

Scrap Tire NEWS

Covering The News And Developments In The Scrap Tire Recycling Industry

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Maryland Expands Scrap Tire Collection

The Maryland Department of the Environment (MDE) has expanded the state's scrap tire collection program to increase collection of scrap farm tires, which because of their size create challenges in collection and handling.

The Maryland Board of Public Works approved \$1.5 million for the Scrap Tire Citizen and Agricultural Drop-Off Day Project giving Maryland residents opportunities to dispose of scrap tires free of charge.

The funding is for the tenth Drop-Off Day Project. Under the new funding, all 20 counties participating in the drop-off must now accept farm tires of any size or type, the MDE said. The board previously approved \$500,000 to reimburse counties that collect tires through drop-off events. ♦

IN THIS ISSUE:

NH Paving Project.....	1
Permit Approval.....	3
Rumber.....	4
Tire Shredding in Guam.....	5
Waterhog Eco Mats.....	6
LA Waste Tire Program.....	8
Thinking Big.....	10
UK Firms Acquired.....	13
New Grinding System.....	14
Tire Pros Playground.....	15
Grants at Work.....	16
News Brief.....	17
Calendar.....	18

New Frontier in OTR Processing

Eagle International has taken another giant step in tire processing. The Dakota Dunes, SD-based equipment manufacturer is introducing the Eagle OTR Debeader that pulls the steel bead bundles clean from giant mining tires, earthmover tires and other large off-the-road tires (OTRs) in less than ten minutes.



The Eagle OTR Debeader is a game-changer in downsizing the largest off-road tires and recovering their valuable rubber and steel.

"This machine is simply going to change the way we downsize OTR tires", Eagle International President Julie Prochello said. "It opens a whole new frontier for the tire recycling industry," she said.

Eagle International knows about opening frontiers. From its entry into the tire recycling equipment industry with one tire cutter in 1991, the company has grown into an internationally recognized specialist in downsizing and processing scrap tires.

See OTR page 16...

NH Paving Project Showcases Recycled Materials

Department of Transportation (DOT) officials tout improved surface and greater durability on road and bridge project

A pavement and bridge rehabilitation project on New Hampshire (NH) Route 101 in Auburn and Candia that began in August 2012 and concluded last month features construction innovations not previously used in New Hampshire. According to DOT's materials and research bureau, the Route 101 project used high amounts of recycled asphalt (RAP) and different pavement mixes, including an asphalt rubber mixture, warm mix asphalt and a high-polymer modified asphalt, on three separate sections.

The \$13.4 million, 7.2 mile project includes seven bridges and pavement work on two exit ramps. The work also includes guardrail updates and adjustments to roadway drainage structures.

Forty percent of the new road surface for the 101 project consists of recycled asphalt pavement. On a typical road project, the RAP content is about 22 percent, DOT officials said.

See NH Paving page 8...

Grants at Work

Playground Play Stations Enhanced With Crumb Rubber

A \$43,900 grant from the Kentucky Division of Waste Management allowed 100 tons of recycled tire crumb rubber to be purchased and applied to nine play stations in the park at Whites Park in Boyle County, KY.

A 25-percent matching grant of \$11,025 from the Boyle County Fiscal Court paid for the equipment, personnel and materials needed to install the crumb rubber, county officials said.

The crumb rubber was installed last month and signs were placed at the various play stations to inform the public of the enhancements, solid waste officials said.

The solid waste department is now looking into options to use several tons of rubber mulch left over from the Whites Park project including filling in some of the grassy areas between the play stations with crumb rubber.

As part of the grant safety requirements, the solid waste department will keep track of all injuries on the property for the next two years.

Grant Helps Recycle Scrap Tires

Lauderdale County, Alabama Solid Waste officials said the benefits of a state tire recycling grant are paying off.

Among the benefits, the department was reimbursed for the work county workers performed to remove 11,000 pounds of tires from seven illegal dump sites recently with funding from the Alabama Department of Environmental Management (ADEM) cleanup grant program. Last month, Lauderdale county commissioners accepted a three-year ADEM \$300,000 grant for the Solid Waste Department to continue its tire cleanup and recycling program.

Under the grant, the county will receive \$100,000 each year for the three years which will allow the county to recycle scrap tires brought to the landfill as well as to clean up illegal tires dumped along roadways, the Commissioner said.

The county pays \$79 per ton to have tires recycled at a facility in Mississippi.

Under the agreement, the Mississippi company supplies a 45-foot trailer at the county landfill and transports full containers to its Mississippi processing facility. The county averages a trailer load about every three months and the grant offsets that cost, solid waste officials said. The county landfill charges 80-cent per tire to dispose of the tires at the landfill. ♦

OTR *continued from page 1...*

With machines in twenty-three countries, Prochello said the company grew one machine at a time. Each new addition, she said, was developed to meet the market's need for tire recycling.

Its latest entry, the Eagle OTR Debeader is the ^{first} ~~third~~ leg of a three-step system developed to downsize the largest OTR tires. Prochello said it took seven years and extensive research into every aspect of downsizing giant tires to put the system together.

The large steel beads and three dimensional material located in large OTR tires represent a distinct problem for tire recyclers. By removing the bead bundles prior to shredding, tire recyclers are able to reduce maintenance costs, increase the life of their equipment, simplify downstream shredding and recover hundreds of pounds of recyclable steel which will add to their revenue stream.

"What really drove us to come up with the new machine was the steel recovery," Prochello said. "We were at a mine expo two years ago and everyone was asking for a way to get clean steel. 'We want the steel', they said."

"We already had an OTR bead remover but it left a lot of rubber on the bead," Prochello said. The company spent the next eighteen months designing, building and testing the debeader to solve the processing difficulties associated with the steel beads in OTR tires. "Our goal was to make it an easier process and we've accomplished that," Prochello said.

The new Eagle OTR Debeader simultaneously pulls both the steel beads from tires with a 25 inch rim opening up to and including 51 inch rims and one bead at a time from the 40/00R57's and the 59/80R63 OTRs. The heavy-duty fully automated Eagle OTR Debeader will pull the steel bead bundles from 5-6 OTRs per hour and deposit the recovered steel beads into a storage or shipping container. With the additional Punch Cutter, which bagel cuts the tires and Titan II, which cuts the pieces into wedges, the downsized tire pieces can be shredded with much more success.

Recently, the Eagle OTR downsizing system attracted inquiries from Mitsui & Co. LTD, a diversified global trading, investment and services firm head quartered in Toyko Japan. Mitsui subsequently joined Eagle as a worldwide Sales Agent to provide full sales, technical and business support to Eagle equipment customers.

"This partnership give our clients access to the rich experience of both companies," Prochello said.

Eagle International and Mitsui & Co. LTD continue to research markets around the world to provide ongoing cost effective, productive systems and equipment to downsize OTR tires. ♦