Legislators Announce State-Wide Changes to Georgia's Scrap Tire Regulations

Georgia Sen. Nan Orrock (D-Atlanta) and State Rep. Pat Gardner (D-Atlanta) held a press conference at the Capitol on July 8 to educate Georgians on updated regulations of Georgia's scrap tire law. Sen. Orrock and Rep. Gardner were joined by Atlanta City Council members Joyce Sheperd and Felicia Moore, as well as other state policy makers.

"State laws have been strengthened to better track the storage, hauling, and disposing of used tires," Sen. Orrock said. "And we are very committed to assist cities and counties to curb illegal scrap tire dumps that threaten neighborhoods and property values," she said.

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Polyvulc Owners To Sell Rubber Recycling Businesses

Fred Farrell and Larry Lambiotte, founders of Polyvulc USA Inc. and its subsidiaries Polyvulc Tire Recycling L.L.C. and Winsboro Rubber Recycling L.L.C., have retained Easton, Md.-based Heritage Equity Partners (HEP) to seek an immediate sale of their businesses.

Farrell and Lambiotte founded Polyvulc USA in Vicksburg, MS in 1995. The company injection-molds recycled plastics into pier pads and Federal Housing Administration-approved perimeter wall systems for manufactured houses. Polyvulc Tire Recycling takes whole tires and shreds them down to approximately a ¾" to 2-inch size rubber chip. A portion of the rubber chips are sold for use in the playground industry and as TDF (tire derived fuel) to the paper mill industry. The remainder are sold to Winsboro Rubber Recycling as feedstock for further grinding into smaller sizes and/or to Polyvulc USA, Inc. for use in its steel reclaiming operation.

Based in Winsboro, La., Winsboro Tire Recycling grinds rubber chips into fine-grind powders (-40 to 10 mesh) for various applications including asphalt, athletic fields, roofing and soaker hose, according to Polyvulc.

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Bulk Bags Improve Crumb Rubber Production

A key component of any crumb rubber production facility is efficiency. Crumb rubber processors spend countless hours looking for products, equipment and systems that will help improve production efficiency and output.

At one Pennsylvania crumb rubber factory the addition of a bulk raw material handling system that incorporates six bulk bag dischargers did the trick.

Scrap tires arriving at Edge Rubber LLC in Chambersburg, PA are first shredded into approximately ¼ inch particles, which are gravity fed into 2,000 lb. bulk bags. These rough ground particles make up 80 percent of the raw material the company processes into fine mesh crumb rubber.

The other 20 percent arrives in small bags from tire retreaders that grind a portion of the tread from used tires prior to applying new tread to the carcasses, generating buffings that measure approximately 3/16 inch.

Because Edge Rubber has eliminated manual dumping of small bags from its production process, it first transfers the contents of small bags into bulk bags which are stored, or discharged to feed ground rubber particles, along with rough shredded particles, to a cracker milling process to further reduce particle size.

Six automated Bulk-Out™ BFC Bulk Bag discharger systems with integral flexible screw conveyors manufactured by Flexicon Corporation, Bethlehem, PA move the rubber particles from the bulk bags to the cracker mills. An operator loads a bulk bag onto the discharger frame by electric hoist and trolley on a cantilevered I-beam; the discharger unloads the particles into a 20 cu ft capacity floor hopper from which a 15 ft long flexible screw conveyor transports them into one of six cracker mills. Four of these discharger systems are identical, one has a larger diameter flexible screw conveyor for faster feeding capacity, and one is a double discharge unit with two flexible screw conveyors that feed material to two cracker mills.

Once the bag is in place, the operator pulls the tied end through an iris valve, which prevents material flow while the bulk bag is being untied and allows controlled discharge of the material into the hopper once the bag has been opened.

In order to ensure continuous and efficient operation, Flow Flexer® bag activation devices positioned on the frame continually compress and release opposite sides of the bulk bag to promote flow through the bag spout into the hopper hopper.

Bulk continued on next page...
Enforcement Plays Key Role in Tire Recycling

For Bill Albert, CalRecycle’s Tire Enforcement Program Manager, peace of mind and being able to sleep at night followed by preventing tire fires and the possibility of disease-carrying vectors top the list of reasons for enforcing California’s waste tire storage, hauling and processing regulations.

Encouraged by enforcement legislation, CalRecycle developed regulations that aim to strike a balance between tire enforcement and the development of tire processing facilities and tire recycling opportunities in California.

Albert pointed out some key changes emanating from AB 1647, legislation that became effective in January 2013. For example, enforcement hearings are now informal allowing shorter time frames for hearings and reducing the time illegal operations can continue to operate. Also tire brokers are required to register and submit periodic information. New tire broker regulations are expected to be developed in 2014 as the agency commences informal rulemaking to address specific requirements of the law.

Recent waste tire rulemaking also addressed incorporating the applicable 2014 California Fire Code, clarified the definition of tire derived product, streamlined the waste tire facility permit process and specified notification and other requirements that collection locations must meet.

The future focus for enforcement will continue to look at the export issue and monitor and respond aggressively to illegal activity. Rulemaking will also remain at the forefront with tire broker and hauler rules in development. Electronic reporting for haulers and facilities is on the docket and the agency will continue to encourage enhanced compliance through education, outreach efforts and streamlined penalties.

Bulk continued from page 18...

The rubber particles flow from the discharge port of the floor hopper and charging adapter into the 15 ft long Model 1450 flexible screw conveyor, designed to handle difficult materials and consisting of a flexible steel screw rotating inside a 4.5 in. diameter carbon steel outer tube. The screw is driven by an electric motor located at the discharge end of the conveyor, which feeds the rubber particles through a transition adapter into the cracker mill.

High and low level sensors in the floor hopper signal a PLC to activate the conveyor on reaching high level, and turn off the conveyor on reaching low level.

Before Edge acquired the bulk bag dischargers, the small bags of material from tire retreaders were manually emptied into the cracker mills.

Now the bulk bag dischargers and flexible screw conveyors feed all raw material into the cracker mills in a continuous, automatic flow. Edge reports that throughput increased and inventory decreased with the new discharger system.

Don’t Go It Alone!

ISRI is the association for tire recyclers.

- Safety programs and services, including customized on-site training
- Access to competitive insurance through ISRI’s RecycleGuard® program
- Networking opportunities at the annual ISRI convention and other ISRI events
- Copies of the ISRI Membership Directory, Scrap magazine, and other ISRI publications
- A place where your voice can be heard to shape the future of the tire recycling industry

For more information about ISRI and its new member specials, contact Tom Crane at 202/662-8536 or tomcrane@isri.org.