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NewsVoice of Salvage, Waste and Recycling

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GreenMan to sell tire recycling operations for over \$26 million

GreenMan Technologies, Inc. has entered into an agreement with Liberty Tire Services of Ohio, LLC, a wholly-owned subsidiary of Liberty Tire Services, LLC, to sell, subject to shareholder approval, substantially all assets of two wholly-owned subsidiaries, GreenMan Technologies of Minnesota, Inc. and GreenMan Technologies of Iowa, Inc. GreenMan expects the cash proceeds from the transaction will exceed \$26 million and, subject to shareholder approval and the satisfaction of customary closing conditions, expects the transaction to close by the end of 2008.

GreenMan intends to use approximately \$19 million of the proceeds to retire certain transaction related obligations, including approximately \$13 million due its primary secured lender, Laurus Master Fund, Ltd, under a June 2006 credit facility.

If the transaction is completed, GreenMan will have minimal long-term debt and more than \$5 million of available cash as it moves forward with its two remaining subsidiaries, Welch Products, Inc. and its newest sub-

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Auto shredder residue recycling researched

PHOTO COURTESY OF ARGONNE NATIONAL LABORATORY



A technician examines polymer matrix composite materials created from end-of-life vehicle materials. The materials were recycled with Argonne's two-stage materials recovery process.

Prototype recovers up to 60 percent

by Brian R. Hook

Automobile recyclers have long wondered what to do with shredder residue, the leftover material that remains after shredding vehicles and recovering the metals.

If research that is underway at Argonne National Laboratory in Argonne, Illinois is commercialized, two potential options for the nation's shredder residue

would include turning foam into carpet padding and transforming the plastics into battery trays.

"Up to 60 percent of the residue can be recovered as usable materials," said Basam Jody, group leader of the energy systems division at the research lab.

With most of the shredder residue currently sent to landfills, the United States generates around 5 million

tons of the leftover material annually, Jody estimates. About 30 percent of the material, by weight, is polymers and 10 percent is residual metals.

Argonne, funded by the United States Department of Energy, has spent around \$5 million to develop the process to recycle the residue, Jody estimates. Although the basic concept was developed more

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Model legislation aimed at reducing theft

by Irwin Rapoport

When signed by Governor Arnold Schwarzenegger, the State of California will have established a legislative precedent that other states could follow to help reduce the thefts of recyclables from the curbside.

On August 8, the Senate Appropriations Committee approved AB 1778, a bill authored and championed by Assemblywoman Fiona Ma (D-San Francisco) to halt the growing theft of recyclables such as paper, aluminum cans and bottles across the state by professional and organized poaching rings.

AB 1778 narrowly cleared the State Assembly Floor in July with bipartisan support. The bill was voted on by the full Senate on August 14 and did not receive the necessary votes. However, it was granted reconsideration.

The reconsideration vote took place on August 22 and passed by a 21-16 vote. To a certain extent the vote followed party lines, with 17 Democrats and 4 Republicans voting in favor and 11 Republicans and 5 Democrats voting against it. Three Democratic senators did not vote.

"These recycling raiders must be brought out from the shadows," said Ma following the vote. "With the price of recycled materials on the rise, recycling theft has become a lucrative business. I am hopeful that this bill, which is so important to improving recycling programs, will be signed by the Governor."

If signed by the Governor, the law would take effect on January 1, 2009.

Ma provided amendments to address some of the privacy and identification concerns. This led to the removal of requiring sellers to present a California driver's license or any state-issued identification to recyclers and scrap dealers.



—Fiona Ma

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National Recycling Coalition awards leaders

The National Recycling Coalition named the top individuals and organizations within the recycling community at their 2008 Annual Awards Program. The event took place on September 22 at the 27th Annual Congress & Expo in Pittsburgh, Pennsylvania. The following awards were presented:

National Leadership Award: Senator Tom Carper - United States Senator Tom Carper of Delaware has long recognized the value in developing the nation's strategic and sustainable response to resource conservation and global warming. As co-Chairman of the Senate Recycling Caucus since its inception, Senator



—Senator Tom Carper

Carper has been a champion for the recycling community on all pertinent matters before the Senate, and has provided extraordinary leadership in the development of legislation to support recycling and its many environmental and economic beliefs.

Recycler of the Year: E. Gifford Stack - Stack has extensive experience with solid waste management programs. He has developed waste paper recovery systems, directed the glass industry's national recycling activities, sold recycling equipment, and created recycling programs for PET plastic beverage containers. Stack spent almost 14 years with the National Soft Drink Association (now the American Beverage Association) directing their environmental affairs program.

Outstanding Recycling Organization: Georgia Recycling Coalition - The Georgia Recycling Coalition emphasizes the importance of waste reduction through education. Outreach and continuing education are an integral part of the organization, which strives to educate about the most up-to-date education strategies and programming.

Tim McClure Award for Outstanding Environmental and Community Leadership: Ed Newman - Since 1991, Newman has been the manager of Ohio University's recycling and waste program. Newman, along with the sustainability coordinator at Miami University, formulated the idea of RecycleMania - a competition that pitted two Mid American Conference schools against each other during a 10 week competition to see which campus could recycle the most.

Beth Brown Boettner Award for Outstanding Public Education: Recycle M.O.R.E Minnesota Campaign - In order to increase recycling at home, away from home, and at work, the Minnesota Pollution Control Agency and Recycling Association of Minnesota partnered to create the Recycle MORE Minnesota Campaign.

The team launched Recyclemoreminnesota.org, a website providing timely and accurate information about recycling in the state.

To help promote recycling education, the team created a downloadable toolkit (fact sheets, ads clip art, etc.) for stakeholders, local units of government, and others to use. Recycle MORE purchased recycling bins with the Recycle MORE message for various events, programs, and locations.

Outstanding Community or Government Program: Center County, Pennsylvania - Currently, the Authority employs 54 individuals; operates a transfer station, a recycling processing facility and a recycling collection system that uses nearly 200 haulers and includes curbside collection services to more than 22,000 households and more than 500 businesses in the country. Additionally, over 125 drop-off boxes are located throughout the 35 municipalities to provide recycling services to rural residents.

The Authority's Recycling Processing Facility handles more than 12,000 tons of recyclables per year and provides tours to thousands of visitors per year.

Best Elected Recycling Leader: Todd Portune - Since 2001, Commissioner Todd Portune has chaired the Hamilton Solid Waste Management District's Policy Committee. Due to his strong support of the environment and recycling, Commissioner Portune has been instrumental in establishing the vision for the District, developing innovative recycling projects, expanding District programs, and promoting recycling and waste reduction throughout the County.

Fred Schmitt Award for Outstanding Corporate Leadership: Advanced Environmental Recycling Technologies, Inc. (AERT) - AERT has been awarded a series of patents relating to the technology for manufacturing wood and polyethylene composites. AERT develops, manufactures and markets composite building materials made from recycled polyethylene plastic and wood.

Outstanding K-12 School Program: City of San José Go Green Schools Program - The City of San José Go Green

Schools Program (SJGG) of the City's Environmental Services Department fosters school recycling and environmental stewardship in a parent- and community-driven process. The program serves as a schools environmental resource center, connecting over 100 of the 300 total K-12 San José schools with free recycling supplies and other green resources.

Through SJGG, 69 schools have developed recycling programs, and 45 schools have been awarded mini-grants.

Outstanding College or University Program: Georgia Tech - Georgia Tech operates a comprehensive recycling program that provides collection opportunities for a variety of materials including: mixed office paper, cardboard, aluminum, glass, mixed metal, pallets, plastic and tires at established collection sites and regular pick-ups for campus wide recycling.

This award-winning recycling program was started in 1997 with the hiring of manager Cindy Jackson. At its inception, the department's primary function was to incorporate recycling, waste diversion and source reduction programs to Georgia Tech's structure.

Outstanding Recycling Innovation: Eco-Cycle - Zero Waste Event Kit - Launched on Earth Day 2007, Eco-Cycle's do-it-yourself Zero Waste Event Kit comes complete with compostable single-use tableware, compost collection bins, tips for Zero Waste entertaining, and educational signage and guidelines. Since April 2007, Eco-Cycle has distributed 530 kits and diverted an estimated 21,492 pounds of compostable and recyclable materials from the landfill.

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Coca Cola and NRC provide recycling bins

Coca-Cola and the National Recycling Coalition (NRC) announced the third round of their recycling bin grant program designed to promote and support community recycling in the United States.

Grant recipients have the benefit of both the donated recycling bins and the expertise on how to set up recycling programs from the National Recycling Coalition. Grants will be provided for recycle bins at sporting events, music venues, schools and commercial locations. The grant program is part of Coca-Cola's \$60 million investment in recycling programs and initiatives in the United States.



The bin grant program leverages the purchasing power and expertise of the NRC and Coca-Cola to provide more recycling bins than would be possible if grant recipients were to purchase bins independently. The NRC also will contact grantees to offer guidance on setting up their recycling program and assessing recycling bin needs. NRC bin suppliers will then deliver bins directly to the recipients.

Since 2007, the Bin Grant program has placed more than 5,700 recycling bins in 150 communities in 48 states and the District of Columbia. Recipients have included municipalities, colleges, Native American tribes, and community organizations.

The grant program is open to cities, governments and schools as well as non-profit groups and for-profit companies.

Interested parties may apply for the grant during spring and fall application periods at www.bingrant.org. The current submittal period is open through October 17. Grant recipients will be announced on America Recycles Day, November 15.

Eligible grant activities include recycling programs at schools, universities, public parks and recreational facilities, sporting and cultural venues and events and commercial locations.

Griffin, Georgia to promote mandatory curbside recycling program with CVP

Targeted marketing will focus on routes with fewer recyclables

A study conducted by the state of Georgia found that Georgians are throwing away recyclables at an alarming rate. In fact, the study found that forty percent of what they throw away can actually be recycled. These recyclables are crucial to Georgia's environment and economic well-being.

To help curb the waste, the city of Griffin, Georgia, and the Curbside Value Partnership (CVP) have teamed up to promote recycling as the easiest way for Griffin residents to minimize their environmental footprint in the state.

Griffin has had a mandatory curbside recycling program since March of 2007.

Residents who fail to put their 35 gallon recycling carts out at the curb on the designated pick-up day will forfeit their garbage collection for the day. Recently, city officials noticed that residents on a particular route were setting out their recycling carts along with their garbage carts, but that the recycling carts were only partially full.

"Griffin has the only mandatory curbside program in the state. That is something we fought hard for and are very proud of," said Phil Francis, director of Central Services for the city of Griffin.

Beginning this October, CVP will work with the city to implement a grass-

roots communication campaign designed to reach city residents through strategic advertising, participation in local events, a partnership with Keep Spalding-Griffin Beautiful and the Griffin Chamber of Commerce, and media relations. In addition to the city-wide campaign, CVP will develop materials for specific routes with lower recycling tonnages, urging them to "keep up" with the other routes in the city, and tapping in to their competitive spirit.

"Our research indicates that educating residents on the benefits of recycling has the greatest impact on increasing curbside recycling," said Steve Thompson, program director for CVP.

EPA guides curbside handling of hurricane debris

The United States Environmental Protection Agency (EPA) and the Louisiana Department of Environmental Quality (LDEQ) encouraged residents in hurricane-affected areas to collect trash and debris and place them curbside for proper disposal.

Examples of materials that may need special disposal or recycling include electronics, batteries, computer hardware, paint, cleaning products, sol-

vents, and lawn and garden products. Where possible, residents should mark containers clearly before placing them out for disposal. Materials should be sorted curbside to help expedite cleanup efforts.

DEQ recommends placing similar materials together - garbage and food; electronics; appliances and other 'white' goods; household hazardous waste, construction debris, and vegetation debris.

Leaking containers should be placed in plastic bags to prevent spills. Household hazardous items should never be dumped or poured down drains or storm sewers. EPA and DEQ priorities for disposal are reuse, recycle or compost before disposal.

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Blue Earth Solutions raises \$14.1 million from new investors

Blue Earth Solutions, Inc. announced the closing of a private placement with gross proceeds of approximately \$14.1 million. The private placement was oversubscribed. The company only sought to raise \$10 million initially but expanded it due to demand. The sale consisted of approximately 28 units, each holding 50,000 shares of Series C Preferred Stock with voting rights, conversion features, dividends and a liquidation value of \$10.00 per share. Con-

version rights include warrant coverage at an exercise price of \$8.00 per share until December 31, 2010. The private placement is subject to all regulatory approvals.

The proceeds of the private placement will be used to accelerate expansion into new locations, secure new facilities and capital equipment, evaluate international growth opportunities and fund general administrative and working capital requirements.

In connection with Blue Earth's investment, it has finalized a \$4.1 million purchase order of eight new Styro-Solve™ extrusion systems, which will add production capacity of approximately 20,000 lbs. of polystyrene recycling per hour. The polystyrene product market is estimated at \$27 billion annually, extending throughout industrial, commercial and consumer markets.

Legislation

Continued from Page 1

Thefts are occurring at the curbside level, as well as newsstands and racks where free papers are left for distribution to the public.

The hope is that AB 1778 will deter theft by placing modest requirements on recyclers who currently engage in large, cash transactions for aluminum cans, plastic and glass bottles, and newspaper.

The bill requires recyclers to obtain identifying information of individuals who bring in more than \$100 worth of CRV (California Refund Value) recyclables and more than \$50 worth of newspapers.

"AB 1778 will provide a paper trail for law enforcement to use during investigations by establishing certain requirements in CRV transactions over \$100," said Ma. "Specifically, the bill requires a recycler to obtain certain identifying information and to make a payment by

check. The bill exempts businesses from the bill's provisions when the recycler has identifying information on file. It also allows supermarket recycling centers and certain non-profit recyclers to pay by a voucher rather than a check, but that voucher will still create the necessary paper trail since it would be linked to the specific transaction."

The bill does not apply in jurisdictions that do not have curbside recycling.

In order to meet the \$100 threshold amount, a person would have to bring in the following amount of containers: 68 lbs. of aluminum (over 2,200 cans); 130 lbs. of plastic; or 1,220 lbs. of glass. It is estimated that 840 lbs. of newspaper has a recycle value of \$50.

Some of the recycling companies opposed elements of the record keeping requirements, but Ma also had strong support - representatives from local recycler Norcal Waste Systems and the California Newspaper Publishers Association joined the Assemblywoman in committee hearings to support the bill.

In California - a bottle bill state, the Department of Conservation, Division of Recycling, administers the California Beverage Container Recycling and Litter Reduction Act enacted in 1986. The primary goal of the Act is to achieve and maintain high recycling rates for each beverage container type included in the program.

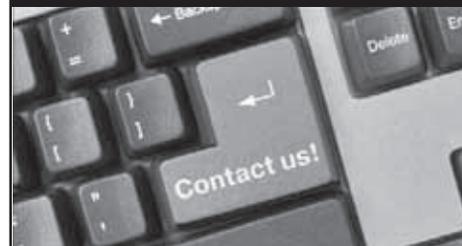
Consumers pay a CRV when they purchase beverages from a retailer, which is refunded when they redeem the containers at a recycling center.

"The loss of CRV recyclables through theft can also lead to increased costs to ratepayers," said Ma. "When a trash hauler signs a contract with a local government, the rates are set with the consideration that the hauler will receive a certain percentage of revenue based on recycled CRV containers. When these containers are routinely stolen from curbside bins, the hauler will be forced to raise ratepayer rates when a new contract is issued. In addition, police resources are stretched thin in many areas of the state and local police have higher priorities."

Because the theft of bottles, cans and newspaper is an illegal activity, the money earned from these activities goes directly into the underground economy. There are hopes that AB 1778 will help put a dent in the state's underground economy and lead to increase government revenues as payments to individuals could be tracked and taxed.

A great many people confuse their lack of planning with an emergency.

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Residue recycling

Continued from Page 1

than 15 years ago, the last 5 years have been used to develop a pilot plant to demonstrate that the recycling system works, Jody said.

“Based on this work, we are now preparing a full-scale process design and cost estimate as a possible next step in achieving commercialization of the technology.”

The separation system is a continuous dry process that separates the shredder residue – a mixture of polymers, wood, glass, residual metals, rocks, sand and dirt.

After removing any oversized material to protect the equipment, the residue is conveyed to a shredder to further reduce the size. The residue is then conveyed to a trommel to separate the bits and pieces. A magnetic separation chamber recovers the ferrous metals and an eddy current separator recovers the non-ferrous metals.

The resulting material contains more than 90 percent of the recycled polymers originally present in the shredder residue, Jody said. By weight, about 80 percent of this fraction is polymers and contains more than two dozen different types of polymers.

Since most of these polymers are not compatible with each other, the second part of the process uses a wet flotation system that separates the polymers by selectively floating or sinking the polymers.

Recycling the polymers and residual metals in the 5 million tons of shredder residue produced annually would save the equivalent of 24 million barrels of oil a year and would reduce carbon dioxide emissions by 12 million tons, Jody estimates.

Some of the shredder residue still ends up in a landfill, however. After all the recyclables are recovered from the shredder residue during the process, the remaining material – including dirt, glass, sand and other in-organics – is sent to a landfill.

“Shredder residue is one of the leading problematic materials resulting from the recycling process,” said Charles Ossenkop, chair of the technical advisory committee for the Automotive Recyclers Association. The committee monitors recycling issues related to automotive design, material usage and recycling techniques for the trade group.

Ossenkop said the trade group’s committee plans to discuss the economics behind recovering shredder residue with researchers at Argonne within the next year.

The biggest hurdle for recycling shredder residue is the cost, Ossenkop said, noting it is often more expensive to recycle, transport and remanufacture recycled material. “Virgin material is cheap enough that it often doesn’t justify the cost,” he said.

Shredder residue goes beyond automotive recycling. David Waggoner, director of environmental management at the Institute of Scrap Recycling Industries, Inc., estimates that 40 percent of shredder residue derives from end-of-life appliances, with the remaining 60 percent of residue coming from old vehicles.

While most of the shredder residue ends up in landfills, Waggoner expects to see more uses for shredder residue in the future. He said it would provide additional value to shredder operations by reducing waste-disposal costs and increasing product sales.

The economics behind recycling shredder residue are more favorable in today’s market than in the past, said Paul Johansen, a technology marketing consultant with Johansen Marketing Consulting Ltd., in Victoria, British Columbia, Canada.

“A good new technology can languish for years unless there is a good plan on how to commercialize it.”

—Paul Johansen

Transportation costs have gone up, tipping fees at landfills have increased, and shredder operations do not have enough land to store the shredder residue, Johansen said. But he said the viability of any solution for shredder residue will vary by region.

“There are significant differences in distances to landfills, trucking costs and environmental regulations,” Johansen said, adding that there are often marketing challenges involved with introducing new technologies. “A good new technology can languish for years unless there is a good plan on how to commercialize it.”

New Jersey awards record amount in grants

New Jersey’s municipalities and counties are receiving a record \$8 million in recycling grants as a result of the state’s new recycling enhancement law, Department of Environmental Protection Commissioner Lisa P. Jackson announced.

The Recycling Enhancement Act, signed into law by Governor Jon Corzine in January, boosts the amount of grant money available to local governments by creating a recycling enhancement fund through a \$3-per-ton surcharge on trash taken to solid waste disposal facilities.

Municipal governments, vital to the success of recycling, receive 60 percent of the money the fund generates to help them enhance outreach and compliance efforts. The balance is awarded to county solid waste management and household hazardous-waste collection programs, county and state promotional efforts, and recycling research.

The new law recognizes that it will take time for the recycling enhancement fund to become fully self-supporting. As a result, the law allows for an \$8 million start-up appropriation from the state’s general fund to be made available as local recycling grants during the program’s first year. The appropriation will be repaid from future money generated.

The grants are double last year’s total and are \$2.5 million more than the previ-

ous high of \$5.5 million awarded in 1995. Money collected through the surcharge on trash disposal will be used to repay the initial appropriation.

After years of stagnating recycling rates, the overall municipal solid waste recycling rate for New Jersey increased to 36 percent in 2006, up two percent from the previous year. Moreover, rates increased across the board for items typically recycled in municipal programs such as paper, cardboard, glass, metal cans and plastic.

In 2006, New Jersey generated nearly 22.7 million tons of total solid waste, which includes municipal waste as well as construction and demolition debris, scrap iron, wood and other bulky items. Of this total, 12.4 million tons were recycled, resulting in an overall solid waste recycling rate of 55 percent.

Approximately 11 million tons were categorized as municipal waste. Of this, more than 3.9 million tons of paper, glass, metal and aluminum cans, plastics and yard waste were recycled, resulting in the 36 percent municipal waste recycling rate.

Grant payouts are allocated to local governments based on the number of tons of materials they recycled in 2006.

For a list of grant recipients, visit www.nj.gov/dep/dshw/recycling/stats.htm.



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Recycling in rural Kansas improves

by Irwin Rapoport

While 70 percent of the State of Kansas's population resides in urban areas – Kansas City, Wichita, Topeka and Lawrence, the recycling rate of households, be it urban or rural, is around the 25 percent level.

While most urban recycling programs are similar to those in other cities and towns – recycling programs in rural Kansas depend upon individuals making the effort to recycle and on volunteers to donate their time at regional and sub-regional recycling centers.

“Rural communities have a closer knit group of folks that will buy into community initiatives,” Sarah Krom, the president of The Kansas Organization of Recyclers (KOR), “and they also have more folks that are actually involved in employment or livelihoods that depend on the good use of our natural resources.”

Asked why urban communities did not have a higher recycling rate, she replied, “My guess is that where it is not a mandatory program, urban areas do not make it as convenient as it needs to be for people that are having very long work days with commutes.”

Rural residents may only have weekly solid waste collection, and it is up to them to sort their recyclables and take them to a subsidiary location or central recycling center. In some cases the materials are sorted at the center or are placed in sections for metals, glass, paper and plastics.

“Most rural communities have drop-off locations that are manned by volunteers and those volunteers do the

final source separation,” said Krom. “At Sunflower Diversified’s 1st Step Recycling in Great Bend, people are asked to pre-separate their recyclables and staff are available to assist as needed to ensure a clean product for our buyers.”

Recycling centers have few employees, but those that are hired are responsible for the baling, crushing and other processes that are considered to be dangerous activities.

Krom stresses that volunteers are essential to the success of rural recycling programs.

“They are probably more important than anything else,” she said. “Without the volunteers, we would not have the ability to get things prepared for trailers to come pick up the materials. The volunteers also encourage others to participate in the program.”

Having an increasing number of younger volunteers is expected to improve environmental awareness on the grand scale and improve recycling rates in the short and long terms.

KOR has also embraced the Internet as a tool to get more people recycling.

Individual counties and towns often coordinate events such as e-waste collections and information campaigns, especially as some regional centers serve as focal points for many of the states 105 counties, of which 98 are considered to be rural.

An e-waste collection event will often be used to collect other recyclables and as an educational opportunity.

“What we have found in most of our rural counties is that we take every opportunity to make sure that every



A rural recycling center in Kansas collects materials for processing.

aspect of recycling in that county or local area is covered,” said Krom, “whether it is household hazardous waste or e-waste collection or a special Earth Day event. We make sure that the information is there and opportunities are available to recycle.”

“Our Great Bend facility takes material from about six counties for processing and preparation for shipment,” she added. “There are several facilities like that, such as those in Pratt and Colby.”

Krom said that some of the excuses for not having curbside collection in rural areas “do not stand up to the weight of scrutiny – there are just so many different variables.”

“Some communities do not have single-service solid waste collection, they have a number of private haulers,” she said, “so any program put in place affects maybe 2 to 10 private haulers. Some cities have one individual waste hauler and they are part of a route and they just haven’t looked at source separation being an answer to solid waste concerns. In Kansas you pay for waste collection privately or as part of your city’s utility cost.”

Krom appreciates the Kansas Department of Health and Environment’s (KDHE) programs that distribute funds and grants for start-up programs and innovative recycling projects. These

grants have allowed urban and rural facilities to update their equipment to maintain or improve efficiency levels and to expand services and recycling rates.

“In rural areas,” said Krom, “this has led to purchases of trailers that can travel to various communities to pick up recyclables and to hold collection events, such as those for e-waste. Businesses involved in recycling have also received grants to improve their collections and processing so that they could handle more materials.”

Recyclables, in some cases are used as feedstock by local manufacturers, but for most communities, said Krom, the materials are purchased by brokers who market them.

Rodney Ferguson, Public Service Executive of the state’s DHE’s Waste Reduction, Public Education, and Grants Unit, said that many rural communities have really strong recycling programs. He recently attended a KOR meeting in which a woman from Stockton, a small town in northwest Kansas, praised her community for its recycling rate and impressed the audience how it matched the recovery rate in urban areas.

The key, said Ferguson, is to make recycling convenient, easy and quick.

The increasing cost of fuel, which has recently experienced a substantial

Continued on Page 8

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The 580CL’s speed usually allows processing materials as soon as they come in. That has allowed reclaiming land from stockpiled vehicles on his 32-acre operation. John likes his machine so much, he’s ordered a second one.

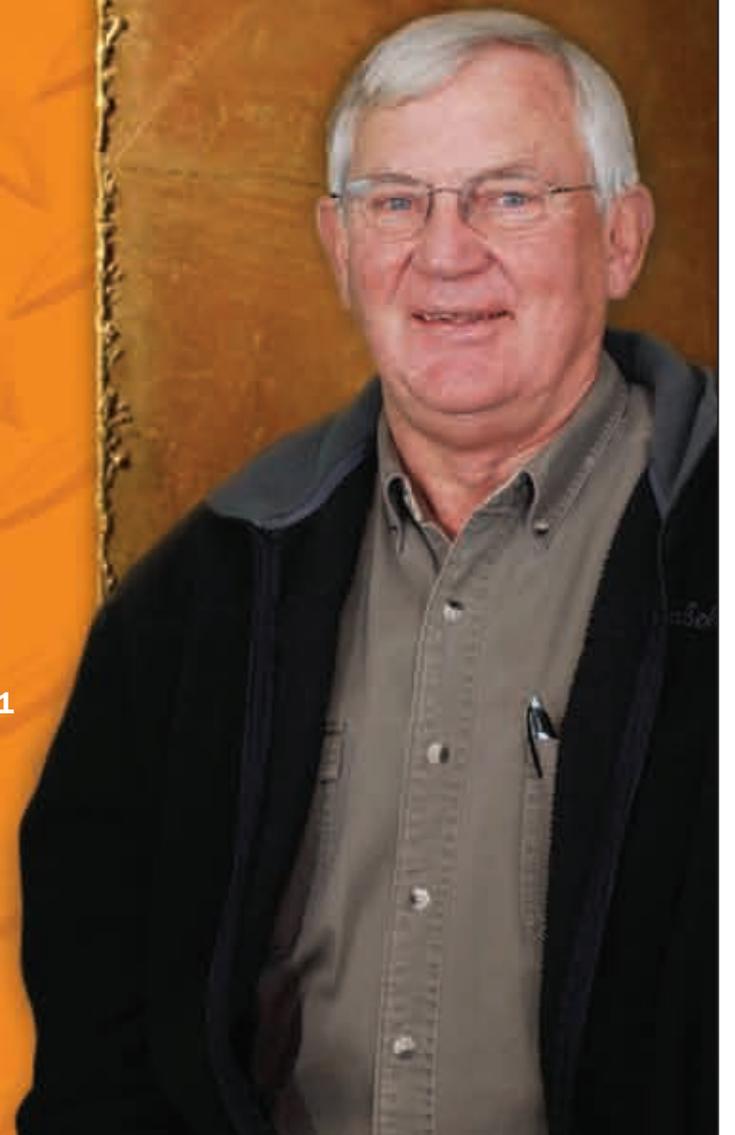
“It’s great! If you’re outside Arkansas, you should buy one. I just hope there aren’t many sold near me,” he adds with a smile.

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Converted Organics partners with Central Jersey Waste to recycle food

PHOTO BY JOAN RAMON MENDO ESCODA

Converted Organics, Inc. announced a partnership with waste management firm Central Jersey Waste/Premier Management of Ewing, New Jersey. The two companies have agreed to work together in the collection, processing and conversion of food waste from Central Jersey Waste's extensive list of food service clients. This partnership marks a vast leap in the environmental sustainability of New Jersey's Waste Management industry by recycling millions of tons of waste into a valuable organic product, which would otherwise be destined for a landfill or incineration.

"The relationship with Central Jersey Waste is an excellent fit for Converted Organics. They are the biggest food waste hauler in New Jersey with a very large food service customer base," said Jack Walsdorf, vice president of Converted Organics Inc. "We require source separated food waste, and Central Jersey Waste is in a great position to meet this need."



Compost piles experience aerobic digestion of organic particles.

Rural Kansas

Continued from Page 6

drop from the low \$150 range to the low \$120 level, is also having an impact on waste collection and recycling pickups.

"It is threatening the system, especially with the smaller amounts of aggregate material in the western part of the state," said Ferguson, "and then having to travel, even when it is a truckload of material to have it brokered out, initially processed or used to manufacture an end product."

Kansas Green Teams, an initiative created by Governor Kathleen Sebelius via an executive order to have all state offices and departments recycle by 2007, was expanded to local units of government and businesses.



—Rodney Ferguson

Kansas does not have a state-mandated diversion or recycling rate.

"We try to make it a voluntary type of approach because we think we are more successful that way with carrots and sticks more so than a hammer approach," said Ferguson. "I know the amount of natural resources generated per person and what is being diverted by recycling. We are making progress in diversion. We are proud of our diversion rate, but we can do better. Kansans are following the national tide of the green consciousness, something we have not seen since the 1970s and it is going to stay in the national lexicon."

Kansas is open to taking ideas developed by other states and jurisdictions and to sharing its knowledge and successes.

"You don't have to re-invent the wheel when you see a program that is having great effect," said Ferguson.

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Georgia Power wins refrigerator art contest

Georgia Power won "Judges Choice" in a nationwide call for old refrigerator units that have been recycled and converted to very creative works of art.

As part of the United States Department of Energy's Energy Star Recycle My Old Fridge Campaign, Georgia Power's "slot machine fridge" was selected among artwork submitted by students, institutions, utility companies, private organizations, and individual artists across the country.

The Energy Star Recycle My Old Fridge Campaign encourages Americans that own an old, inefficient refrigerator to save money, energy, and help the environment by recycling old refrigerators and, when a replacement is needed, buying a new Energy Star-qualified refrigerator.

Georgia Power predicts its customers have approximately 235,000 secondary refrigerators more than 10 years old.

Most of these secondary refrigerators are old, inefficient models and typically use 75 percent more energy than newer Energy Star models. If every household recycled that second refrigerator, the annual energy savings would be as much as 250 million kilowatt-hours each year.



Georgia Power's slot machine fridge.

GreenMan

Continued from Page 1

subsidiary announced last week, GreenMan Renewable Fuel and Alternative Energy, Inc. Concurrent with the closing of this transaction, Liberty and GreenMan will enter a strategic multi-year feedstock supply agreement that will ensure an adequate supply of crumb rubber to support Welch's growth objectives.

The Boards of Directors of GreenMan and Liberty Tire Services, LLC have unanimously approved the transaction.

Welch Products, Inc., headquartered in Iowa, has achieved approximately 100 percent revenue growth this year and has recently signed various state contracts demonstrating continued market penetration. Welch Products specializes in the design, product development and manufacturing of products using recycled materials made primarily from recycled rubber.

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AUTO

New national VIN reporting regulations anticipated

by Irwin Rapoport

The United States Department of Justice (DOJ) has released its preliminary rules for the National Motor Vehicle Titles Information System (NMVTIS), which are expected to be implemented in 2009.

The rules are expected to include provisions for the monthly reporting of VIN

(vehicle identification) numbers, which are key components of the Anti-Car Theft Act.

The preliminary rules have been published in the Federal Register. The rules will undergo a two or three month public comment period via an interactive website in which stakeholders will be able to post their comments and read those of others.

To post comments, visit the following: http://federalregister.gov/OFRUpload/OFRData/2008-22070_PI.pdf. Following the public forum, technocrats from the DOJ will determine the final wording of the regulations.

The process began 16 years ago (1992) with the passage of the Anti-Car Theft Act, which placed the responsibility

for the regulations with the Department of Transportation. The Act establishes the NMVTIS and includes a provision to require recycling or salvage facilities to file regular reports that must contain an inventory of all vehicles obtained.

The reporting would include the:

- VIN of each vehicle obtained.
- Date on which the vehicle was obtained.
- Name of the individual or entity from whom the vehicle was obtained.
- Statement of when the vehicle was crushed or disposed or sold.
- If sold, to whom the vehicle was sold.

The Act was updated in 1996 and it mandated the DOJ to provide the regulations by 1997, but this mandate was not met and the rules were finally submitted to the DOJ last spring/early summer through the Office of Management and Budget.

The regulations will affect the auto recycling, insurance and salvage pool industries, law enforcement, and by extension, individual and business consumers.

"There are some significant competing interests that are likely to come out during the public review process," said Howard Nusbaum, administrator of the National Salvage Vehicle Reporting Program (NSVRP). "Consumer groups are looking for retention and ready access to this information so that when a consumer buys a vehicle, that person is aware of the prior history of the vehicle. Law enforcement groups also support NMVTIS, and know that they will find the ready access to the vehicle history quite useful."

Other groups may oppose some of the reporting requirements either on technical grounds or on the basis of perceived costs or other reasons.

"One of the big things is the Katrina cars – there are hundreds of thousands of totaled cars that were taken back by insurance companies," he adds, "and there is more than anecdotal evidence that in a surprising number of cases, vehicles were transferred and re-titled between States and were later converted to clean titles in such a way that presumably, if consumers bought those cars later, there wouldn't have been any accident damage and visually the cars looked fine and they would not have been aware of the history of the car."

There have been attempts to create databases to notify the public about these cars, most notably a database was made available by the National Insurance Crime Bureau (NICB) that posted information provided to them by their insurance company members on the identity of Katrina flood cars. This database was created by NICB after seeing the need, but it was not available until well after the problem had reached major proportions.

Disclosure regulations would apply to more than Katrina cars, and while Federal regulations are not in place, commercial organizations such as Experian and Carfax are able to provide histories on some — but far from all — vehicles.

Continued on Page 15

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AUTO

Second propulsion system planned for Chevrolet Volt

E-Flex hydrogen fuel cell continues move toward electric drive

GM has unveiled the next iteration of the E-Flex electric architecture, configured with GM's newest, most efficient hydrogen fuel cell system to date.

This second variant of the E-Flex system uses GM's new fifth-generation fuel cell propulsion technology and a lithium-ion battery to provide up to 300 miles of petroleum and emissions-free electric driving. The fuel cell E-Flex is a true Zero Emission Vehicle (ZEV) and operates all-electric from both hydrogen fuel cell-generated electricity and grid electricity. It is plug-in capable, adding up to 20 additional miles each time it is charged, further reducing trips to the refueling station.

The E-Flex system is a flexible all-electric production vehicle architecture that can be configured to run on electricity from a number of sources. It was first shown in January at the North

American International Auto Show in the Chevrolet Volt concept vehicle. The Volt is an electric battery vehicle with 40 miles of all electric-range and uses a small bio-fuel engine with a generator to extend its range to 640 miles.

The General Motors E-Flex Fuel Cell variant - the second propulsion system developed for the Chevrolet Volt - is configured with GM's most efficient hydrogen fuel cell system to date.

"The beauty of our E-Flex strategy is that it allows us to package various propulsion systems into the same space depending on what energy is available locally," said Larry Burns, GM's vice president of Research and Development and Strategic Planning. "It also provides flexibility in the sources of energy. We can obtain hydrogen or electricity from a myriad of renewable sources - wind, solar, geothermal, hydroelectric and biofuels - or from traditional sources such as natural gas, clean coal, nuclear or even gasoline.

"E-Flex provides flexibility in two ways: in the propulsion systems that can be used, and in

the sources of energy that can be commercialized to compete with oil and meet global transportation growth in a sustainable way."

Independent studies indicate hydrogen fuel cell vehicles offer superior overall efficiency and fewer greenhouse gas emissions compared to internal combustion engines running on gasoline, when considering both the creation of the energy and its use in the vehicle.

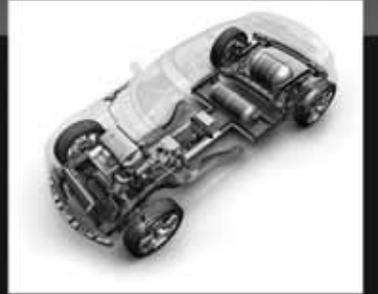
GM's fifth-generation fuel cell system is half the size of its predecessor, yet it provides the same power and performance. The fourth generation currently powers the Chevrolet Sequel concept vehicle. The Sequel stores 8 kg of hydrogen and delivers a range of 300 miles. The fuel cell Volt will also deliver 300 miles of range, but with only 4.0 kg of hydrogen.

GM's advancements are a strong indication that our fuel cell technology has the potential to be a competitive alternative to the internal combustion engine in size, performance and cost.

"Our progress has made us increasingly confident that our fuel cell propulsion system will



2011 Chevrolet Volt Production Show Car, above.



Right, E-Flex FC System Cutaway Drawing.

be automotive-competitive," said Burns. "But before this technology can be made widely available, governments, energy suppliers and infrastructure companies around the world need to collaborate with GM and the auto industry to develop a market for fuel cell vehicles and hydrogen fuel."

A variety of technological advancements and lightweight materials contribute to the efficiency of the Volt. With an estimated curb weight of 3,500 pounds, it weighs 30 percent less than the Sequel. The fuel cell propulsion system is packaged entirely under the hood and is

equivalent in size to a four-cylinder engine with automatic transmission. The Volt features molded GE plastic panels on the fenders, window glazings, instrument panel and steering wheel, which offer between 30 percent and 50 percent weight reduction per part.

The E-Flex fuel cell variant also showcases GM's third-generation wheel hub motors, packaged inside the rear wheel to add considerable torque for all-wheel electric drive capability. The new coreless motor technology reduces mass and produces more power compared to the first generation shown in 2003.

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A Closer Look

by Donna Currie

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A lot of people say that they "grew up in the business" and will talk about going to work with dad and being given tasks to do, but Buddy Cogburn's story is a little bit different.

"I was seven years old," he said, "running an old manual crusher."

Cogburn went on to explain that one summer day, his father had taken him along to a jobsite to check on the progress. When they got there, his father realized that a few of the employees were not in any condition to be working, so he fired the whole crew on the spot.

With all the workers gone, someone was needed to run the crusher. "This machine was a MAC stationary unit that they made mobile," Cogburn explained. The operator had to stand up to run the machine, and at seven years old, Cogburn was a little undersized for the task. "They tied a rope around me, so I wouldn't fall out," he said. His father gave him instructions on how to run the machine, and apparently he did a good job, since his father kept him on the job for about a month.

After that, Cogburn really fell in love with the business, and worked for his father after school and during the summers. After high school, he spent a year in college, but came right back to car crushing.

Cogburn's father, who started the business in the late '70s, passed away in 2000, and Buddy, his sister, and their mother took over. While the three are partners, he noted that he and his sister tend to make the decisions, while his mother stands behind whatever they agree on. That's not all of the family, however. Cogburn's wife "handles the books," and his sister's fiancé is the company dispatcher.

Since 2000, the business has grown. "We kinda pushed it a little," Cogburn said. "We wanted it to get bigger." The company now owns 22 trucks, has 82 employees, and runs three yards in Oklahoma, including the original location in Medill. A fourth location has been purchased in Kiowa, Oklahoma, and is expected to be in operation by the first of the year.

Cogburn attributes much of the company's success to their customer relations, making it a point to clean up the yards before they leave. "We have a lot of steady customers," he said.

One thing that has changed recently is the frequency that they return to customer's sites. When scrap prices were lower, many salvage yards would accumulate cars until they had 500 ready to go, but now they are ready to sell when they have 100 cars on hand. "It made a dramatic change in the market," Cogburn said. "Every yard is not full like it was."

Cogburn expects the market to stay strong, but that brings a downside as well. With prices as high as they are, more people are getting into the crushing business, so "it will be hard to stay busy," he said. "There's still plenty of loose scrap, but you have to hustle it a little bit more to get the material."

He also said that some of the newcomers in the car crushing business don't always understand their own processing costs, and will pay too much for material. Cogburn laughed at that and said, "My father used to say, 'The public will educate you if you can afford it.'"

Cogburn said that one of the things he most enjoys about the business is the public, and his relationships with other business owners. He said that some of the owners of the salvage yards, as well as some competitors, are his good friends.

Also, "I enjoy equipment," he said. "I'm pretty fascinated with equipment." Besides doing car crushing, his company has expanded into other types of tear-downs, and has worked at an oil field tank farm and a rock quarry. "To see something that massive come down is fascinating," he said.

The tear-down crew has only been working for about four months, but already Cogburn sees it as a positive step in the ongoing growth of the company. "We took a really small company, and with some luck and success, we built it into something on a larger scale," he said. "We were part of that — we were the ones that made the decisions."

While Cogburn hopes that his children, now aged 4, 2 and 1, might follow in his footsteps, he's pretty sure he won't be tying them onto pieces of machinery. "It's different now than it was when I was a kid," he said.



—Buddy's Crushed Cars

AUTO

Half of GM plants to be landfill-free by 2010

Thirty-three operations reach landfill-free status, bringing current total to 43

General Motors (GM) announced a commitment to make half of its major global manufacturing operations landfill-free by the end of 2010. When translating the commitment to an individual facility basis, more than 80 of GM's manufacturing operations will become landfill-free over the next 28 months. GM facilities achieve the landfill-free status when all production waste or garbage is recycled or reused.

As part of the initiative, the company announced 33 global operations have recently reached landfill-free status, bringing the company's current total number of landfill-free manufacturing operations to 43.

At GM's landfill-free plants, over 96 percent of waste materials are recycled or reused and more than 3 percent is converted to energy at waste-to-energy facilities. Eliminating waste to this degree is a GM manufacturing priority.

Not only does this initiative help the environment, it helps the company's bottom line. As a result of the company's global recycling efforts, recycled metal scrap sales are approaching \$1 billion in annual revenue. Additionally, in North America alone, GM will generate about \$16 million in revenue from the sale of

recycled cardboard, wood, oil, plastic and other recycled materials.

Over 3 million tons of waste materials will be recycled or reused from GM plants worldwide this year. An additional 50,000 tons will be converted to energy at waste-to-energy facilities. Some of the materials recycled at GM's zero landfill sites this year include 630,000 tons of scrap metal, 8,000 tons of wood, 7,500 tons of cardboard and 1,200 tons of plastic. These numbers will increase as additional manufacturing facilities reach zero landfill status.

Part of the challenge is finding uses for materials. At GM's landfill-free plants, even the smallest piece of waste is put to a good use. Waste aluminum generated at GM facilities is reused to produce engine and transmission components. Steel, alloy metals, and paper are sent to recyclers to be made into a variety of products. Used oil is reconditioned for reuse in GM facilities. Wood pallets are reused, rebuilt or ground into landscape chips or sent to waste-to-energy facilities. Empty drums, totes and containers are refurbished and reused again and again. Cardboard is collected, compacted and sold for making new cardboard materials.

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AUTO

Auto recyclers report increase in sales

by Irwin Rapoport

With the economy in the midst of an ongoing slump, self service auto recyclers are enjoying a boom in sales, while some full service centers are experiencing declines in revenue.

“People are holding on to their cars longer and as a result, they need parts,” says Steve Levetan, a senior vice president with Atlanta, Georgia-based Pull-A-Part, LLC, “and to that extent, we are able to help people by providing parts very inexpensively. We’ve seen a steady growth in our business. I don’t know how much can be attributed to the economy versus our own growth as we go into new markets and expand.”

Pull-A-Part, which is strictly self-service, purchases vehicles from various sources and has not experienced any problems in acquiring vehicles that are usually 10-years-old plus.

“We pay competitive prices and we are able to acquire adequate numbers of vehicles,” says Levetan. “We do buy vehicles from individuals as long as they have the appropriate paperwork.”

Cars at Pull-A-Part facilities are generally processed within 30 to 90 days. The firm does not remove tires, gas tanks and other parts. However, these parts are dealt with when the car is processed before being sent to shredding operations.

“We support strong and effective environmental laws for the industry,” says Levetan, who notes that many government jurisdictions see auto recyclers as a partner in the implementation of public policy. “We work very closely with local governments and environmental agencies.”

Pull-A-Part works with the EPA and is a part of the EPA’s Performance Track program.

Companies enrolled in the program are subject to on-site inspections, and, as well, must provide independent audits and evaluations conducted at each facility.

A key issue for the industry, says Levetan, is for states to enact legislation

to ensure the sale of used parts and the recycling of older vehicles.

“Very often there are issues with titles not being available with older cars – papers that have been lost or misplaced,” he says. “We are working with title agencies and law enforcement to make sure there are appropriate means for the legitimate owner of the vehicle to be able to sell them for parts or scrap. There has to be an adequate mechanism to deal with that.”

Used auto parts sales decline for full service auto centers

Stakeholders working with state government continue to yield positive results, said Levetan, who has been involved in government affairs for the past 30 years.

“Everyone recognizes that cars have to go somewhere – there are 13.5 million cars that reach the end-of-life stage annually,” said Levetan. “They can be handled properly or improperly or left as derelicts.”

Many full-service auto recyclers have noticed that sales of used car parts are not increasing in these distressed economic times, a contradiction when tough periods generally see such sales skyrocket.

“This is not just an economic downturn - this is actual economic devastation,” said Jim Watson, a co-owner of Chicago area-based ABC Auto Parts and an Auto Recycler Association past president. “It is not limited to us. The cost for material in the self-service sector has increased, just as the cost for the full-service sector. Five years ago scrap was probably one-third of our retail business,

now it is on par with that. We’ve seen scrap prices increase threefold or more and the parts have not seen a similar increase in value.

“The pressure that we have to increase our prices is causing a lot of purchase resistance,” he adds. “We’re dealing with parts that are a good choice in the repair of damaged vehicles and the way in which those parts are searched for is moving them towards commodity pricing.”

Watson, who has a 25-acre site, has both full service and self service operations. The company expects to process between 4,500 and 5,000 vehicles in 2008. He said that his self-service operation is doing well and that similar to a situation 10 years ago, the trend is to develop more self-service operations.

“The growth of the full service industry is maturing,” he said, “and there has been a change in the market – we are forced more than ever to differentiate ourselves as individual businesses and businessmen from our competition by focusing on the value-added services we can perform.”

“By competing with other best-in-class businesses, we now have to do things that we never dreamed about years ago – we have to prove quality,” he adds. “We have to assure quality in the product we are selling – which 10 to 15 years ago was not the case.”

The full service operation deals with cars two to eight years old and is experiencing industry-wide problems, such as the request for later model car parts from body repair shops.

“I told my guys that they can expect requests from shops, that normally deal with 2002-2004 cars, for parts that are two

Continued on Page 17



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Scrap Metals MarketWatch

Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
#1 Bushelings	per gross ton	\$252.00	\$240.00	\$345.00	\$395.00	\$480.00
#1 Bundles	per gross ton	245.00	239.00	340.00	344.00	451.00
Plate and Structural	per gross ton	245.00	190.00	340.00	335.00	416.00
#1 & 2 Mixed Steel	per gross ton	279.00	180.00	250.00	295.00	359.00
Shredder Bundles (tin)	per gross ton	225.00	154.00	175.00	220.00	277.00
Crushed Auto Bodies	per gross ton	220.00	150.00	175.00	180.00	241.00
Steel Turnings	per pound	189.00	100.00	210.00	179.00	248.00
#1 Copper	per pound	2.38	2.76	2.61	2.73	2.89
#2 Copper	per pound	2.17	2.64	2.46	2.51	2.74
Aluminum Cans	per pound	.89	.73	.83	.75	.80
Auto Radiators	per pound	1.95	1.85	1.65	1.68	1.95
Aluminum Core Radiators	per pound	.71	.64	.59	.61	.68
Heater Cores	per pound	1.35	1.00	1.15	1.01	1.12
Stainless Steel	per pound	.78	.72	.75	.73	.80

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

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ON TOPIC — Q & A

by Irwin Rapoport

There are legal issues revolving around VIN number registration and the auto recycling industry has responsibilities in the registration process. The industry also strives for legislation that could help bolster the recycling industry and provide rules and regulations that ensure all stakeholders are able to achieve their goals.

To discuss the industry's concerns, American Recycler recently spoke with Herb Lieberman. Lieberman is a corporate industry liaison with LKQ Corporation, a past President of ARA, chairman of the ARA's Salvage Solutions Committee and he serves on the ARA's Board of Directors.

What is on your legislative and regulatory agenda at the federal level?

Lieberman: The ARA currently has its focus on The National Motor Vehicle Title Information System (NMVTIS) and the Federal Anti-Auto Theft Act of 1992 as amended by The Anti-Car Theft Improvements Act of 1996.

ARA has been supportive of NMVTIS and is looking forward to its implementation as soon as possible. The support for this action by ARA comes from its goal of removing Total Loss Vehicles and end of life (ELV) Vehicles and or their vehicle identification numbers (VIN) for utilization in fraud, theft and other illegal purposes.

What is on your legislative and administrative agenda at the state level? Are the states doing enough to pass similar legislation to create a level playing field for automobile recyclers in terms of various regulations, tax incentives and business and environmental standards?

Lieberman: ARA does not directly participate in state legislation, although it works very close with its state affiliate chapters to help in any way possible on state legislation.

With 50 states having the right to establish their own laws and regulations, it is very hard for an industry such as the motor vehicle dismantling and recycling industry to have internal consistency in the process.

The automobile recycling industry encompasses many firms - from small to large, and a variety of elements. What are the positive and negative trends that are developing in the industry?

Lieberman: Until about 10 years ago, there were very, very few large, multiple location operations and not a single public company. Today, we have two public companies in the motor vehicle disman-

ting and recycling industry and several independently-owned multiple-location companies.

Yet, by far the vast majority of our industry is small, single-location, family-owned, independent businesses numbering in the range of 8,000.

The most positive trend I see comes from the advent of industry consolidation and independent recycler alliances. This activity has brought a much higher level of industry awareness and utilization, as well as vastly improved performance, prior to, during and after-sale processes.

On the down side, there are too many dismantlers and recyclers, both legal and otherwise, that do not want to participate in change. The fact is, change is the only true consistent in business. Change in law and regulation; industry direction; marketplace demands; the product we are processing; and last, but certainly not least, change that demands education on behalf of business owners and staff.

Is sufficient progress being made in terms of working with the automobile manufacturing industry and parts manufacturers to produce vehicles that are easier to recycle?

Lieberman: As far as motor vehicle dismantlers and recyclers working with others who have a stake in what we do, such as the automobile manufacturers, the doors have never been shut, but they sure could be opened wider and invitations extended on both sides of the hall.

As a dismantler and recycler, I have always believed that the door that must be opened to us with the OEM's is at the point vehicles are being designed on paper. To that end, just last week I met with an OEM chief designer and we have agreed to meet again. Although the Vehicle Recycling Partnership (VRP) has concluded its work, much was learned and I would only hope we could open that door again.

AUTO

BMW Hydrogen 7 finishes the Hydrogen Road Tour

The BMW Hydrogen 7 – a hydrogen-powered luxury sedan – ended a more than 4,000 mile cross-country journey in Los Angeles that featured hydrogen-powered cars by the world's leading automakers in an event called the 2008 Hydrogen Road Tour. The purpose of the tour was to show that automakers and energy producers are doing their part to move away from fossil fuels to hydrogen, and showcase the cooperation among lawmakers, NGOs, the DOT, DOE and the industry.

BMW provided a fleet of four hydrogen-powered cars – two BMW Hydrogen 7 mono-fuel vehicles that use only liquid hydrogen and two BMW Hydrogen 7 bi-fuel vehicles that can switch from hydrogen to gasoline.

Logging a "strictly hydrogen" cruising range of over 200 miles, the BMW Hydrogen 7 mono-fuel completed the two-week, 31 city tour while leaving only a trail of water vapor behind. The 200-mile cruising range is equivalent to over 25mpg. In the BMW Hydrogen 7 bi-fuel vehicle, the cruising range topped 125 miles.

The Hydrogen Road Tour is a partnership with the U.S. Department of Transportation, U.S. Department of Energy, the California Fuel Cell Partnership and the National Hydrogen Association. In addition to BMW, participants included Daimler, GM, Honda, Hyundai-Kia, Nissan, Toyota, and VW. Providing clean, domestically produced hydrogen fuel for the tour were Linde, BMW's hydrogen fuel partner for the Tour, and Air Products.

The tour fleet included the mono-fuel version of the BMW Hydrogen 7, equipped with a V12 internal combustion engine (ICE), which has been engineered to run exclusively on hydrogen. It was created to showcase the zero CO₂ and low emissions potential and feasibility of a dedicated hydrogen internal combustion engine.

The Hydrogen 7's V12 mono-fuel ICE produced no CO₂ and near-zero emissions. In fact, the tailpipe emissions were so infinitesimal that they pushed the limits of current emission testing technology.

Independent authorities, including the Argonne National Laboratory (ANL), have confirmed these results. ANL conducted emission tests on BMW Hydrogen 7 mono-fuel vehicles in early March 2008 and found that not only were the emissions negligible, but when running, the vehicle actually cleaned the air.

Recent studies have also confirmed the water emitted by the Hydrogen 7 is safe to drink.

Exhaust from the mono-fuel Hydrogen 7 tested by FGL Environmental was found to be well within the limits set by the United States Environmental Protection Agency for safe drinking water standards. The Maximum Contaminant Limit (MCL), is the maximum limit set by the EPA for chemicals found in drinking water. Results showed the MCL from mono-fuel H7 emissions to be in compliance with the health safety standards.

LKQ acquires recycled parts business

LKQ Corporation announced the signing of an agreement to acquire Pick-Your-Part Auto Wrecking, an auto recycler with nine recycling locations in California that generated approximately \$114.1 million of revenue in the twelve months ended December 31, 2007. Pick-Your-Part Auto Wrecking has five retail-oriented, recycled parts facilities in the Greater Los Angeles area (one of which also operates a wholesale business), two in the San Francisco Bay area, one in the Bakersfield area and one in the Greater San Diego area. The nine locations operate on approximately

174 total combined acres of property. After the closing of the transaction, five of the locations will be leased from entities controlled by the current owners of Pick-Your-Part. Members of Pick-Your-Part's current management team plan to remain with Pick-Your-Part under LKQ's ownership.

The purchase price for all of the outstanding voting and non-voting stock of Pick-Your-Part is expected to be \$72.9 million, subject to adjustments related to working capital at closing, with the majority of the price allocated to the non-voting stock.

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AUTO

VIN reporting

Continued from Page 10

“Presently, it’s very far from fool-proof and there are whole segments of vehicles that it would never apply to,” said Nusbaum, noting that this does not apply to self-insured entities such as rental car companies, who do not have to report when a car is damaged nor to individuals that do not have collision insurance and have their cars repaired following an accident. “Today, even if there is a branded title, when vehicles get transferred state-to-state, that history presently could be erased. This can best be understood because the title on the vehicle is only a snapshot of the current condition of the vehicle.”

“Once a vehicle is no longer registered in a State, the first State purges the information from their records since the vehicle is no longer on their books,” he adds. “Unless the vehicle is identified as a stolen vehicle and is in the NICB database, there is presently no central resource database to check for previous history. For example, that is why Experian just reported that there were 185,000 vehicles this year that had branded titled cars and got transferred and re-titled in another state with a clean title.”

The law enforcement community wants a history of vehicles to deal with auto theft, especially the cloning of vehicles – where a VIN from a legitimate vehicle is duplicated and copied to another vehicle to mask the identity of that second vehicle. This problem has translated into cars with the same VIN being exported from multiple ports - all of them claiming to be the same vehicle.

If a check is done on the VIN, a cloned vehicle will not show up on a National Crime Information Center theft report since the first vehicle was never stolen.

Nusbaum notes that thieves have even taken VIN numbers from vehicles in parking lots and then forged the paperwork for other cars that they steal of the same year and model color.

“The original owner would not be aware of the situation and it is also a concern to the insurance industry in theory because if a new car has been stolen, somebody is going to be paying,” he said.

To illustrate this point, he noted that a car theft ring tied to motorcycle gangs that was broken up last year in Quebec, had been responsible for stealing 1,500 vehicles per year for five years. The vehicles were purchased at salvage pools in the United States to secure legitimate papers. Cars were then stolen and given new VIN numbers matching the salvage pool VINs and then both registered in Canada as well as being exported to other countries.

Jim Watson, Jr., former president of the Automotive Recycler’s Association, notes that the impact on both American auto recyclers and vehicle repairers who compete for these units at the pools is that these cloning target vehicles can no longer be purchased by legitimate buyers.



—Jim Watson, Jr.

This is because the paperwork on these vehicles has more value to car theft rings than do the salvage vehicles themselves in terms of parts, scrap or for repairing of the salvage vehicle for resale.

“It reduces the amount of raw material that a recycler has,” said Watson, who said that in addition to the insurance companies replacing the stolen vehicles, consumers with leased vehicles who did not have gap insurance, still had negative equity in the vehicle in terms of the eventual settlement claim. It also reduces the opportunity for car rebuilders to find vehicles worthy of being repaired and restored to roadworthiness. The loss of vehicles affects auto repair shops and recyclers who sell parts such as Auto Zone and Pep Boys.

According to Rosemary Shahan, president of Consumers for Auto Reliability and Safety, there are some sectors that benefit from this situation – some legitimate businesses and some not so legitimate.

“Obviously, the car thieves benefit from this process,” she said. “Also, unfortunately, so do international crime and terrorism groups who participate in the process as buyers or who share in the profits of the enterprise. Ironically, so do some businesses that are regarded as legitimate.”

“Insurers benefit from the artificially inflated prices salvage vehicles command when they are sold for fraudulent purposes,” she adds. “Salvage pools also make more money because they typically are compensated based on the sale price of the vehicle. For example, a vehicle that is worth only \$2,000 for legitimate purposes may sell for \$7,000 or \$8,000 to an unscrupulous rebuilder who will cut corners, making it cosmetically attractive while leaving major structural damage unrepaired. Then it goes back on the road - even though it is grossly unsafe.”

Different states have different types of branded titles, with some states not having flood titles. This has resulted in cases where Katrina cars have ended up in Arizona and have lost their ‘flood’ designation since that is not a valid title brand in Arizona. The vehicles were then at salvage auctions without a flood title designation.

Some states, such as Minnesota, have created hazardous material titles to deal with vehicles that are used as mobile crystal meth production labs. However, other states still do not have such classifications.

The auto recycling industry supports state and federal goals to have vehicles recycled properly and environmentally, which allows for fluids and mercury switches to be removed, good parts to be put back into the economy, for some vehicles to be properly repaired and put back on

the road, and for titling documents and vehicle histories to be maintained.

“Everybody wins,” said Watson, “but we have examples of cars with clean titles going at auction, that are burnt to the ground and there are plenty of pictures of those things. They are bought, in some cases, for thousands of dollars. This was made easier for thieves because the cars are listed with clean titles.”

Another problem is that when a vehicle is purchased from a salvage pool by a foreign buyer, there is no guarantee that it will be exported. Some of the largest salvage pool chains report foreign buyers represent close to 40 percent.

Opening salvage pool auctions to the public also presents problems. The general public may be unaware of handling regulations. Watson said that consumer groups, auto recyclers and law enforcement representatives share many common concerns.

“The preliminary regulations would be great if it could help contain the branding of titles – if a vehicle is fixed, it would have to go through a good legitimate inspection for road worthiness and safety,” he said. “If that were to happen, it would increase the market of quality repaired cars and with more of such cars, the more value there is for selling parts to fix those cars. It’s the residual value of parts that is the prime way that recyclers make money – buying wrecks and selling parts.”

“Everyone tends to have a bias,” he said, “but if there is going to be a bias here, I’m more than hopeful, based on all the interactions that we’ve seen over the years, that there is a fair level of confidence at the good intent on the part of these policymakers.”



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CENTURY



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EQUIPMENT SPOTLIGHT

Wheel Loaders

by Mark Henricks

When paper and plastic recyclers, scrap yards and other recycling operations have large loads to move, want economical fuel and tire outlays and smooth-rolling transport, they turn to wheel loaders. In terms of lifting capacity, maneuverability, lift height and ability to handle rough terrain, these versatile tools have few peers. They can be found all over the recycling industry, loading trucks, transferring recyclable materials and performing other essential tasks.



Case North America

In Racine, Wisconsin, Dave Wolf, marketing manager for Case North America, says the company's most popular wheel loader in their extensive lineup is the Model 621E. Powered by a turbocharged, air-cooled, 6-cylinder engine, the 621E generates 162 maximum horsepower and can carry up to 3 cubic yards of payload. With maximum, standard and economy power curves, users can match the horsepower to the application, improving fuel efficiency, Wolf says.

Another Case design feature attractive to recyclers is a mid-mount cooling module. "It's a box of coolers," Wolf says. "So all the coolers are on the outside of the machine. We do not have any stacked coolers." Outside coolers can improve cooling efficiency over other designs. "That eliminates fluid breakdown which extends component life," Wolf adds.

The 621E also has a hydraulically-driven reversing fan, which can make mainte-

nance simpler when operating in dirty environments. "When you reverse the fan, you purge any airborne dirt right on the job site without having to go anywhere," Wolf says.

Another feature of the Case machine is the location of the engine mount, behind the rear axle and low to the ground. The rearward mount allows the engine to function as a counterweight when lifting heavy loads. And the low height of the engine mount makes it easier to get at the engine. "We have complete access to the engine and all daily maintenance checks at ground level," Wolf says. "The easier it is to perform the daily maintenance checks, the more likely it is to get done. And if it gets done, then we're extending the life of the component."

Case's latest wheel loader is a compact model, the 60 horsepower 121E. "The compact wheel loaders we're seeing more in plastic recycling, maybe some small scrap yards," Wolf says. The larger 621Es are more likely to be found in automotive recycling operations. "With mid-mount cooling, we're seeing it go into all kinds of recycling applications," he says. "Scrap is one we're seeing the most in."

In Pendergrass, Georgia, Allen Rudd, national marketing manager for Takeuchi US, says that when the company's wheel loader line was introduced to the United States in 2006, they guessed it would be mostly used in lighter earthmoving applications. "We expected it to be utilized in the landscaping industry or golf courses," Rudd says. "But it's not moving extremely fast. That's probably because we aren't marketing it that hard."

Takeuchi does offer the market some attractive features. In semi-annual dealer gatherings, Takeuchi gets together a variety of competitive machines and lets dealers try them out in a large field nearby. "They get to drive our machines and they get to drive competitive machines," Rudd says. "The wheel loader, they love it. It's got a lot of features that some of the others don't have."

One thing the Takeuchi wheel loader offers is a distinctive steering design. "It pivots in the center, so the back tracks track exactly like the front tracks," Rudd says. The wheel loader line, consisting of four models from the 51 horsepower TW50 with a 1-cubic-yard bucket to the 73-horsepower, 1.3-cubic-yard TW80, also features pushbutton control of the front and rear axle differential locks. "That simply means if you're in a situation where you're lifting, you have immediate additional traction," Rudd says. "And if you get in a situation where you might be slipping or spinning, that thing will lock down and you can get some work done."

In recycling yards, where bulky materials need to be moved significant distances over tricky surfaces, might be good candidates for the Takeuchi wheel loaders. "They've got about a 12 miles per hour speed and big floating tires,"



Takeuchi US

Rudd says. "So they're really good for transporting large amounts of material quickly. It can fill up trucks quick and it's got enough speed to take something a pretty good distance."

Demands for fuel efficiency are driving much of the design activity in the wheel loader product category. To respond, in addition to offering three power curves for the economy-minded, Case has changed its hydraulic systems to make them more efficient. The new approach uses hydraulic power only when and where the operator needs it, compared to an open center system that has continuous flow. "We're trying to save some power requirements and increase fuel efficiency," Wolf says.

When it comes to regulations, the biggest thing affecting the wheel loader industry at the moment is tighter emissions

controls. New rules are expected in 2010 and wheel loader makers including Case are already anticipating the shift. "You're seeing a lot of new engine technology being incorporated, like charged air coolers, higher pressure injection systems and exhaust gas recirculation," Wolf says. "It's a lot of things the auto industry went through years ago."

Traditional demand for wheel loaders from the construction industry, especially residential, is slow. Commercial construction and roads and bridges are better, but recycling is one of the relatively rare bright spots for wheel loaders today. "We're seeing a definite increase in the scrap and recycling," Wolf says.

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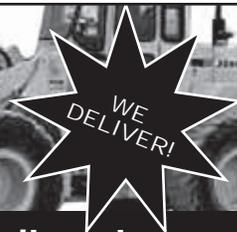
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METALS

July steel imports up 4 percent vs. June 2008

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the United States imported a total of 2,842,000 net tons (NT) of steel in July 2008, including 2,177,000 NT of finished steel (up 4 and 3 percent, respectively, vs. June final data).

While total and finished steel imports through the first seven months of 2008 are down 11 percent and 13 percent, respectively, vs. the same period in 2007, the monthly average for finished steel imports in the most recent 3-month period (May-July 2008) is up 1 percent vs. the monthly average in the previous 3 months (February-April 2008). Total and finished steel

imports on an annualized basis this year are down 3 and 4 percent vs. 2007.

Key products with large increases in July compared to the month before include: Sheet & Strip-All Other (up 36 percent), Reinforcing Bar (up 30 percent), Oil Country Goods (up 18 percent), Sheet & Strip-Hot Dipped Galvanized (up 14 percent) and Plates in Coils (up 14 percent). For the year-to-date in 2008, products with significant increases vs. 2007 include Oil Country Goods (up 32 percent) and Line Pipe (up 14 percent).

In July, the largest volume of finished steel imports from offshore was from China (316,000 NT, down 14 percent from

U.S. IMPORTS OF FINISHED STEEL MILL PRODUCTS BY COUNTRY OF ORIGIN (Thousands of Net Tons)					
	Prelim July 2008	June 2008	July 2007	July vs. June 2008 % Change	2008 Total vs. 2007 Total % Change
China	316	369	484	-14.2%	-28.9%
South Korea	256	168	200	52.5%	17.9%
Japan	149	124	144	20.4%	6.1%
Germany	104	117	82	-10.7%	12.7%
India	73	51	25	44.0%	37.8%
Turkey	37	35	71	7.1%	22.8%
Taiwan	48	66	176	-27.7%	-38.6%
Australia	53	54	64	-2.7%	23.3%
All Others	1,139	1,139	1,232	0.0%	-3.9%
Total	2,176	2,123	2,478	2.5%	-4.4%

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

June). While steel imports from China in the first 7 months of 2008 are down 38 percent compared to the same period last year, Chinese imports for the most recent

3-month period (July-May) are up 48 percent compared to the prior 3 months (April-February).

Increased sales

Continued from Page 13

years older," said Watson. "They looked at me and told me it already started. People are fixing up some of these older cars, but the problem with these older donor cars is the age and mileage of the parts. It is very difficult to find and provide quality parts off older vehicles that pass all of our quality checks. Many of us don't want to lower quality and performance standards because after the downturn, you don't want your reputation to be that of selling junk."

Adding to the problem is that scrap processors are paying more money for their raw materials and buying vehicles directly from companies, abandoned vehicle programs, and gypsy towers.

These processors recycle the complete car and do not remove the parts.

When asked if the value of parts outweighs scrap, Watson replied: "You would think so."

Exporting vehicles is also reducing the supply of parts.

"Some of the companies say that 30 percent of their vehicles are going to foreign buyers," said Watson. "That's a huge hit for the United States economy because here is a product and material that should be processed and sold in the United States, whether it be to create jobs or whether it is going to lower repair cost and allow for people's cars to be fixed at a lower price."

Cars are being exported to emerging markets in Asia, South and Central America, and Eastern Europe. Because of the price of labor and limited access to vehi-

cles, Watson said, "A lot of vehicles go to Central America. It was such a problem that the Mexican government passed a law and put a moratorium on the importation of certain classes of vehicles."

Watson is also concerned about the growing number of states that allow members of the public to attend and participate in salvage pool auctions, and purchase salvaged vehicles from insurance companies.

"Insurance companies are attempting to break down laws and rules in specific states that manages and tracks the buyers, as well as states which regulate who can buy these total loss salvage vehicles," he said. "This is happening across the country and auctions and insurance companies are saying to individual states 'this is an Internet sale and it's outside of your jurisdiction - you

have no control over who we sell these cars to."

The auto recycling industry, said Watson, needs to be protected and promoted because it regulates the end-of-life stage for millions of vehicles and ensures that they are processed in an environmentally sound way.

"Those businesses that are appropriately trained, licensed and regulated should be the entities that are able to purchase those vehicles or legitimately able to have those titles transferred to them," he said. "Once they process these vehicles, they go the shredder. To eliminate all regulation on the transfer and purchase of Total Loss Vehicles is a travesty and the government no longer has any ability to protect the consumer, the environment and safety of individuals on the road."

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METALS

Copper theft legislation introduced by congressman

United States Congressman Bart Stupak (D-Menominee) has introduced legislation in the United States House of Representatives that would make it easier for law enforcement officials to investigate the rapidly growing crime of copper theft.

H.R. 6831, the Copper Theft Prevention Act, would require scrap metal dealers to document copper transactions and would prohibit cash transactions of more than \$500 for scrap copper. Stupak and United States Congressman Jim Ramstad (R-Minn.), co-chairmen of the Congressional Law Enforcement Caucus, introduced the legislation with the support of the Coalition Against Copper Theft.

Since 2006, metal theft has been on the rise due largely to the surge in global demand for scrap metal. The price of copper has more than quadrupled from about \$.83 per pound in 2000 to more than \$4 per pound in 2008. Tight supplies have led

to an increase in copper recycling, which has created a market for used copper and has made copper an attractive target for theft. Law enforcement agencies around the country have seen copper stolen from utility substation transformers, utility poles, railroad signaling wire and foreclosed homes. Stolen copper and other metals are sold to scrap metal yards. Many copper theft arrests have shown a link between theft and illegal drug activity, particularly methamphetamine.

In Michigan, AT&T reported a 140 percent increase in wire theft from 2006 to 2007. DTE Energy reported 400 thefts of utility property in the last year and losses of almost \$7 million to copper theft.

Twenty-eight states have enacted copper and scrap metal theft laws. In January 2007, Michigan enacted two laws to address copper theft. H.B. 6599 requires licensure for scrap metal processors as

secondhand or junk dealers and requires record keeping by such licensees. H.B. 6630 establishes sentencing guidelines for buying and selling stolen scrap metal, including metal from utility poles, telecommunications company property, government property or utility property.

"Many states, including Michigan, have taken action to address the growing problem of copper theft," Stupak said. "But a patchwork of state laws is not doing enough to prevent copper theft and help investigators solve these crimes. A baseline federal law will provide the uniformity law enforcement agencies need and eliminate any safe haven that currently exists for copper thieves."

Under Stupak's proposed legislation, scrap dealers would face civil penalties of up to \$10,000 for failing to document transactions or engaging in cash transactions of more than \$500. Scrap dealers

would be required to keep records of copper transactions, including the name and address of the seller, the date of the transaction, the quantity and a description of the copper being purchased, an identifying number from a driver's license or other government-issued identification and, where possible, the make, model and tag number of the vehicle used to deliver the copper to the scrap dealer. Scrap metal dealers would be required to maintain these records for a minimum of two years from the date of the transaction and make them available to law enforcement agencies for use in tracking down and prosecuting copper theft crimes. The bill would also require scrap metal dealers to perform transactions of more than \$500 by check rather than cash.

H.R. 6831 has been referred to the House Energy and Commerce Committee, on which Stupak serves.

NLMK acquires Beta Steel for \$400 million

Vladimir Lisin's Novolipetsk Steel (NLMK), a Russian steelmaker, has signed a definitive agreement to acquire Beta Steel for approximately \$400 million.

Beta Steel is based in Portage, Indiana and will provide unprocessed steel for NLMK's previous American acquisition, John Maneely Co. (JMC). JMC was acquired in August for \$3.53 billion and is headquartered in Beachwood, Ohio. It operates eleven plants in five states and one Canadian province.

Steel import permit applications decrease

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported that steel import permit applications for the month of August totaled 2,363,000 net tons (NT). This was a 21 percent decrease from the 2,991,000 permit tons recorded in July 2008, and a 17 percent decline from the July preliminary imports total of 2,842,000 NT.

Import permit tonnage for finished steel in August was 1,922,000 NT, a

decrease of 12 percent from the preliminary imports total of 2,177,000 NT in July. For the first eight months of 2008 (including August SIMA and July preliminary), total steel imports were 21,136,000 NT, down 11 percent from the 23,636,000 NT imported in the first eight months of last year. Total steel imports for 2008 would annualize at 31.7 million NT, or 5 percent below the 2007 12-month total.

For August 2008, the largest finished steel import permit applications for offshore countries were for China (490,000

NT), South Korea (193,000 NT), Japan (149,000 NT) and India (66,000 NT). Due in part to a surge in import permits for hot rolled bars from China, Chinese steel permit tons set a new monthly high for 2008, exceeding the previous monthly high this year (369,000 NT in June) by 33 percent. Permit tonnage for Chinese steel increased 55 percent in August compared to China's preliminary imports in July and were at the highest monthly level since June 2007 (512,000 NT).



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METALS

CMC completes acquisition

Commercial Metals Company, headquartered in Texas, has completed the acquisition of substantially all the operating assets of Reinforcing Post-Tensioning Services, Inc. (RPS), Regional Steel Corporation, and RPS Cable Corporation, based in Claremont, California.

RPS is a fabricator and installer of concrete reinforcing steel, post-tensioning cable and related products for commercial and public construction projects with facilities in Fontana and Tracy, California, and Las Vegas, Nevada, with an annual capacity of approximately 150,000 tons. The acquired assets will operate as CMC Regional Steel and CMC Cable under the CMC Americas Fabrication and Distribution segment.

Nucor acquires Ambassador Steel

Nucor Corporation announced that its wholly-owned subsidiary, Harris Steel, Inc., has completed the acquisition of the stock of Ambassador Steel Corporation, based in Indiana, for a cash purchase price of approximately \$185 million.

The transaction includes the shares of Ambassador's affiliate, Delta Erecting. At closing, Harris Steel also repaid Ambassador's bank debt of approximately \$136 million, which primarily financed the company's working capital requirements. Ambassador's working capital, excluding this debt, was approximately \$165 million at the end of July.

Ambassador is a fabricator and distributor of concrete reinforcing steel and related products.

Steel Framing Alliance names interim president

The Steel Framing Alliance (SFA) announced that Mark Nowak will serve as the association's acting president while its board of directors continues a formal search for a permanent replacement. Nowak, who has worked closely with the SFA for several years and has been leading its technology and codes program since 2007, will be responsible for managing the SFA's day-to-day operations as well as strategic initiatives that support its mission to facilitate the growth of steel framing in the construction marketplace. Larry Williams, the SFA's president for the past five years, has taken a market development position with the International Iron and Steel Institute (IISI) in Brussels, Belgium.

Nowak brings to the SFA more than 20 years of experience in working with the manufacturing sector to evaluate new technologies for adoption by the build-

ing industry. In his role with the SFA's Technology and Codes program, he has provided strategic direction and technical support and has also helped build strategic alliances with other industry groups.

He has been a senior member of Newport Partners LLC, a building technology and market research company in Davidsonville, Maryland. At Newport, Nowak has worked extensively to support contractors building military housing and service buildings throughout the United States with an emphasis on improving efficiencies such as energy use, water conservation and the use of steel framing.

Previously, Nowak was vice president of contract research for the National Association of Home Builders (NAHB) Research Center, where he was employed for more than 16 years.

SALVAGING Millions

by Ron Sturgeon
Autosalvageconsultant.com

Climbing above the competition: Who wants to be the low price leader

Part 3 of 5

In the mid-eighties, I thought things were moving along pretty well for my business. One of my competitors was a former employee. He was a low-price provider. He bought cheap cars from individuals and sold parts for very low prices. I bought cars at auctions where I had to pay more for them in most cases. This competitor seemed to be doing a lot of volume, but I couldn't tell whether he was making a profit.

After awhile, I began to get irritated at the number of customers coming in who'd been over to my competitor. They whined when they came to my business, saying such things as, "Over there, we got it for this amount," or "I can get it for such and such at that other store." Not willing to drop my prices and start a price war, I decided I would not offer the same products as my competitor. I shifted to selling parts for luxury cars such as Mercedes and BMWs. At the same time, I began a nationwide marketing campaign.

Within just a year or two, 60 percent of my sales came from outside the state of Texas. Another 20 percent were well outside the Dallas/Fort Worth area. Instead of competing for the same local customers on price, I shifted my focus so that 80 percent of my buyers were coming to me from an area beyond the reach of this price-cutting competitor.

How did I do it? First, I identified a core customer for parts that was not a general population customer. I was looking for a customer that was less price sensitive and wanted excellent service. I targeted buyers of parts for Mercedes and BMWs and found there was a big market for that if I expanded my thinking to include all of the shops in the United States.

At that time, I entered the German luxury car parts market, I had virtually no competition. To find buyers, I went to garages and body shops nationwide, tracking as much information as I could. Later, when Lexus and Infiniti became popular luxury makes, they were natural additions to my product offerings.

I was able to make this transition so profitably because of how carefully I tracked where my advertising dollars went and which ads resulted in sales. Not far into my new strategy, and I knew which zip codes I could profitably advertise in and which zip codes did not produce good return on investment.

From there, I could refine my strategy based on sound data. Tracking ad spending is easier now, thanks to advances in telecommunications and computing, but the techniques we developed were sufficiently noteworthy to warrant an article in *Inc. Magazine* in June of 2004. A lot has changed in the parts business, but it is still important to track how your advertising dollars translate into transactions.

Remember, only you can make BUSINESS GREAT!

This article was provided by autosalvageconsultant.com which was formed in 2001 by recyclers for recyclers, to help them improve their businesses.

Essar Steel lays foundation of steel facility in Minnesota's Iron Range

Essar Steel Holdings Ltd, a part of Essar Global Ltd, began building the first steelmaking facility in Minnesota's famous Iron Range.

The \$1.6 billion facility will be North America's first mine-based steel plant and the single largest investment made in the Mesabi range in recent times.

The ceremony also marked the unveiling of Essar Steel Minnesota, LLC, the new name for the steelmaking project that was earlier known as Minnesota Steel.

In 2007, Essar Steel Holdings acquired Minnesota Steel, which has more than 1.4 billion tonnes of iron ore resources in the Mesabi range.

State and local officials, including Minnesota Governor Tim Pawlenty, joined senior officials from the Essar Group to break ground at the site near Nashwauk.

Besides iron ore mining and production, the project will include a concentration plant, a pellet plant, a Direct-Reduced Iron (DRI) plant and steelmaking facilities. At full production, Essar Steel Minnesota will employ nearly 500 people, and up to 2,000 construction workers over the course of the project. Iron ore pellets will be produced within about two years from the start of construction. Production of DRI pellets and steel slabs is expected to begin the fifth and the sixth year onwards, respectively.

The production from this facility will also support the Essar Steel Algoma plant in Sault Ste Marie, Ontario, Canada. Essar acquired the Algoma plant in 2007 and has committed a capex of \$500 million in the next five years. Following the acquisition, Essar Steel Algoma increased its capacity from 2.4 MTPA to 4 MTPA in less than a year.



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PLASTICS

Beach recycling program continues year-round

The American Chemistry Council (ACC) commended Keep California Beautiful (KCB) and the California Coastal Commission for the work they did to clean beaches and oceans as part of the Ocean Conservancy's International Coastal Clean Up Day. To support the effort, ACC contributed collection bags.

One year ago, ACC entered into a successful partnership with KCB and California State Parks to increase the recycling of plastics, particularly on California beaches. Under the "Plastics. Too Valuable to Waste. Recycle" campaign, new recycle bins are in place in various beach locations in Los Angeles, San Diego, Monterey and Santa Cruz.

"Plastic should not end up as litter on our beaches," said ACC president and CEO Cal Dooley. "Our partnership and program works in concert with efforts like the International Coastal Clean Up to increase recycling and protect our environment for the future of California."

ACC's efforts extend beyond the beach. ACC has worked with the California Legislature to pass a law requiring management programs in plastics facilities to reduce the accidental release of plastic pellets. In addition, ACC is working to promote the recycling of plastic bags, including a comprehensive website with information on plastic bag recycling, www.PlasticBagRecycling.org.

"Plastics are too valuable to waste," Dooley said. "If we all work together, we can make great progress. We can reduce litter and we can increase recycling."

More than 80 percent of United States households have access to a recycling program, be it curbside collection or community drop-off centers. Yet in most areas, the demand for recycled plastics exceeds the available supply. While there are approximately 2,100 certified recycling centers in California, many people still treat plastics as trash instead of a valuable material that is readily recyclable.

AERT commences construction on plastic recycling facility in Oklahoma

Advanced Environmental Recycling Technologies, Inc. (AERT), a plastics recycler and manufacturer of green composite building products, announced that construction has begun on its 70,000 square foot plastic recycling facility on a 60-acre site near Watts, Oklahoma.

Crossland Construction has started the initial dirt and runoff retention work on the site, which will be followed by construction of new buildings and infrastructure. The new state-of-the-art polyethylene film and packaging waste recycling facility is being built next to an existing hog feed facility that is being converted for use in the project.

A 70,000 square foot building is scheduled to be delivered by the manufacturer, Metco Supply, in October.

"The plant will wash, clean, and separate polyethylene materials such as polyethylene food packaging and wrapping films and will utilize AERT recycling technology to provide us with consistently lower cost raw material. As this plant helps us to contain our costs by sourcing our own raw material, the pricing power we gain will benefit consumers and the expense reduction will benefit our stockholders," stated AERT President, Tim Morrison. "Upon successful completion of the Watts construction project, AERT will further demonstrate that sustainability and affordability are the hallmark of the AERT difference."

The company will be working with the Birkhill Group and the AGORA-



Construction commences at AERT's plastic recycling facility in Watts, Oklahoma.

COM on-line community to keep investors updated on the progress of construction. AERT expects that this facility will be in initial operation by the end of Q1 2009.

Consortium formed to explore recycling options for bioplastics

Primo Water Corporation, along with 19 other organizations, launched a group to address recycling opportunities with bioplastics – the Bioplastics Recycling Consortium.

The Consortium's mission is to develop an effective, efficient and economical recovery system and end markets for post-consumer bioplastic materials. In doing so, the multi-industry consortium will help ensure that bioplastics fulfill their promise of being a renewable and sustainable material.

Participants in the Consortium's first meeting represented the waste and recycling industry, brand owners, retailers, academic and research institutions, and NGOs, an intentional effort to bring together an eclectic group that will provide a 360-degree perspective on bioplastics in the waste stream.

"The Bioplastics Recycling Consortium has great potential because it's the first effort to bring together multiple links

in the value chain to talk specifically about bioplastics' life cycle," said Tim Ronan, vice president of marketing for Primo To Go. Primo recently introduced the first nationally-distributed, single-serve bottled water with a bottle that is made from plant-based Ingeo™ natural resin.

According to a study by the Freedonia Group, demand for bioplastics in the United States is expected to increase 20 percent per year through 2010. The study also projects that the greatest growth potential for bioplastics is in applications such as films, bottles and food service products.

The participants in the first consortium meeting included the Association of Postconsumer Plastic Recyclers, Climate Neutral, NatureWorks LLC, Porter Novelli, Primo Water Corporation, U.S. EPA Office of Solid Waste, University of Florida Bill Hinkley Center for Solid and Hazardous Waste Management, and the Yale Office of Sustainability.

Sam's Club offers recyclable shopping totes

Sam's Club will offer a reusable shopping tote in all locations nationwide beginning in October, 2008.

Sam's Club estimates it will be able to remove 1.9 million pounds of cardboard and package waste, or more than 3,200 pounds per club, per year, by offering the reusable shopping totes. This translates into approximately 1,800 more recycled material bales annually.

Sam's Club will offer polypropylene reusable shopping totes at a price of \$2.74 for two; each bag is capable of holding more than 50 pounds. Sam's club estimates the bags will last approximately five years.

The reusable tote bags display the water and leaf icon and tag line "simple steps to saving green." This symbol also appears on eco-friendly products and displays in Sam's Club to designate items that take steps to be more environmentally sustainable.

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Tire industry works to eliminate lead from waste stream

Tire companies, big box stores and the government are putting the brakes on the use of lead wheel weights. Through EPA's National Lead-Free Wheel Weight Initiative, partners have agreed to phase in the use of lead-free alternative wheel weights.

EPA estimates that 50 million pounds of lead per year are used for wheel weights in cars and light trucks. It is common for wheel weights to come off easily when a vehicle is in operation. Lead-containing wheel weights also add lead into the waste stream at the end of product life.

The charter members include Firestone Complete Auto Care; Firestone Racing; Goodyear Tire and Rubber Co.; Costco Wholesale; Wal-Mart Tire and Lube Express; Sam's Club Tire and Battery Centers; Wal-Mart Transportation; Hennessy Industries Inc.; Perfect Equipment; 3M Automotive Division; the U.S. Air Force; U.S. Postal Service; General Services Administration; Ford Motor Co.; General Motors Corp.; Chrysler; Plombco; the Association of International Automobile Manufacturers; the Town of Blacksburg, Virginia; the Ecology Center; Sierra Club; the Environmental Council of States and several small businesses.

Pennsylvania completes clean up of a record six million waste tires

The remnants of what was once the largest waste tire pile in the state of Pennsylvania were removed from the Greenwood Township, Columbia County, farm where they had threatened the public health and environment for two decades.

"After 21 years, this significant environmental threat to the residents of Greenwood Township has finally been eliminated," said Pennsylvania Department of Environmental Protection (DEP) Northcentral regional director Robert Yowell. "The 6 million tires that could once be found here posed a fire threat and raised concerns about environmental quality and public health."

The final load of waste tires were shredded and removed by Entech Inc., which received a \$447,000 contract from DEP in June to process and remove the 300,000 tires that remained on the property of Max and Martha Starr.

According to Yowell, ensuring that the waste tires were used for other purposes was an important consideration for the department as it worked to clean up the pile. "These tires could have simply been sent to a landfill, but we realized they were a resource for which there was a demand," said Yowell. "Of the tires that remained after those responsible for discarding them here removed their share, many found a second life as components of asphalt or parking bumpers, or as a fuel supplement or playground surface. This project illustrates how we can take environmental challenges and create economic opportunities."

In 1987, the commonwealth issued an administrative order requiring the Starrs to stop accepting tires and provide an estimate of the number of tires at the site. After subsequent orders and appeals by the owners, the Starrs and DEP final-

ized terms of a legal agreement in March 2004 to clean up the tires that accumulated on the property on three separate parcels.

Aside from a \$400,000 civil penalty for failing to remove waste tires from their property, the Starrs also had to relinquish operational control of the piles to DEP, but maintain liability insurance. Now that all the tires have been removed, the Starrs must sell the parcels and give the proceeds to DEP.

Five companies and Penn State University received state grants during the past four years to remove tires from the property. The department also took legal action against 20 generators who brought tires to the Starr property. The action requested that the generators remove their proportionate share of the tires or pay a civil penalty if they did not do so in a timely fashion.

Waste tire recycler loses permit, fined

A Lawrence County, Pennsylvania, waste tire recycling firm that was found to have violated its permit after operating for only two months had its permit revoked through an order from the Department of Environmental Protection. The action also requires the company to forfeit a \$25,000 bond it held for the New Castle facility.

Lion Enterprises 7/11 Inc. began processing waste tires for beneficial use in the summer of 2007 after DEP issued it a permit on February 9 of that year. On August 27, DEP began documenting violations at the facility.

A notice of violation on September 6 cited Lion Enterprises for failing to make a daily operation record available that documented the number of waste tires accepted and stored at the facility. The company was also cited for storing more tires on-site than its permit allowed.

Two follow-up inspections in October revealed that the company had failed to reduce the number of tires to comply with its permit.

The following month, DEP inspected Lion's operation following a complaint and found that approximately 130 tons of waste tires were being stored on adjacent property that was not permitted for storage and were not documented. Lion Enterprises also transported waste tires for a number of months to an unpermitted site in Hickory Township, Lawrence County, without a waste tire hauler authorization.

DEP issued an order on December 4 that required specific steps and deadlines for Lion to address all of the prior violations that had not been cleared.

The company provided documentation to the department on January 29, 2008, that showed the company had met

those requirements, but subsequent inspections this year have found additional violations that were similar to the original infractions in August 2007.

The company's facility also was found to be closed and without electrical service in April. DEP issued another notice of violation to the company on May 12.

Under the revocation order issued, Lion Enterprises will:

Immediately cease accepting waste tires;

•Return its waste tire-processing permit within seven days of receipt of the order;

•Transfer within 30 days the remaining waste tires and processed tires from the facility to a facility authorized to accept this material for disposal or beneficial reuse;

•Provide to DEP, within 35 days, copies of receipts showing the total number of waste tires and processed waste tires removed to a facility authorized to accept the waste tires, including the transporters and facility's address.

C3RS to invest in tire recycling facility in Virginia

Tire recycler, C3RS, will invest \$4 million to open a facility to process waste tires into crumb rubber. Plans call for C3RS to build in a 50-acre expansion of the Industrial Development Authority Air Park in Louisa County, Virginia.

The county anticipates the business to get started in the spring of 2009, said Bob Gibson, director of Louisa County Economic Development.

Governor Kaine approved a \$65,000 grant from the Governor's Opportunity Fund to provide financial assistance.

Events Calendar

November 1st-3rd

APRA's 2008 International BIG R Show. Riviera Hotel & Casino, Las Vegas, Nevada. 703-968-2772 • www.bigrshow.com

November 6th-8th

International Autobody Congress & Exposition. Mandalay Bay Convention Center, Las Vegas, Nevada. 888-529-1641 • www.naceexpo.com

January 26th-29th, 2009

U.S. Composting Council's 17th Annual Conference & Tradeshow. Westin Galleria, Houston, Texas. 631-737-4931 • www.compostingcouncil.org

February 24th-25th

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

March 1st-4th

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

March 22nd-24th

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

May 17th-19th

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

June 8th-11th

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

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Bobcat 864, rubber tracks \$12,900	Fiat Allis FR-140.2 '95 Cummins \$28,900	
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PAPER

New Jersey site proposed for Superfund list

The United States Environmental Protection Agency (EPA) is proposing to add the Curtis Specialty Papers, Inc. site (also known as the James River Paper site) in Milford, New Jersey, to the EPA's National Priorities List (NPL) of sites with known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories.

The NPL guides the EPA in determining which sites warrant further investigation and long-term cleanup. The proposal will build on cleanup work already performed at Curtis Specialty Papers under EPA's short-term cleanup program.

The 40-acre property consists of a building complex, which includes the main mill building, the former coatings facility, a cogeneration power plant, and a wastewater treatment plant. The main mill, known as the Milford Mill, converted paper pulp to finished food-grade paper.

The former coatings facility, which is located approximately 400 feet northwest of the Milford Mill, operated from approximately 1935 to 1988, during which time solvent-based resins were compounded and coated onto paper and other products.

In August 2001, the owners of the facility submitted a work plan to New Jersey Department of Environmental Protection (NJDEP), based on a preliminary investigation of the site. Before work could start, however, the company shut down operations and declared bankruptcy. The facility was closed down and left unsecured.

Since the closure of the facility in 2003, the site has been repeatedly vandalized and scavenged for materials. In 2006, NJDEP began work to address aboveground storage tanks, numerous labeled and unlabeled chemical containers, and high-pressure oxygen tanks.

The State then turned the site over to EPA. Since that time, EPA has secured visible hazardous materials containers, identified and classified materials for waste disposal, inspected storage tanks to determine contents and disposed of empty containers at the former hazardous materials storage area. In all, approximately 30 pallets of drums and lab packs were removed from the facility. EPA is providing security at the site, and has erected fences to prevent access to several areas.

EPA's future investigations will center on polychlorinated biphenyls (PCBs), the main contaminant of concern at the site. PCBs have been detected in soil at the site and along the banks of Quequacommissaong Creek. PCBs have also been found in pipes that discharge from the site to Quequacommissaong Creek, and in the creek.

ELECTRONICS

NYC sanitation teams up with Verizon Wireless

Annual event to help support domestic violence survivors

Sanitation Commissioner John J. Doherty announced that the New York City Department of Sanitation's Bureau of Waste Prevention, Reuse and Recycling is again teaming up with Verizon Wireless to collect old cell phones at its annual Electronics Recycling and Clothing Donation events this fall.

Similar collections, conducted in all five boroughs this past spring, generated more than 1,100 pounds of cell phones and accessories.

Phones collected at the recycling event will be donated to the Verizon Wireless HopeLine program, which will refurbish, recycle or sell the phones and donate the proceeds to domestic violence advocacy groups in the form of cash grants and pre-paid wireless phones for victims. Phones that cannot be refurbished are disposed of in an environmentally sound manner.

The City's first 2008 Fall Electronics Recycling and Clothing Donation Events was held September 7 in Brooklyn.

"HopeLine was created more than 10 years ago as a means for Verizon Wireless to put its products and services to work to help survivors of domestic violence and help the environment at the same time," said Pat Devlin, president of Verizon Wireless' New York Metro Region. "More than \$5 million in cash grants has been awarded to local shelters and groups working to fight family violence across the nation, and nearly 60,000 wireless phones with airtime have helped survivors rebuild their lives."

In addition to the City's neighborhood recycling events, HopeLine phone donations are accepted year-round at all Verizon Wireless Communications Stores in New York City and across the nation.

Office Depot offers new electronics trade-in rebate

Office Depot and N.E.W. Customer Service Companies, Inc. (NEW), announced that Office Depot has launched the Office Depot Tech Trade-In program, an electronics trade-in and recycling service that helps customers get money back by clearing out their old, small to medium-size electronics. The Office Depot Tech Trade-In program is powered by ecoNEW, a program administered by N.E.W.

Office Depot customers may trade in their old electronics for an Office Depot gift card which is determined by a recycle trade-in value generated online at their website. Office Depot's Tech Trade-In program accepts LCD monitors, LCD TVs, digital cameras, desktop and laptop computers, gaming systems, MP3 players, camcorders, Smart-phones/PDAs and printers.

The Office Depot Tech Trade-In program is simple to use:

1. Access it online at www.officedepot.com/techtradein.
2. Enter product information – use the online form to enter information about the electronic item, including condition details and whether or not all the cords and original packaging are avail-

able. Based on input, the screen will instantly calculate what the estimated trade-in value will be;

3. Enter contact information to receive the Office Depot gift card for the value of the item;

4. Free shipping – once a customer confirms that they want to proceed with the transaction, a free shipping label is generated;

5. Receive gift card – once the recycling center receives the item and verifies the information submitted is correct, an Office Depot gift card for the recycled value is sent back to the customer via standard mail.

The Office Depot Tech Trade-In program has a "no export and no landfill" guarantee. Electronic equipment received will either be reconditioned or recycled. Some items may be sold into the secondary or used marketplace in whole machine form or disassembled and sold off as usable service parts.

Recycled equipment and parts will then be broken down into raw material and used to produce new materials. The parts may become part of NEW's service repair network that supports more than 150 million customers across the nation.

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AK8000	50-55 transmissions	3,000-3,200 lbs.
AK8500	70-80 transmissions	4,500-5,000 lbs.

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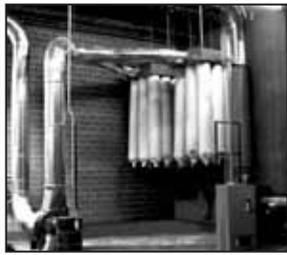
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NEW PRODUCT SHOWCASE



FILTER PLENUM HANDLES LIGHT DUST LOADS ECONOMICALLY

Filter plenum dust collectors control light dust loads at a very low initial cost relative to more elaborate dust collection systems such as wet collectors and bag-houses. Ideal for plastic film and sheet processors, paper and film converters and others where economy is paramount, the filter plenums effectively control non-hazardous dust particles to support a hygienic operation, safeguard employees and inhibit dust accumulation in extruders and other equipment.

The PAC filter plenums include mounting lugs for secure hanging from the ceiling. Specification guidance and installation are also included.

Precision AirConvey
210 Executive Drive
Newark, DE 19702
302-999-8000
www.precisionairconvey.com



VERMEER INTRODUCES SELF-PROPELLED COMPOST TURNER

Vermeer introduces the CT1010TX self-propelled compost turner with elevating-face technology.

The machine can be used on compost sites with either continuous-stack or windrow configurations. Powered by a 215 h.p. diesel engine, the CT1010TX can process up to 4,000 cu.yd. of compost per hour.

The machine can turn a stack up to 10' wide and 9' high. The patented elevating-face technology lifts and tumbles the compost material reducing degradation and introducing more oxygen into the compost pile. A climate-controlled cab provides a clean work environment and dual joysticks control machine functions.

Vermeer Corporation
PO Box 200
Pella, IO 50219
888-837-6337
www.vermeer.com



CUMBERLAND OFFERS RUGGED SINGLE SHAFT SHREDDER

Cumberland announced their new CXS Series for processing plastic waste for reclamation and recycling that can handle large extruder purgings to medical waste, cardboard, synthetic fiber and carpet.

The CXS1500, CXS2000 and CXS3000 shredders are built with three different rotor types and each rotor is equipped with square cutters. Heat build-up and degradation are also reduced.

A sturdy "swing-style" ram minimizes space and allows product to fall into the rotor, outboard mounted bearings reduce contamination and features a large 29.5" (750 mm) diameter rotor for positive ingestion.

Cumberland
100 Roddy Avenue
South Attleboro, MA 02703
508-399-6400
www.cumberland-plastics.com



REZNOR INTRODUCES NEW WASTE OIL HEATER

Thomas & Betts - HVAC Division (REZNOR) announces the addition of Models RA-250 and RAD-250 waste oil heaters to their line of products designed for recycling used oils into free heat.

The Model RA is a standard unit space heater while the Model RAD is a ductable furnace, designed for ducting heat to wherever it is needed. Both models are rated for 250,000 BTU input.

The new chamber design is efficient and accessible, offering extended run time between clean-outs. Both models are user-friendly and easy, quick and inexpensive to maintain.

Thomas & Betts
8155 T&B Boulevard
Memphis, TN 38125
901-252-5323
www.reznorheaters.com



SODABLAST OFFERS CLEANING AND PAINT STRIPPING OPTIONS

SodaBlast's portable unit can strip a panel in minutes or clean critical parts such as valve bodies and fundamental passageways with the kind of precision cleaning that virtually eliminates premature failures in rebuilt engines.

It is a non-abrasive cleaning and coating removal method which can be safely used on most surfaces. SodaBlasting can be done in a fraction of the time of other processes and cleans effectively to bare metal. Degrease parts, remove carbon deposits or even strip an entire car in less than a day.

SodaBlast Systems LLC
5711 Schurmier Road
Houston, TX 77048
713-869-2227
www.sodablastsystems.com



SPECTRONICS' NEW UV LAMP SPOTS SMALLEST LEAKS

Spectronics Corporation developed the Micro Discharge Light (MDL) ultraviolet lamp that enables plant maintenance technicians to identify even the tiniest refrigerant and industrial fluid leaks. The MAXIMA™ ML-3500 Series lamps deliver unprecedented power.

The MAXIMA ML-3500S can be used with fluorescent dyes to detect leaks in lubrication (gasoline/diesel), fuel (gasoline/diesel), ATF, power steering, coolant, hydraulic and air conditioning/refrigeration systems. It has an inspection range of up to 30 feet and functions efficiently even in direct sunlight.

Spectronics Corporation
956 Brush Hollow Road
Westbury, NY 11590
800-274-8888
www.spectroline.com



BADGER SHREDDING DEBUTS CRAWLER MOUNTED SHREDDER

Badger Shredding Products Inc. introduces its new B2060T crawler mounted shredding machine.

The B2060T has a Rexroth hydraulic system powered by a 9.0L 325hp John Deere diesel engine. The heart of the B2060T is its 5' square processing chamber which has twin counter rotating shafts that have 13 replaceable blades and 2 sets of replaceable cutting teeth per blade.

The machine is designed to process scrap metal material, concrete with rebar, pre-cast concrete with 7-strand wire, asphalt, construction and demolition material, tires, white goods and green waste.

Badger Shredding Products Inc.
PO Box 200
Sturgeon Bay, WI 54235
920-746-9800
www.badgershredding.com



STEDMAN OFFERS GRAND SLAM WITH CRUSH PLUS FEATURE

Stedman's Grand Slam Secondary Horizontal Shaft Impactor features a new grinding path and apron adjustment system. This impactor series uses high-chrome metallurgy to increase the wear life of machine components. Grand Slam impactors reduce material size more efficiently with maximum up time.

The Crush Plus Grinding Path System creates a third crushing chamber to maximize one-pass product yield, minimize oversize, improve material soundness and produces highly cubical product. The Max-Yield Automated Apron Adjustment System maintains gap setting adjustment for aprons and the grinding path.

Stedman
PO Box 299
Aurora, IN 47001
800-274-5401
www.stedman-machine.com



SCRAP COLLECTION CART ALLOWS ROTATION ON FORKLIFT

Meese Orbitron Dunne Co. introduces the 50P-16S Scrapasaurus collection cart. Featuring a durable, plastic collection cart and rugged base set atop three steel fork tubes, the new 50P-16S Scrapasaurus cart permits forklifts to easily pick up, transport and lift the cart then rotate it 180 degrees until completely upside down for emptying into a roll-off or other container. When empty, the cart may be rolled on six industrial-strength casters for easy scrap collection and loading.

The cart replaces manual handling of heavy, unwieldy scrap items with a lift truck-based approach.

Meese Orbitron Dunne Co.
4920 State Road
Ashtabula, OH 44005
800-829-4535
www.Recycleosaurus.com



DUST CONTROL OFFERS PORTABLE DUST TECHNOLOGY

Dust Control Technology introduces the new Dust-Boss DB-45, a mid-sized unit that controls airborne particles and surface dust, while using less water and manpower than traditional hand spraying techniques.

The DB-45 can deliver a virtual dust barrier that covers 12,000 square feet from a single location.

The unit can be ordered with a dosing pump to accommodate odor control additives or surfactants to further enhance binding of dust particles.

The DB-45 features a 3-phase motor with a service factor of 1.3, capable of operating at +/-10 percent of specified voltage.

Dust Control Technology
1604 W Detweiller Drive
Peoria, IL 61615
309-693-8600
www.dustboss.com

INTERNATIONAL

Synthesis Energy obtains approvals for expansion of Hai Hua gasification project

Synthesis Energy Systems, Inc. (SES) announced that its 95 percent-owned joint venture project with Shandong Hai Hua Coal & Chemical Company Ltd. (SHHCCC) obtained key government approvals for the expansion (Phase II) of its existing Hai Hua project in Zaozhuang City, Shandong Province, China.

The Phase II expansion will result in additional production capacity of approximately 17,000 standard cubic meters per hour (scm/hr) (a 15 MW equivalent) of high-grade syngas at this site. After completion of the expansion, the plant will have a design capacity of approximately 45,000 scm/hr (a 40 MW equivalent). The project approvals were issued by divisions of the State Environmental Protection Administration and

the National Development and Reform Commission.

With a workforce of over 150 employees, the Hai Hua Plant is utilizing SES' global, exclusively licensed U-GAS technology to convert local low-rank coal, with approximately 40 percent ash content, into high-grade syngas.

The additional capacity from the Phase II expansion is expected to support approximately 100,000 tons/year of methanol production as well as other gas demands in the Xuecheng Industrial Park. SES is currently negotiating agreements, including ownership in the methanol facility, with SHHCCC as well as other customers for the additional syngas capacity. SES expects to finalize project terms and begin work on the Phase II expansion later this year.

General Steel acquires Yantai Steel

General Steel Holdings, Inc., a non-state owned steel products producer in China, has signed a letter of intent to acquire 80 percent of Yantai Steel Pipe Co.

Upon completion of the proposed acquisition, Yantai Steel Pipe will become a Chinese-foreign joint venture, for which General Steel will have 80 percent ownership interest and Laiwu Iron & Steel Group will have 20 percent ownership interest.

The joint venture will preserve the existing systems of Yantai Steel Pipe and

build a new production line for hot rolling seamless pipe. The production capacity of the joint venture is designed to be 500,000 to 600,000 tons annually. The main products of the joint venture include oil pipe, boiler pipe, hydraulic pipe and those used in mechanical structures.

Yantai Lubao Steel Pipe Co., Ltd, a subsidiary of Yantai Steel Pipe, is owned 20.18 percent by Yantai Steel Pipe and 79.82 percent by Baosteel Group Corporation.



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INTERNATIONAL

London Waste and Recycling Board meets for the first time

The mayor of London, Boris Johnson, began his role of chair of the London Waste and Recycling Board at its inaugural meeting in City Hall, marking a new dawn for waste management in the capital. The eight-member board was set up to bring together the mayor, the boroughs and others involved in managing the capital's waste, with the key aims of boosting London's recycling rates and reducing the amount of waste being sent to landfill.

At the meeting, the Board agreed to fund a twelve-month Recycle for London campaign. The campaign encourages Londoners to recycle more and provides the information to make it easier for them to do so, building awareness and promoting behavioral change.

In his opening address, Johnson outlined how he envisages the board as a key opportunity to work with London's borough councils and said that he was confident that a "crack team" had been assembled to tackle the pressing

issue of how the capital's waste is managed and disposed of.

Johnson reiterated how he wants London's recycling rates, both in the business and domestic sector, to increase dramatically and that, with the board members and the commitment of £1.5m for the Recycle for London campaign, he will set out proposals to make recycling in the capital easier and more convenient.

Commenting on the meeting, Johnson said, "I have consistently said that boosting the capital's recycling rate and sending less waste to landfill is a top priority for my administration and today's meeting was evidence of that commitment. The meeting marked a new direction in the manner in which City Hall addresses and approaches this complex environmental challenge and, unlike the previous administration, it was mutually encouraging to sit down and discuss this serious issue with London Councils."

New battery regulations for UK

New regulations that set the framework for businesses wishing to put batteries on the UK market from September 26, 2008 were published after being made by Department for Business Minister, Malcolm Wicks.

The Batteries and Accumulators (Placing on the Market) Regulations 2008 set out the technical requirements with which producers of batteries, and battery-powered appliances, must comply from September, 2008.

The Regulations, which implement certain provisions of the EU Batteries and Accumulators Directive, aim to:

- Facilitate the free movement of compliant batteries across the EU;
- Protect the environment by reducing the levels of heavy metals they are allowed to contain; and
- Introduce a labeling regime in preparation for coming "producer responsibility" legislation designed to achieve high collection and recycling rates.

The requirements include:

- Materials prohibitions - restrictions on the use of mercury and cadmium in the manufacture of batteries, unless they are to be used in specific exempt appliances, or in industrial applications, in the case of cadmium.

- Labeling - the application of the "crossed out wheeled-bin" and the chemical symbols for lead, mercury or cadmium, where appropriate.

- Removability of waste batteries from certain appliances, which manufacturers will be required to design so that access is readily available.

The Regulations will apply to all batteries and accumulators - no matter their type or where they are manufactured, whether in the UK, the EU or imported, and whether sold loose or incorporated into appliances.

The Regulations also set out the enforcement regime in the UK, which will ensure a level playing field for anyone placing batteries on the market.

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INTERNATIONAL

Shipping plastic bottles creates less CO2 than landfilling

A new Waste & Resources Action Programme (WRAP) study released in August 2008 has found that selling the UK's used plastic bottles and paper for recycling in China actually saves carbon emissions. Shipping these materials more than 10,000 miles produces less CO2 than sending them to landfill at home and using brand new materials.

The transport issue is just one factor in assessing the environmental impact of exporting materials for recycling. However, it has become increasingly important to understand, as over the last ten years exports of used paper have risen from approximately 470,000 tons to 4.7 million tons. Exports of used plastic bottles have gone from less than 40,000

tons to half a million tons over the same period.

This increase reflects the huge rise in household recycling in the UK from 7 percent to over 30 percent during that time.

The UK collects more paper than it can recycle and there is strong demand from growing economies, such as China, where there are not enough trees for paper.

Plastic bottles are also much in demand from China's manufacturing industry and there is currently insufficient capacity in the UK to reprocess them here.

This study shows it is environmentally less harmful to send that material to

China for reprocessing than sending it to landfill in the UK.

This study sought to answer the specific question of whether the CO2 emissions from the transport outweighed the benefits of the recycling. It quantifies the CO2 emissions from transporting one ton of recovered mixed paper or recovered plastic (PET/HDPE) bottles to China. It assumes that the carbon savings of recycling in China are similar to those identified in other countries, including the UK.

The study showed that the emissions caused by transporting the material to China account for only a small amount – on average less than a third – of the CO2 saved by recycling. Howev-

er, due to the imbalance of trade between China and the UK, the majority of container ships head back to China empty and they are producing CO2 emissions whether or not they are carrying cargo. If you take this into account, the transport emissions are even smaller – less than one-tenth of the overall amount of CO2 saved by recycling.

This study is not a Life Cycle Analysis (LCA), although it forms a necessary part of the evidence base to demonstrate that exporting the material to China is environmentally sustainable. To answer this question in full, further work on the relative environmental impacts of recycling processes in China and the UK would be required.

BFI Canada approves share conversion

BFI Canada Income Fund's board of trustees has approved the conversion of the Fund from an income trust into a dividend paying corporation that will be better positioned to pursue the various growth opportunities available to BFI Canada.

In addition, the board of trustees has also approved a reduction in the cash distributions payable to BFI Canada's unit holders to C\$0.04166 per month effective December 1, 2008. Each of these initiatives is intended to better position the Fund to continue creating value through investments in internal and external growth initiatives.

The Fund's proposed conversion from a unit trust structure to a share corporation

is subject to unit holder and other approvals and will be undertaken pursuant to a statutory plan of arrangement under the Ontario Business Corporations Act. The act was scheduled to be voted on by unit holders of record on August 26, 2008 at a special meeting held on September 25, 2008. It is expected that the Conversion will be completed on a tax free "rollover" basis for Canadian income tax purposes. Following the Conversion, the composition of the board of directors of the resulting public corporation would be the same as the current board of trustees.

In addition to listing its common shares on the Toronto Stock Exchange upon completion of the Conversion, it is

anticipated that BFI Canada will seek to list its common shares on the New York Stock Exchange to facilitate its access to the United States capital markets.

Under the revised distribution policy, the Fund will pay monthly distributions of C\$0.04166 per unit, commencing with the distribution to Unit holders of record on December 31, 2008, payable on January 15, 2009.

If the Conversion is approved, it is expected that the corporation will maintain the same distribution level, with quarterly dividends of C\$0.125 per share, as its dividend policy.

China Recycling signs gas contract

China Recycling Energy Corp. (CREG), an industrial waste-to-energy provider in China, has won a contract to recycle waste gas and waste heat for China Zhonggang Binhai Enterprise Ltd. in Cangzhou City, Hebei Province.

According to the contract, CREG will install a seven megawatt capacity electricity-generation system for Zhonggang Binhai, a nickel-iron manufacturing joint venture between China Zhonggang Group and Baosteel Group. The system will be an integral part of the facilities designed to produce 80,000 tons of nickel-iron per year. Construction is expected to be completed by July 2009.



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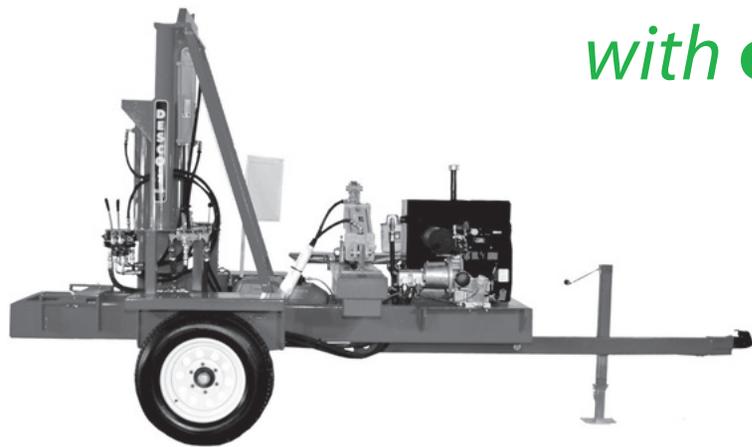
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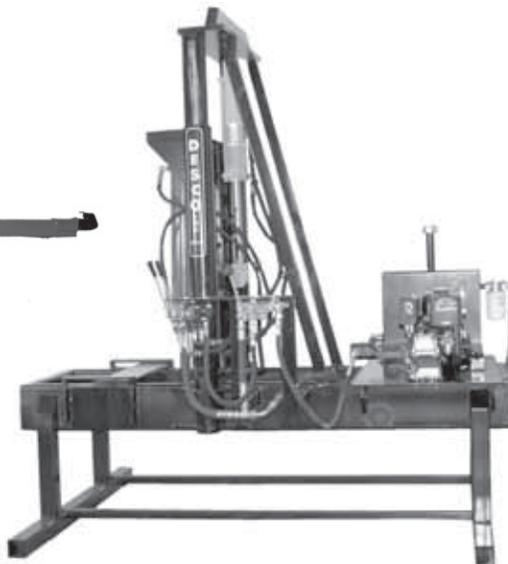


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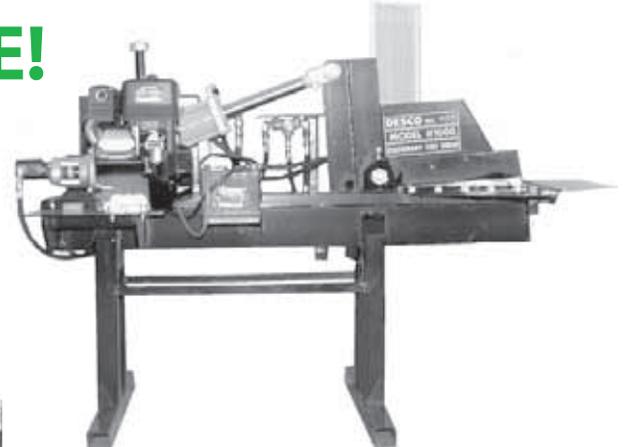
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BUSINESS BRIEFS

Cumberland names new technical sales manager

■ Dave Botelho, who has worked for ACS Group as automation technician and technical sales manager, has been named technical sales manager for Cumberland Recycling Systems, a division of Cumberland Engineering that will focus on recycling products and services in all markets.

Botelho's goal is to "establish a customer base for the Cumberland Recycling Group," as well as assist in creating marketing and educational tools for the newly created recycling division.

Botelho started as a systems production technician in 1995 and has worked his way up as production team leader, engineering, service and his current position in technical sales bringing a total of 13 years experience in the automated plastics manufacturing industry.

Cumberland hires director of human resources

■ James C. Healy III was welcomed into the Cumberland Engineering company and will work out of their South Attleboro, Massachusetts office.

With over 15 years of experience, Healy has worked in various facilities that have manufactured electronics, construction tools, picture frames and photo albums.

Enerkem expands management team

■ Enerkem Inc., a biofuels technology company, announced the appointment of two new vice presidents to its executive team: Denis Arguin, vice president, engineering and implementation and Marie-Helene Labrie, vice president, government affairs and communications.

Arguin has extensive expertise in petrochemicals and process engineering, as well as in implementing plants internationally. Before joining Enerkem, Arguin was director of process technology at Minerals Technologies Inc. (MTI) in Pennsylvania.

Prior to that, he worked from Brussels as director of European operations in a division of MTI to develop their international business activities. He also held the position of regional manager for the Northeast Canada and United States region at Mintech Canada Inc. and worked for Montreal-based petrochemical companies, such as Kemtec, Union Carbide, and Gulf Oil Refinery Ltd.

Marie-Helene Labrie began her career working for the government of Canada. She occupied roles in the Department of National Defense, Industry Canada, and Privy Council Office. She has also held the position of director of marketing and strategic planning for CAE. In this position, she was responsible for marketing communications, strategic planning, market analyses, and competitive intelligence. Prior to joining Enerkem, she worked as a strategy and marketing consultant for Enerkem and other companies.

Emerald Waste acquires transfer station from WM

■ Emerald Waste Services, LLC (EWS) announced the acquisition of Waste Management Inc. of Florida's (WM) municipal solid waste collection routes in and around Gainesville, Volusia County and Tallahassee, Florida.

The transaction also includes the purchase of a transfer station in Gainesville. This transaction will diversify EWS's revenue base and expands its service territory, which now runs from Pascagoula, Mississippi to Daytona Beach, Florida.

In the transaction with WM, EWS acquired 77 residential collection routes across 16 municipalities in North and Central Florida, as well as 17 commercial routes in the territory. Along with its existing collection contracts, EWS now services more than 118,000 residential customers and 27,000 commercial customers, generating approximately 70 percent of its revenues from collection routes.

Waste Pro acquires American Recycling

■ Waste Pro USA, Inc, headquartered in Longwood, Florida, completed the acquisition of American Recycling of Georgia (ARGA) and American Recycling of Alabama from American Recycling Group, Inc.

Most of the management team at ARGA will remain with the newly formed company. Specifically, Adam Glasgow will become the president of ARGA/Waste Pro recycling companies in Georgia and Alabama. He will also have a front line presence in any new projects that develop in new major markets. Bucky Fowler will also remain with the company in a key role with more responsibilities over operations. American Recycling Group founder, Jack Lupas will step away from the new company to pursue endeavors with other American Recycling Group Companies (American Recycling of South Carolina, and American Fiber Services), which were not part of the acquisition.

The vision is to combine Waste Pro's available capital resources and hauling expertise with ARGA's recycling program design and processing expertise. This combination will give Waste Pro the ability to attack the waste stream from source to end consumer with the best capabilities in the industry. The result will be more fiber for major post-consumer purchasers, such as Kimberly-Clark.

GM executive joins Bio-Reaction board

■ Bio-Reaction Industries announced the addition of General Motors (GM) executive, David Skiven, as the newest member on their board of directors.

After serving 42 years in various capacities with General Motors Corporation, Skiven understands the needs of the automotive OEM, Tier I and Tier II suppliers.

Clean Energy Fuels acquires landfill gas plant

■ Clean Energy Fuels Corp. has acquired Dallas Clean Energy LLC (DCE) for approximately \$19.1 million in cash from Camco International Ltd, a Jersey-based company focused on developing projects and strategies to reduce carbon emissions. Clean Energy has partnered in acquiring and operating the project with Cambrian Energy, a landfill gas project development and management company, which owns 30 percent of DCE.

Dallas Clean Energy owns the McCommas Bluff landfill gas processing plant, the third largest landfill gas operation in the United States. The landfill, owned by the City of Dallas, opened in 1975 and is scheduled to close in 2042. It is estimated that pipeline quality methane gas will continue to be produced for approximately 30 years after the landfill closes.

Clean Energy entered into a \$30 million credit facility with PlainsCapital Bank in Dallas, Texas in order to finance the acquisition and anticipated future capital improvements at the landfill.

Atmos Energy Pipeline Company distributes the gas collected from the landfill facility.

Heil Environmental names new general manager

■ Heil Environmental has hired Bill Healy as general manager of Parts Central, the refuse collection vehicle manufacturer's parts business.

Healy has over 20 years of experience in the aftermarket parts business.

Immediately prior to joining Heil, Healy spent 10 years with automotive parts retailer AutoZone. He most recently served as regional manager with full profit and loss responsibility for 91 stores in the St. Louis area. Before joining AutoZone, Healy devoted more than 12 years to NAPA. Over the course of his career to date, Healy has held the positions of sales manager, district manager, commercial sales manager, warehouse manager, operations manager, training manager, and others. This wide-ranging experience has provided him with a thorough understanding of all aspects of the vehicle parts business that will be invaluable in his new role.

ARCA to open factory outlet in Atlanta suburbs

■ Appliance Recycling Centers of America, Inc. announced that it will open a 33,000 sq.ft. ApplianceSmart Factory Outlet in Marietta, Georgia, in November 2008 to serve the northwest suburbs of the Atlanta metropolitan area.

Located at 1355 Roswell Road, N.E., the outlet is part of the Town & Country Shopping Center. The new factory outlet will be ApplianceSmart's fifth location in the Atlanta market and eighteenth outlet nationally. The four other Atlanta outlets are located in Norcross, Smyrna, Lithia Springs and Stockbridge.

Matt Wroblewski leads Winkle Team in South

■ Joseph T. Schatz, president and CEO of Winkle Industries Inc., recently announced that Matt Wroblewski has joined the Winkle team as a regional sales manager for the southern United States.

Wroblewski brings 22 years of experience in the production of industrial electro-lifting magnets to his new position. The last four years, Matt served as a field service manager, working with scrap metal operators and steel mills. Based in Mobile, Alabama, Wroblewski will be working closely with G.T. Higginbotham Co., Inc., a provider of aftermarket services to power transmission and mill equipment to southern industry, and now a provider of a wide range of above-the-hook and below-the-hook crane capabilities as the authorized agents for Winkle Industries in the states of Mississippi, Alabama, Georgia, Florida and Tennessee.

Smurfit-Stone names Tignor general manager

■ Larry Tignor has joined Smurfit-Stone Container Corporation as general manager of the company's Calpine Corrugated box plant in Fresno, California.

Tignor will oversee the Calpine container operations, of which Smurfit-Stone acquired a 90 percent controlling interest.

The Calpine plant primarily serves the California agriculture market, and utilizes the most state-of-the-art equipment and technology in the industry.

Tignor brings more than 40 years of industry experience, including positions in the areas of scheduling, customer service, sales and management for Container Corp. of America, Temple Inland and MacMillan Bloedel. He most recently served as zone manager for Weyerhaeuser Company in Mt. Vernon, Ohio.

Republic Services receives bank backing for merger

■ Republic Services, Inc. announced that Bank of America Securities LLC and J.P. Morgan Securities, Inc. have arranged a syndicate of lenders committed in writing to the entire amount of Republic's proposed new \$1.75 billion senior unsecured revolving credit facility. The commitments are not subject to due diligence, and the total amount of commitments received is in excess of the proposed \$1.75 billion.

The new credit facility, together with Republic's existing \$1 billion senior unsecured revolving credit facility, will provide Republic with all of the financing expected to be needed to consummate its proposed merger with Allied Waste Industries, Inc., as well as with working capital.

Republic expects to enter into the new credit facility, and to enter into certain conforming amendments to its existing credit facility, in September 2008. The initial funding under the new credit facility is expected to occur upon closing of the proposed merger. Republic expects its merger with Allied Waste to close in the fourth quarter of 2008.

BUSINESS BRIEFS

Casella Waste reports improved earnings

■ Casella Waste Systems, Inc., a solid waste, recycling and resource management services company, reported financial results for the first quarter of its 2009 fiscal year.

"The first quarter was a solid operational quarter, with our efforts to improve asset performance offsetting the negative headwinds from a sluggish Northeast economy and rapid increase in diesel fuel prices," John W. Casella, chairman and CEO of Casella Waste Systems, said.

For the quarter ended July 31, 2008, the company reported revenues of \$157.9 million, up \$9.4 million, or 6.3 percent over the same quarter last year. The company's net income available to common shareholders was \$2.2 million or \$0.08 per common share compared with net income of \$1.7 million or \$0.07 per common share in the same quarter last year.

Operating income for the quarter was \$15.6 million, up \$1.7 million or 12.3 percent over the same quarter last year. Net cash provided by operating activities in the quarter was \$19.8 million, compared to \$20.2 million in the same quarter last year. The company's earnings before interest, taxes, depreciation and amortization (EBITDA) were \$35 million, up \$1.3 million or 3.8 percent over the same quarter last year.

As part of the new extension agreement with the Town of Southbridge, in June 2008, the company received \$2.2 million of cash related to previously paid closure and post closure funds resulting in a net benefit of \$0.8 million to EBITDA during the quarter.

Tube City IMS acquires Hanson Resources

■ Tube City IMS Corporation announced it has completed the acquisition of Hanson Resource Management Limited and its subsidiary Hanson Support Services Limited.

Hanson, headquartered in Scunthorpe, England, operates throughout the UK. Since its founding in the early 1960s, Hanson has grown to its present status as a partner to a diverse industrial client base with a focus on providing a broad range of services to steelmakers. Hanson employs more than 600 in their workforce.

RBRC names new chief executive officer

■ The Rechargeable Battery Recycling Corporation (RBRC), a nonprofit, public service organization dedicated to recycling used rechargeable batteries, announced the appointment of Carl E. Smith to chief executive officer, effective September 9, 2008.

As CEO of RBRC, Smith will oversee the organization's strategic partnerships and will be responsible for the management of the national public education campaign and Call2Recycle™ program.

Vermeer signs agreement with Gyro-Trac

■ Vermeer Corporation, a manufacturer of tree care, wood-waste processing and composting equipment, has entered into a distribution agreement with Gyro-Trac Manufacturing, located in Summerville, South Carolina, to distribute their line of mulching machines.

Gyro-Trac, founded in 1995, is a manufacturer of mulching machines that are used in all types of land-clearing, vegetation and forestry management applications.

The Vermeer network of independent dealers will have the option of adding the Gyro-Trac product line to their overall mix of products.

Peterson appoints new VP of sales and marketing

■ Peterson Pacific Corp., an Oregon-based manufacturer of forestry, recycling and landscaping machines has hired Michael Kvach as vice president of sales and marketing.

Kvach has extensive experience with industry associations, contractors and OEM equipment sales. Most recently he held the position of executive vice president of the Asphalt Paving Association of Iowa. Prior to leading this association, he was the national sales manager of Cedarapids hot mix paving product line. He will be based in Eugene, Oregon.

Nucor announces addition to the board of directors

■ Nucor Corporation announced that Christopher J. Kearney has been elected to the board of directors effective October 1, 2008. Kearney currently serves as the chairman, president and chief executive officer of SPX Corporation. SPX Corporation employs 17,000 people worldwide in over 35 countries and had revenues of \$4.8 billion in 2007.

Kearney holds an undergraduate degree from the University of Notre Dame and a law degree from DePaul University Law School. He joins the Nucor board with twenty years of industry experience. Kearney joined SPX in 1997 as vice president, secretary and general counsel and an officer of the company. He was named president, chief executive officer and a director of SPX in 2004. He added the title of chairman in 2007.

Peter Burke joins Smurfit-Stone as vice president

■ Peter Burke has joined Smurfit-Stone as vice president of global logistics.

Burke will focus on optimizing costs, meeting customer requirements and bringing a total enterprise approach to the transportation function across all Smurfit-Stone businesses. Burke is based in Smurfit-Stone's Chicago office.

Burke most recently served as vice president of supply chain for Butterball where he is credited with achieving a 13 percent reduction in logistics expenses.

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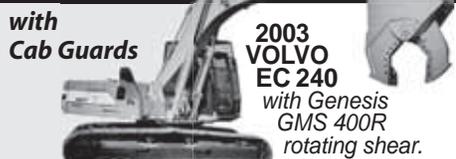
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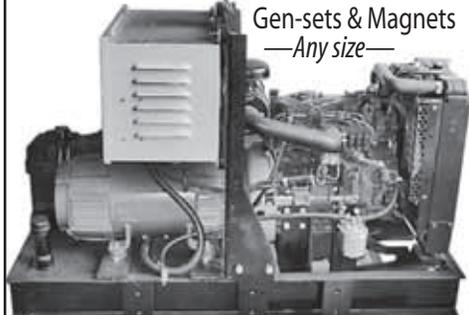


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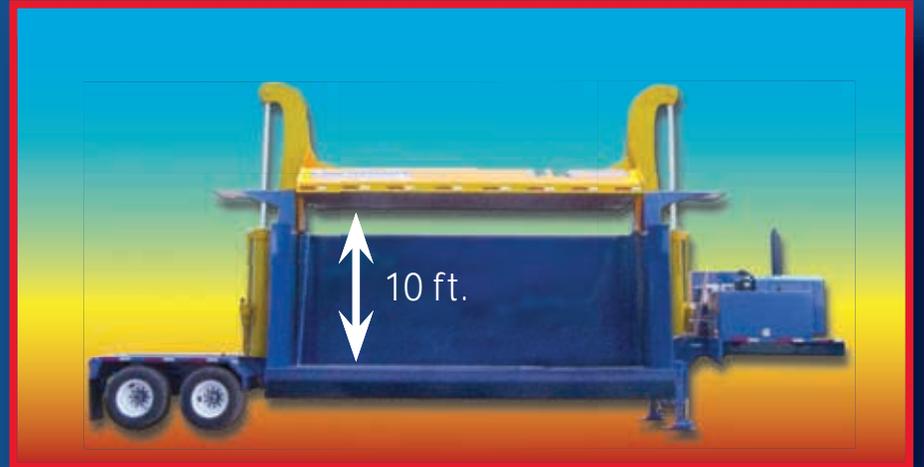
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Waste related fatalities down in 2007

According to a recent report by the federal Bureau of Labor Statistics (BLS), the number of fatalities of solid waste collection workers declined substantially in 2007. BLS's data states that there were 18 reported "Refuse and Recyclable Material Collectors" workplace fatalities in 2007. In 2006, BLS reported 37 fatalities for this category. The fatality rate for collectors declined in 2007 from 40.7 to 22.8 per 100,000 workers.

According to National Solid Wastes Management Association's (NSWMA) president and CEO, Bruce Parker, "The BLS report reflects the hard work of senior management, safety managers and others at solid waste companies, who have been focusing on improving the safety performance of their employees. Most companies no longer believe accidents and injuries are part of doing business in this industry."

E.L. Harvey & Sons' safety director, Jerry Sjogren, adds, "Some of the credit for the dramatic reduction should go to NSWMA and WASTEC (Waste Equipment Technology Association). NSWMA has helped build safety awareness at small haulers through its videos and safety program, while WASTEC's ANSI standards are an important component of a good safety program."

NSWMA's safety manager David Biderman stated, "Although the decline in workplace fatalities is welcome, there have been a number of fatalities involving municipal solid waste collectors in 2008, and there has been an increase in struck by accidents."

Biderman urges all haulers and governments to participate in NSWMA safety programs (including the Slow Down to Get Around program) and communicate the importance of working safely to their employees. NSWMA produced 60-second and 30-second versions of the new television ad with support from the U.S. Occupational Safety and Health Administration (OSHA). This effort expands a program launched in 2003 by Rumpke Consolidated Companies, Inc., one of the nation's largest

Continued on Page 2

Air Force develops mobile waste-to-energy system

Combustible waste lowers fuel usage and costs

by Brian R. Hook

Researchers with the United States Air Force are developing a transportable waste-to-energy system to produce electricity at forward military operations.

A prototype, mounted on a 48-foot flatbed semi-trailer, is being tested at Tyndall Air Force Base in Florida by the Air Force Research Laboratory Materials and Manufacturing Directorate, which conducts programs that enhance readiness, deployment, fire protection, peacetime training, and crash and rescue operations.

The transportable waste-to-energy system could reduce the amount of fossil fuel used at each forward military operation and could also be used at domestic bases, according to Walt Waltz, the leader of the robotics group at the directorate.

By consuming combustible waste the system "will reduce the need for outside contractors to dispose of waste created at deployed military locations," Waltz says.

Research on the transportable



The Air Force's energy system preheats a furnace with fossil fuels, but burns combustible waste once the preheating is through.

waste-to-energy started in 2004. The system consists of two stages, a furnace and an energy recovery unit. Researchers have completed the first stage, referred to as a transportable furnace system. The system includes a 9 foot tall furnace and an 8 foot tall shredder. The flatbed semi-trailer for the system also holds two hoppers for the shredded material and two air blowers.

The furnace needs to be preheated with a fuel burner. After 30 minutes the

burner is removed. No additional liquid fuel is needed besides for preheating the furnace.

Solid waste items are first dropped into a hopper on the shredder. The solid waste material then is shredded down to less than a half of an inch in all three dimensions.

The material falls from the shredder into a box, where it is vacuumed through a hose into the system's second hopper.

Continued on Page 7

Illegal medical waste dumped in Pennsylvania

Pennsylvania Attorney General Anne Milgram announced that a Pennsylvania dentist has been charged with dumping needles and other medical-type waste that washed up on a beach during the last week of August.

According to Milgram, Thomas McFarland was charged with unlawful discharge of a pollutant and unlawful disposal of regulated medical waste. McFarland allegedly took his small motor boat into Townsend Inlet on August 22 and dumped a bag of waste from his dental practice.

The charges conclude an investigation conducted by the Attorney General's Envi-

ronmental Crimes Bureau, the Avalon Police Department and the Cape May County Prosecutor's office.

Beginning on August 23, waste allegedly dumped by McFarland was found washed up along a one-mile stretch of beach, including Accuject dental-type needles, cotton swabs, a number of blue and white plastic capsules used to hold filling material, and other items.

As investigators from the participating agencies, led by the Environmental Crimes Bureau, worked to trace the dental waste using lot numbers on the needles, the Attorney General offered a \$10,000

reward for information leading to the arrest of the person responsible.

Certain information that the investigators obtained in the first days of the investigation pointed them to a small number of dental practices as potential sources of the waste, including McFarland's practice.

On September 2, McFarland went to the Avalon Police Department and admitted dumping the dental waste.

The third-degree crimes carry a maximum sentence of 5 years in prison and fines of up to \$50,000 on the medical waste charge and \$75,000 on the other charge.



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Pennsylvania given ok to restrict waste removal

In what is being viewed as a major victory for Pennsylvania local and county governments, a Federal Appeals Court has ruled that Lebanon County and its affiliated Greater Lebanon Refuse Authority (GLRA) did not act improperly when they required a private municipal trash hauler to use the county's landfill even though there were cheaper disposal alternatives outside the county.

James J. Kutz, a partner in the Harrisburg Office of Philadelphia-based law firm Post & Schell, P.C., which defended the GLRA in the complaint brought against it by hauler Lebanon Farms Disposal, Inc., said the ruling reverses the July 2006 U.S. District Court decision that found the county's comprehensive solid waste plan unconstitutional because it discriminated against interstate commerce.

"The Appeals Court decision constitutes a clear change in Third Circuit precedent," commented Kutz. "Counties can now require that all waste generated within the county be disposed of at their municipal landfill. Previously, counties were prohibited from imposing such a restriction absent compelling circumstances." Kutz added, "The ruling gives the Commonwealth and its counties a new, reasonable option with which to finance, monitor and enforce environmentally-sound waste disposal practices without running afoul of the federal Commerce Clause." He noted that the Appeals Court remanded the matter to the lower court.

In 2003 Lebanon Farms was fined by the GLRA for violating Lebanon County's disposal regulations by transporting refuse to a landfill in Schuylkill County, Pennsylvania. The hauler argued that it was unlawful under the Commerce Clause for the county to require it to use the county-owned landfill in North Lebanon Township.

Kutz said the Appeals court relied heavily on the 2007 U.S. Supreme Court ruling in a New York case, *United Haulers Association Inc. vs. Oneida-Herkimer Solid Waste Management Authority*, to support its opinion that the county and refuse authority acted properly and did not discriminate against the hauler.

In Pennsylvania, local governments are required under Act 101 (Management Waste Planning, Recycling and Waste Reduction Act), to develop and adopt solid waste flow plans and update them every 10 years. Lebanon County's 10-year plan was last revised for the period 2001-2010 and it designated the county-owned facility as the exclusive site for municipal trash disposal in Lebanon County.

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Exelon submits application for Texas nuclear power plant

Exelon Generation submitted a Combined Construction and Operating License (COL) application to the United States Nuclear Regulatory Commission (NRC) seeking authorization to build and operate a new dual-unit nuclear generating facility in Victoria County, Texas.

The combined license application, approximately 6,500 pages long, took a team of more than 60 Exelon employees and contractors just under 12 months to complete. Exelon's COL application is the 12th to be submitted to the NRC by a United States nuclear operating company in the past 14 months.

The NRC's evaluation of the application is estimated to take three to four years. A decision on the license is not expected before 2012.

The proposed facility would be built on an 11,500-acre site about 13 miles south of Victoria, Texas, off U.S. 77 in southeast Texas. Plant structures would occupy about 300 acres and a man-made lake for plant cooling would cover about 4,900 acres. The two reactors would be capable of producing at least 3,000 megawatts – enough to power more than 1.85 million typical Texas homes.

In addition to electrical power that would meet rising demand in Texas, the plant would boost the economy of the Victoria area, according to independent studies. At its peak the site would employ an estimated 6,300 construction workers and, once operational, 800 per-

manent employees. It would also increase local economic output by \$2 billion each year.

Salaries in skilled fields at nuclear generating stations range from \$65,000 to \$85,000 annually, up to double the average household income in Victoria County.

The proposed Exelon plant also would help meet rising energy requirements in Texas while benefiting the state's environment by combating global climate change. The plant would generate no greenhouse gases, such as carbon dioxide. In terms of carbon prevention, an operating plant of this size would be the equivalent of taking more than 1 million cars off the road.

The U.S. Department of Energy projects that the United States will need 25 percent more electricity by 2030. In Texas, the Electric Reliability Council of Texas (ERCOT) projects that "base load" energy needs will grow by 10,000 megawatts by 2014, about the output of seven large nuclear reactors or a dozen large coal plants.

Exelon Generation chose the GE-Hitachi Nuclear Energy (GEH) new generation of reactor technology for the Victoria site, should Exelon ultimately decide to build the plant. Called the Economic Simplified Boiling Water Reactor, or ESBWR, the design is one of the two technologies sponsored by the Energy Department's Nuclear Power 2010 Program.

KRISTIN SMITH | DREAMSTIME



The combined license application weighed in at approximately 6,500 pages long and took over 60 employees almost an entire year to complete. A completed reactor would power more than 1.85 million Texas homes.

Waste company found liable for environmental violations

One of the largest providers of waste management services in the Bay area is facing penalties from the United States Environmental Protection Agency (EPA), after being found liable for numerous violations of the Clean Water Act. The company, California Waste Solutions, provides waste management services for large portions of Oakland and San Jose.

EPA inspectors found evidence California Waste Solutions (CWS) violated its permit and discharged waste and other pollutants into nearby waterways in three locations for nearly five years.

At least 74 rainfall incidents caused surface water runoff to discharge litter and debris into the San Francisco Bay's Oakland waterfront.

"The EPA requires companies to take simple, basic steps to prevent pollution," said Alexis Strauss, Water Division director for EPA's Pacific Southwest region. "We expect a company responsible for large municipal contracts in the Bay to protect San Francisco Bay, and comply with federal and state pollution requirements."

At the San Jose facility, at least 35 rainfall incidents caused surface water runoff to discharge litter, zinc, recyclables, and other pollutants into Coyote creek – a tributary to the San Francisco Bay.

At 2 CWS Oakland facilities, at least 74 rainfall incidents caused surface water runoff to discharge litter and debris into the San Francisco Bay's Oakland waterfront.

The Oakland Shoreline and Coyote Creek are home to Endangered Species Act-listed species. Coyote Creek provides critical habitat for California Central Coast Steelhead trout.

The Clean Water Act requires waste management companies to have controls in place to prevent pollutants from being discharged with storm water into nearby waterways. They must have a storm water pollution prevention plan that sets guidelines and best management practices to follow, to prevent runoff from being contaminated by pollutants.

Waste fatalities

Continued from Page 1

privately owned waste and recycling companies.

In addition to this television PSA, NSWMA is making "Slow Down to Get Around" decals available that haulers may put on their trucks to remind motorists to drive carefully. NSWMA makes the decals available to interested parties at no charge. Haulers can obtain Slow Down to Get Around truck decals by contacting sales@neihauscorp.com.

Agresti Biofuels to build waste-to-ethanol plant

Agresti Biofuels (formerly Indiana Ethanol Power LLC) announced that it will begin contract negotiations with Pike County, Kentucky for a commercial municipal solid waste (MSW) to cellulosic ethanol production facility. The facility and process are completely clean and waste materials like plastic, rubber and metal will be separated from the MSW for recycling.

Pike County, searching for a more cost effective and environmentally-friendly alternative to its current landfill (now nearing capacity), voted to begin contract negotiations with Agresti Biofuels for construction of the Central Appalachian Ethanol Plant. The county's current landfill receives 400 tons of MSW per day; when fully operational, the new plant is predicted to be able to process as much as 1,500 tons of MSW per day.

Judge Wayne T. Rutherford, who championed the project for Pike County, expects the Central Appalachian Ethanol Plant to position the county as a leader in waste management technology as well as enhance the local economy.

"It's a win-win situation for every party involved," said Judge Rutherford. "This plant will not only improve the environment, but it will bring more than a hundred new jobs to Pike County

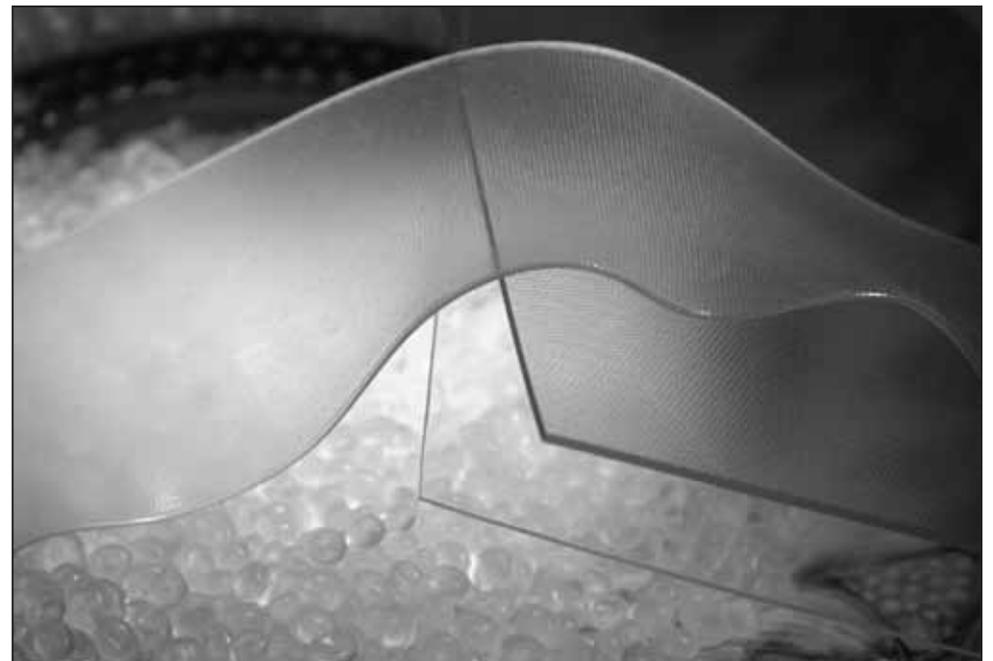
when fully operational, which will be a large boost for our local economy."

The decision to move forward comes following announcements that the new United States renewable fuel standards mandate the production of 36 billion gallons of ethanol by 2022. The Central Appalachian Ethanol Plant is expected to produce 20 million gallons of fuel-grade ethanol and other saleable products derived from MSW by utilizing the patented GeneSyst process invented by James Titmas.

"It has been exciting to work with Judge Rutherford, Roger Ford, the Pike County Energy Director, and the Pike County team," Zig Resiak of Agresti Biofuels said. "After five months of significant due diligence, including the commissioning of a technical evaluation of Agresti's process by the Oak Ridge National Laboratory, Pike County reached the decision to move forward with this project."

The Central Appalachian Ethanol Plant will be located on a 40-acre site owned by Pike County near its current landfill. The project has engaged Oppenheimer and the RBC Capital Markets Corporation to provide the financing, allowing Agresti to move forward without requiring local, state or federal subsidies.

DuPont launches photovoltaic product business in India



The DPVS product portfolio will include encapsulant sheets both rigid and flexible, as well as other films, resins and conductive pastes.

DuPont has announced the introduction of its DuPont Photovoltaic Solutions (DPVS) business in India. DuPont Photovoltaic Solutions is a global supplier of both crystalline silicon and thin film modules that provide solar energy. The DPVS product portfolio includes films, resins, encapsulant sheets, flexible substrates, and conductive pastes for

both crystalline silicon and thin film modules to the photovoltaic industry in India.

Through investments in materials, technology development and manufacturing, DuPont is accelerating its ability to improve the lifetime and efficiency of photovoltaic cells and modules, and to deliver enough production capability to help keep pace with the fast rising global demand.

"The most important factor for continued rapid market growth is to invest in solutions that meet the needs of this market," said Marc Doyle, global business director – DuPont Photovoltaic Solutions. "India has been identified as having a high potential for market growth in solar energy and this segment will drive the company's strategic growth in the country."

To support the solar energy market in India, the company plans to establish a photovoltaic lab by 2010 at the DuPont Knowledge Center in Hyderabad. This lab will provide technical and research facility support to DuPont customers in the solar energy industry. DuPont Photovoltaic Solutions will also install a photovoltaic array at the DuPont Knowledge Center in order to generate a portion of the center's energy requirements from renewable solar energy.

"Driven by India's geographical location, government incentives to promote renewable energy and increasing energy requirements in the country, India will emerge as a large manufacturing base for photovoltaic cell and module production and DuPont is delighted to be able to provide material solutions to the domestic manufacturers," said Balvinder S. Kalsi, president & CEO – DuPont India.

DuPont anticipates that the photovoltaic market will grow by more than 50 percent in each of the next few years, driving demand for existing and new materials that are more cost effective. DuPont expects that its sales of several product lines into the photovoltaic industry could exceed \$1 billion within the next five years.

Bird collisions delay landfill permitting

After receiving new information, the Department of Environmental Protection (DEP) has concluded that a plan to control birds at the proposed Tri-County Landfill in Mercer County is sufficient to mitigate the risk that birds could collide with airplanes arriving or departing from Pennsylvania's nearby Grove City Airport.

Given that the bird-aircraft collision hazard was the reason Tri-County's municipal waste landfill permit application was denied in November 2006, DEP regional director Kelly Burch said the supplemental information would lead the department to approve the first phase of the application.

"Tri-County has sufficiently proven to us that they can mitigate this hazard," said Burch. "With this additional information, Tri-County has demonstrated that the benefits of the project outweigh the known and potential environmental harms. This is the standard that landfill applicants have to meet under Pennsylvania environmental regulations to successfully close out the first phase of the permit review before DEP moves to the second phase, the technical review of the application."

After the DEP denied Tri-County's application, the company appealed the decision to the Environmental Hearing Board, where it provided new information that addressed DEP concerns about implementing the mitigation plan.

With the new information, DEP, Tri-County Industries, Inc. and Tri-County Landfill, Inc. have signed a set-

tlement agreement that replaces the department's previous denial letter. The agreement also modifies the harms-benefits analysis to reflect and incorporate the supplemental information and revised conclusion.

Burch said the DEP will begin the technical review of the Tri-County application within 15 days of the agreement.



A Tri-County permit was denied in 2006 due to a bird-aircraft collision hazard.

Tri-County further agrees that it will close its appeal to the Environmental Hearing Board and will not appeal permit conditions requiring it to imple-

ment the bird mitigation measures.

The mitigation measures proposed by Tri-County include:

- Landfilling waste that might attract birds only at night;
- Continuously operating heavy equipment within the landfill's disposal area to prevent birds from landing or feeding;
- Hiring an employee or consultant to monitor and document the presence of any birds during several daily surveys;
- And implementing a pyrotechnics system similar to fireworks that would disperse any birds gathering at the site.

Tri-County originally submitted its permit application on Aug. 23, 2004, to operate a municipal waste landfill in Liberty and Pine townships within 6,600 feet of the Grove City Airport.

DEP denied the application during the environmental assessment, or harms-benefits review, after a bird expert retained by DEP could not state conclusively that the bird hazard was fully mitigated by the developer's plan. The department also expressed concerns about Tri-County's ability to implement the mitigation plan.

Tri-County previously operated a landfill at the proposed site, but it has not accepted solid waste for disposal at the Mercer County property since 1990 when new, more stringent landfill regulations went into effect. The company continues to operate a waste transfer station at the site.

Duke Energy seeks solar suppliers to launch \$100 million solar plan

Duke Energy Carolinas is seeking bids from solar power companies to supply solar panels, electrical equipment and installation services as part of the utility's proposed \$100 million North Carolina solar plan.

Starting in early 2009, Duke Energy hopes to install electricity-generating photovoltaic solar panels at up to 850 North Carolina sites, including homes, schools, office buildings, shopping malls, warehouses and large manufacturing facilities – both on roofs and on the ground.

Electricity generated through the program would total at least 16

megawatts – enough to power 2,600 homes – after the solar power is converted from direct current to alternating current.

The proposal, first announced in June, requires approval by the North Carolina Utilities Commission before it can be implemented.

Duke Energy would own and, through contractors, install and maintain the solar panels. The utility also would own the electricity generated, which would be sent to the electrical grid that serves all customers.

The company would compensate homeowners, businesses and other enti-

ties that offer their roofs or land for the program, based on the size of the installation and amount of electricity generated at any given location.

The solar plan would be Duke Energy's first large-scale involvement in distributed generation, in which electricity is generated close to customers rather than at large, centralized power plants.

Duke Energy will begin installations in early 2009, contingent on regulatory approval. The company proposes to complete all installations by late 2010.

Each installation is expected to have a useful life of 20 to 25 years.

EPA and Macy's reach settlement

The United States Environmental Protection Agency (EPA) and Macy's Retail Holdings, Inc., have agreed to a settlement over hazardous waste management violations at Macy's stores in Albany and Garden City, New York. The EPA alleged in 2007 that Macy's failed to properly identify and handle spent fluorescent and other types of light bulbs at the two stores.

Macy's has agreed to pay a \$49,725 penalty and to voluntarily ensure that its approximately 75 stores throughout New York, New Jersey and Puerto Rico remain in compliance with the requirements for the handling of spent light bulbs.

EPA issued a complaint to Macy's in December 2007, citing the company for violations of authorized New York State hazardous waste regulations at two stores, Crossgates Mall in Albany and Roosevelt Field in Garden City.

ThermoEnergy signs on new board members, one a green investor

ThermoEnergy Corporation announced that David Gelbaum is joining the company's board of directors. In addition, Shawn Hughes, president and COO of Castion, ThermoEnergy's water division, was also named to the board of directors. Finally, Los Angeles attorney, Joseph Bartlett, will also be joining the company's board of advisors.

Dennis C. Cossey, ThermoEnergy's chairman and CEO, said, "With his highly successful, 36 year career in the finance and investment banking industry, Mr. Gelbaum represents a tremendous resource for the ThermoEnergy management team. David's Quercus Trust Fund, one of ThermoEnergy's largest shareholders, is a leading

investor in the clean energy and technology space, making Mr. Gelbaum an additionally valuable resource to our company and our board."

Shawn Hughes joined ThermoEnergy in June of 2007 as president and was named COO of Castion Corporation shortly after its acquisition in July of last year.

Joseph Bartlett is a Los Angeles-based attorney specializing in financing, mergers, acquisitions and compliance with public and private securities laws. He has extensive experience advising boards of directors as to their fiduciary duties and other obligations. He also serves as counsel to The Quercus Trust.

Northern Ethanol finds new home in Niagara Falls

Northern Ethanol, LLC, a wholly owned subsidiary of Northern Ethanol, Inc., has announced that it has entered into an agreement to acquire a 70-acre site from Praxair, Inc. in Niagara Falls on which it will locate its ethanol plant. The property is served by CSX Rail, St. Lawrence Seaway dockage, adjacent interstate highways, and abundant low cost water and other services.

In May, the Niagara Falls Ethanol project was approved for 9,000 kilowatts of low-cost hydro-electric power from the New York Power Authority, with a saving of approximately \$35 million over the life of the contract.

Wind turbines permitted in San Francisco

On July, 25, 2008, San Francisco's Building and Planning Department finalized an over-the-counter permitting process for residential and commercial wind turbines. This step makes San Francisco one of the first bay area cities to have a wind turbine permit plan in place.

San Francisco mayor Gavin Newsom is a very enthusiastic supporter. He announced to reporters that he is "creating a residential wind working group, tasked with figuring out how to revamp the city's zoning and building codes to allow wind turbines on private lots."

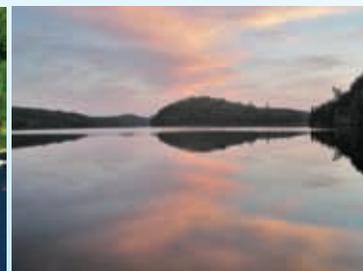


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EPA fines Commonwealth Port Authority \$32,500 for hazardous waste violations

The United States Environmental Protection Agency (EPA) recently settled with the Commonwealth Port Authority for \$32,500 for hazardous waste treatment, handling, storage, and used oil disposal violations at its Saipan International Airport facility.

In March 2005, an EPA inspector working along with CNMI Division of Environmental Quality inspectors found the facility had open containers of hazardous waste and stored its hazardous waste and used oil in severely corroded and leaking containers. The EPA found

the facility's treatment, handling, storage, and disposal of motor oil, used motor oil, used oil-based paint, solvents, and other unknown solid and hazardous waste was an imminent and substantial endangerment to public health and the environment.

The facility treated, stored and disposed of hazardous waste without a permit and also failed to:

- Notify EPA of its waste activity;
- Transfer waste into containers in good condition, keep containers closed, and conduct weekly inspections;

- Determine the type of and minimize releases of hazardous wastes;

- Store used oil in non-leaking containers and label containers; and

- Respond to releases of used oil, and comply with oil pollution control requirements.

Operations at the airport facility include equipment maintenance and waste treatment and disposal. The facility historically accepted and burned solid and hazardous waste from airlines, law enforcement agencies, local businesses, and military vessels.

San Francisco approves biodiesel production facility for food scraps

San Francisco mayor Newsom announced a proposed agreement between the Port of San Francisco and Darling International to build a 7.5 million to 10 million annual gallon capacity biodiesel production facility near Pier 92 in the Port's Southern Waterfront. The facility would allow for the local processing of recycled fats, greases and tallow to biodiesel for use by vehicles.

Mayor Newsom said, "Turning waste generated by local restaurants and other businesses into a sustainable fuel source is yet another major step in reaching our goals of carbon neutrality for City Government by 2020, zero emission public transit by 2020, a 75% recycling rate by 2010, and zero waste in 2020."

Darling International has operated a rendering facility on Port property since 1966 and is the port's largest maritime exporter. Subject to Port Commission approval, the plan is for Darling to upgrade its Port facilities to convert fats already produced at the facility into high quality biodiesel for use in vehicles. The agreement with the port also includes a commitment to make site beautification and other environmental improvements.

The City and County of San Francisco's entire diesel fleet currently operates on biodiesel fuel. The transfer to biodiesel was achieved through a Mayoral Executive Order. The order required 100% of fleets to use B20 biodiesel, a blend of 80% petroleum diesel and 20% biodiesel, by December 31, 2007, for the City's 1,500 diesel vehicles.

Valhi announces low-level radioactive waste disposal license decision

Valhi, Inc. announced that its wholly-owned subsidiary, Waste Control Specialists LLC (WCS), has been notified that the executive director of the Texas Commission on Environmental Quality (TCEQ) has issued a draft license for the near-surface disposal of Class A, B and C low-level radioactive waste (LLRW) at WCS' site in Andrews County, Texas.

Said William J. Lindquist, CEO of WCS, "The only United States commercial facility currently authorized to accept LLRW is limited to disposal of Class A waste. The barriers to entry in this industry are enormous. It is very unlikely another LLRW disposal facility will be opened in the foreseeable future, as more than \$1 billion has been invested since 1980 by the state of Texas and others in unsuccessful attempts to license and open such a facility. The TCEQ recently issued a byproduct material disposal license to WCS. When the LLRW disposal license is finalized, we



WCS may soon have the broadest range of capabilities of any enterprise in the United States for the storage, treatment and disposal of hazardous wastes.

believe WCS will have the broadest range of capabilities of any commercial enterprise in the United States for the storage, treatment and disposal of hazardous, toxic, low level and mixed low level radioactive waste and radioactive byproduct material."

The WCS facility in Andrews County, Texas is currently licensed for

the processing, storage and disposal of a broad range of hazardous and toxic waste, byproduct material and certain types of low-level and mixed LLRW.

BioGold Fuels enters contract for MSW facility in Kansas

BioGold Fuels Corporation announced that it has entered into a Resource Recovery System Agreement with Harvey County, Kansas to process the County's municipal solid waste, tires, and any other waste that BioGold agrees to process. The waste will be delivered to the BioGold refinery facility it plans to build in Harvey County. BioGold is negotiating a contract with ICM, Inc. to design and build the facility, which will be located on Harvey County's existing closed landfill.

BioGold will receive \$35 per ton of waste it receives for processing from Harvey County, which is currently estimated at 33,500 tons per year. In addition, BioGold can bring in additional waste from neighboring counties. The agreement is for a 30 year term with options for 4 additional ten year extensions. The agreement also includes a

lease for approximately 32 acres of land, the county's existing transfer station, and eleven pieces of the county's waste processing and hauling equipment and vehicles for one dollar per year (\$1.00). After five years, BioGold will annually pay Harvey County five percent of its net profits from the sale of products made on site to the County. BioGold plans to sell engineered fuel cubes, synthetic diesel fuel, and organic chemicals that will be made from the processed waste.

Said BioGold's CEO, Steve Racoosin, "We believe that the amount of waste that ends up having to be dumped in a landfill will be reduced by 85 to 90%. The County, its administration, and its commissioners are very proactive in searching out green alternatives."

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Connecticut man found guilty in waste industry corruption probe

Nora R. Dannehy, acting United States Attorney for the District of Connecticut, announced that a federal grand jury in New Haven has returned an indictment charging Timothy Arciola, of Washington, Connecticut, with three counts of mail fraud. The indictment was returned September 10.

According to the indictment, Arciola devised a scheme to defraud Automated Waste Disposal (AWD) and Superior Waste Disposal (SWD), trash hauling companies located in Danbury, Connecticut that were at the center of a long-term federal investigation into the trash hauling industry. The indictment alleges that Arciola, who was employed as a salesman at AWD and SWD until March 2008, created a scheme by which a portion of payments made by some of AWD and SWD's customers were diverted to him.

It is alleged that, in December 2007, Arciola formed Omni Management Group, LLC, and was the company's only listed officer. As part of a scheme to defraud, Arciola, through Omni Management Group, LLC, solicited customers

with established business relationships with AWD/SWD. The indictment alleges that Arciola and others approached customers of AWD/SWD, had them sign contracts with Omni Management Group, and asked them to submit future payments for trash removal to Omni. Arciola and others then approached company officials at AWD/SWD and provided them with fraudulent reasons why customers should be given a reduced rate for trash service currently being provided to the AWD/SWD customer. AWD/SWD then executed change orders that reflected the lowered rate. The change orders often would substitute a post office box controlled by Arciola for the customers' legitimate addresses. The customer would pay Omni, who then would mail a portion of that payment to AWD/SWD. Arciola and others would take the difference between the two payments and retain the funds.

The indictment alleges that Arciola initiated this fraud scheme after being charged for his participation in a trash industry racketeering conspiracy on June 8, 2006. On June 9, 2006, Arciola was

arrested and subsequently released on bond, a condition of which required that he not commit any offense in violation of federal, state or local law while on release. On May 11, 2007, Arciola pleaded guilty to one count of racketeering conspiracy and, on January 22, 2008, he was sentenced to 15 months of imprisonment. Arciola began serving his prison term on approximately March 4, 2008, and currently is incarcerated.

The charge of mail fraud carries a maximum term of imprisonment of 20 years and a fine of up to \$250,000. Because Arciola allegedly committed these offenses while on release in another federal case, if convicted, he could be sentenced to an additional 10-year term of incarceration on each count, which must run consecutively to any sentence imposed on the mail fraud counts.

Dannehy stressed that an indictment is only a charge and is not evidence of guilt. The defendant is entitled to a fair trial at which it is the government's burden to prove guilt beyond a reasonable doubt.

San Antonio will turn sewage into energy

San Antonio Water System's board of trustees approved a truly innovative contract that will make the utility the first in the nation to capture and sell methane generated while treating the city's sewage.

The gas is generated by biosolids during the sewage treatment process. Eighty percent of biosolids – the solids remaining after liquid waste is removed – are used to generate compost. With the new contract, sewage treated at Dos Rios Water Recycling Center will now be used to generate environmentally friendly products, such as recycled water – which improves river quality and is used in place of potable water by industry and manufacturers – and compost, which is used to improve soil quality and energy.

"The citizens of San Antonio produce about 140,000 tons of biosolids each year," said SAWS COO Steve Clouse. "Treating these biosolids generates an average of 1.5 million cubic feet of gas a day – that's enough gas to fill seven commercial blimps or 1,250 tanker trucks each day."

"Most of that gas is currently burned off using flares. We have been working hard over the last few years to develop a process to improve the consistent quality and quantity of gas produced. Now we're very pleased that we can capture and sell it."

This project includes a 20-year lease and operating agreement between SAWS and Ameresco. Ameresco will construct the gas conditioning and distribution facility and the pipelines necessary to transfer the gas to commercial gas pipelines. They will also be in charge of selling the gas on the open market. In return, SAWS will receive a 12 percent royalty on the sale of the gas – which helps reduce the cost of SAWS operations.

Said Clouse, "Early estimates put the revenue at about \$200,000 to \$250,000 a year. SAWS will be the only large wastewater utility actively selling biogas in the United States."

Plasco to build waste conversion facility in Red Deer County

Plasco Energy Group Inc. of Ottawa will build, own and operate a waste conversion facility to serve the Central Waste Management Commission (CWMC) led by Red Deer County's Mayor, Earl Kinsella. PlascoEnergy and CWMC signed a contract that will see a supply of 330 tons of waste per day converted into valuable products including over 15 megawatts of green electricity for use on the local distribution grid.

This project will be Plasco's first commercial facility, and largest to date. The facility will demonstrate how Plasco's conversion technology can bring green energy and sustainable waste management to rural communities.

MONTHLY CROSSWORD

BY Myles Mellor

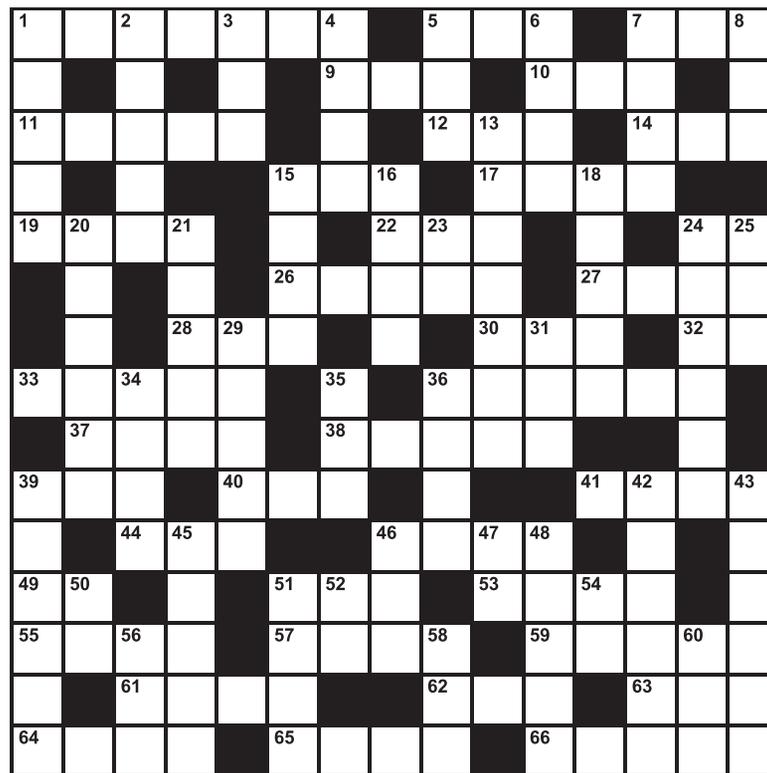
ACROSS

1. City that charges shoppers a fee for using disposable grocery bags
5. Sports league that collaborates with the Natural Resources Defense Council
7. Biochemical Oxygen Demand
9. Re___, the second pillar of the waste hierarchy
10. Protective shelter
11. ___water, recycled water that is unsuitable for drinking
12. Auxiliary power unit
14. Enjoy a meal
15. Dove noise
17. Waste-___, the Ohio State Fair waste management program
19. Sun emissions
22. Carte or mode preceder
24. Land of the elk and maple leaf, abbr.
26. ___ and pains
27. Desktop denizen
28. Self-esteem
30. Malleable poor metal
32. Right, for short
33. Material made from pulp wood
36. Type of product that is made from 100% new raw materials and contains no recycled materials
37. Cloak
38. Your sister's daughter
39. Paint, used oil, or pool chemicals, for example
40. Front ___ Loader, commercial solid waste collection truck
41. Union's odd man out
44. Negative prefix
46. ___ ton, 2,240 pounds
49. College degree
51. Missing persons investigators
53. Not quite a mountain
55. Water transport
57. Coffee drink variety
59. Give permission
61. Stair handle
62. Have title to
63. Compass point
64. ___-off center, recycling center
65. ___ Cycle, all stages of a product's development
66. School aide

DOWN

1. The radiant energy of the sun
2. Composite blend of materials made under special conditions
3. ___-tac-toe

SOLUTION IS FOUND ON PAGE B7



4. Major currency
5. ___ culpa
6. Recycling bin color
7. Important pollinators
8. Chlorinated hydrocarbon used as a pesticide that is a persistent organic pollutant
13. A high-polymeric substance
15. Italian hello
16. Hawaiian island
18. Bee action
20. Fasten
21. Wool provider
23. The, in Montreal
24. Eye part
25. Picnic problem
29. Yard waste color?
31. Displeasure
34. Chess piece
35. Connective word
36. Reject
39. PHEV part
42. Mixed color, broken or crushed glass
43. Aka crusher
45. Draft beer, for example (2 words)
46. Recline
47. Concord locale
48. Very large
50. Battery size
51. Land___, waste burial place
52. Pre-Christian period
54. Bean or Cool J
56. To and ___
58. Anonymous Jane
60. Lennon lady

Nexterra gasification displaces fossil fuels

After two years of biomass gasification testing at the company's product development center in Kamloops, BC, Nexterra Energy Corp. has confirmed that renewable synthesis gas, or "syngas", produced by its gasifier has the ability to displace at least 60 percent of fossil fuels used in lime kilns. Depending on the biomass feedstock and existing equipment configurations, 95 percent substitution may be possible at many pulp mills, and up to 100 percent in certain types of boilers.

The ability to convey syngas from where it is produced and combust it inside existing thermal process equipment could lead to dramatic cost and CO2 emission reductions in a number of industries. The system could be used in multiple industrial applications including pulp mill lime kilns, power boilers, rotary dryers and calciners commonly found in mineral processing, mining, cement and ethanol production industries.

The first generation gasification systems are close-coupled with heat exchangers to generate hot water, steam

or hot air. The new direct fire application enables customers to decouple the process by producing syngas in one location and combusting it elsewhere on a site. The product development program included process simulation of end user equipment, as well as testing of specialized syngas conveying, pressurization and burner equipment at Nexterra's test facility.

This advance makes the switch from fossil fuels to syngas an attractive option for North America's more than 100 kraft pulp mills and other industrial sites which face record high natural gas prices and, in British Columbia's case, new carbon taxes.

Installation of a direct fire gasification system at an average sized commercial pulp mill lime kiln has the potential to reduce natural gas consumption by more than 800,000 gigajoules per year, the equivalent amount of natural gas needed to heat 5,000 residential homes. In addition, such a system could save a mill several million dollars annually and reduce greenhouse gas emissions by more than 27,500 tons per year.

Portable energy

Continued from Page 1

The waste material next drops through a rotary feeder into a pipe with air blowing through it and flows into the furnace and is turned into fuel. During testing, the prototype has operated continuously for up to six hours.

Researchers at the directorate are now working on the second stage of the transportable waste-to-energy system, known as the energy recovery component. This component will generate steam using the heat released from the burning waste.

The Air Force intends for the steam to eventually be used for heating, air conditioning and electricity generation at forward operating bases or rural domestic bases. The system is designed to burn up to 500 pounds of waste per hour.

Consultant Nick Patz, president of Ceres Associates in Benicia, California, expects to see more transportable waste-to-energy systems in the next few years.

Patz is working with Balboa Pacific Corp., in Del Mar, California, on a portable system that was originally designed for the hazardous and medical waste markets.

"As tipping fees and energy costs have increased over the past several years the system is now profitable for municipal solid waste," Patz says, adding that the portable method would also work well for cleaning up after natural or manmade disasters.

The transportable unit designed by Balboa Pacific, which fits on two flat-bed trailers, has the potential to consume approximately 50 tons of solid waste per day.

Patz says it is possible to set up the waste-destruction technology in as little as eight hours. The system can be set up and start producing energy within 24 hours.

Transportable systems to incinerate hazardous waste are more common than waste-to-energy systems, says Tom Brown, project manager at the Kansas City, Missouri-based environmental consulting firm Burns & McDonnell Engineering Co., Inc. "Waste-to-energy was generally viewed as an unnecessary complication," he says.

But with the rising cost of energy and a growing focus on renewable energy, this is changing. "Transportable waste-to-energy offers the benefits of waste-to-energy with the added benefit that the facility is not fixed and can therefore travel," Brown says.

A military unit using a transportable waste-to-energy system, for example, could carry less conventional fuel for electricity generations in remote locations. The unit could instead carry additional quantities of other types of critical supplies, Brown says.

There are disadvantages to portable generation, however. Generation temperatures and pressures are limited with transportable waste-to-energy systems, Brown says, resulting in low efficiency in conversion to electricity and low energy outputs.

"In general, small-scale, waste-to-energy systems that generate electricity are not cost effective when compared to other methods of waste disposal or with other methods of electric energy generation," Brown says, noting that emerging technologies, such as plasma arch, pyrolysis or anaerobic digestion may reverse the economic equations.

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Solution for crossword on page B6.

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N	E	N	W	O	T	I	R	A	I	
M	O	T	A	D	E	C	I	T	F	R
O	T	L	H	I	B	F	N	A	V	B
L	U	G	N	O	L	N	O	N	A	
B	C	A	S	T	E	N	D	E	M	H
E	C	E	N	I	E	C	A	P	E	C
N	I	N	I	V	A	R	I	G	I	P
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A	V	E	U	P	A	R	C	A	T	I
D	E	E	L	E	S	E	I	L	O	
B	O	B	M	L	E	T	L	E	S	E

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