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#### WHAT'S INSIDE

- Business Briefs..... A14
- Classified Advertisements ..... A15
- Scrap Metals Market Watch... A10
- Equipment Spotlight .....B4

- O-I GLASS transforms processing of recycled glass  
Page A3
- Global glass recycling market worth \$5.6 billion by 2033  
Page A6
- More than 1.3 million used aluminum cans collected in recycling contest  
Page A12
- Arrests made in copper thefts  
Page A14

## Innovations within the C&D recycling market

by MAURA KELLER

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From new regulations to deconstruction trends to fluctuating valuation of materials, the construction and demolition (C&D) recycling market is facing a myriad of new issues, trends, regulations, and challenges in recent years.

One of the biggest issues facing the C&D recycling industry is the burgeoning movement to implement the zero waste hierarchy of “highest and best use” of materials. Stacy Savage, founder and chief executive officer at Zero Waste Strategies said as a result of this initiative, the deconstruction of buildings is starting to see a stronger prioritization over demolition.

“Deconstruction involves carefully dismantling buildings to salvage materials for reuse, rather than simply destroying them,” Savage explained. This approach not only reduces the volume of waste sent to landfills but also allows for the recovery of valuable materials. As an example, the number of generational family farms has greatly diminished over time and for the past decade or so, reclamation architects have been recovering rare barn wood from the early 1900s for reuse as wood flooring in newly constructed homes.

“There have also been major advancements in innovative sorting and processing technologies that have also improved the efficiency of recycling operations, making it easier to separate and repurpose different types of materials,” Savage said.

Sarah Rege, sustainability director at Webcor, pointed out that in recent years, conversation about how C&D waste can contribute to the circular economy has evolved to focus on evaluating and handling.

“This requires more transparency of information, including the end markets for each diverted stream and, where possible, project-specific diversion rates,” Rege said. “More owners and clients are establishing zero-waste goals with a minimum 90 percent diversion for their waste, which is also desired for C&D waste.”

CleanHub chief executive officer Joel Tasche said that due to his role at CleanHub, he’s seen significant advancements in recent years within the C&D recycling market, mainly driven by technological innovations, regulatory changes, and a growing drive towards sustainability.

Advanced sorting technologies, such as automated and AI-driven sorting systems, are increasing the efficiency and accuracy of separating recyclable materials from waste, while reducing contamination and making recycled products of better quality.

“We’ve been using AI systems within our own operations – to help local



A circular economy can utilize materials from demolished structures, which can be reused in new construction projects and rely less on new materials.

waste-management services streamline collecting and properly disposing of recyclable and non-recyclable plastics,” Tasche said.

The C&D recycling industry is gradually shifting toward a circular economy. Unlike a linear system, a circular economy can utilize materials from demolished structures, which can be reused in new construction projects and rely less on new materials.

“Co-processing is something that utilizes materials that can’t be recycled – this is when non-recyclable items are safely incinerated, turning it into fuel for the production of cement,” Tasche said. “It’s certainly not a green method, but it’s the best option we have for dealing with non-recyclable materials at the moment. Working this way also drives collaboration between construction companies, recyclers, and governments so that the recycling of materials is more efficient and cost effective.”

#### Embracing Challenges

As the C&D industry continues to evolve, so too do the challenges that the industry faces. According to Savage, one of the biggest challenges in the C&D recycling industry is the variability in material composition. Unlike traditional recycling streams, C&D debris can be highly diverse, making it difficult to efficiently sort and process materials.

“Another challenge is the fluctuating market demand for recycled materials, which can impact the profitability of recycling operations,” Savage said. “Regulatory barriers and inconsistent policies across different regions of the country also create bottlenecks for the industry, making it difficult to establish standardized practices and pricing and the widespread adoption of deconstruction methods.”

Additionally, most cities across the U.S. do not have a climate action plan in

place that can provide resiliency guidance on capturing recoverable C&D materials after major natural disasters, especially flooding events. According to Savage, typically, millions of pounds of potentially salvageable materials are gutted from affected homes and other structures and sit at the curbside, rotting for weeks, awaiting trash collection.

Rege added that maintaining high diversion rates and end markets for all the diverted material is top of mind for C&D recyclers.

“Categories of waste that have not been traditionally diverted, such as interior materials like carpet and ceiling tiles, require broader networks to effectively divert material aside from manufacturer take-back programs,” Rege said.

As with any industry, the market demand for recycled materials fluctuates due to prices and changing economies. As Tasche pointed out, coupled with the need to comply with local, state and federal regulations, it can be daunting and costly for recycling operations.

“This makes investment into recycling infrastructure complicated, as high initial costs for establishing advanced recycling facilities and technologies can be a barrier, particularly for smaller firms,” Tasche said. “We’ve seen this firsthand.”

#### Trends To Note

One of the latest trends in the C&D recycling industry is the increased adoption of circular economy principles. This involves designing structures with their eventual deconstruction and material recovery in mind.

“Ideally, there is a catchment system established through ‘eco-depot’ facilities where salvaged materials from deconstruction projects are brought in. Materials are analyzed through AI scanning technology for quality and consistency and given a contamination score, and

See INNOVATIONS, Page A2

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# Innovations within C&D

■Continued from Page A1

then they are made available for purchase to contractors and the general public,” Savage explained.

Another trend is the rise of urban mining, where materials from old buildings and infrastructure in urban areas are recovered and reused in new construction projects.

Furthermore, Savage pointed to the push towards greater collaboration between stakeholders, including architects, contractors, and recyclers, to ensure that recycling considerations are integrated throughout the entire lifecycle of a building.

Tasche added that the most important trend facing the C&D recycling industry is the implementation and use of AI.

“More accurate data can be gained and used to make processes more streamlined and efficient. We’ve found this with our own operations,” Tasche said. “Our software has been developed by our in-house team and tracks waste from collection to final recovery, where the material goes through a laboratory.”

CleanHub also developed an app that makes the data-logging process more seamless for their collection teams on the ground. Not only does this help maintain transparency, but it makes the process much easier for workers.

“The collection crew scans a QR code on the door, which opens our app and registers that they have now checked in to a specific location to collect waste,” Tasche said. “App users can then track the status and movement of the pickup on a dashboard, which shows when the plastics have been sorted.”

## New Regulations

There are several new regulations and policies that are starting to impact the C&D recycling industry. For example, many regions are implementing strict waste diversion mandates, requiring a higher percentage of C&D materials to be diverted from landfills and recycled. For example, upon council approval, the City of Austin, Texas, C&D Recycling Ordinance intends to increase the diversion requirement of C&D projects from 50 percent to 75 percent, and eventually to 95 percent.

“There are new regulations focused on reducing carbon emissions and promoting sustainable building practices, which can indirectly influence the demand for recycled materials and deconstruction services, which also supports the Zero Waste Hierarchy,” Savage said.

The 2024 U.S. Senate Environment and Public Works Committee also has been conducting information gathering sessions on extended producer responsibility for many types of materials. These discussions include the possible assessment of “eco-modulation fees” to incentivize the decrease of product toxins and problematic materials in the recycling stream and increase standardization across some materials.

“Although plastics and packaging are

the main foci this session, there is nothing halting these types of discussions shifting to the C&D industry in the future,” Savage said.

“Passing the responsibility onto the producer is the best way to drive change away from current polluting practices,” Tasche added. “Incentivizing businesses to make products more recyclable is the type of policy needed for a circular economy.”

In addition, Rege pointed out that in California, beginning in 2022, SB 1381 requires organic waste collection including collection from jobsite offices.

“Historically, California has led in environmental legislation that is then implemented across the country,” Rege said. “Providing infrastructure to support organic waste collection will be impactful in areas where it does not currently exist.”

## Continuous Evolution

From an environmental perspective, the C&D recycling industry continues to evolve to meet increased concerns on the environmental impact of C&D debris.

Savage says one key area of focus will be increasing the recovery rates of high-value materials, such as metals, concrete, and timber, through improved sorting and processing technologies, such as drones for aerial inspections after natural disasters, AI scanning devices to detect mold development, and infrared thermography and ultrasonic testing equipment to determine structural soundness.

“There will also be a greater emphasis on deconstruction and material reuse, as these methods offer significant environmental benefits compared to traditional demolition,” Savage says. “The industry will likely see more integration of life cycle assessment (LCA) methodologies to evaluate the environmental impact of different recycling and disposal options, helping to identify the most sustainable practices.”

There will be ongoing efforts to reduce the carbon footprint of recycling operations using renewable energy and low-emission transportation options.

For Tasche, understanding the lifecycle of various products and materials develops more of an understanding as to how they may pollute after initial use. This has happened with plastic in recent years – straws and plastic bags – shifting the industry towards more sustainable solutions.

“With more governmental changes and regulations being implemented around manufacturing and recycling, this will have an impact on C&D too – especially as it’s noted as being one of the most polluting industries,” Tasche said. “As we’re able to track waste more accurately than before, being transparent with reporting around sustainability will be vital for future business. As more incentives are provided, companies will be naturally encouraged to have less environmental impact.”

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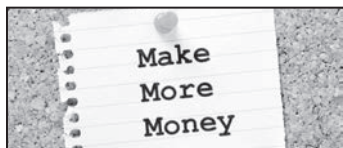
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## Grant awarded to expand compost facility

Yolo County Central Landfill (YCCL) and Northern Recycling LLC have received a \$10 million grant from CalRecycle to significantly expand their state-of-the-art compost facility. The original facility, inaugurated in 2022, swiftly reached its capacity of 182,000 tons per year within its first year of operation. This expansion project will increase the facility's capacity by approximately 50,000 to 60,000 tons per year, supporting Yolo County's sustainability and waste management goals.

The grant, part of California's Organics Grant Program under the California Climate Investments initiative, is projected to divert an additional 600,000 tons of organic waste from landfills over the next decade, effectively reducing greenhouse gas emissions by an estimated 114,000 metric tons of CO<sub>2</sub> equivalents (MTCO<sub>2</sub>e) during that period.

Once complete, the expansion project will enhance Yolo County's capacity to manage organic waste sustainably, supporting the circular economic model promoted by CalRecycle. The increased composting capacity allows for further diversion of green waste by Yolo County, regional businesses and residents. State-mandated programs require that food waste such as coffee grounds, melon rinds, table scraps, and food-soiled paper

napkins and towels be placed in compost bins. This not only diverts substantial amounts of organic waste from landfills but also produces valuable compost, a vital resource for soil health and carbon sequestration in agriculture.

Northern Recycling LLC, in partnership with YCCL, intends to expand Yolo County's covered aerated static pile composting facility, utilizing grant funds to implement state-of-the-art composting infrastructure. This will include composting aeration systems, working pads, and equipment for screening and sorting food and green material.

"This grant reflects our ongoing commitment to creating green jobs and reducing climate pollution through innovative waste management solutions," stated Leslie Lindbo, director of the Yolo County Department of Community Services. "The expansion of our composting facility will not only benefit our environment but also contribute to the creation of new, permanent jobs in our community."

The grant awarded to Northern Recycling LLC and YCCL is part of a broader initiative by CalRecycle to invest \$130 million across California in organics infrastructure projects, fostering economic growth while combatting climate change.

*What do you call a dinosaur that knows a lot of words?  
A thesaurus.*

## O-I GLASS transforms processing of recycled glass

O-I Glass, Inc. has completed the development and testing of a transformative, low-cost mobile glass processing machine that is easily transported and deployed to clean and crush recycled glass to be used as recycled content. Dubbed "MOGRA" (Mobile Glass Recycling Asset), the mobile processing system creates opportunities to recycle glass into furnace-ready glass where there was previously no infrastructure.

"MOGRA builds on the long tradition of innovating the sustainable capabilities of glass packaging by enabling O-I to deploy full-service, closed-loop recycling programs with our customers and local communities, while generating furnace-ready cullet for producing glass packaging with increased recycled content," said Randy Burns, chief sustainability and corporate affairs officer for O-I. Through the agile, transformative capabilities of MOGRA, O-I is increasing our network capability to pursue our sustainability and recycling goals in an effective manner with a single asset."

MOGRA systems are engineered to fit on a truck trailer, enabling it to be moved and co-located at O-I facilities or other locations anywhere, across the U.S. The system can be unpacked, plugged in, and operational within a single day, quickly processing glass packaging for recycling from brewers, distillers, bottlers, or communities into localized raw material for making glass with recycled content. The mobility of the MOGRA system increases the

viability of glass recycling by reducing logistical details, transportation costs and associated emissions.

MOGRA has been engineered to crush glass to a specified size, while removing any metallic content, such as caps, closures, and capsules, to improve the overall quality of the glass for recycling. The mobile system can process up to 6,000 MT of glass packaging per year.

"As recycled content continues to be a priority in helping our customers to achieve their sustainability goals, innovative solutions from O-I will help the company to increase the cullet content of our glass packaging, and advance the overall sustainability of our packaging options," said Burns. "Glass is 100 percent and endlessly recyclable, and by solving for gaps in processing glass for recycling, we are helping our glass packaging to live up to its full potential in the circular economy."

O-I has the goal to increase the recycled content of its packaging to a global average of 50 percent. Glass is made with four basic ingredients, limestone, soda ash, silica sand and cullet (recycled glass). Increasing the volume of cullet used in glass production conserves natural resources and reduces the energy needed to produce glass packaging. Cullet melts at a lower temperature, and every ten percent of recycled glass used reduces overall emissions by five percent. Each ton of cullet used to make glass packaging conserves 1.6 tons of natural resources for future generations.

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## NJ accepts nominations for environmental excellence awards

The New Jersey Murphy Administration has invited the public to submit nominations for the 25th Governor's Environmental Excellence Awards, the state's foremost environmental awards program that honors the accomplishments of individuals, businesses, organizations, and communities to protect New Jersey's air, land, water and natural resources.

The DEP is accepting nominations earlier and for a longer period of time than in past years. Those interested can find the eligibility requirements and submit their nomination online by September 4. The extended timeframe for submissions will allow the public more time to consider applying, especially teachers and students reflecting upon their accomplishments during the last few weeks of the school year.

"The state's champions in environmental protection are setting an example. From business executives to high school students, a diverse group of leaders are carving a path for others to follow and improve upon," said Commissioner LaTourette. "Submit your nomination to help us recognize those dedicated to preserving the state's natural landscape, addressing climate change and protecting the environment we share."

Award nominations will be accepted in nine categories: Climate; Clean Air; Watershed Management and Water Resources; Healthy Ecosystems and Habitats; Healthy Communities; Sustainability; Environmental Justice; Environmental Educator; and James J. Florio Emerging Environmental Leader.

The James J. Florio Emerging Environmental Leader award will be the only award category open exclusively to New Jersey residents who are less than 24 years old. Students are encouraged to apply, and teachers may nominate any student who has shown exceptional leadership with environmental issues.

Applications will be evaluated using the following criteria:

- Addressing the needs of New Jersey
- Leadership and innovation
- Education, outreach and impact on the community
- Environmental justice

Those interested may nominate themselves, their employer, or another company, individual, institution, or organization they believe is worthy of recognition. Only one application per nominee will be accepted.

The DEP, New Jersey Infrastructure Bank, and the New Jersey Corporation for Advanced Technology sponsor the awards program which has recognized over 200 winners since its launch in 2000. Winners are notified in late fall and honored at an awards ceremony in December.

*What do you call a cold dog?  
A chili dog.*

## American Baler expands Bellevue, Ohio facility

American Baler Company, a manufacturer of balers, announced an expansion project at its Bellevue, Ohio facility. The project commenced on April 22, 2024, and is expected to be completed by the fall of 2025. Coinciding with American Baler's 80th anniversary, the expansion project will increase the manufacturing footprint by 20 percent through the addition of a strategic wing to the existing facility.

The expansion will not only increase the physical size of the facility but also improve American Baler's ability to serve

its employees and customers with innovation, safety, quality, and efficiency improvements. It will increase capacity for fabrication, production, and assembly with an eye on the reduction of equipment and parts lead times. The project will be carried out in three phases. The initial phase will include site and utility preparation, construction of the new addition, and installation of overhead cranes. Subsequent phases will include the installation of state-of-the-art steel processing equipment along with workflow enhancements.

## The Recycling Partnership applauds Legislation

The Recycling Partnership applauded the state of Minnesota for joining the ranks of states that have passed Extended Producer Responsibility (EPR) legislation.

"The Minnesota law will drive a more effective recycling system and provide critically needed recycled material feedstock to a hungry manufacturing sector in Minnesota and beyond," said Kate Davenport, chief policy officer of The Recycling Partnership. "EPR laws like Minnesota's will ensure that the paper products and packaging that is sold on store shelves in Minnesota will be responsibly managed and paid for by the producers that make them. According to The Recycling Partnership's State of Residential Recycling report, EPR policies are one of our country's most effective tools to address the gaps in the residential recycling system. EPR policies will incentivize companies to design and make their packaging recyclable and use the recycled content in new

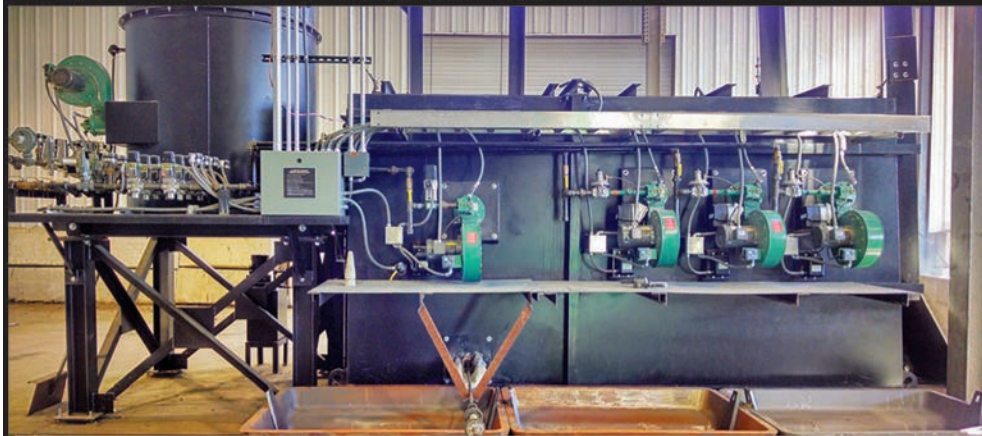
packaging. EPR requires manufacturers to take responsibility for what they produce – goods, paper, or packaging products – by paying small fees for the packaging and printed paper they produce.

"The passing of this legislation was the result of exemplary leadership of Rep. Sydney Jordan and Sen. Kelly Morrison – the lead sponsor of the legislation in both chambers – and months of hard work and negotiation by many key stakeholders," says Dylan de Thomas, vice president of public policy and government affairs.

The Recycling Partnership advocates for comprehensive state and national Extended Producer Responsibility policies for all materials. According to The Recycling Partnership's estimates, the five states that have adopted EPR are projected to recycle a combined additional 2.8 million tons of material annually that would otherwise be considered waste.

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# GLASS

## Global glass recycling market worth \$5.6 billion by 2033

Custom Market Insights has published a new research report titled “Glass Recycling Market Size, Trends and Insights By Product (Cullet, Crushed Glass, Glass Powder), By Application (Bottle & Containers, Flat Glass, Fiber Glass, Highway Beads, Others), and By Region – Global Industry Overview, Statistical Data, Competitive Analysis, Share, Outlook, and Forecast 2024–2033” in its research database.

According to the market research study, the demand analysis of global glass recycling market size and share revenue was valued at approximately \$3.1 billion in 2023 and is expected to reach \$3.3 billion in 2024 and is expected to reach around \$5.6 billion by 2033, at a CAGR of 5.4 percent between 2024 and 2033.

### Glass Recycling Market Overview

Recycling glass is the act of gathering, separating, cleaning and reprocessing old glass into new glass goods. The procedure for recycling usually begins with the collecting of glass garbage from homes, companies and other locations. The gathered glass is then sorted by color and kind to eliminate impurities such as caps, labels, and other non-glass items.

One of the most noticeable worldwide developments in the glass recycling industry is the growing emphasis on sustainability and circular economy concepts. Industries, governments, and consumers throughout the world are recognizing the value of waste reduction

and resource conservation.

Glass recycling supports these goals by removing glass trash from landfills, preserving raw resources, and lowering energy usage in glass manufacturing. Furthermore, advances in recycling technology and procedures increase the productivity and affordability of glass recycling, which makes it more appealing to businesses and consumers.

In addition, growing recognition of the environmental implications of single-use plastics has resulted in a move towards glass packaging, driving up demand for recycled glass. Ultimately, the worldwide trend towards sustainability, along with technical improvements and increasing customer tastes, is propelling the growth of the glass recycling market as a vital component of the circular economy.

By product, the cullet segment held the highest market share in 2023 and is expected to keep its dominance during the forecast period 2024-2033. Cullet fuels the glass recycling sector by providing a valuable raw material for the manufacture of new glass goods. Its usage reduces the need for raw resources, saves energy, and cuts production costs, making recycling both economically and environmentally advantageous.

By application, the bottle & containers segment held the highest market share in 2023 and is expected to keep its dominance during the forecast period 2024-2033.

## Eureka Recycling receives Gold Certification for glass recycling facility

The Glass Recycling Coalition (GRC) named Eureka Recycling as the recipient of a gold-level certification for its material recovery facility (MRF) in Minneapolis, Minnesota. The MRF qualified for gold status due to its glass sortation and cleaning equipment providing high quality recycled glass to processors and manufacturers.

Eureka Recycling is a non-profit zero waste organization and mission-based recycler that advocates for waste reduction, reuse, and recycling policy changes, provides education and resources to the community and legislators, and runs recycling operations that serve the Twin Cities and surrounding communities. In addition, Eureka ensures that its 130 team members are paid a living wage and receive comprehensive benefits.

The single-stream MRF started operations in 2005. The facility sorts 400 to

450 tons of materials daily and utilizes glass cleaning equipment including a glass breaker, trommel screen for size separation, and vacuum system. The MRF sends its clean glass to a beneficiation facility, which further sorts and cleans the material to produce glass cullet used for manufacturing new bottles, fiberglass, and other products.

“At Eureka Recycling, we believe glass is a critical part of the recycling stream due to its inert nature and infinite recyclability. Each time glass is recycled, it provides significant benefits to the environment and to our community, especially here in Minnesota where we have a local glass producer and benefactor. To support glass recycling, we've invested in equipment and continue to provide education aimed at maintaining the highest glass quality,” said Miriam Holsinger, co-president and chief operating officer of Eureka Recycling.



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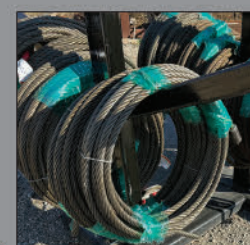
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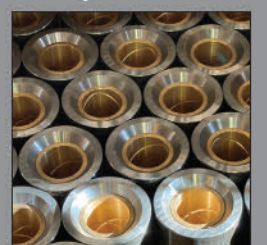
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# METALS

## April 2024 crude steel production

World crude steel production for the 71 countries reporting to the World Steel Association (worldsteel) was 155.7 million tonnes (Mt) in April 2024, a 5.0 percent decrease compared to April 2023.

### Crude steel production by region

Africa produced 1.8 Mt in April 2024, up 1.4 percent on April 2023. Asia and Oceania produced 114.8 Mt, down 5.8 percent. The EU (27) produced 11.3 Mt, up 1.1 percent. Europe, Other produced 3.4 Mt, down 2.6 percent. The Middle East produced 4.6 Mt, down 8.2 percent. North America produced 8.9 Mt, down 5.2 percent. Russia & other CIS + Ukraine produced 7.4 Mt, down 3.5 percent. South America produced 3.4

Mt, down 3.9 percent.

### Top 10 steel-producing countries

China produced 85.9 Mt in April 2024, down 7.2 percent on April 2023. India produced 12.1 Mt, up 3.6 percent. Japan produced 7.1 Mt, down 2.5 percent. The United States produced 6.7 Mt, down 2.8 percent. Russia is estimated to have produced 6.2 Mt, down 5.7 percent. South Korea produced 5.1 Mt, down 10.4 percent. Germany is estimated to have produced 3.4 Mt, up 6.4 percent. Turkey produced 2.8 Mt, up 4.5 percent. Brazil is estimated to have produced 2.7 Mt, down 2.1 percent. Iran is estimated to have produced 2.7 Mt, down 12.3 percent.

Top steel-producing countries				
	Jan 2024 (Mt)	percentchange Jan 24/23	Jan-Jan 2024 (Mt)	percentchange Jan-Jan 24/23
<b>China</b>	<b>85.9</b>	<b>-7.2</b>	<b>343.7</b>	<b>-3.0</b>
<b>India</b>	<b>12.1</b>	<b>3.6</b>	<b>49.5</b>	<b>8.5</b>
<b>Japan</b>	<b>7.1</b>	<b>-2.5</b>	<b>28.5</b>	<b>-1.2</b>
<b>United States</b>	<b>6.7</b>	<b>-2.8</b>	<b>26.5</b>	<b>-2.2</b>
<b>Russia</b>	<b>6.2 e</b>	<b>-5.7</b>	<b>24.6</b>	<b>-2.5</b>
<b>South Korea</b>	<b>5.1</b>	<b>-10.4</b>	<b>21.2</b>	<b>-5.1</b>
<b>Germany</b>	<b>3.4 e</b>	<b>6.4</b>	<b>13.1</b>	<b>6.1</b>
<b>Turkey</b>	<b>2.8</b>	<b>4.5</b>	<b>12.3</b>	<b>22.1</b>
<b>Brazil</b>	<b>2.7 e</b>	<b>-2.1</b>	<b>11.0</b>	<b>4.0</b>
<b>Iran</b>	<b>2.7 e</b>	<b>-12.3</b>	<b>10.3</b>	<b>7.2</b>

*e-estimated. Ranking of top 10 producing countries based on year-to-date aggregate*

## Scrap Metals MarketWatch



Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
<b>FERROUS</b>						
#1 Bushelings	per gross ton	\$480.00	\$484.00	\$483.00	\$485.00	\$486.00
#1 Bundles	per gross ton	465.00	463.00	469.00	470.00	465.00
Structural	per gross ton	379.00	369.00	382.00	371.00	380.00
#1 & #1 Mixed Steel	per gross ton	328.00	337.00	340.00	339.00	341.00
Crushed Auto Bodies	per gross ton	215.00	217.00	217.00	218.00	235.00
Shredded Auto Scrap	per gross ton	385.00	387.00	389.00	397.00	395.00
<b>NON FERROUS</b>						
#1 Copper Bare Bright	per pound	4.64	4.65	4.69	4.79	4.81
#2 Copper Wire & Tubing	per pound	4.43	4.45	4.46	4.57	4.63
Aluminum Cans	per pound	.70	.72	.71	.73	.75
Al/Cu Radiators	per pound	1.80	1.89	1.99	2.01	2.11
Aluminum Radiators	per pound	.68	.69	.70	.72	.75
Heater Cores	per pound	1.45	1.44	1.47	1.51	1.48
Stainless Steel	per pound	.70	.69	.65	.68	.69

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

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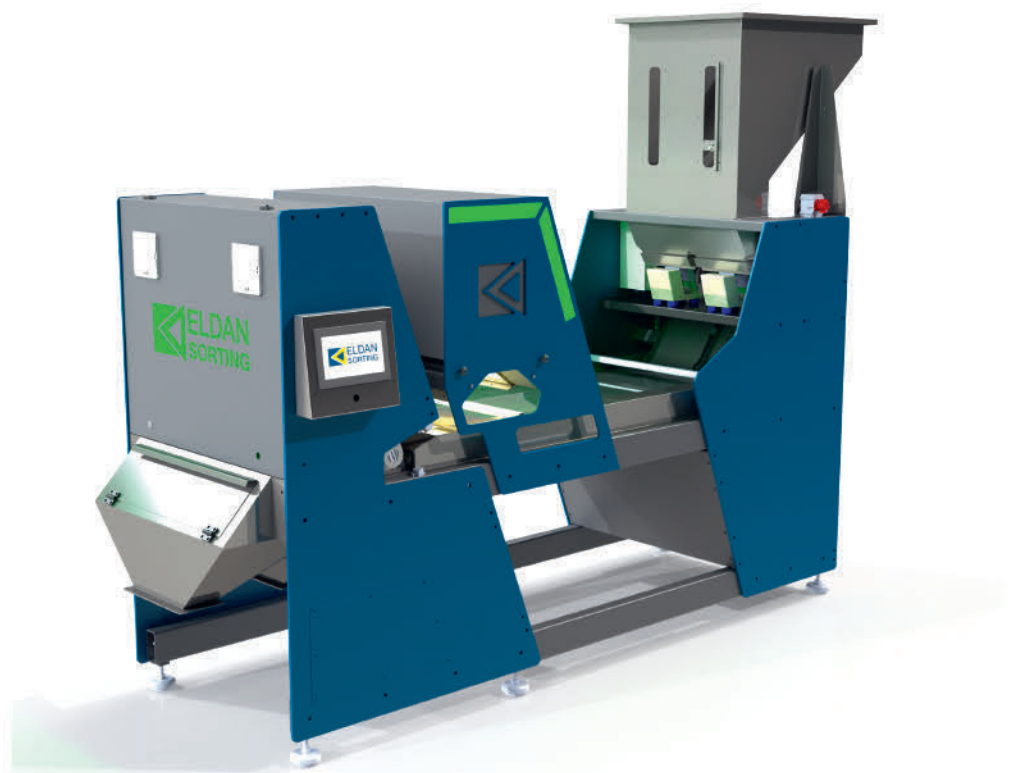
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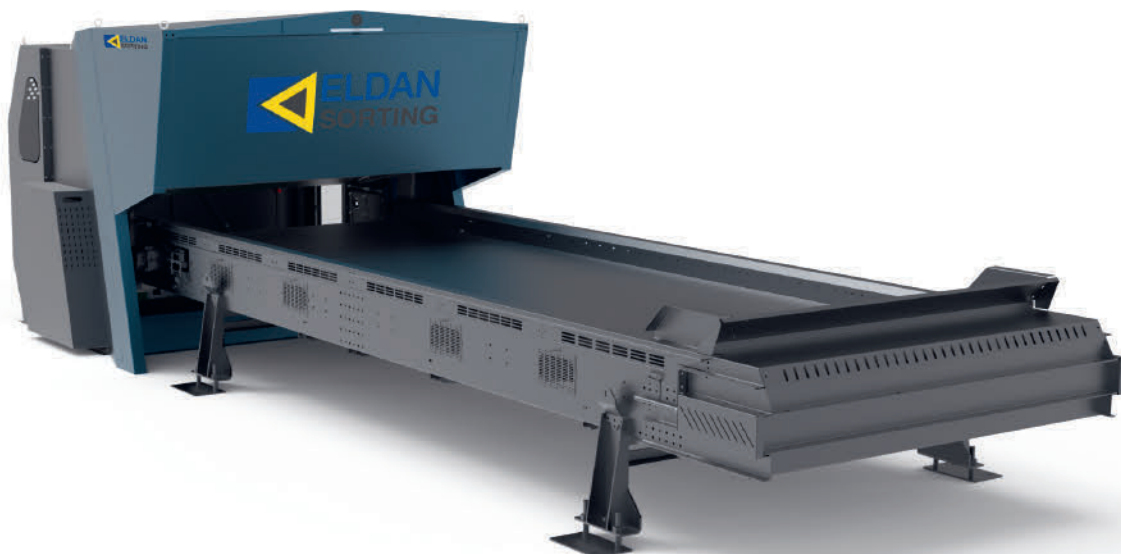


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# METALS

## Steel imports up 11.3 percent

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,801,000 net tons (NT) of steel in April 2024, including 2,092,000 NT of finished steel (up 11.3 percent and 4.5 percent, respectively, vs. March 2024). Total and finished steel imports are up 4.5 percent and 2.2 percent, respectively, year-to-date vs. 2023. Over the 12-month period May 2023 to April 2024, total and finished steel imports are down 3.1 percent and 8.8 percent, respectively, vs. the prior 12-month period. Finished steel import market share was an estimated 24 percent in April and is estimated at 23 percent over the first four months of 2024.

Key steel products with a significant import increase in April compared to March are wire rods (up 62 percent), blooms, billets and slabs (up 38 percent), tin plate (up 37 percent), cold rolled sheets (up 23 percent), reinforcing bars (up 22

percent) and hot rolled bars (up 22 percent). Products with a significant increase in imports over the 12-month period May 2023 to April 2024 compared to the previous 12-month period include cut lengths plates (up 30 percent), ingots, billets and slabs (up 21 percent) and sheets and strip all other metallic coatings (up 14 percent).

In April, the largest suppliers were Canada (587,000 NT, down 2 percent vs. March), Mexico (423,000 NT, up 48 percent), Brazil (386,000 NT, down 2 percent), South Korea (208,000 NT, down 40 percent) and Vietnam (145,000 NT, up 66 percent). Over the 12-month period May 2023 to April 2024, the largest suppliers were Canada (6,848,000 NT, down 1 percent compared to the previous twelve months), Brazil (4,275,000 NT, up 55 percent), Mexico (3,991,000 NT, down 20 percent), South Korea (2,857,000 NT, up 10 percent) and Japan (1,148,000 NT, down 12 percent).

## More than 1.3 million used aluminum cans collected in recycling contest

Can Manufacturers Institute (CMI) and Scrap University Kids announced that more than 1.3 million empty aluminum beverage cans were collected during the first Million Cans Recycling Contest.

This student-focused competition, which ran from October 15, 2023, to May 16, 2024, challenged second and third grade students to see which school could recycle the most used aluminum beverage cans. Collectively, eight schools from Alabama, Indiana, Kentucky, Mississippi, Pennsylvania, South Carolina and Texas collected more than 1.3 million cans.

Schools were selected in communities where there are low recycling rates and no curbside recycling systems. This ensures the cans the schools collected likely would have not have otherwise been recycled. It proves this can-only model, leveraging the relatively high market value of used beverage cans, works where no or limited recycling exists.

“The Million Cans Recycling Contest surpassed its one-million-mark goal thanks to the efforts of students, teachers and parents at the participating elementary schools, as well as the support of each CMI aluminum beverage can sector member that was partnered with a participating school nearby one of its facilities,” said Scott Breen, CMI’s senior vice president of sustainability. “The Million Cans Recycling Contest demonstrates there is an effective way to actively engage young learners on recycling in a hands-on way while delivering valuable funding for their school.”

Schools that competed earned this valuable funding from selling the used

beverage cans to local scrap yards. The money can be used to support educational activities and partnerships, further enriching the learning experience for students.

The contest successfully diverted more than a million empty aluminum beverage cans away from landfills.

CMI provided more than \$12,000 in funding that schools received if they met certain challenges or targets during the competition. For example, the top-three schools received grand prizes for collecting the most cans per student participating:

1st Place: Yankeetown Elementary in Newburgh, Indiana, will receive a \$3,000 prize.

2nd Place: Lewisburg Elementary in Logan, Kentucky, will receive a \$1,000 prize.

3rd Place: Rich Pond Elementary in Bowling Green, Kentucky, will receive a \$500 prize.

Beyond the financial funding, CMI also paid for every student in second or third grade participating in the contest to receive a copy of the children’s book, *The Girl Who Recycled 1 Million Cans*.

“This contest was inspired by our children’s book. The story became a reality thanks to the spirit of schoolchildren who collected more than a million empty aluminum beverage cans throughout the school year,” said Jessica Alexanderson, president of Scrap University Kids. “The book taught a valuable lesson that recycling used beverage cans comes with some significant economic and environmental benefits.”

### U.S. Imports of Steel Mill Products by Country of Origin (thousands of net tons)

COUNTRY	APR. 2023 PRELIM	MAR. 2023 FINAL	% VAR. APR. VS. MAR.	YTD 2024 (4 MON.)	YTD 2023 (4 MON.)	% VAR. 2024 VS. 2023	MAY 2023 TO APR. 2024	MAY 2022 TO APR. 2023	% VAR.
Canada	587	597	-1.7%	2,348	2,385	-1.5%	6,848	6,933	-1.2%
Brazil	386	392	-1.5%	1,752	1,419	23.5%	4,275	2,759	54.9%
Mexico	423	287	47.7%	1,433	1,626	-11.9%	3,991	4,977	-19.8%
South Korea	208	349	-40.3%	939	719	30.6%	2,857	2,588	10.4%
Japan	98	109	-9.5%	396	437	-9.3%	1,148	1,309	-12.3%
Germany	98	54	81.4%	294	374	-21.3%	962	1,164	-17.3%
Vietnam	145	88	65.7%	397	189	110.0%	768	623	23.3%
Taiwan	83	89	-6.3%	318	285	11.3%	611	931	-34.3%
Netherlands	53	39	36.2%	165	132	24.6%	540	575	-6.0%
China	37	37	-1.4%	137	228	-40.2%	506	649	-22.1%
Egypt	90	29	211.2%	161	30	428.9%	465	66	604.2%
Romania	80	6	1268.9%	175	144	21.2%	406	447	-9.1%
Turkey	61	86	-29.4%	199	133	50.4%	379	799	-52.6%
Italy	64	14	362.7%	134	205	-34.5%	369	551	-33.1%
Algeria	20	0	n/a	156	214	-73.7%	368	468	-21.2%
All Other	369	342	7.9%	1,434	1,373	4.4%	4,118	4,690	-12.2%
Total	2,810	2,516	11.3%	10,337	9,893	4.5%	28,611	29,528	-3.1%
memo EU-27	460	227	102.7%	1,358	1,432	-5.1%	3,929	4,556	-13.8%

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## METALS

### Wieland celebrates copper recycling center groundbreaking

A groundbreaking ceremony in May marked the start of a project with major implications for Wieland – the foundry at the Vöhringen, Germany site will be expanded to include a recycling center. Thanks to state-of-the-art and efficient technology, this center will enable the processing of copper scrap, thus increasing the global recycling rate of Wieland products to more than 80 percent after commissioning.

“If we look at the foundry expansion in Vöhringen with a recycling center from a sustainability perspective, this is a global showcase project with a signal effect,” said Dr. Erwin Mayr, chief executive officer of the Wieland Group. “The new plant is an important building block on our way to sustainably closing the material cycle and increasing our global recycling rate to 100 percent in the near future.” This endeavor brings Wieland a big step closer to its goal of greenhouse gas-neutral production by 2045 at the latest. Other cornerstones of the decarbonization strategy are the electrification of all plants to phase out fossil fuels and the full use of renewable energy through green power supply contracts and in-house power generation using

photovoltaic and wind power systems.

Vöhringen, a strategic base for Wieland, is crucial in terms of material supply. From here, plants throughout Europe and parts of Asia are supplied with high-quality semi-finished copper products. This investment is a commitment to the Vöhringen site, where 25 new jobs will be created, reinforcing confidence in the site’s potential.

In the future, the new plant on the Wieland foundry site will produce pure copper bolts with a recycled content of 100 percent. This innovative approach, using copper scrap and granulate as well as on-site production scrap, not only ensures the supply of material to various Wieland sites but also has a positive impact on the CO2 footprint of Wieland products. The recycling process, based on a highly energy-efficient method known as fire refining, sets new standards that benefit not only us but also our customers. They receive primary material with the lowest Product Carbon Footprint (PCF) in the industry, empowering them to make their own process chains lower-emission and more sustainable.



From left to right: Rudolf Liebsch (director special projects, project manager Wieland Group), Lea Schmid (project manager soho-projekt GmbH), Herbert Walk (second mayor of Vöhringen), Eva Treu (district administrator of Neu-Ulm), Dr. Erwin Mayr (chief executive officer Wieland Group), Eckhart Zimmermann (vice president global engineering Wieland Group), Anton Zierhut (president Extruded Products Wieland Group), Rudi Mattes (head of sales and project management FBW Fertigbau Wochner), Reiner Fohler (chief construction manager Leonard Weiss GmbH & Co. KG).

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## METALS

## Arrests made in copper thefts

The Santa Clara County, California, Sheriff's Office Transit Patrol Division has responded to an increasing number of copper thefts occurring on Valley Transportation Authority (VTA) property. So far this year, there have been two dozen cases of copper theft resulting in more than \$500,000 in damage. These crimes not only interrupt VTA operations, but also pose a serious safety hazard.

In several cases, the theft of copper wire has been cut close to the signal tracks, disabling warning lights and gates.

On March 11, 2024, a copper theft in progress was reported near the VTA Cropley Light Rail Station in San Jose, where a suspect and a white pickup truck was spotted near the tracks. A short time

later, at about 1:30 p.m., the suspect was seen in the area of the VTA Reamwood Light Rail Station in the City of Sunnyvale. Transit Patrol deputies made an enforcement stop nearby of a vehicle matching the description of the pickup truck. During the investigation, deputies located suspected stolen VTA copper wire valued at \$10,000 inside the truck. Danielle Mayo and Frank Pacheco were both arrested for suspicion of possession of stolen property, conspiracy, and possession of methamphetamine. Both suspects were booked in downtown San Jose. The stolen wire is approximately 20 feet in length and weighs more than 100 pounds. It is not yet known if the suspects are responsible for any other VTA-related copper thefts.

## ISI applauds China tariff hike



**American Iron and Steel Institute**

The U.S. Trade Representative (USTR) has been directed to increase tariffs under Section 301 of the Trade Act of 1974 on \$18 billion of imports

from China – including increasing the tariff on steel products to 25 percent and quadrupling the tariffs on electric vehicle (EV) imports from China to 100 percent. Kevin Dempsey, president of the American Iron and Steel Institute

(ISI), applauded the announcement:

“China continues to engage in widespread unfair trade practices that harm American steel producers and key steel-consuming industries such as the auto industry,” Dempsey said. “In particular, ISI is concerned that domestic automakers could easily be undercut by the heavily subsidized Chinese EV industry and welcomes the increased Section 301 tariffs on EVs and other clean energy products to address this threat.”

## JW Aluminum achieves Aluminum Stewardship Initiative Certification



JW Aluminum, a producer of flat-rolled aluminum products, has achieved Aluminum Stewardship Initiative (ASI)

Performance Standard Certification across its entire operations. The company's South Carolina and Arkansas plants are the first continuous cast rolling facilities in the U.S. to be certified to ASI's latest Version 3.0 standard.

To be certified, JW Aluminum underwent rigorous third-party audits to assess its adherence to the ASI Performance Standard's robust environmental, social, and governance requirements and practices. ASI's Performance Standard V3 defines principles and criteria for sustainability factors like production and sourcing, including greenhouse gas emissions, waste management, material stewardship, human rights and more.

## UK aluminum packaging recycling rate hit 68 percent in 2023

Aluminum packs collected through curbside, bring and on-the-go systems increased in the UK by 13 percent year-on-year (115,382, compared to 102,195 in 2022).

Tonnage recovered from incinerator bottom ash (IBA) shot up by 17 percent (45,632 compared to 38,982).

Tom Giddings, executive director of Alupro, said, “I'm delighted to announce

record-breaking recycling volumes for 2023. While more aluminum packaging was placed on the domestic market than last year, it's pleasing to see that recycling rates have more than kept up with pace.

“As an industry, we've been investing heavily in optimizing our collection and recycling infrastructure for the past 20 years and we're now reaping the rewards of this long-term commitment.”

## BUSINESS BRIEFS

## The Junkluggers appoints Waltz as new brand president

■ The Junkluggers, an eco-conscious junk removal company has hired Justin Waltz, brand president.

Waltz joins The Junkluggers and its parent company, Authority Brands, with over a decade of both junk removal and franchise industry experience. With an impressive background in business management and a passion for sustainability, Waltz brings a wealth of experience to his new position. After assuming the role in January 2024, Waltz has been keen on building relationships with franchise owners nationwide, getting to know them personally to collect feedback and understand ways to improve the business under his leadership. He has also made significant strides in driving technological innovation to have the brand stand further out within the industry.

Waltz's journey into the junk removal industry started when he joined 1-800-GOT-JUNK as a truck driver in 2005, he displayed his entrepreneurial flair, playing a pivotal role in his particular franchise reaching \$1.7 million in revenue. Transitioning to the corporate realm to become a franchise business consultant, Waltz contributed significantly to the growth of College HUNKS Hauling Junk & Moving®. He helped elevate the brand's portfolio to encompass 120 owners and boost the average unit volume (AUV) from \$200,000 to \$1 million.

Waltz served as the managing director of franchise operations for Big Blue Swim School and its parent organization, L5 Capital. In this role, Waltz oversaw franchise owner engagement and training, profitability, strategic planning, and the installation of franchise operations teams and processes across portfolio companies.

## Bunting acquires TD Wright

■ Bunting, a leader in magnetic solutions, has acquired TD Wright, a manufacturer of magnetic printing cylinders. This acquisition, effective immediately, marks a significant expansion of Bunting's product range, particularly in the printing sector.

Recognized for manufacturing the original adjustable tapered shaft for the metal decorating industry, TD Wright's flagship ENOC™ System revolutionized the way label changes are performed and has become the industry standard for the Rutherford Decorator. TD Wright also manufactures CD2 and Concord cylinders for the metal decorating industry, as well as CTP cylinders and MMRE rare earth cylinders for folding carton, labeling, and beyond. The TD Wright product line is recognized by the Modular™ Magnetic “checkerboard” design.

Bunting's acquisition of TD Wright reinforces its position as a leading magnetics company with a global presence, via facilities in North America, Europe, and Asia.

## Gensco Equipment and A-Ward forge partnership to elevate container loading & unloading

■ Gensco Equipment Inc., a provider of top quality equipment and solutions across the Americas, entered into a strategic partnership with A-Ward Ltd., a leader in material handling and containerization technologies. This collaboration marks a significant advancement in revolutionizing the handling of bulk materials and scrap metal worldwide.

With a century of industry expertise and a commitment to excellence, Gensco Equipment Inc. has established itself as a trusted partner in delivering tailored solutions to customers throughout North and Latin America. By joining forces with A-Ward Ltd., renowned for its pioneering horizontal container loading system and innovative approaches to material handling, Gensco Equipment aims to extend its reach and offer comprehensive solutions that cater to the evolving needs of material handling stakeholders.

The collaboration between Gensco Equipment and A-Ward presents an opportunity for both companies to enhance their market presence and deliver cutting-edge solutions to clients globally.

## Quest Resource Holding appoints Moss as chief revenue officer

■ Quest Resource Holding Corporation, a leader in environmental waste and recycling services, has appointed Perry W. Moss to the newly created position of chief revenue officer.

Moss, who joined Quest as senior vice president of sales and business development nine months ago, brings over 30 years of broad business development experience to his new role. His track record at Quest includes bringing on a record number of new client wins, with two expected to generate eight figures of annual revenue. Moss has previously worked in leadership roles at corporations such as Rubicon Technologies, Inc., and Oakleaf Holdings.

Moss will be responsible for driving revenue through various growth strategies, including new client acquisition, the expansion of strategic partnerships, and the development of new service solutions.

## Nucor to pay 205th consecutive cash dividend

The board of directors of Nucor Corporation declared a regular quarterly cash dividend of \$0.54 per share on Nucor's common stock. This cash dividend is payable on August 9, 2024 to stockholders of record on June 28, 2024 and is Nucor's 205th consecutive quarterly cash dividend.







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## The ebb & flow of the U.S. auto recycling market

by MAURA KELLER

mkeller@americanrecycler.com

After experiencing a couple of very solid years during the pandemic and post-COVID, the automotive recycling industry is experiencing a slight pull-back as new and aftermarket part availability increased.

“This resulted in an effective price reduction that stabilized in the third quarter of 2023,” said Paul Delaney, chief visionary officer of Fenix Parts. “It’s important to note that as demand for used parts declined, the price of the vehicles at auction also declined. This provided an opportunity for margin expansion despite lower selling prices. The best recyclers in the industry have used the COVID boost to establish a new baseline from which to grow.”

So what are the biggest factors currently affecting the auto recycling industry? Inflation is having a big impact on the market. As Delaney explained, inflation impacts the auto industry in the same way it does many other industries. The cost of labor, fuel and materials has continued to rise.

In addition, he pointed out that the expected adoption of electric vehicles has slowed, but the continued use of Advanced Driver-Assistance Systems (ADAS) in vehicles will likely continue to reduce the number of collisions, offset by the increased cost of maintaining and replacing the ADAS components.

“Unlike many industries, used parts continue to be sourced by direct person-to-person contact. There are a number of initiatives in process that seek to make it easier for our customers to purchase parts electronically,” Delaney said. “Recyclers need to be able to embrace this change and streamline the process for their customers. In addition, it’s important to understand that the population of vehicles on the road is changing to include more EVs and hybrids and companies need to adapt their product mix to meet this change.”

Phil Dunne, managing director at global consultancy Stax, added that the auto parts recycling industry is influenced by a number of factors. One of the key factors is the average age of the

overall vehicles in operation (VIO). This increased during the COVID period as fewer new cars were bought, and has continued to increase post-COVID as the availability of new cars has taken time to recover.

“Newer vehicles are covered by warranty and predominantly repaired within franchised dealerships, using OEM parts. Older vehicles are more likely to be maintained and repaired by independents that are more willing to use recycled parts, which can cost 50 percent less than new parts and are therefore attractive to more price sensitive customers,” Dunne said. “The industry is returning to a more normal supply/demand situation now and recycled ‘green’ parts represent around 11 percent of collision repair parts by value in North America. In Europe, there is significant variation in the uptake of green parts, driven by different insurance stipulations and attitudes towards sustainability, ranging from around 4 percent in the U.K. to 13 percent in Sweden.”

According to Todd Bialaszewski, owner of Junk Car Medics, the auto recycling industry had a strong run during and right after COVID, and that continues. Demand for used auto parts surged as people held onto their cars longer and new car production slowed.

“The supply chain issues have eased, but the demand for affordable, recycled parts is still high,” Bialaszewski said. “When you factor in the economy, people are still in the mindset they were during COVID-19 when incomes were lower. People are still trying to repair their cars and keep them on the road longer. I expect the lifespan of vehicles to rise for the next several years. We reported this analyzing the lifespans of recycled vehicles in 2023 and will keep an eye on it into the future.”

David Klanecky, chief executive officer of Cirba Solutions, further pointed out that in the aftermath of the pandemic, global supply chain challenges put a strain on the automotive industry, which today has resulted in greater demand.

“As those headwinds eased, the auto industry committed to a significant shift towards electric vehicles and



The automotive recycling industry is experiencing a slight pull-back as new and aftermarket part availability increased.

more importantly the need for a domestic supply chain, creating new opportunities for the recycling industry,” Klanecky said. “A growing focus on a circular economy and sustainable practices is pushing for better ways to recover and recycle metals, plastics and natural materials like those found in EV batteries.”

Additionally, Klanecky said the demand for recycled content is going to increase significantly, and it’s imperative that OEMs plan for that shift now. Cirba Solutions is creating a closed-loop business model to support the growing EV industry to help OEMs, cell manufacturers and battery material producers plan for this demand, ultimately supporting the growth and sustainability aspects throughout the battery lifecycle.

Even as the recycling industry heats up, the industry is playing a game of catch-up. As new battery chemistries and pack/module designs emerge, recyclers must adapt by the time those cars reach their end-of-life, which could be 8 to 10 years down the line.

“Recyclers need to stay ahead of the

innovation curve and build foundational recycling processes that can easily adapt to and integrate with the evolving needs of the market and partners,” Klanecky said. “This ensures efficient resource recovery ultimately benefitting American consumers.”

Along those lines, EVs also present a new challenge due to different materials and assembly methods. EVs are powered by complex battery packs containing critical minerals that can be recovered from end-of-life batteries at an approximate rate of 95 percent. However, current EV designs don’t prioritize battery recyclability, and safe handling of these batteries is critical to avoid environmental and thermal event risks from improper disposal or damage from mishandling.

“Auto recyclers will need to collaborate with battery recycling partners that are skilled in how to properly package, transport, store and process the batteries to recover the metals and put them back into the supply chain for future use,” Klanecky said. “Returning these critical

See AUTO RECYCLING, Page B6

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## Hydro Aluminum to expand manufacturing operation with \$85M investment



Hydro Aluminum Metals USA LLC, a producer of recycled aluminum products, will expand its manufacturing operation in Henderson with an \$85 million investment creating 31 high-wage Kentucky jobs.

The investment will see Hydro Aluminum expand its current Henderson facility by 80,000 square feet, bringing the total operational sq.ft. to nearly 200,000. The additional room will allow the company to introduce HyForge technology to the Henderson plant, following in the footsteps of the successful implementation of the HyForge casting technology at the company's primary plant in Norway and recycling plant in Germany.

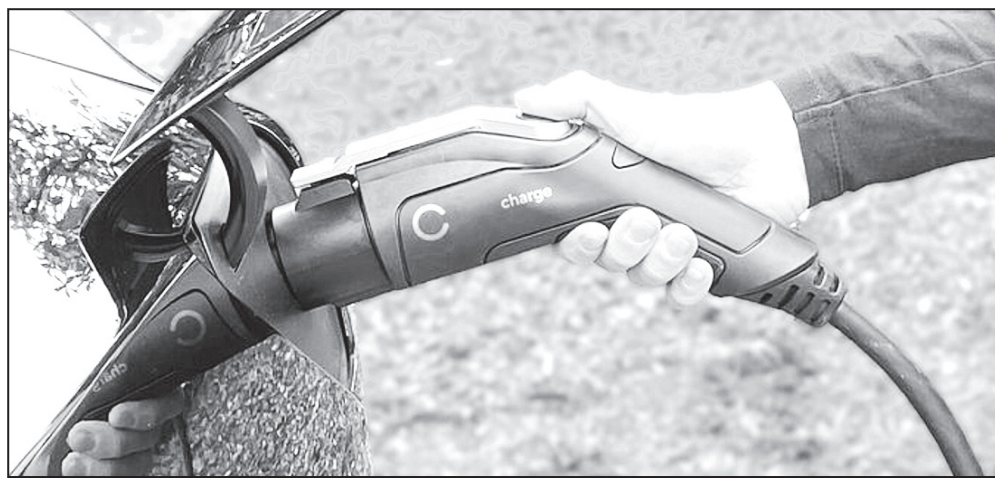
The new HyForge casthouse at the Henderson facility is expected to become operational in 2026. When in operation, the new addition will serve the automotive market's need for smaller diameter, high-quality billets that can be forged directly into high-quality automotive components. This process will help reduce the number of processing steps needed for the operation, leading to a more cost-efficient, higher-quality product compared with the traditional

process. The more efficient process will come without compromising safety, and by using a high share of end-of-life scrap, Hydro Henderson will deliver HyForge billets with a low carbon footprint.

"This investment is another step along Hydro's journey to change the game in aluminum production. Recycling more end-of-life scrap reduces emissions, strengthens security of supply and enables us to deliver new, cutting-edge products to our U.S. customers, made right here in Kentucky," said Hydro president and chief executive officer Eivind Kallevik. "Hydro Henderson has been at the forefront of producing recycling-based automotive products for nearly 20 years. We work closely with the automotive industry, and introducing Hydro's HyForge technology will provide Hydro and our partners with a greener advantage – Made in America."

Hydro's investment supports production of recycled, low-carbon aluminum, including Hydro CIRCAL, the company's proprietary advanced material. Hydro CIRCAL is made with a minimum of 75 percent recycled, post-consumer aluminum scrap. Once in full production, Hydro's Henderson facility will produce 2,000 to 4,000 tons of Hydro CIRCAL products annually.

## Hypercharge installs EV charging stations in Arizona



Hypercharge Networks Corp., a smart electric vehicle (EV) charging solutions provider and network operator, will supply 12 Level 2 EV charging stations to a new apartment complex in Tucson, Arizona, with installation due to be completed in Q3 2024.

The property is a 323 unit multi-family development with over 4,900 sq. ft. of retail space, offering modern living and convenient access to downtown Tucson and the University of Arizona.

Hypercharge is working in partnership on the project with Automotive Charging Solutions (ACS), which will lead installation and provide ongoing maintenance and support services. ACS, a Hypercharge

Preferred Partner based in Scottsdale, Arizona, offers turnkey EV charging solutions in support of its mission to power the evolution and growth of sustainable mobility.

"Expanding our footprint in the U.S. is an important growth initiative for Hypercharge and we are excited to deploy charging stations in Arizona, a new state for the company, in association with ACS," said Chris Koch, head of growth & partnerships at Hypercharge. "Our selection as the charging station provider was driven by the customer demand for a reliable solution that offers seamless payment processing, proactive monitoring, and load-sharing capabilities."

## MBA Polymers UK opens line to recycle car bumpers

MBA Polymers UK has launched a specialist processing line to recycle car bumpers from end-of-life vehicles (ELVs), which will significantly advance its plans to create a fully circular economy for car bumpers in the UK.

The facility will also help car manufacturers meet proposed amendments to the ELV directive in the EU and the UK, which has proposed that at least 25 percent of plastics in a car must be made from post-consumer material.

Based in Wimblington, near Cambridge, the dedicated line will be supplied from MBA Polymers' growing number of collection sites and access feedstock from the UK's biggest ELV recycler, EMR. This creates consistent and high-quality recycled resins for the production of high-impact polypropylene and filled polypropylene.

MBA Polymers UK's pioneering technology and the reliable performance of its recycled plastics has already seen some of the largest automotive manufacturers switch to using the firm's

sustainable materials in their new vehicles.

By expanding the recycling of car bumpers, MBA Polymers UK will significantly reduce the more than 900,000 tonnes of plastic from cars which currently goes to landfill or incineration in the UK and EU each year.

In contrast, the sustainable materials MBA Polymers UK delivers to manufacturers achieves carbon savings of between 75 to 86 percent, making them the first recycled plastics source to carry the Carbon Trust's Low CO2 label.

Earlier this year, MBA Polymers UK announced it had achieved RecyClass certification for the sorting, washing, extrusion and pellet production for a range of recycled plastics including ABS, PP, FPP, HIPS and HDPE. RecyClass is a not-for-profit, cross-industry initiative that uses rigorous scientific analysis to ensure the traceability of waste in plastic recycling processes based on the principles of the EN 15343 standards.

## GM Energy rolls out product to enable transfer of power between EVs and homes

As EV technology continues to evolve, GM is working toward elevating the overall ownership experience by introducing new ways for customers to unlock additional value and gain access to the expanded benefits of an all-electric future.

Available for the first time as part of its expanding product ecosystem, GM Energy's initial offerings for residential customers will enable the use of vehicle-to-home (V2H) bidirectional charging technology. This provides power from a compatible GM EV to a properly equipped home, helping to mitigate the negative impacts of weather-related outages and integration with future clean energy products for greater personal grid resiliency.

The GM Energy product suite will be offered through a set of unique bundle options, providing residential customers with the ability to select solutions that align with their specific energy needs, budget and preferences, all online. GM Energy representatives will be on hand to connect customers with preferred installer, Qmerit, who can help with obtaining necessary permits and connecting with utilities to ensure a seamless guided experience.

At launch, customers will be able to purchase GM Energy's V2H bundle, which includes necessary equipment to enable the transfer of energy between a customer's compatible EV and a properly equipped home. GM Energy will make additional residential solutions, including stationary energy storage and solar integration, available for purchase later this year.

"GM Energy is committed to making the transition to an all-electric lifestyle an even more compelling option

by simplifying all aspects of personal energy management," said Wade Sheffer, vice president of GM Energy. "With the introduction of these new offerings, it has never been easier for our customers to access the expanded benefits of a holistic EV ecosystem, helping to mitigate the impacts of power outages and having the ability to offset certain energy costs over time."

GM Energy's products will be accessible through current GM mobile brand apps, allowing customers to seamlessly manage the transfer of stored energy between applicable and connected GM Energy assets, for a fully integrated and convenient experience.

The first vehicle in GM's portfolio of EVs to be compatible with the GM Energy home product suite is the 2024 Chevrolet Silverado EV First-Edition RST2, which will be equipped with V2H bidirectional charging technology. Moving forward, GM will continue to expand V2H bidirectional charging technology across its retail portfolio of Ultium-based EVs by model year 2026.

Customers who have questions can visit GM Energy Live, where product specialists can help provide more information and showcase GM Energy's solutions through an immersive digital experience.

Pricing, installation cost and timeline for delivery for each of GM Energy's initial product bundles will vary. Additional information about GM Energy and its ecosystem of available product and service offerings is available at gmenergy.gm.com.

Product availability at launch will be limited to California, Florida, Michigan, New York and Texas, with plans to expand over time.



# Hyundai Glovis & EcoPro join forces to recycle EV batteries



Hyundai Glovis, Hyundai Motor Group's (HMG) logistics unit, has joined with local battery materials producer EcoPro to develop new technology and jointly build a global recycling business for electric vehicle (EV) batteries.

The two companies signed a memorandum of understanding (MoU) agreeing to collaboration involving the establishment of a global supply chain management

system for used EV batteries and the development of automated recycling technology.

The company ships most of HMG's export vehicles and handles other brands, including Volkswagen. Last year it shipped 3.4m vehicles using its fleet of 90 vehicle carriers. The company operates 52 distribution centers in South Korea and 96 overseas.

EcoPro is a battery materials supplier which has been growing its battery recycling business through its EcoPro CnG Company subsidiary.

Hyundai Glovis chief executive officer Lee Kyoo-bok said, "With this latest agreement with EcoPro, we will lead Korea's used EV battery recycling business by optimizing the recycling operation system."

# Lithium Australia signs battery recycling agreement with Volvo



Materials recovery company Lithium Australia has announced its subsidiary recycling company Envirostream Australia has entered into an agreement with the buses arm of Volvo Group Australia to recycle end-of-life batteries from its fleet of electric and hybrid buses.

The recycling agreement is for an initial three year term, during which Lithium Australia will be the exclusive provider of battery recycling services to Volvo.

"The agreement validates our strategy

to target large scale OEMs and ESS manufacturers to grow our share of the high margin, large format battery collection volumes," Lithium Australia chief executive officer Simon Linge said.

With a recent focus on electrifying its fleets, Volvo has been building vehicles and systems for long-term sustainable public transport, delivering its electric bus model to WA Public Transport Authority, QLD based Transdev and more.

As the adoption of EVs and ESS continues to grow, the supply of available large format batteries for recycling is expected to accelerate.

# General Motors, Magna and Shape Corp. receive award



## American Iron and Steel Institute

The American Iron and Steel Institute (AISI) awarded its Automotive Excellence Award to General Motors, Magna and Shape Corp. for their innovative application of advanced high-strength steel (AHSS) in the GMC Hummer Sport Utility Vehicle (SUV). The award was presented at the 22nd annual Great Designs in Steel (GDIS) symposium at Suburban Collection Showplace in Novi, Michigan.

General Motors design release engineer Stephen Dissler, Jr., General Motors staff design release engineer James Veal, Jr., Magna Department manager William Perry and Shape Corp. product development leader David Seiter received the award for their 2023 GDIS presentation titled "GMC Hummer EV SUV Body Structure."

The GMC Hummer SUV has an

innovative steel-intensive body structure architecture with a well-integrated rechargeable energy storage system. It leverages a wide range of steel grades from mild to ultra-high strength steels to guarantee occupant safety, ensure battery system integrity and achieve excellent off-road capability while providing an open-air roof design. The body-in-white is comprised of 37 percent high-strength steel and 26 percent ultra-high-strength steel, seven percent AHSS, along with press hardened steel and mild steel.

The GMC vehicle design team used a variety of joining technologies such as traditional spot welding, metal inert gas welding, remote and tactile laser welding, and extensive adhesive applications to meet structural performance targets guaranteed to enable a safe and excellent vehicle driving experience. The team demonstrated the power of collaboration which included early planning, development and process design among the automaker and its supplier partners.

# Honda wins best overall Brand and Best Overall EV/Hybrid Brand award



## HONDA

Honda was honored with six Kelley Blue Book 2024 Consumer Choice Awards, including America's "Best Overall Brand", "Best Value Brand" and "Best Overall EV/Hybrid Brand", at the New York International Auto Show. In a show of design and engineering excellence, Honda was also named America's "Most Trusted Brand", "Best In-Vehicle Experience Brand" and "Best Performance Brand".

Honda has won an incredible 32 Kelley Blue Book Consumer Choice Awards – more than any other brand – including eight coveted "Best Overall Brand"

honors in the past 11 years and the last 10 "Best Value Brand" titles.

Kelley Blue Book's prestigious Consumer Choice Awards recognize automakers with the most desirable key brand attributes that excite and attract car buyers. The 2024 Consumer Choice Awards are based on consumer automotive perception data from Kelley Blue Book's Brand Watch study.

Kelley Blue Book's Brand Watch is an online brand and model perception tracking study, which taps into more than 12,000 in-market, new-vehicle shoppers annually on KBB.com. The highly comprehensive study offers insight into how shoppers perceive important factors driving their purchase decisions and captures brand/model familiarity and loyalty among new-car shoppers.

# MOL and Volvo Penta unite to develop full electric 4X4 RoRo tractors

MOL, a manufacturer of heavy industry and port handling equipment, in partnership with Volvo Penta, has commenced trials of its full electric 4X4 RoRo tractor, the RME225. The vehicle features a Volvo Penta driveline consisting of three battery packs totaling 270 kWh of installed energy, an EPT802 gearbox, and two 200 kW propulsion motors. A separate 50 kW motor powers the hydraulic system and the fifth wheel. Designed for high productivity and performance, the RME225 aims to operate a full shift and provide an alternative to its diesel counterparts. This collaboration represents a significant step towards more sustainable and efficient port logistics.

The trials are taking place at the Port of Ghent, a strategic hub for DFDS – one of Northern Europe's largest shipping and

logistics companies. DFDS has provided support for the trials, including a dedicated operator and a specially designated monitoring space. This collaborative effort reflects DFDS' effort to reduce the company's environmental impact, aligning with its recent procurement of 100 electric trucks from Volvo, adding to the 125 heavy electric trucks previously acquired.

As part of this trial, MOL is conducting rigorous range tests on the RME225 to fine-tune vehicle performance and drivability. These tests are crucial for ensuring the vehicle can handle heavy loads and operate efficiently under the demanding schedules typical of port operations. The aim is to address the unique challenges faced by port-based vehicles, enhancing their performance, range, and reliability.

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# EQUIPMENT SPOTLIGHT

## Attachments

by **MARY M. THORNTON**  
maryt@americanrecycler.com

According to a report from Research-AndMarkets.com, the global vehicle recycling market size reached \$82.5 billion in 2023 and is projected to reach \$243.3 billion by 2032, exhibiting a growth rate (CAGR) of 12.77 percent during 2023-2032. Just over 10 companies are the largest passenger as well as commercial vehicle recyclers involved in the arduous task of processing retired vehicles.

The tools needed for recycling vehicles are varied and the following provides some examples of those products.

“Since being introduced in 1999, the cutting-edge design of the Allied-Gator MT Series Multi-Tool has been widely recognized as the quickest cutting product ever developed. With the speed and accuracy of the MT, many automotive recyclers find it is a very effective tool for surgically dismantling vehicles of all sizes. The ability of the MT to quickly remove and source separate engines, main wiring harnesses, larger frame components and catalytic converters from vehicles prior to shredding, increases user profits,” remarked Mike Ramun, president. Offered in 11 models ranging from 800 to 52,000

lbs., Ramun noted how the MT incorporates proprietary features within numerous patented innovations that work together, placing it above all other options available. The patented Power-Link and Guide™ System achieves maximum force generation by linking the tool’s cylinder to a pair of levers. “This results in continual power-gain throughout jaw closure, delivering unmatched jaw speed and tool force capability. Thanks to the MT’s patented Quick-Change™ Jaw Set technology, operators can easily switch from shearing metal to breaking cast materials in less than 15 minutes,” Ramun said.

In a shear configuration, the MT Shear Jaw Set delivers quick and efficient processing of heavy structural steel and nearly all other types of scrap metal. The MT Shear Jaw Set employs patented serrated gator blades, which drastically outperform traditional shear blades in every aspect. Ramun continued, “Unlike traditional shear blades, the unique blade technology of the MT enables recyclers to profitably process all types of cable, wire and rebar on a full-time basis. In almost all cutting applications, serrated gator blades last at least twice as long other tool types, yielding much higher profit per processed ton for MT users, while simultaneously cutting blade

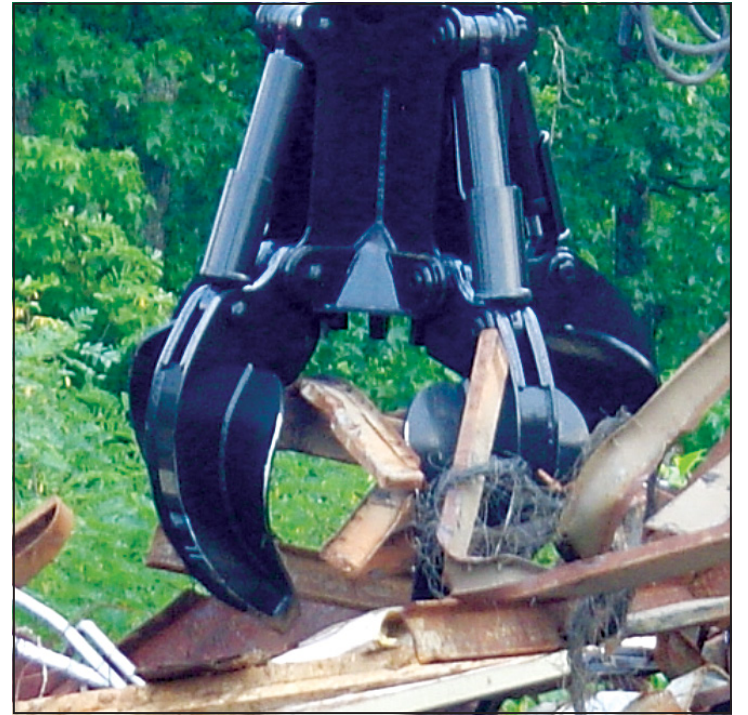
maintenance time in half.”

In a cracker/Allied-G crusher configuration, the MT Cracker/Crusher Jaw Set, while adept in processing reinforced concrete relative to demolition applications, is also commonly used by scrap recyclers for processing heavy cast materials. “For over two decades the Allied-Gator MT has been the only processing attachment in the world that is both powerful enough and built tough enough to withstand full time utilization in harsh cast breaking operations.

“Since 1973, Allied-Gator has pioneered countless mobile shearing technologies that serve the recycling and demolition industries, offering the broadest range of the fastest, most powerful, and most versatile processing attachment design on the market,” concluded Ramun. The full line of MT Series Multi-Tools can accommodate any size carrier from skid steers and mini excavators to mass excavators for use in all types of structural and heavy melt steel, steel cable, wire and coils as well as concrete and cast processing.

Iron Ax produces a full line of scrap processing equipment and attachments, including shears and grapples, which are commonly used in auto recycling applications. All shears, available in a variety of sizes, feature replaceable wear parts, a removable tip, and 360° continuous rotation. The smallest Iron Ax shear provides 600 tons of cutting force and the largest shear, 1,000 tons of cutting force.

Iron Ax grapples, also available in a variety of sizes, can be ordered as either rotating or non-rotating. All rotating grapples feature 360° continuous rotation. The firm’s standard four-tine grapple with wings offers an ample grapple enclosure aspect, which is helpful when handling smaller pieces of scrap. Opposing tine contractor’s grapples are also manufactured by



Recycling Equipment Sales, Inc./Iron Ax

Iron Ax. Offered in 2x3’ and 3x4’ configurations, custom grapples for specific applications can also be designed and manufactured by the company. For example, custom products have ranged from a grapple designed for the placement of railroad spur and track repair while another grapple design was needed for use in the Gulf coast for retrieving steel pipe from the seabed. “We use heavy duty rotation rings and motors on all of our grapples. All of our grapples are made from domestic T1 plate, are extremely heavy duty and built to last. Also, we build all of the fluid couplings in our grapples, so we can ensure that even those components are of the highest quality,” noted John Kitchens, president.

Okada’s OS Series Scrap Shear line “Follows on from Okada’s renowned reliability in the hydraulic hammer market,” commented Neil Maus, marketing manager. Okada shears are versatile as they can cut ferrous and nonferrous scrap, concrete, pipe, solid round I-beams and plate materials. Maus explained that the OS 140R shear works well with mini excavator or large skid steer use in the 13 to 20 ton class carrier weight. This provides flexibility for operating in difficult to navigate areas, particularly regarding indoor demolition applications. The machine also features an electrical over hydraulic rotation circuit, utilizing a (lighter plug) 24 voltage system. This capability reduces the costly addition of a second hydraulic valve to actuate the rotation feature. With a jaw opening of

See Attachments, Page B5



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## Attachments

■ Continued from Page B4

10 inches/260cm, this product is suited for a variety of cutting roles, including auto recycling work. Also, Okada shear blades are made to be indexable, which increases operational life and ensures

that the cutting edge is maximized. "Our commitment to warranty and service support is of the highest priority, so you can count on Okada to exceed your recycling needs," McFarthing remarked.



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- AUG** Shears/Loggers/Balers
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American Recycler News is not responsible for non-inclusion of manufacturers and their equipment. Manufacturers are to contact American Recycler to ensure their company is listed in the Equipment Spotlight.



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**10/21 - 10/24**  
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 Gaylord Texan Resort & Convention Center  
 Grapevine(Dallas), Texas  
[swana.org](http://swana.org)  
 800-467-9262

**10/24 - 10/26**  
**Automotive Recyclers Association Annual Convention**  
 Peppermill Resort  
 Reno, Nevada  
[a-r-a.org](http://a-r-a.org)  
 615-476-4501

**10/27 - 10/29**  
**WV Educational Conference on Litter Control & Solid Waste Management**  
 Canaan Valley Resort and Conference Center  
 Davis, West Virginia  
[awvswa.org](http://awvswa.org)  
 304-866-4121

**10/28 - 10/30**  
**Northeast Recycling Council (NERC) Fall Conference**  
 The Gateway Center at SUNY ESF  
 Syracuse, New York  
[nerc.org/conferences-and-workshops/fall-2024-conference](http://nerc.org/conferences-and-workshops/fall-2024-conference)  
 802-451-8852



# Auto Recycling

■ Continued from Page B1



minerals to the supply chain will not only promote a more sustainable automotive industry but will also alleviate the critical mineral supply pressures that are expected to hit the industry as early as 2030.”

Dunne agreed that the biggest challenges will be the increasing number of electric vehicles in the VIO and the complexity of driver assistance systems, both of which will change the product mix that recyclers will be offering.

As he explained, electric vehicles have fewer parts for maintenance but the same parts for collision repairs. The impact is also significant operationally as they are more likely to be written off, available for salvage and require different skills for dismantling.

“Driver assistance systems require multiple sensors that are typically on the extremities of the vehicle and therefore vulnerable to collision,” Dunne said. “The complexity of these parts will make repairs more expensive, which will heighten the need for less expensive recycled equivalents.”

## Embracing Continuous Change

The shift away from traditional internal combustion engine vehicles and toward EVs is reinventing the entire manufacturing process, and with it, the dismantling and recycling processes for new generation vehicles at end-of-life. For instance, EV batteries contain critical metals like lithium, nickel and cobalt. Recovering and recycling these materials requires specialized expertise and processes, making battery-specific recyclers a necessary partner for automotive teams throughout the supply chain.

As Klanecky explained, the International Energy Agency projects that every other car sold globally in 2035 will be electric. Much of this is driven by climate and policy goals set by government agencies both in the U.S. and overseas.

“Challenges in the critical mineral supply chain and the price of EV batteries are hurdles for manufacturers, potentially holding them back from scaling new EV production. The recent increase in tariffs for lithium-ion batteries from China from 7 percent to 25 percent is a strong market signal to manufacturing operations around sourcing materials domestically,” Klanecky said. “This is why finding innovations in reliable and sustainable technology options will be essential for the future of electrification, allowing for supply chain resiliency and domestically sourced content reducing logistical costs, as well as emissions.”

In addition, Bialaszewski said the industry’s biggest challenges are ongoing

changes to environmental regulations and the need for more advanced technology to keep up. “Auto recyclers need to invest in better, cleaner recycling processes to meet new standards,” he said.

Looking ahead, the number of vehicles on the road is expected to continue to increase, as are the number of miles each vehicle drives in a year. Additionally, the average age of vehicles in service is expected to increase through 2030. Delaney said these are all positive trends for the recycling industry.

“Compounding this expansion of the market is the fact that the auto recycling industry is built upon scarcity,” Delaney said. “The demand for recycled parts exceeds supply. As a result, the industry compiles large amounts of data in order to use statistics to make decisions on procurement and pricing.”

Globally, the industry is projected to grow to \$243 billion by 2032, according to the new Global Vehicle Recycling Marketing Report. “So, suffice it to say the future is strong. The changes to regulations and the increase of EVs on the road will have the biggest impact. It’ll be interesting to see how AI technology makes its way into the industry,” Bialaszewski said. “We’ve been playing with it heavily over the last several months, optimizing our pricing models.”

“Adapting to these changes while making it possible for customers to interact with the recyclers electronically will be the key to success in the future,” Delaney said. “Those recyclers who anticipate these changes and remain nimble will flourish.”

Recycling programs also help companies achieve environmental, social and governance (ESG) goals by closing the loop on materials and conserving resources through reduced waste. As Klanecky pointed out, collaborations between automakers, recyclers and other companies will only become more essential with the growing focus on stronger supply chains and sustainable practices.

“The consumers’ increasing awareness of sustainability, combined with the professionalized supply of a low-cost alternative, all points to a positive future. The biggest impacts will be increasing EV numbers and the complexity of driver assistance systems, both of which will impact product offerings and operational capability requirements,” Dunne said. “I also think that AI will have a role to play in ensuring that the right products are recycled at the right time from the right salvage vehicles to optimize availability based on a rigorous analysis of demand patterns over time, seasons and regions.”

# ESF and ReMA partner to promote lithium-ion battery recycling

The Electrical Safety Foundation (ESF) and the Recycled Materials Association (ReMA), formerly the Institute of Scrap Recycling Industries (ISRI), are partnering on a campaign to promote lithium-ion battery recycling. The goal of the campaign is to educate the public on how to purchase, use, and recycle lithium-ion batteries safely.

Materials created for the campaign include:

- ESF & ReMA Damaged EV Battery: Lithium-Ion Battery Safety
- ESF & ReMA First Responder Safety – How to Extinguish: Lithium-Ion Battery Safety
- ESF & ReMA First Responder Safety: Lithium-Ion Battery Safety
- ESF & ReMA How to Recycle Batteries: Lithium-Ion Battery Safety
- ESF & ReMA How to Spot Battery Problems: Lithium-Ion Battery Safety
- ESF & ReMA How to Store and Charge Batteries: Lithium-Ion Battery Safety
- ESF & ReMA Importance of Proper Recycling: Lithium-Ion Battery Safety

Lithium-ion batteries power countless devices in our homes and workplaces. They can be found in cell phones, tablets, laptops, toothbrushes, electric bikes, and electric scooters, along with other regularly used devices. When purchased and

used correctly, lithium-ion batteries are safe, but there is a risk of fire and injury if uncertified batteries or chargers are used.

ESF and ReMA are educating consumers about the importance of recycling lithium-ion batteries at the end of their lifecycle. There has been a 41 percent increase in catastrophic losses at recycling facilities. These batteries must be recycled safely, rather than placed in regular waste and recycling bins, as they will likely catch fire. Recycling helps the environment and is the safest and most efficient way to process a battery at its end of life.

Also included in the campaign materials is an infographic for transportation professionals to assist with electric vehicle battery identification and transportation after damage, as well as infographics for first responders to assist them in identifying lithium-ion battery fires and how to safely extinguish them.

“Batteries are everywhere – and so is the potential for serious fire,” said ReMA senior director of safety Jerry Sjogren. “With proper labeling, consumer education and a clear and easy path to the specialized recycling facilities, lithium-ion batteries can be safely handled and recycled.”

By recycling lithium-ion batteries, the valuable materials in them will be reused and prevent avoidable fires from occurring.

# Neste, Borealis and Covestro to close the loop for the automotive industry

Neste, Borealis and Covestro have signed a project agreement to enable the recycling of discarded tires into high-quality plastics for automotive applications. The collaboration aims at driving circularity in plastics value chains and the automotive industry. When no longer fit for use, tires are liquefied by means of chemical recycling and then processed into base chemicals and further into polycarbonates of high purity. These can then be used in various automotive applications, from parts of headlamps to radiator grilles.

“Circularity requires cooperation, and this cooperation with our partners Neste and Borealis is testament to the possibilities at our disposal,” says Guido Naberfeld, senior vice president, head of sales and market development mobility at Covestro. “We are creating options to turn discarded materials from cars into new car parts again. With that, we are supporting our automotive customers and addressing an increasingly prominent question discussed across the value chain: How to match high-performance materials with recycled content? Projects like this can be the answer.”

As part of the collaboration, Neste turns liquefied discarded tires into a high-quality raw material for polymers and chemicals manufacturing and

supplies it to Borealis. Borealis will then process the Neste-produced raw material into base chemicals phenol and acetone, which are supplied to Covestro. Covestro can use these materials to make polycarbonates. The share of recycled content is attributed via the mass balancing approach all the way to the final products using ISCC Plus certification.

The first products based on the collaboration are already available as each party has manufactured the first batch of their respective contribution to the project. Aside from polycarbonates, the project partners may consider polyurethanes as a possible end product, which could find its way into parts of the interior of a car. The companies emphasize that the potential to scale-up these types of developments should be considered when setting ambitious targets for future EU regulations, such as the End-of-Life Vehicles Regulation.

“This project can serve as a blueprint when it comes to establishing circularity in the field of plastics in cars,” said Jeroen Verhoeven, vice president value chain development for polymers and chemicals at Neste. “It shows how low-quality waste materials can be turned into very high-quality plastics. This is good news for the polymers and automotive industries as well as for the environment.”



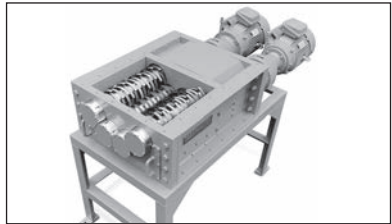
## NEW PRODUCT SHOWCASE



### DEVELON INTRODUCES DX17Z-7 MINI EXCAVATOR

The DX17Z-7 mini excavator is designed to enhance precision and performance in the recycling industry, even in the most confined spaces. Its retractable undercarriage and collapsible dozer blade make it perfect for navigating tight corners in recycling facilities. With a zero tail swing design and a 48-inch track width, the DX17Z-7 can operate efficiently in areas where larger machinery cannot reach, allowing operators to work close to structures. A selectable control pattern switch lets operators toggle between ISO and "backhoe" patterns.

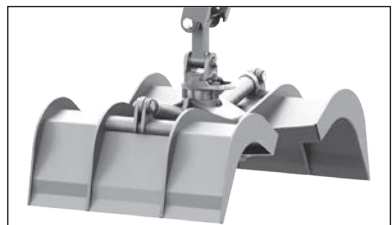
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2905 Shawnee Industrial Way  
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Suwanee, GA 30024  
**678-714-6363**  
[www.na.develon-ce.com](http://www.na.develon-ce.com)



### FRANKLIN MILLER UNVEILS TASKMASTER QS QUAD SHAFT SHREDDER

Franklin Miller, a leading name in industrial shredding solutions, introduced the Taskmaster QS Quad Shaft Shredder, which is engineered to meet the demands of the most challenging applications. This unit has four shafts that work together with a special sizing screen to reduce materials to a uniform output particle size. The QS2300 features hardened precision cutters, a special sizing screen, planetary reducers, optional stand and hopper, rugged hex shafts and gears.

**Franklin Miller, Inc.**  
60 Okner Parkway  
Livingston, NJ 07039  
**973-535-9200**  
[www.franklinmiller.com](http://www.franklinmiller.com)



### SERCO LOADERS INTRODUCES NEW TRASH GRAPPLE

Serco Loaders introduced the Trash Grapple, revolutionizing waste collection efficiency. With a new 42" option, it excels in storm cleanup, municipal waste, recycling, and brush clearing. Featuring an 8-rib design for durability, lightweight high-strength arms, and industry-proven rotation, it offers unparalleled performance. Available in 36", 42", and 48" widths, it enhances material retention and load volume. The Trash Grapple is now purchasable through authorized dealers, promising durability, precision and versatility in waste handling.

**Serco Loaders**  
511 25th Ave  
Two Harbors, MN 55616  
**218-349-1500**  
[www.sercoloaders.com](http://www.sercoloaders.com)



### TOMRA'S GAINNEXT DELIVERS FOOD-GRADE PLASTICS SORTING

TOMRA Recycling announces five new applications for GAINnext™, TOMRA's AI sorting add-on for AUTOSORT. Three revolutionary applications allow the quick and efficient separation of food-grade from non-food-grade plastics for PET, PP and HDPE. Two non-food applications complement the GAINnext ecosystem – a PET cleaner for high purity PET bottle streams and one for deinking paper. GAINnext gives TOMRA the market's most accurate solution.

**TOMRA Recycling**  
Otto-Hahn-Str. 6; 56281  
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**+49 2630 9150 453**  
[www.tomra.com/recycling](http://www.tomra.com/recycling)



### W. MÜLLER INTRODUCES NEW SCREEN CHANGER

The blow molding specialist W. MÜLLER has developed a new generation of screen changers for its extruders in extrusion blow molding. It is designed to be particularly space-saving. It is also suitable for installation in vertically oriented extruders, can easily be retrofitted and operated safely. The company currently has 100+ systems used in customer production within North America. The screen changer can be retrofitted and doesn't require any special safety precautions, as it does not have its own drive.

**W. MÜLLER USA, Inc.**  
1163 Suffield Street  
Agawam, MA 01001  
**413-787-0664**  
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# Alliance for Automotive Innovation names 2024 Leadership Awards

Alliance for Automotive Innovation named four bipartisan recipients of the 2024 Automotive Leadership Award recognizing policymakers who have demonstrated a commitment to a strong, growing and globally competitive American auto industry.

#### 2024 Automotive Leadership Award recipients:

- Senator Martin Heinrich is chairman of the Joint Economic Committee and a supporter of jobs and workforce development through innovation. His foresight led to the creation of an artificial intelligence (AI) framework through the bipartisan Senate AI Working Group. He is the founder of the bicameral Electrification Caucus. Auto industry economic impact in New Mexico.
- Senator Todd Young is ranking member of the Senate subcommittee on surface transportation, maritime, freight, and ports and a member of the Senate Commerce Committee. He supports bipartisan policies on AI and led the creation of an AI framework through the bipartisan Senate AI Working Group. He had a leadership role in passage of the CHIPS and Science Act, historic semiconductor supply chain legislation.

#### Auto industry economic impact in Indiana.

- Representative John Curtis is a leading voice for U.S. energy policy and the founder of the House Conservative Climate Caucus. As a member of the House Committee on Energy and Commerce, his leadership shapes

policies around vehicle technologies and innovations shaping the U.S. auto industry.

- Representative Haley Stevens co-chairs the bipartisan House Manufacturing Caucus and is a member of the House Select Committee on the Chinese Communist Party. She had an instrumental role in passage of the CHIPS and Science Act and authored provisions to expand and diversify the domestic semiconductor workforce.

#### Auto industry economic impact in Michigan.

John Bozzella, president and chief executive officer of Alliance for Automotive Innovation, said: "Alliance for Automotive Innovation represents the iconic companies designing and producing most vehicles sold today in the United States, as well as equipment suppliers, autonomous vehicle innovators, semiconductor and electric vehicle battery producers.

"These policymakers may hail from different states and different parities, but they each understand that a globally competitive U.S. auto industry is worth fighting for in Washington because it underpins our economic and national security. On behalf of Alliance for Automotive Innovation, thank you to Senator Heinrich, Senator Young, Representative Curtis and Representative Stevens for your leadership."

America's auto industry supports 10 million jobs coast to coast, pumps \$1 trillion into the economy annually and contributes 5 percent to GDP.

## Borealis introduces glass-fiber reinforced PP with recycled content for auto use

Borealis introduced Borcycle™ GD3600SY, a glass-fiber reinforced polypropylene (PP) compound with 65 percent post-consumer recycled (PCR) polymer content. It will first be used in automotive interiors in a landmark project delivered in partnership with Plastivaloire, a thermoplastic injection specialist and Tier 1 supplier to the automotive sector, and Stellantis, an OEM and the owner of 14 automotive brands.

Borcycle GD3600SY is part of the Borcycle™ M portfolio of mechanically recycled polyolefins for demanding applications. It contains 30 percent glass fibers, meaning that almost the entire polymer fraction of the product is made from post-consumer recycled PP. It will initially be used in center console carriers for the new Peugeot 3008, marking the first instance of a compound with 65 percent PCR PP being used in series production for large automotive interior applications.

This development proactively addresses the expected requirements of the forthcoming European End-of-Life Vehicles regulation. This stipulates that 25 percent of the plastic used in new vehicles must come from recycled sources, with a clear focus on mechanical and post-consumer recycling. Given that polypropylene accounts

for about one-third of the plastic in cars, compounds like Borcycle GD3600SY will play a critical role in achieving these circularity goals.

Historically, mechanically recycled plastics from post-consumer waste streams have been of low and inconsistent quality, making them unsuitable for demanding automotive applications. However, advanced recycling technologies like Borcycle M have overcome these limitations: By combining sorting, cleaning, and extrusion steps, it converts household waste streams into high-quality PCR polymers that meet the demanding standards of the automotive industry while also advancing circularity.

"Developed and manufactured in France, the center console structure of the new Peugeot 3008, produced with Borealis' new Borcycle M GD3600SY grade, is a major step towards a more sustainable automotive industry. Our participation in the 2024 Plastic Recycling Europe award underlines Plastivaloire's commitment to sustainability and circularity," said Dominique Manceau, innovation director at Plastivaloire.

As the mobility industry evolves, Borealis continues to deliver innovation where it counts and is more sustainable for everyone.





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