the open-end ability of these units," he said. "They can put a shredder in for one product and then add on to take the tires to various stages. So the shredder yields a great deal of flexibility."

In Grand Prairie, Texas, Granutech-Saturn Systems International vice president Mike Hinsey said the company responds to the reality of shredding tires by focusing on reliability and ease of maintenance. "You can't take short cuts with tire recycling machinery," Hinsey said.

Using the company's Grizzly model as an example, he said, "a customer is inside that machine perhaps a few times a week doing some sort of maintenance task. Knowing that, we've designed the machine to open up hydraulically and made the knives very easy to remove and replace. And it's a low-cost knife design because it's just a rectangular block of steel."

Granutech's Saturn Shredders perform stage one shredding of tires. The Grizzly medium-speed single-rotor machine takes over stage two, where steel is separated from rubber. By adjusting screen size, the Grizzly can produce from approximately .5" to 1" size particles. "That's the workhorse of tire recycling," said Hinsey. The most popular Grizzly model for the last decade has been the 300 h.p. Model 80. "We've come out in the last few years with the Model 80 200 h.p.," he added.

Granutech-Saturn also makes machines that produce smaller particles of rubber from recycled tires after the first two stages of processing. "We've seen the market want smaller materials," Hinsey. Recyclers that produce smaller particles reduce the number of competitors they have, he explained.

At the same time, however, his customers are looking at starting with bigger tires. "We're building a model 7272 HT 800 h.p. shredder that's going to be for much larger OTR tire shredding applications," Hinsey said.

At SSI Shredding Systems, Inc., in Wilsonville, Oregon, industrial sales specialist Dave Fleming said diversity and flexibility characterize his company's products and market. "We make tire shredders for car tires, truck tires, customers who want to shred on a single pass-basis only, customers who want one machine to produce TDF chips, customers who want to process tires to TDF sized chips at capacities in excess of 30 tons per hour – 3,000 tires – and customers who want to process large OTR tires up to 14' in diameter," he said. "We also build specially-engineered stationary and mobile machines

for customers who have unique applications."

SSI tire shredder designs focus on durability and ease of maintenance. Features include wear-resistant consumable parts with proprietary hard facing materials, feed hoppers and chutes with access doors, water misting systems to increase consumable parts lifespan and a proprietary bearing protection system. The company's most popular machines are models M120, M140 and M160 shredders, all capable of processing car and truck tires.

SSI emphasizes catering to customers' special requirements. "We do not build 'off the shelf' shredding machinery that is designed to be used for a wide range of material unless a customer specifically requests a standard machine," said Fleming.

The company recently redesigned its trommel system. "It is engineered to be a small footprint, easy-to-maintain, high capacity stand alone shredding system for the customer who is looking to make 1.5" to 3" chips from car and truck tires and has an operation that processes somewhere between 750,000 and 2,250,000 tires per year," Fleming



Artech Reduction

said. They also now have three sizes of OTR shredding machinery. "We call the largest machine 'The Monster' and it is able to process the largest OTR tires whole," Fleming said.

Buyers today want less-expensive solutions that offer lower cost operation. "They are also expanding their end-product markets into smaller and more valuable materials in many cases," Fleming added. Overall, markets for shredded tires remain strong, with stable pricing and growing demand in fuel, civil engineering and crumb rubber applications. "There is a great deal of interest," Fleming continued, "in rubber modified asphalt and molded rubber products."

Manufacturer List

- Amandus Kahl**
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www.akahl.us
- Artech Reduction**
Gary Klowak • 905-829-1350
www.artechreduction.com
- Barclay Roto-Shred, Inc.**
Mark Diemunsch • 209-466-1209
www.tires shredders.com
- BI-Metal Corp.**
Mark Bielicki • 800-477-5717
www.bi-metalrecycling.com
- Columbus McKinnon**
Richard Colyar • 800-848-1071
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www.eldan.us
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www.franklinmiller.com
- Gensco Equipment, Inc.**
Sean Abenstein • 800-268-6797
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- Granutech-Saturn Systems**
Mike Hinsey • 877-582-7800
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LEED certification granted to existing Firestone facility

Bridgestone Firestone North American Tire, LLC's (BFNT) Warren County plant in Tennessee has earned LEED Silver certification from the United States Green Building Council (USGBC). LEED is rarely given to existing manufacturing sites. This is the first LEED certification for a tire plant in the world.

BFNT's Warren County tire plant has a record of environmental performance including its use of clean energy hydrogen fuel cells in automated-guided vehicles in the plant. The BFNT Warren facility has significantly reduced energy consumption and has reduced water consumption in the plant by more than 8 million gallons per year.

This type of recognition is rare for an existing building and even more impressive for the Warren County truck and bus tire plant which was built 19 years ago. It is only the second existing manufacturing site in the country to earn this certification.

Said BFNT's director of environmental management, Greer Tidwell, "Since most LEED certifications are awarded to new buildings (typically office environments), our team had to work very hard to meet the stringent standards necessary to achieve LEED."

"Existing buildings make up 95 percent of the buildings, and only about 5 percent of buildings are replaced each year," added Kim Shinn, director of the USGBC who is also a principal of TLC Engineering for Architecture, a sustainability consulting firm. "Building a new facility to green building standards is laudable and good for the earth. However, we have a more immediate challenge. We must reach into our current buildings and raise them to the green operation and maintenance standards of LEED for Existing Buildings. Bridgestone Firestone is clearly showing the way to respond to the most-important challenges of our time," Shinn concluded.

Watchdog report

Continued from Page 3

fills...have remained relatively constant."

Waste board officials said the fund has grown because the Legislature has limited how much the agency can spend regardless of what it collects. Jordan Scott of the waste board wouldn't say whether the board is aggressively seeking to free up more money.

California's large tire-fund reserve frustrates local waste and environmental officials who want more dollars spent on turning old tires into useful products.

"I would like to see that money, on a percentage basis, come back to San Diego County. That is just a reasonable thing," said Wayne Williams, a recycling coordinator for the county.

The recycling options include grinding up tires and adding them to asphalt, making what local road officials said is a quieter and more durable surface. In San Diego County, about 37 miles of road have been paved with rubberized asphalt and 23 more miles are in the works.

Several waste experts said the region needs a tire-recycling facility.

Bonsall entrepreneur David Willis is trying to win state grants and obtain final approvals for what would be the county's first such plant.

The facility would be housed in an existing industrial building in Vista. Willis hopes that by late spring, he will be shredding about 1.1 million tires a year and selling the material mainly for paving local roads.

The startup process has been arduous, he said, because the business needs multimillion-dollar machines and numerous permits.

In the nonprofit sector, the environmental group Wildcoast in Imperial Beach is battling the recurrence of tires washing up in the border region after each storm.

In June and October, Wildcoast volunteers helped collect tons of tires from the Tijuana River Valley County Park. The tires were stored on county land, where they remain while park officials seek a state grant to pay for their removal.

After a storm during Thanksgiving week, the spot that Wildcoast and other groups had cleaned became waist-deep in debris – including more tires.

Ben McCue, a Wildcoast activist, wants the state to start spending money to reduce the waste-tire problem from the Tijuana end. McCue is talking with local legislators about proposed programs such as teaching residents how to prevent the tires that they use to build retaining walls and home foundations from washing away during storms.

It could be a tough sell in California's budget-weary Capitol. McCue remains hopeful that he can convince politicians they can save money and help the environment by short-circuiting the waste-tire cycle.

"It's just a matter of if it's the right time or if we have to wait a little longer," he said.

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Bridgestone responds to lower tire and retread demand

Bridgestone Firestone North American Tire, LLC (BFNT) disclosed that its Bridgestone Bandag Tire Solutions (BBTS) division laid off approximately 60 members of its workforce in response to the current weakness in global business conditions that has resulted in lower truck tire and retread demand. As part of this action, BBTS closed its St. Louis, Missouri-based Oncor retread facility.

Nine positions in Muscatine, Iowa, seven positions in Nashville, Tennessee, and 23 field sales positions were eliminated immediately through a consolidation of functions and job responsibilities in the

sales, marketing, finance, legal and human resources departments. Muscatine will remain BBTS' headquarters, and the finance and marketing teams have been asked to relocate there from Nashville to further BBTS' integration. The decision to close the Oncor facility was effective January 31, 2009, and resulted in 21 positions being eliminated. The decision was made to align BBTS under one single retread brand, Bandag. The affected full-time teammates at both BBTS and Oncor will receive outplacement services and severance pay.

A Closer Look

by Donna Currie

Huffman Rubber, Inc.

Alan Huffman • 517-568-3353

Huffman Rubber got its start in 1989 when Alan Huffman realized that farming wasn't working out for him. "Potatoes and onions were so cheap, you couldn't make a living," he said.

Huffman's brother, a lawyer, made a connection in the tire and rubber business, and Huffman decided that rubber recycling was the way to go. Unfortunately, that deal fell through, but Huffman stayed in the business. "Once you're in it, you're in it."

But as a newcomer in the industry, he made his share of mistakes. He rented space in storage sheds that he had previously used for his potatoes and onions. The renter filled the space with 25,000 tires, and then vanished. Huffman wasn't getting the rent he was due, and he was stuck with all of the tires on his property.

"I bought three or four shredders in a row that wouldn't make a good boat anchor," he said with a laugh. One of those shredders could only handle 150 tires an hour "on a good day," but more often than not the teeth fell out or it just wasn't working the way it was supposed to.

Now, the company has six tire shredders, and they're all working just fine. Huffman's brother is a part-owner of the company, and Huffman's son, Jim also works there. Along with the family, there are 28 employees at the company.

Huffman said that his son "helps me get accounts; he deals with the buffing guys." With an engineering degree, "he knows all about rubber and plastics," from the chemical perspective, and that knowledge is part of the company's future. "We got some R&D going on," Huffman said. "I can't talk about it."

Meanwhile, Huffman handles the material from a large tire chain in Michigan, as well as some other, smaller accounts. Six semis, five straight trucks and "a hundred or so" trailers make up the fleet.

Huffman said that one of the biggest challenges is product quality. "So many things can go wrong with a shredder." His customers want a product of consistent size, with all of the bead wire removed.

While much of the material goes to power companies as fuel, the company also sells to places that make floor mats, playground surfaces, football areas, and some goes to plastic injection molding companies who use the rubber as filler material in their plastics.

The future might bring the company a press to use some of its own material, "We're going to make something," Huffman said, but for right now he's not sure what that something might be.

Since the business started, the company has expanded its markets significantly in terms of both inbound and outbound material. Huffman explained that keeping that balance is very important in Michigan, where the law requires that the company sells at least 75 percent of the material that comes in during the year, and where "you can't have a big pile of tires."

The Michigan Department of Environmental Quality sets these standards, and Huffman said that in all the years he has been in business, he has only received one warning letter. In that case, a tuft of grass was growing on one of his earthen berms, and all it took to comply with the letter was to go up on the berm and pull out the grass. "I'm legal in every way," he said.

At 64 years of age, Huffman said that he could retire, but said, "I like to play the game." He enjoys the competition for the customers, and he likes to be the one doing the negotiations. "I like doing the dealing."

But it's not always easy, particularly with the economy. "I'm proud that I made it through 2008," Huffman said. "Many people didn't. It's scary." He does, however see light at the end of the tunnel, and thinks that the economy will pick up very soon for his business.

As for the future? "We're going to be making tire rubber, and we're going to be making products."

Ohio tire recycler ordered to remove scrap tires

A Clyde, Ohio property owner has until April 3, 2009, to remove an estimated 80,000 scrap tires from a business property located at 983 Woodland Ave., under orders recently issued by Ohio Environmental Protection Agency (EPA).

During multiple inspections since July 2006, Ohio EPA and the Sandusky County Health Department found continuing violations of state solid waste rules at property owned by Linda Nichols of Clyde. The property is the location of B&K Auto Service.

During a July 2006 inspection, Ohio EPA cited several violations, including open dumping of solid waste, failing to store scrap tires in properly sized piles, failing to maintain fire lanes between tire piles and failing to license or register as a solid waste or scrap tire facility.

Follow-up inspections by Ohio EPA and the Sandusky County Health Department through July 2008 found similar violations. In addition, the agencies noted additional violations concerning mosquito control and having insufficient drainage to prevent water from collecting where the tires are stored.

In addition to removing all the scrap tires within 120 days, Nichols is required to stop accepting scrap tires, implement mosquito control measures, establish proper storage piles and establish fire lanes between tire piles until the tires are removed.

If the property owner fails to remove the scrap tires, Ohio EPA will hire a contractor to remove them and the owner will be required to reimburse the Agency's costs.

Family tire recycling business destroyed in fire

R.G., Inc., a family-run tire recycling business in Gwinner, North Dakota, was destroyed in a massive fire.

The fire, the cause of which was undetermined, was reported by a passerby around 3 a.m. according to Sheriff Travis Paeper. He also let it be known that there were no casualties, and that the extreme cold hampered efforts to fight the fire by causing equipment to freeze.

Complicating the firefighting effort was the fuel stockpiled inside of the buildings. Tires and between 6 to 8 propane cylinders fueled the 30 to 40 foot flames that resulted in a total loss of the facilities.

The owner, Kim Beckstrom, estimated the monetary loss to be in the hundreds of thousands of dollars. His 17 employees will continue to be paid, and will be called in to help with the cleanup effort.

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Tire innovations

Continued from Page 1

cluded tires are introduced there are often initial doubts about their efficacy, safety and health. One area of public concern has been the use of recycled tire rubber for outdoor playgrounds, track surfacing and landscaping mulch.

The Handbook for Public Playground Safety published by the U.S. Consumer Product Safety Council states that over 200,000 children are hospitalized each year from playground injuries and over 80 percent are the result of children falling from equip-



Tire recycling has advanced considerably from the days when old tires were only useful as boat bumpers.

ment. Ask parents if they would rather have their kid fall onto asphalt, concrete or dirt or onto an adequate rubberized surface or rubber nuggets and guess the answer. But when it comes to the toxicity of recycled tire products, dangers of ingestion, contact with skin and general environmental impact – questions remain.

California's Integrated Waste Management Board (CIWMB) wants answers and commissioned the state's Office of Environmental Health Hazard Assessment (OEHHA) to conduct a study in 2007. Jordan Scott, a public information officer with CIWMB summarized the findings, "What they came back with is that there is nothing substantial that was a public health risk. They found there was little to no impact on health, or any sort of health risk on ingestion."

Obviously, they did not have the children eat handfuls of recycled tire crumbs but rather conducted a gastric digestion experiment. They took 22 chemicals released by tire shreds and incubated them for 21 hours in a solution and under conditions simulating the gastric environment. Then, assuming a young child ate ten grams of tire shreds, OEHHA compared the levels of the released chemicals to health-based screening values. The results: all exposures were at or below screening values and suggested a low risk of non-cancer health effects. Five of the chemicals released by tire shreds were carcinogens. If these chemicals were ingested once in a lifetime, the cancer risk would be 3.7 in one hundred million, well below what is generally considered an acceptable cancer risk. They also conducted tests for hand-to-surface-to-mouth, skin sensitization and leaching from rain experiments and found a low risk of ill health effects.

CIWMB promotes markets for tire-derived products through statewide outreach, business and technical assistance, and grant and loan programs to qualified public and private entities. Programs are funded by a \$1.75 fee charged for each new tire and the money goes towards reducing old tires going into in landfills or illegal stockpiles.

In 2002, CIWMB started its Rubberized Asphalt Concrete (RAC) grant program to encourage municipalities, cities and counties to use RAC. And, it's working – thus far they have granted nearly \$25 million to help build RAC roads and kept several million

PHIL BERRY | DREAMSTIME

tires out of landfills. Due to increasing demand, more companies are producing and paving with RAC. California studies have shown that using RAC, rather than traditional materials, builds longer lasting roads because it resists wear and cracking. It also provides a safer driving surface, especially in wet conditions, holds the color of road markings better for increased visibility, creates a quieter driving surface and saves on maintenance costs, often upwards of \$50,000 over the life of the road. And, RAC recycles 2,000 tires for every lane mile paved.

California has serious landslide and mudslide problems due to much of the state's geology and topography. These include steep hills of soil, weak rocks formations and the presence of springs. Add earthquakes, floods and slopes denuded by forest fires and very dangerous conditions can exist that threaten life, limb and property – and utility and transportation infrastructure, both vital during emergencies.

Tire derived aggregates are gaining momentum throughout California. Some of the more common uses include embankment fills, landslide stabilization, retaining wall backfill and vibration mitigation for light rail lines. "We just did a project in Sonoma County where we have a lot of landslides, especially during the winter months, to stabilize and repair a 130-foot section of landslide-damaged road. They removed the saturated soil and replaced it with 1,500 tons of tire shreds in two layers buried under the soil. The water runs right through it, no longer saturates the soil and there is no longer a landslide problem in that area," said CIWMB's Jordan Scott. With a number of successful TDA projects under its belt and nearly 2.5 million tires diverted from landfills CIWMB is hoping to have a TDA grant program established next year similar to the one for RAC."

TDA's have often been overlooked for other civil engineering applications. In the early 1990s, projects using TDAs were often experimental and discouraged by random project fires and the general lack of knowledge about their engineering properties. That changed in 2004 when the American Society of Testing Materials re-approved ASTM D 6270, Standard Practice for Use of Scrap Tires in Civil Engineering Applications. It provided data that answered many of the doubts, concerns and uncertainties about using scrap tires for engineering projects.

Shortly thereafter, states began to take a serious look at TDA for sanitary landfill applications. In Iowa, for instance, the Department of Natural Resources had Barker Lemar Engineering Consultants, Inc., a Des Moines engineering consulting firm, create a 134-page Scrap Tire Workshop Manual to educate government employees and landfill operators. It's a comprehensive and impressive document that covers the physical characteristics of TDA as well as landfill applications. It's well worth reading. To download a copy: www.iowadnr.com/waste/recycling/tires/files/manual.pdf.

TDA is now well accepted by sanitary landfills across the country. It is used for leachate collection systems, alternate daily cover and methane collection systems. While useful applications for TDA exist, it is a low profit-per-ton market, but as demand increases profits are likely to rise.

Aside from landfills, TDA may have a future in other civil engineering projects. Why not? It's an excellent solution – lightweight (one-third to one-half lighter than soil) durable, compressible, has effective porosity

and is a good insulator for backfilling foundations.

Matt Nieswender, senior project manager at Barker Lemar, is looking for new ways to employ TDA. "When you begin to look at the thermal properties of tire chips it begins to open your eyes. They have excellent insulating properties. That's why some standards do not want the chips piled too deeply, because they can catch fire. Why do they catch fire? Because small amounts of heat, caused by oxidation or other mechanisms, can be trapped by the insulating properties of the aggregate. We continue to look for civil applications that can effectively use tire chips as insulation, including geothermal applications. Engineered properly, TDA can insulate warm and cool return lines near the surface, reducing energy loss and reducing reliance on virgin raw materials."

Pipes for horizontal heat and cooling pumps are buried just below the frost line and well above the water table. Besides being able to absorb vibration and stress, TDA has a thermal conductivity approximately eight times lower than typical granular soils and has been shown to reduce frost penetration by up to 25 percent.

TDA is not classified by ASTM as a hazardous waste and meets their recommended use for above the water table installations. Furthermore, a five-year study conducted jointly by the University of Maine and the University of Texas at Austin concluded that TDA placed below the water table appears to have a negligible off-site effect on water quality.

So, who can say where else scrap tires may end up down the road?



2009 Tire Recycling Business Summit

April 29 & 30

Mandalay Bay Resort & Casino, Las Vegas

When you attend ISRI's Tire Summit, you are making an investment in your business. Whether you're a processor, collector or broker, the Tire Summit has been developed with your needs in mind.

Over the course of two days, hear from tire recycling industry experts discussing topics important to your business. Among the topics covered will be:

Fire Safety And The Operation Of A Scrap Tire Recycling Facility

ISRI's Tire Chapter has been developing a Fire Safety Recommended Guidelines document to help tire processors avoid potentially devastating fires from occurring in their yards. Hear about proper fire safety techniques from industry leaders, insurance professionals and fire fighters who have battled these blazes.

Government Regulation of Athletic Turf and Playground Surfacing

Crumb rubber as used in playgrounds and athletic field applications is an ever growing segment of the tire recycling industry. The responsibility to comply with long standing and recently enacted laws will affect how you market this material.

These and other workshops will be held at the Tire Summit. Go to www.isriconvention.org for details.



Institute of Scrap Recycling Industries, Inc.



BEFORE DISMANTLING

**COMPLETELY REBUILT,
DISMANTLED AND READY TO SHIP OUT
—IMMEDIATELY AVAILABLE—**

2004 METSO TEXAS 80104 AUTO SHREDDER

What you get with this purchase:

Shredder Main Components

Completely REBUILT Metso Texas 80104 Auto Shredder Mill with all new RELINED liner plates and grates.

Base RELINED

Mid section with NEW Front Wall Weldment from Metso Texas and RELINED.

Top section with eject door relined

Hood RELINED.

Undermill Vibration Springs

Disk Rotor and bearings about 80% good and a good SPARE ROTOR SHAFT AND BEARINGS. Hammer pins of 5.0"

Dual Hydraulic Feed Rollers with a Hagglund Drive and a SPARE LOWER FEED ROLLER.

Complete Hydraulic System for Mill

Mill Bearings lube unit.

NEW US Shredder Cat Track Infeed conveyor 10' upper horizontal section, 85' incline section and 20' lower horizontal section.

REBUILT B.E.S.T. Inc. Undermill Oscillator 76" x 16.25'.

First Transfer Conveyor REBUILT.

Dual Magnet Stand with Stearns 48" X 72" magnets, Vibrator and 2 SPARE USED MAGNETS.

Two additional used conveyors for trash & ASR.

REBUILT Trommel with NEW screen

One NEW US Shredder four man picking conveyor 48" x 30' with 4 drop bins, walkways and 2 set of stairs.

One NEW US Shredder Ferrous Radial Stacking Conveyor 48" x 70'

Non-ferrous Equipment

One Osborne Eddy Current Separator in good condition

One SGM Eddy Current Separator in good condition

One good used fines conveyor

One NEW SGM 60" Fines Line DSRP dirt separator

One NEW SGM VIS High Frequency Eddy Current System

One NEW SGM Dual Controller

One NEW SGM 60" Shaker Table

Motors & Controls

2500 HP Alstom Shredder Motor, recently inspected & serviced.

2500 KVA Transformer for the 2500 HP Motor.

Liquid Rheostat for the Alstom Motor.

Starting switch for the Alstom Motor.

Universal Driveshaft & Coupling for the Alstom Motor

4000 HP Toshiba Shredder Motor 4160V 480 Amp Rewound in 2004 to:

Rotor Class F 155° Temp Rise

Stator Class H 180° Temp Rise

Drive Shaft & Coupling for Toshiba New REBUILT.

Digital Drive Systems Liquid Rheostat for Toshiba Motor.

General Electric 12,500V Main Disconnect for Toshiba Motor.

Westinghouse 4160V Disconnect Switch Gear for Toshiba Motor.

Capacitor 12,500/4160V for Toshiba Motor.

Westinghouse 1200 Amp Motor Starter for Toshiba Motor.

Spare Wear Parts

This Shredder has approximately 250,000 lbs of NEW castings and wear parts, grates, liners, hammers, etc. plus many other duplicate parts too numerous to list.

NOTE:

This Shredder was producing 60 TPH with the 2500 HP motor and will produce over 100 TPH with the 4000 HP Toshiba Motor.

This is a fairly complete system EXCEPT for the shredder house and controls and a transformer for the 4000 HP motor. Of course, depending on your layout and design there will be a need for additional conveyors and other specialized assemblies.

Many of the assemblies are NEW never installed.

We have made an attempt to itemize the most important components of this system and many spare parts that are also associated with it.

We greatly encourage serious buyers to make an appointment to view all the above mentioned components and all the additional parts that are being sold with this system.

DADE Capital can finance this project for you at a very low interest rate for 84 Months.

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