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## Recycling efforts help reduce landfill rates

by MAURA KELLER

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Recycling and other diversion strategies like composting are improving landfill rates by reducing the volume of waste being sent to landfills. According to the EPA, the amount of municipal solid waste going to landfills has dropped in certain areas of the U.S., thanks in part, to the efforts of certain states and cities. For example, San Francisco recently achieved an 80 percent waste diversion rate by implementing comprehensive recycling and composting programs. In addition, Minnesota reached its highest combined recycling rate in 2023 at 45.3 percent.

According Tim Stuart, chief executive officer of AMP, the waste and recycling industry has long sought solutions to increasing landfill diversion. However, outside of a few progressive states with streamlined recycling efforts, recycling rates have plateaued over the last decade and a half.

“But advancements in sorting that allow for the separation of commodities and organic material directly from the municipal solid waste (MSW) we produce can change the trajectory of recycling rates,” Stuart said. “Extracting material very close to where it’s generated produces significant transportation savings; it also allows access to the entirety of the material stream, not just what people place in their recycling bins. In addition to helping extend the life of landfills, MSW diversion enabled by AI-powered solutions reduces their environmental impact and keeps disposal costs low.”

AMP has been operating an MSW processing system in Portsmouth, Virginia, since late 2023, extracting mixed recyclables and organic material directly from bagged trash. This highly efficient system runs approximately 25 tons per hour with 96 percent uptime – an unprecedented level of reliability with a footprint that wasn’t previously feasible, economically. Equipped with this system, the Portsmouth transfer station, where it is operating, is capable of diverting more than 60 percent of landfill-bound material for further processing with organic management and mixed recyclables sorting systems.

“Food scraps, yard waste and wood that breaks down in landfills creates methane, a greenhouse gas that’s more than 25 times more potent than carbon dioxide. Landfills today produce more than 17 percent of all fugitive U.S. methane emissions, a figure that many predict is underestimated by as much as 50 percent,” Stuart said. “Organics make up the majority of what we dispose of; we cannot maximize our resources and extend the life of our landfills without finding an alternative use for these materials.”



Recycling and other diversion strategies like composting are improving landfill rates by reducing the volume of waste being sent to landfills.

With AMP’s ability to directly mine MSW, or bagged trash, the company can tap into the significant balance of commodities, from reusable plastics to processable organic materials.

“We offer offtake solutions for organics, including biochar systems that convert a wide range of organic inputs into carbon-negative materials,” Stuart commented. “Biochar supports landfill management, carbon sequestration and sustainable construction materials.”

Captjur is a business consulting and technology firm that created and launched a gig economy platform for junk removal called JunkGrab. According to Bob Bilbruck, chief executive officer at Captjur, JunkGrab has taken extra steps in its processes to make sure that anything that can be recycled is separated and recycled out of all pickups.

“This leads to less landfill usage and also a much healthier and cleaner environment. It also gives many materials that used to go into landfills a second life, which is much more cost effective than throwing them away and wasting those materials,” Bilbruck said.

The areas most affected are large cities that are highly populated.

“These well populated areas tend to create more waste volume due to population in these areas and also these areas seem to have less areas for waste disposal because the land is much more valuable – that is why you see many haulers ship this waste to other states that can help handle the over flow,” Bilbruck said.

Off-shoring of waste and junk removal is a popular way to reduce local landfill volumes – especially in states that don’t have the landfill space, or land is too expensive in those states to extend existing landfills.

**Ongoing landfill capacity concerns**

Chief executive officer, Bland Warren,

chief executive officer at PlasticFusion, a company that installs liner systems for new landfill cells and expansions, says the amount of installations being done is a clear sign that landfill operators are working aggressively to manage remaining capacity and stay compliant with state regulations.

“Landfill capacity isn’t just a technical or environmental issue; it’s a policy and public awareness challenge,” Warren said. “While technologies exist to reduce landfill dependence, their success hinges on legislation, funding and community support. Addressing landfill space requires a multi-pronged approach that combines innovation, infrastructure, behavioral change and policy reform. The sooner these strategies are embraced nationally, the more manageable the long-term waste crisis will be.”

Recycling significantly reduces landfill bound waste, particularly for materials like cardboard, paper, aluminum and certain plastics. “By diverting recyclables, municipalities and businesses reduce the volume and mass of waste needing disposal,” Warren said. “However, while these expansions provide short-term relief, the long-term trend indicates a shrinking number of viable landfill sites nationwide.”

As Warren explained, over the past decade, landfill space is becoming scarce in many regions, especially in the Northeast and the West Coast. Ten years ago, the concern over landfill shortages was growing, but today it’s much more urgent.

“Several states have already closed older landfills or restricted intake to prolong remaining capacity. Meanwhile, waste generation per capita has remained high, putting more pressure on existing sites,” Warren said. “In addition, recycling rates vary widely. States like California, Oregon and Massachusetts have more aggressive and effective recycling

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# The Recycling Partnership invests \$4.25 million in Houston MRF



The Recycling Partnership announced a \$4.25 million grant to FCC Environmental Services' materials recovery facility (MRF) in Houston, Texas, to improve its ability to recycle film and flexible packaging (FFP). The Partnership's grant, supported by PepsiCo, Kraft Heinz and the Film and Flexibles Recycling Coalition, will enable a facility retrofit to recover incidental FFP, address cross-contamination of other recyclable commodities, create high-quality bales and offer key data and learnings for building a roadmap to scaling FFP recycling.

FFP plays a critical role in the food and beverage industry, providing a safe and effective barrier for products and offering convenience and extended shelf life for consumers. FFP, such as plastic bags, pouches and wraps, makes up 34 percent of the total U.S. plastics packaging industry, yet it has an incredibly low annual recycling rate. This is largely due to the complexities of recycling FFP due to disruptions in recycling equipment and contamination of other recyclable commodities such as paper, high processing costs and limited end-market demand, which have led to reluctance by both communities and processors to accept FFP in their local programs and facilities.

"Plastic film and flexible packaging are widely used but have historically been excluded from curbside recycling due to processing limitations and contamination concerns," said John Rabon, vice president of recycling at FCC. This upgrade represents an important step forward – offering Houston residents new opportunities to recycle more and reduce what ends up in the landfill. While still early, the initiative is designed to strengthen material recovery for the city of Houston and provide learnings that can help guide scalable, sustainable solutions across the country."

Investments to build recycling infrastructure for FFP are critical as Extended Producer Responsibility (EPR) legislation has been passed in seven states, including California, the world's fourth-largest economy, where requirements will also impact packaging supply chains nationwide. EPR is creating pressure to significantly increase the FFP recycling rate, which could lead to steep fines or potential product bans. Partnerships with companies like PepsiCo and Kraft Heinz, and facilities like FCC, are essential steps toward creating scalable solutions to help the industry meet EPR compliance requirements.

"To meet these mandates effectively, investment now in the supply chain to turn FFP into new products is critical," said Kate Davenport, chief impact officer

at The Recycling Partnership. "That is why we founded the Film and Flexibles Recycling Coalition and its new CalF-Flex initiative, aiming to address the long-standing challenges of FFP collection, enhance effective processing and drive demand for these recycled materials. By awarding our largest single grant to an individual MRF, we are developing solutions to demonstrate how effective capture and higher quality at this stage of the value chain could provide feedstock for burgeoning markets to make new recycled products and thus provide key data to inform compliance pathways and focused interventions."

"PepsiCo is actively seeking ways to improve the recycling system so that more of our packaging can be recycled," says Rachael Lawrence, senior director sustainability, PepsiCo Foods North America. "Flexible packaging has many food safety and consumer benefits, but its end-of-life options remain a collective challenge for industry and governments to unlock. By investing in the Film and Flexibles Recycling Coalition and the FCC MRF project, we are helping to develop and provide proof points for successful FFP recycling that can be applied at other facilities across the U.S., allowing more of this packaging to be recycled at scale. This work, alongside our other sustainability initiatives and support for enabling policies such as well-designed EPR, are part of our longstanding efforts to deliver sustainable packaging solutions for our customers and the planet."

"At Kraft Heinz, we acknowledge the significant impact of packaging on the environment and are designing sustainable solutions that work within the entire packaging ecosystem," said Linda Roman, director, packaging R&D at Kraft Heinz. "While flexible films play a crucial role in protecting our products and preventing food waste, current recycling infrastructure is not yet equipped to handle these materials at scale. To address this challenge, we're intensifying our focus on infrastructure development and investing in organizations like The Recycling Partnership to build a future where all packaging is easily collected and recycled. We're starting here in Houston and see this as a model for cities all across America."

Through this grant, FCC Environmental Services will retrofit its Houston MRF with advanced technology to improve the recovery of plastic film. In partnership with its suppliers, FCC has designed a system intended to meet market specifications and recover plastic film at high levels of purity from a single material stream. The upgrades will include TOMRA optical sorters to distinguish film from paper and other materials, along with additional conveyors to enhance processing and efficiency.

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# Connecticut's beverage container redemption rate jumps 21 percent

The beverage container redemption rate in Connecticut climbed from 44 percent in calendar year (CY) 2023 to 65 percent in CY 2024 following the implementation of significant deposit return system (DRS, aka bottle bill) program improvements, according to data released by the Container Recycling Institute (CRI). However, eight of the nine other DRS states with available information showed changes ranging from a 1 percent increase to a 3 percent decrease, and overall, redemption rates have dropped significantly in the last decade.

CRI president Susan Collins pointed to the carefully crafted, phased approach to the DRS improvements in Connecticut's Senate Bill 1037 (signed into law in 2021) as key to ensuring successful results, with upgrades including:

- Effective October 1, 2021 – Raising handling fees for retailers and redemption centers to cover increases in operating costs and help ensure the sites' financial viability.
- Effective October 1, 2021 – Requiring chain stores that meet certain criteria to provide at least two reverse vending machines (RVMs) for consumers.
- Effective October 1, 2021 – Creating a \$5 million grant program to establish new redemption centers in underserved areas.
- Effective January 1, 2023 – Adding non-carbonated beverages and malt-based hard seltzer to the DRS program.
- Effective January 1, 2024 – Increasing the deposit-refund amount for covered beverages from \$.05 to \$.10.

Per the state Department of Energy & Environmental Protection (DEEP), the 2024 beverage container redemption rate rose in each quarter, ending at 77 percent in Q4. In that quarter, more than 361 million containers were redeemed, compared to 168 million in Q1 2021. Also, since SB 1037 passed, the number of available redemption centers has doubled and RVMs have been added to 300 stores that previously didn't have them – making container returns more convenient for consumers. ((Note: When fully enacted, the Connecticut law's name changed to Public Act (PA) 21-58.))

## Driving improvements in other deposit states

DRS programs provide well documented environmental and economic benefits and Collins said, are increasingly crucial to ensure a greater supply of clean, domestic, high quality material to meet recycled content laws and plastics reduction commitments from major brands.

These programs require upkeep. "If you buy a car and fail to maintain it over the years, it will eventually start to break down. The same goes for DRS programs," Collins said. "Many of the U.S. state programs took effect in the 1970s and 1980s. With a few exceptions, they have not been maintained and improved enough since then to continue working as effectively as they should."

She said the three main areas needed for DRS modernizations are higher container deposit amounts, additional convenient options for bottle and can returns and coverage of more beverage types.

## Increasing deposits to a dime

According to Collins, increasing the container deposit amount from \$.05 to \$.10 is extremely important for improving redemption rates. Of the 10 U.S. deposit states with DRS programs, just three – Connecticut, Michigan and Oregon – provide a \$.10 deposit on all covered containers.

In 2021, CRI projected that the jump in Connecticut's DRS deposit-refund value from \$.05 to \$.10 along with other DRS program improvements, would result in a large increase in its redemption rate based on evidence from other states and countries. This proved true, as the Connecticut redemption rate rose by 21 percentage points in one year (CY 2023 to CY 2024).

Collins noted that large redemption rate increases in Oregon after it made several DRS program improvements, including upping the deposit amount from a nickel to a dime, also demonstrated the value of a higher deposit. When the \$.10 deposit took effect in 2017, the redemption rate climbed from 64 percent in 2016 to 86 percent in 2019. Since then, the rate

Deposit State(s)*	Redemption Rate Change from 2023 to 2024
Connecticut	21% increase
New York	1% increase
California	No change
<b>Oregon</b>	<b>No change (a U.S.-leading 87% redemption rate)</b>
Hawaii*, Massachusetts	1% decrease
Vermont	2% decrease
Maine, Michigan	3% decrease

has not dropped below 80 percent except for one year during the COVID pandemic. The international DRS redemption rate average tops 80 percent and no other U.S. state meets that threshold.

"A nickel in 2025 is worth about a penny compared to the mid-1970s," Collins said. "It is no longer enough of a financial incentive for consumers to continue returning empty bottles and cans. Other DRS states need to approve legislation that increases the deposit amount."

## Enhancing consumer convenience

To be successful, DRS programs also require convenient bottle and can return options, such as return-to-retail (with and without RVMs), redemption centers and bag drops. Collins said that the "building block" approach in Connecticut's DRS modernization law – with the establishment of more robust container return infrastructure before implementation of other upgrades – can serve as a model for other states.

"The initial provisions implemented under the law resulted in the availability of 15 new redemption centers and the addition of RVMs to 300 stores," she said. "This ensured greater capacity and increased consumer convenience before the state added more beverage types to its DRS program and raised the deposit amount from a nickel to a dime."

Some other deposit states are taking steps to improve container return infrastructure. In California, approximately half of the state's redemption centers closed from 2013 to 2022, which Collins said mainly stemmed from inadequate processing payments based on an outdated calculation formula. Processing payments are an important source of revenue for redemption centers and a calculation adjustment – which CRI had advocated over many years – finally received approval as part of a bill signed into law in 2023 and took effect in 2024.

According to new information from California's Department of Resources Recycling and Recovery (CalRecycle), processing payments increased \$83 million from 2023 to 2024 (due to both the formula change and the addition of deposits on additional beverage types). Also, handling fees paid to redemption centers rose \$8 million from 2023 to 2024. The state added 52 redemption centers during this time.

Collins said, "Although the total processing payments in 2024 only averaged seven-tenths of a cent per container recycled, the continued use of the new processing payment calculation formula represents a step toward contributing to the financial stability of redemption centers and helping prevent further closures."

## Covering more beverage types

DRS programs lose effectiveness when they do not cover a full range of beverage types, especially bottled water, now the most widely sold beverage in the U.S. According to CRI data, plastic bottled water sales increased nearly 28-fold from 1997 to 2023. Massachusetts and Michigan are two of the four DRS states that still do not include bottled water in their programs and rank last and third-to-last, respectively, among deposit states for percentage of beverage units sold and covered by deposits. Both states' redemption rates have dropped by nearly 25 percentage points in the last decade.

On a positive note, an increase in DRS beverage coverage occurred in California in 2024, when the addition of deposits on wine, spirits and 100 percent of fruit and vegetable juices in larger sizes than previously included, took effect. According to CalRecycle, there were 1.5 billion more deposit beverage containers collected for recycling in 2024 compared to 2023.

Collins said, "Coverage of previously exempt beverage types in DRS programs leads to an increase in bottle and can returns. It's a change that still needs to happen in several deposit states."

She added it is important to remember that while enhanced and new beverage container DRS programs are needed, the rate of the weakest U.S. program (Massachusetts, with a 2024 redemption rate of 35 percent) is still 9 percentage points higher than the U.S. nominal recycling rate of 26 percent for containers not on deposit. No other deposit state with CY 2024 data available has a redemption rate below 60 percent.

## Building Legislative Momentum

Collins said that in the first half of 2025, DRS legislation was introduced in six states, while eight current deposit states saw program expansion/modernization legislative activity. She added that this is a higher number than in several previous years.

"Importantly, some of this legislation progressed further than in the past," she said. "In Texas, for example, a bill with bipartisan support reached the House floor calendar – a first for any container deposit legislation in the state – but time ran out before a full vote."

Collins concluded, "Based on decades of data, we know that DRS programs are the 'gold standard' for increasing beverage container recycling rates. CRI will continue our original research, objective analysis and responsible advocacy to support the passage of legislation that establishes successful DRS programs and provides effective upgrades to current ones – a vital way to benefit industry, consumers and the environment."

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# Recycling efforts

■Continued from Page A1

programs due to stronger policy support, infrastructure investment and public participation. In contrast, some southern and rural areas have lower recycling rates due to limited infrastructure or funding.”

To offset these concerns, Warren pointed to several complementary strategies being implemented:

- Waste-to-energy (WTE) facilities convert trash into usable energy, reducing landfill volume.
- Composting programs divert organic waste away from landfills, particularly food and yard debris.
- Landfill mining and repurposing of old sites for energy or space recovery
- Zero waste initiatives and producer responsibility laws shift the burden of packaging and end-of-life materials to manufacturers.
- Advanced sorting and materials recovery facilities (MRFs) that pull recyclables and organics out of the waste stream before landfilling

## Looking ahead

Bilbruck believes that landfill space is going to get more expensive and waste management will, in turn, get more expensive.

“This will drive goals toward 100 percent recycling of all waste items and innovative technologies and companies will emerge to help with these challenges,” Bilbruck said. “This is a growth vertical that technologies like AI and other emerging technologies will continue to aid current market and business models.”

Stuart pointed out that innovative sortation can drastically improve recycling rates and create a new model for



recycling – one that makes recycling not only possible, but safe and cost-effective, even where consumers may lack curbside access.

“Improvements in technology can solve not only technical but systemic problems, like issues around multifamily recycling, access in low population or rural areas and more. This allows us to rethink core challenges and make these programs durable rather than dependent on municipal, state, or other subsidies,” Stuart said. “This all amounts to more material reuse and diversion rates that create more landfill airspace.”

Warren believes the future of landfill space in the U.S. is becoming increasingly constrained, particularly in densely populated or heavily regulated regions. Without major policy shifts and infrastructure investments, many areas are expected to face capacity shortages within the next 10 to 20 years.

“To address this, future efforts must

prioritize expanding waste diversion programs, such as recycling and composting, to reduce the volume of material entering landfills. Investment in waste-to-energy (WTE) and anaerobic digestion facilities will also be critical in sustainably managing organic waste,” Warren said.

Stronger regulations and producer responsibility laws are needed to reduce excessive packaging and improve material recovery. Warren said that at the same time, public education must be enhanced to boost participation in recycling programs and reduce contamination in the waste stream.

“Additionally, developing new landfill sites will require more advanced environmental safeguards, further increasing disposal costs, complexity and permitting challenges,” Warren said. “Proactive planning and innovation will be essential to ensure long-term waste management stability.”

## Recycle BC reports increased recovery rates

Recycle BC, the not-for-profit organization responsible for residential packaging and paper product recycling throughout British Columbia, has released its 2024 Annual Report, marking over a decade of leadership in building a more effective and accountable recycling system. Now in its 12th year of operations, the organization continues to lead with innovation, collaboration, and measurable progress. The latest report outlines key achievements from 2024, including expanded household access, growth in community partnerships, improved recovery rates and increased percentage of material going to North American recycling end markets.

“We’re now in our 12th year of operations and it all began with a goal to create a more effective, accountable and innovative recycling system for residential packaging and paper in British Columbia,” said Sam Baker, executive director, Recycle BC. “Since launching in 2014 as North America’s first full Extended Producer Responsibility (EPR) program for packaging and paper, we have steadily grown and expanded our services. With the release of our 2024 Annual Report, we’re proud to highlight significant progress: increased household access to

recycling, more communities benefiting from the program, expanded collection of flexible plastics – including first-time service for some multi-family homes – our partner conference fostering collaboration and strengthened support for Indigenous engagement. Moving forward, we remain focused on innovation and collaboration with partners and communities.”

### Annual Report Key Highlights:

- Overall, Recycle BC services more than two million households, or 99.5 percent of households, across B.C. through curbside, multi-family and/or depot service.
- In 2024, B.C. residents set out 31,362 tonnes of plastic packaging for collection; 98 percent of that was managed by recycling and more than 99 percent of the plastic Recycle BC collected was processed in British Columbia.
- 208,484 net tonnes were collected as part of the packaging and paper program in 2024, an increase from 201,033 in 2023.
- Recovery rates jumped to 83.3 percent in 2024, up from 79.6 percent in 2023.
- Paper recovery rates increased from 88 percent in 2023 to 92 percent in 2024.

- Plastic recovery rates increased from 43 percent in 2023 to 45 percent in 2024.

- 80 percent of material was sent to North American recycling end markets, an increase from 73 percent in 2023.

- 62 First Nations participated in Recycle BC’s program.

- In July 2024, Recycle BC permanently established segregated flexible plastics collection for multi-family buildings in the District of West Vancouver, making it the first community in Recycle BC’s program with this service.

“Ongoing investments and collaboration with our recycling network partners ensure high-quality material is sorted to industry-set specifications and marketed domestically as much as possible,” added Sam Baker, executive director, Recycle BC. “In 2024 we sent 80 percent of marketed material to North American end markets and 43 percent of marketed material stayed in Canada. We are extremely proud that due to our collective efforts, over 99 percent of plastic managed by recycling remains in B.C.”

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# California achieves record carpet recycling rate



Carpet America Recovery Effort (CARE) submitted the California Carpet Stewardship Program’s 2024 Annual Report to CalRecycle, describing an all-time high annual Recycling Rate of 38.5 percent that exceeds the 34 percent goal for 2024 and shows non-stop continued year-over-year growth. This historically high recycling rate was supported by innovative grants, an active and growing collection network, a record number of pounds of carpet reused and ongoing development of markets for recycled carpet material.

CARE executive director Bob Peoples notes, “We are very proud of the progress this Program has made in diverting carpet from landfill and recycling it into new products. Our efforts at growing collection, reuse, recycling and innovations in market development have paid off. Recyclers have collected more than 1.3 billion pounds of old carpet in California since the Program started. 2025 is well ahead of our recycling rate goal, despite the toughest market conditions since the financial crisis of 2008.”

### Carpet diverted from landfill

82.7 million pounds of carpet was

collected in the state in 2024, of which 90.5 percent was recycled. Some 2.9 million pounds of used carpet were sent for reuse, a 249 percent increase since 2021. In 2024 there were 390 collection points for carpet in California, of which 159 were CARE public drop-off sites.

### Recycled post-consumer carpet products grow

Collecting carpet is just part of the story: the recycled material needs to find new uses. Manufacturers take recycled output processed from the carpet fiber or backing and incorporate it into new or existing products, including broadloom carpet and carpet tile, carpet cushion/underlayment, building insulation, acoustic insulation, water heater blankets, bedding, pellets, plastic automotive components, packaging insulation, erosion control products, lightweight aggregate, absorbency products and various cement-related products. In 2024, 30 vendors incorporated recycled carpet material in 113 products.

### Grants fund innovation and operational improvements

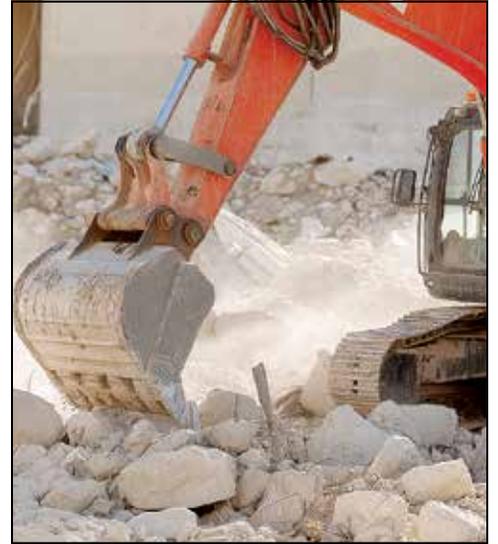
In 2024, the CARE California Carpet Stewardship Program managed 15 grants totaling \$881,000 awarded to 14 entities, a significant investment that builds on the state’s carpet recycling success. Important advances were made in expanding convenient collection across the state, as well as tackling fiber identification and difficult-to-recycle post-consumer carpet components. More than 680 jobs, direct and indirect, support the growing California carpet recycling industry.

# Concrete recycling site to close after public backlash

New York City Mayor Eric Adams and New York City Department of Transportation (DOT) Commissioner Ydanis Rodriguez announced a plan to cease operations at the DOT concrete recycling facility at the Columbia Street Waterfront District and close the yard by the end of the year. The end of concrete recycling operations and closure of the temporary facility comes in response to ongoing concerns raised during the public engagement around the redevelopment plans for the Brooklyn Marine Terminal (BMT) and will, according to local residents, improve quality of life in the neighborhood.

“While concrete recycling is a critical part of DOT’s work to make our streets safer and more accessible, we’ve heard loud and clear from local residents that this temporary facility has disrupted their quality of life,” said DOT Commissioner Rodriguez. “In response to residents’ concerns and as the BMT redevelopment is discussed, we will cease concrete recycling work and accelerate the timeline for the planned closure of this temporary facility.”

The Columbia Street concrete recycling facility – which currently occupies an area of the BMT site that would be redeveloped with housing, open space, and a school as part of the proposed BMT project – will be relocated to an alternate location. The facility was temporarily relocated to a yard on Columbia Street, near Kane Street, in 2024 to accommodate the city’s critical, climate-saving



offshore wind hub and the development of renewable energy at the South Brooklyn Marine Terminal. This temporary facility has supported the city’s Vision Zero goals through the construction of sidewalk extensions, pedestrian and bus boarding islands and more, as well as the upgrading of corners, sidewalks, mid-block crossings and medians to be safe, accessible and compliant with the Americans with Disabilities Act.

DOT will accommodate the yard’s end of concrete recycling operations while continuing its concrete construction efforts to improve safety and accessibility across the city. Additional critical operations that took place in the yard before 2024, including bridge de-icing and traffic operations fiber electricians, will continue to operate at the Columbia Street yard.



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# OSHA renews alliance to enhance safety

The U.S. Department of Labor’s Occupational Safety and Health Administration (OSHA) renewed its alliance with the Recycled Materials Association (ReMA) with the shared objective of improving the safety and health of workers in the recycling industry.

During the two year agreement, OSHA and ReMA aim to produce valuable resources, including educational articles, fact sheets and toolkits designed to prevent and reduce workplace hazards. The Alliance intends to develop training resources and informational tools for employers and workers on industry safety and health hazards including transportation, musculoskeletal injuries, slips, trips and falls, needlestick injuries, lithium battery-related incidents,

hazardous energy (lockout/tagout) and heat and cold stress.

Participants will share information at industry conferences and engage in discussions at forums and meetings. A significant focus of the Alliance’s outreach efforts will be directed towards small and medium sized employers, ensuring that all businesses within the recycling industry have access to essential safety information and resources.

OSHA’s Alliance Program helps the agency develop working relationships with organizations committed to workplace safety and health. This includes trade and professional associations, labor unions, educational institutions, community and faith-based groups and government agencies.

# Alabama Lt. Governor recognized as winner of the “Recycling Impact Award”

Alabama Lt. Governor Will Ainsworth was recognized as the 2025 winner of the “Recycling Impact Award,” presented by the National Lieutenant Governors Association (NLGA) in partnership with the Recycled Materials Association (ReMA). The award is presented annually to a lieutenant governor or second-in-command in state government who has demonstrated a commitment to resource conservation, sustainability, reuse, and recycling.

Lt. Governor Ainsworth has demonstrated long-standing support for the recycled materials industry throughout his public service – both during his time

in the Alabama House of Representatives and in his current role as lieutenant governor. His father, Billy Ainsworth, founded Steel Processing Services Inc. in 1983, a company rooted in recycling that later became Progress Rail, a major player in rail and manufacturing. As chairman of the Alabama Small Business Commission, he has championed pro-growth policies supporting small businesses and workforce development. Under his leadership, Alabama launched one of the nation’s first workforce pathway diplomas.

# ReMA Recycling Education Collection wins award

The Recycled Materials Association (ReMA) stated that its Recycling Education Curriculum, offered in partnership with JASON Learning, was awarded the Best of STEM Freebies for Environmental Science from the “Educators Pick Best of STEM 2025 Awards” presented by Catapult X and the Teich Group. The curriculum, created in partnership with JASON Learning, provides STEM based education plans that demonstrate the science behind recycling.

“Since 2014, ReMA and JASON Learning have partnered to help students and educators understand the importance of recycling and the recycled materials industry, as well as learn key STEM topics related to recycling,” said ReMA president Robin Wiener.

The Educators Pick Best of STEM awards was established in partnership with MCH Strategic Data, the National Science Teaching Association (NSTA), and the National Association of Biology Teachers (NABT) in 2020 to establish innovative, products, technologies and services that are altering the world of STEM education.

The awards require a two-part evaluation process all conducted by expert STEM educators. More than 260,000 educators are given the opportunity to evaluate the finalists. ReMA and JASON Learning have received this commendation from educators who see the importance of bringing resources about recycling and the recycled materials industry to schools.

# Grand Junction, Colorado receives grant to support recycling

The City of Grand Junction, Colorado was awarded a \$9.8 million grant to support recycling. The Colorado Circular Communities Enterprise awarded funding to build a new material recovery facility (MRF), which will benefit rural and underserved areas in the region.

The enterprise recommended the project after spending more than seven months assessing the request, partnerships, financial viability and sustainability. The grant funds will support advanced sortation equipment to ensure

high-quality commodities and affordable waste management fees.

The enterprise recommended the project after seven months of evaluating the request, partnerships, financial viability and sustainability.

Grants and funding opportunities for work that advances Colorado’s circular economy are continuously available. Local governments, tribes and public K-12 school districts can also receive no-cost technical assistance to support local circularity planning.

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LENGTH	42'
WEIGHT	61,000 LBS.
HEIGHT	13'3"

#### HYDRAULICS:

PRESSURE	2,400 PSI
PORT RELIEFS	2,600 PSI
CYCLE TIME	48 SECONDS
CYLINDERS	10" BORE
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## GLASS

# Glass recycling location opens in Tennessee

Franklin, Tennessee launched a new glass recycling program in September. The new recycling program will initially be located within the footprint of the City's BOPAE (batteries, oil, paint, anti-freeze and electronics) collection operation at 417 Century Court. Plans are already in motion to expand drop-off locations for glass and cardboard to other convenient sites across the city, including parks and fire stations.

The program will be managed by contractor Recycle Service LLC, which will provide and maintain a 30 yard roll-off container on-site for storing and handling the recycled glass. To ensure

efficiency, a self-sustained camera system will be installed to monitor the service needs of the roll-off container. The recycled glass must be free of contaminants, including but not limited to, borosilicate glass, ceramics and household trash. Recycle Services will purchase the recycled glass from the City of Franklin at a rate of \$10 per ton.

This initiative complements the city's existing curbside services and offers residents additional options for recycling glass and larger amounts of cardboard. By embracing this program, Franklin is paving the way for a greener, more sustainable future.

## Glass Recycling Foundation awards grants

The Glass Recycling Foundation (GRF) continues to make efforts to increase glass recycling in the U.S. by providing grants that assist with upgrading equipment, providing collection containers for glass drop-offs, developing resident education, and other glass recovery-related projects.

The GRF released its 2024 Impact Report, highlighting \$137,000 in grants that supported eight projects diverting 2,700 tons, or 5.4 million pounds of glass from landfills. This equates to more than 12.3 million glass bottles that were recycled as a result of the GRF's local engagements. The grants were made possible by donations from American Online Giving Foundation, Anheuser Busch Foundation, Ardagh Group, Bacardi, Corona Protect Our Beaches, Fairfield County's Community Foundation, Glass Recycling Institute, Knauf Insulation, Suntory and Urban Mining Industries.

"Recycling diverts valuable glass from landfills, creating feedstock for manufacturing new glass containers, fiberglass insulation," said Scott DeFife, president of the Glass Recycling Foundation and president of the Glass Packaging Institute. "The Glass Recycling Foundation provides support to organizations that share the same values to keep glass in local recycling programs and on the infinite recycling loop."

2024 projects supported by the \$137,000 in GRF grants include:

(\$17,500) - Construction of a glass bunker to aggregate glass and establish glass recycling drop-off program.

- Logan County, Ohio (\$13,052) - To upgrade recycling facility to improve efficiency and allow for additional drop-off glass.
- Pennsylvania Resources Council, Pittsburgh, Pennsylvania (\$21,000) - Purchase one permanent drop-off bin and one traveling bin to increase glass recycling in Philadelphia region.
- Workwell Industries, Louisville, Kentucky (\$30,000) - Support the collection of clean, flint glass bottles from distilleries, tasting rooms and bottling facilities to crush into glass cullet and return to glass manufacturers.

Additional progress has been made on several projects awarded GRF grant funds in 2023:

- Keep Waco Beautiful: Keep Waco Beautiful (KWB), a 501c3 nonprofit based in central Texas, received a \$10,000 grant to relaunch its community glass recycling program. KWB used the funding to purchase drop-off bins and increase its services to local businesses. They also provide community education using English and Spanish handouts and promotional materials. KWB has received positive feedback that the community is very happy to have its glass recycling services back. In 2024, KWB collected over 299 tons of glass for recycling.
- City of Temple: The city of Temple, located in central Texas, received a \$19,000 grant to support its Save that Glass! project, which aims to reduce contamination of recycled glass and increase participation in glass recycling throughout the south and west areas of the city. The funds were used to purchase an additional recycling trailer that will be placed in a new part of the city for residents to drop off their glass. Although the trailer has been purchased, the project has not yet been launched. The city anticipates adding an additional 110 tons of recycled glass per year with this project.

- BIG Recyclers, Walla Walla, Washington (\$3,600) - Purchase 8'x10' trailer and 18 50-gallon recycling bins to support a new rural recycling spoke in eastern Washington state.
- Baldwin County, Alabama (\$21,000) - Purchase containers, a crusher, and supporting education for a new glass recycling program.
- Macomb, Illinois (\$15,000) - Purchase glass dumpster to support recycling in McDonough County.
- James City County, Virginia (\$16,000) - Purchase purple buckets and support education/outreach for purple bin program.
- Lawrence-Mercer County, Pennsylvania



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## METALS

### Finished steel import market share YTD at 20 percent

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,239,000 net tons (NT) of steel in July 2025, including 1,686,000 NT of finished steel (down 0.6 percent and up 1.3 percent, respectively, vs. June 2025). Total and finished steel imports are down 5.0 percent and 8.9 percent, respectively, year-to-date vs. 2024. Over the 12-month period August 2024 to July 2025, total and finished steel imports are down 2.0 percent and 3.8 percent, respectively, vs. the prior 12-month period.

Finished steel import market share was an estimated 19 percent in July and is estimated at 20 percent over the first seven months of 2025.

Key steel products with a significant import increase in July compared to June are sheets and strip all other metallic coated (up 92 percent), heavy structural shapes (up 32 percent), tin plate

(up 25 percent), mechanical tubing (up 19 percent) and oil country goods (up 17 percent). Products with a significant increase in imports over the 12-month period August 2024 to July 2025 compared to the previous 12-month period include tin plate (up 71 percent), line pipe (up 16 percent) and wire rods (up 11 percent).

In July, the largest suppliers were South Korea (331,000 NT, up 83 percent vs. June), Brazil (301,000 NT, down 29 percent), Canada (301,000 NT, down 13 percent), Mexico (254,000 NT, up 42 percent) and Taiwan (131,000 NT, up 10 percent). Over the 12-month period August 2024 to July 2025, the largest suppliers were Canada (5,644,000 NT, down 16 percent, compared to the previous 12-months), Brazil (4,453,000 NT, up 1 percent), Mexico (3,422,000 NT, down 7 percent), South Korea (2,870,000 NT, down 1 percent) and Germany (1,253,000 NT, up 30 percent).

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

COUNTRY	JULY 2025 PRELIM	JUNE 2025 FINAL	% VAR. JULY VS. JUNE	YTD 2025 (7 MON.)	YTD 2024 (7 MON.)	% VAR. 2025 VS. 2024	AUG. 2024 TO JULY 2025	AUG. 2023 TO JULY 2024	% VAR.
Canada	301	345	-12.9%	3,108	4,021	-22.7%	5,644	6,734	-16.2%
Brazil	301	422	-28.6%	2,883	2,929	-1.6%	4,453	4,409	1.0%
Mexico	254	178	42.2%	2,026	2,121	-4.5%	3,422	3,690	-7.3%
South Korea	331	181	82.6%	1,782	1,721	3.5%	2,870	2,885	-0.5%
Germany	108	102	5.7%	737	558	32.2%	1,253	965	29.9%
Taiwan	131	119	10.2%	743	606	22.7%	1,149	792	45.1%
Vietnam	45	141	-68.0%	519	744	-30.2%	1,139	999	14.0%
Japan	70	63	11.3%	602	734	-18.0%	1,048	1,194	-12.2%
Netherlands	51	44	15.2%	335	327	2.6%	622	556	12.0%
Romania	46	46	0.4%	310	266	16.5%	522	379	37.7%
China	25	31	-19.5%	280	308	-9.1%	480	490	-2.1%
India	62	55	11.7%	334	126	164.5%	461	225	104.7%
Turkey	28	50	-44.9%	317	314	0.7%	433	409	5.8%
United Arab Emir.	48	32	49.9%	232	229	0.9%	406	361	12.4%
Egypt	52	106	-51.2%	298	228	30.4%	346	377	-8.3%
All Other	387	335	15.5%	2,359	2,527	-6.7%	3,728	4,085	-8.7%
Total	2,239	2,252	-0.6%	16,865	17,761	-5.0%	27,974	28,550	-2.0%
memo EU-27	368	361	2.1%	2,612	2,465	6.0%	4,434	3,949	12.3%

### Steel shipments down 0.7 percent



#### American Iron and Steel Institute

The American Iron and Steel Institute (AISI) reported that for the month of July 2025, U.S. steel mills shipped 7,797,929 net tons, an 8.9 percent increase from the 7,160,731 net tons shipped in July 2024. Shipments were down 0.7 percent from the 7,854,290 net tons shipped in the previous month, June

2025. Shipments year-to-date in 2025 are 52,937,508 net tons, up 4.0 percent vs. 2024 shipments of 50,920,412 net tons for 7 months.

A comparison of shipments year-to-date in 2025 to the first seven months of 2024 shows the following changes: corrosion resistant sheet and strip, up 2 percent, hot rolled sheet and strip, down 2 percent and cold rolled sheet and strip, down 5 percent.

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# METALS

## Crude steel production drops

World crude steel production for the 70 countries reporting to the World Steel Association (worldsteel) was 150.1 million tonnes (Mt) in July 2025, a 1.3 percent decrease compared to July 2024.

### Crude steel production by region

Africa produced 1.9 Mt in July 2025, down 2.0 percent on July 2024. Asia and Oceania produced 110.4 Mt, down 1.9 percent. The EU (27) produced 10.2 Mt, down 7.0 percent. Europe, Other produced 3.6 Mt, up 2.6 percent. The Middle East produced 4.4 Mt, up 27.7 percent. North America produced 9.4 Mt, up 5.8 percent. Russia & other CIS + Ukraine produced

6.7 Mt, down 5.1 percent. South America produced 3.6 Mt, down 4.5 percent.

### Top 10 steel-producing countries

China produced 79.7 Mt in July 2025, down 4.0 percent on July 2024. India produced 14.0 Mt, up 14.0 percent. Japan produced 6.9 Mt, down 2.5 percent. The United States produced 7.1 Mt, up 4.8 percent. Russia is estimated to have produced 5.7 Mt, down 2.4 percent. South Korea produced 5.3 Mt, down 4.7 percent. Turkey produced 3.2 Mt, up 4.2 percent. Germany produced 2.7 Mt, down 13.7 percent. Brazil is estimated to have produced 2.9 Mt, down 5.5 percent. Iran produced 2.2 Mt, up 29.7 percent.

### Top steel-producing countries

	Mar 2025 (Mt)	% change Mar 25/24	Jan-Mar 2025 (Mt)	% change Jan-Mar 25/24
China	79.7	-4.0	594.5	-3.1
India	14.0	14.0	94.9	9.8
Japan	6.9	-2.5	47.5	-4.7
United States	7.1	4.8	47.4	1.5
Russia	5.7 e	-2.4	40.8	-4.4
South Korea	5.3	-4.7	35.9	-3.1
Turkey	3.2	4.2	21.5	-0.9
Germany	2.7	-13.7	19.8	-12.1
Brazil	2.9 e	-5.5	19.4	-0.5
Iran	2.2	29.7	18.2	-5.2

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

## Fagor Ederlan Group acquires 51 percent of Regen Aluminum

Fagor Ederlan Group, a cooperative group integrated into MONDRAGON, headquartered in the Basque Country and an international benchmark in the automotive components sector, has acquired 51 percent of the North American company Regen Aluminum, specialized in the production of recycled aluminum ingots. This operation strengthens the group's strategic positioning in the field of circular economy and sustainability, while reinforcing its industrial presence in the North American market.

Regen Aluminum, based in Yoe, Pennsylvania, is a well-established company in the recovery of secondary aluminum. With revenues close to 20 million dollars in 2024, the company manufactures aluminum ingots from metal waste (mainly vehicle wheels), supplying foundries operating in highly demanding sectors such as aerospace, electrical, naval, plumbing and automotive. Its high-purity products stand out for their low environmental impact: the

production process reduces carbon footprint by more than 90 percent compared to primary aluminum. Additionally, it helps to ensure that Fagor Ederlan's products comply with the local content requirements of the United States-Mexico-Canada Agreement (USMCA).

As part of this new phase, the company will be renamed Fagor Regen Aluminum, reflecting its integration into the Fagor Ederlan Group and their shared commitment to sustainability, innovation and local development.

Fagor Ederlan, headquartered in Esko-riatza (Basque Country), is a leading company in the manufacturing of automotive components. With over 60 years of experience, the company specializes in the production of key parts for chassis systems (braking and suspension), power-train systems and other structural vehicle components. In 2024, it reported sales of €570 million and employed a workforce of 3,400 people.

## Viking Motorsports launches program to spotlight scrap metal industry innovators

Viking Motorsports co-founder Don Sackett has launched a new industry-focused initiative that merges two of his passions: motorsports and materials recycling. Through this new annual program, Viking Motorsports will feature an up-and-coming company within the scrap metal and recycling industry on the team's No. 99 Chevrolet each season – with the goal of recognizing businesses that are driving innovation and supporting the long-term health of the recycling sector.

The inaugural company selected for this honor was Buddy, a B2B marketplace transforming how buyers and sellers of metal recyclables connect and trade. Buddy was featured on the No. 99 Viking Motorsports Chevrolet during the NASCAR Xfinity Series race at Daytona International Speedway – one of the most iconic events on the NASCAR calendar.

“For more than two decades, we've been fortunate to work in an industry that's constantly evolving – and we want to support the companies that are making the future brighter,” said Don Sackett, co-founder of Viking Motorsports and chief executive officer of SciAps. “Buddy is one of those companies. Lisa and Stuart Kagan have built a platform that directly addresses the inefficiencies recyclers face every day. We're excited to recognize their leadership and innovation by featuring Buddy on the No. 99 Chevrolet at Daytona.”

Buddy's recently launched marketplace enables direct relationships between vetted buyers and sellers in the \$348B global metal recycling industry. Built by founders with over 30 years of experience, Buddy is the first digital platform designed “for scrappies, by scrappies,” offering an intuitive and trust-first environment that replaces outdated, manual trading processes.

“Most trades in our industry are guided by gut feel and rely on disconnected systems and manual work,” said Stuart Kagan, co-founder of Buddy. “Buddy solves that by fostering real relationships using technology, deepening those connections through data and AI-driven insights and achieving better prices off the back of a more robust and resilient trade ecosystem. Having Buddy featured on the Viking Motorsports car at Daytona is an incredible opportunity to raise awareness within the industry and show recyclers across the country that a better way is here.”

As part of this new initiative, The Recycled Materials Association (ReMA) will also join the No. 99 team as an associate partner. ReMA represents more than 1,700 companies in the U.S. and 40 countries worldwide. The D.C.-based organization provides education, safety training and advocates for the critical role recycling plays in the U.S. economy, global trade and sustainability.



Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
<b>FERROUS</b>						
#1 Bushelings	per gross ton	\$422.00	\$421.00	\$417.00	\$420.00	\$420.00
#1 Bundles	per gross ton	401.00	399.00	397.00	400.00	409.00
Structural	per gross ton	335.00	324.00	330.00	329.00	340.00
#1 & #2 Mixed Steel	per gross ton	282.00	286.00	285.00	289.00	335.00
Crushed Auto Bodies	per gross ton	205.00	201.00	202.00	204.00	212.00
Shredded Auto Scrap	per gross ton	368.00	345.00	381.00	380.00	389.00
<b>NON FERROUS</b>						
#1 Copper Bare Bright	per pound	4.67	4.45	4.42	4.35	4.50
#2 Copper Wire & Tubing	per pound	4.47	4.25	4.21	4.15	4.30
Aluminum Cans	per pound	.81	.82	.81	.79	.81
Al/Cu Radiators	per pound	2.32	2.30	2.31	2.29	2.28
Aluminum Radiators	per pound	.59	.58	.59	.60	.59
Heater Cores	per pound	1.45	1.47	1.46	1.47	1.46
Stainless Steel	per pound	.60	.58	.57	.58	.59

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

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## PAPER

# CalRecycle updates SB 343 report to reflect cartons

The Carton Council of North America announced that CalRecycle has updated its SB 343 Final Findings Report to reflect an increase in counties served by food and beverage carton recycling and sortation programs. This update reflects the following key figures about carton recycling in California:

- 72 percent of households have access to aseptic carton recycling, and 74 percent have access to gable top carton recycling.
- 68 percent of the state's counties are served by material recovery facilities (MRFs) that accept and sort cartons.

This decision follows Carton Council's submission of data showing that an additional seven counties have started

sorting food and beverage cartons, for a total of 23, since the initial April 2025 report.

The Carton Council emphasized the importance of continued partnership as California implements SB 54 to develop an Extended Producer Responsibility (EPR) program for packaging.

Food and beverage cartons are a valuable recyclable material used to make products such as paper towels, tissue and other types of packaging, as well as sustainable building materials. The Carton Council continues to work with recycling facilities, municipalities and state agencies nationwide to grow the recycling of food and beverage cartons.

# The Carton Council awards over \$75,000 to schools

The Carton Council disclosed that its 2025 School Grant Program has awarded a total of \$75,634 to 19 schools across the U.S. and Canada to help launch, expand or enhance carton recycling initiatives.

The grant program ran from April 1 through May 31, 2025. After a competitive review process, 10 Canadian and 9 U.S. schools were selected for funding. Each grant supports a range of impactful initiatives, from purchasing new sorting

bins and signage, to launching student-led green teams and implementing staff training and educational campaigns.

The Carton Council grants provide up-front funding to support implementation of carton recycling in K-12 schools. By recycling cartons, schools help ensure these valuable materials are transformed into new paper products or sustainable building materials rather than ending up in landfills.

## PLASTICS

# Flexible Film Initiative to demonstrate scalable recycling

A coalition of leading companies has launched the U.S. Flexible Film Initiative (USFFI), a non-profit membership organization helping to advance scalable solutions to recycle flexible plastic packaging. The initiative is initially focused on California, with the potential to be scaled to states with emerging EPR programs.

USFFI's founding members, General Mills, Mars, Mondelēz International, Nestlé, Hill's Pet Nutrition and PepsiCo, recognize both the essential role flexible packaging plays and the important work they share in helping to build a more sustainable future for flexible films.

"Flexible packaging recycling has begun to scale in other countries; now it's our turn. We're drawing on global funding models to accelerate real solutions here in the U.S.," said Rachael Lawrence, senior director of sustainability at PepsiCo Foods North America.

Flexible packaging plays a critical role in meeting consumers' expectations for safe, convenient, high-quality products while also helping to reduce food waste. It represents one of the largest categories of plastic packaging, yet it is often not part of municipal recycling programs today. Recognizing the challenges with recycling flexible plastics, USFFI wants to be part of the solution.

As USFFI's founding members continue to advance design for recyclability and increased use of recycled content, they also recognize that strategic investment is essential to accelerating end-of-life solutions for flexible films. In 2024, the founding members of USFFI partnered with leading organizations in the recycling research space to identify gaps in the flexible packaging recovery system. While grants and capital investment opportunities are available to flexible plastic processors and recyclers, there is little support for the operational costs of either sorting flexible packaging or processing flexible packaging bales into usable products. Earlier this year, the founding members engaged Resource Recycling Systems (RRS) to help launch USFFI and begin implementing this critical work.

By committing to multi-year contracts with material recovery facilities (MRFs), flexible plastic processors and recyclers, USFFI aims to help the industry find a next life for these materials and move towards a model where flexible films are intentionally collected alongside other recyclables.

USFFI will launch its efforts by issuing requests for information (RFIs) to recyclers, processors and MRFs interested in supporting flexible packaging recycling and being considered for operational funding. Participation in this RFI process will be mandatory for any entity that wishes to be considered for future financial support. Given the diversity of solution providers and the different states of readiness, USFFI wants to tailor its funding to the specific needs of this emerging supply chain and welcomes inquiries to learn more. RFIs will target the following types of companies:

- Processors and reclaimers of MRF film bales
- Plastic reclaimers that can recycle flexible plastic packaging into new products today.
- Secondary processors capable of aggregating and processing mixed flexible plastic packaging and preparing them for reclamation today or in the immediate future.
- Producers of MRF film bales
- California MRF operators that can recover flexible packaging and film already flowing through their facilities or have an interest in doing so in the immediate future.

Recognizing the current state of recycling flexible plastic packaging and the need to build and scale markets, USFFI alone cannot achieve the scale of change needed to create a functioning recycling system for flexible packaging. The initiative is open to expanding its membership to additional brands and retailers seeking to accelerate progress. Success will require close collaboration with others advancing critical parts of the system, including investment capital, equipment grants, municipal recycling programs and consumer education.



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## WASTE

## Casella recognizes 2025 sustainability leaders

Casella Waste Systems, Inc. recently honored four organizations for their leadership in sustainability as part of Casella's annual Sustainability Leadership Awards.

The Casella Sustainability Leadership Awards recognize customers who best exemplify what we can achieve when we work together to reduce waste, increase recycling, and advance the circular economy. Recipients are selected annually from a range of sectors, including municipalities, colleges and universities, industrial manufacturers, food and beverage producers, and more.

This year's winners are: Primo Brands, Dartmouth College, The Arc Otsego, and The University of Vermont Medical Center.

From implementing closed-loop recycling systems to pioneering zero-waste initiatives, this year's award recipients showcase the tangible benefits of sustainable thinking.

"As we continue advancing our own sustainability journey, we remain deeply committed to enabling economic and environmental sustainability for our employees, customers, and communities," Casella said.

### 2025 Casella Sustainability Leadership Award Winners

- Primo Brands, a North American branded beverage company focused on hydration, has integrated circular economy principles into its core strategy by designing products that reduce waste and extend life cycles. In partnership with Casella across Maine, New York, and Massachusetts, Primo has achieved a 90 percent recycling rate for fiber, metal, and plastic. At Primo Brands' Somerset, New Jersey site, Casella helped dismantle 776 tons of

## CASELLA

decommissioned coolers, recycling 82 percent of the material and generating revenue.

- Dartmouth College, a private liberal arts college in Hanover, New Hampshire, has partnered with Casella to tackle diverse material recovery challenges on campus, from food waste to tires and e-waste. Most recently, Casella sponsored a student-led Campus Waste Diversion Project, empowering students to divert textiles from landfill and distribute them through a volunteer-run campus Thrift Store serving the college and local community.
- The Arc Otsego, a nonprofit organization in Otsego County, New York, that supports individuals with developmental disabilities, has partnered with Casella for over 25 years to drive sustainable practices. With recycling at all service locations and the Otsego ReUse Center repurposing building materials and household goods, the organization helps to reduce waste while supporting the local community. The Arc Otsego also leads recycling efforts for hard-to-recycle materials like polystyrene, fluorescent bulbs, plastic film, and more throughout Oneonta.
- The University of Vermont Medical Center, a leading hospital in Burlington, Vermont, has partnered with Casella to implement wide-ranging waste reduction initiatives across its campus. Its nationally recognized operating room recycling program has diverted over 100 tons of surgical wrap, while staff-driven efforts composted 165 tons of food waste last year with careful attention to sorting and quality.

## Miami-Dade DSWM deploys CNG trucks with AI technology

The Miami-Dade Department of Solid Waste Management (DSWM), in partnership with its contracted vendors, recently deployed new Compressed Natural Gas (CNG) trucks equipped with advanced Artificial Intelligence (AI) technology, designed to improve the efficiency and reliability of the County's recycling services.

DSWM launched the first phase of this initiative in Spring 2025 as part of a new contract with its vendors, with the full fleet scheduled for deployment by early 2026. The AI-enhanced trucks are being used to monitor recycling contamination and optimize service operations.

"In Miami-Dade, we are leveraging cutting edge technology to improve our residents' quality of life and make our service delivery more reliable and efficient," said Miami-Dade County Mayor Daniella Levine Cava.

The AI technology incorporated into

the new trucks identifies materials that do not belong in the recycling program. By flagging contaminants such as liquids, food-soiled cardboard, hazardous items, or non-recyclable materials, DSWM can better educate residents on proper recycling practices, reduce program costs, and maintain the quality of recyclable materials.

Under the new vendor contract, the trucks feature state-of-the-art GPS tracking and video capabilities, providing transparency and accountability for residents while enhancing operational resilience. The new trucks also include features that improve air quality, such as anti-idling technology and the use of CNG as fuel. CNG is one of the cleanest fuels available for heavy-duty trucks, it reduces noise pollution by approximately 50 percent compared to diesel vehicles, and helps lower dependence on foreign oil.

## BUSINESS BRIEFS

### Timken names Graham president of industrial motion

■ The Timken Company, a global technology leader in engineered bearings and industrial motion, has appointed Timothy A. Graham as president of industrial motion and an officer of the company, effective immediately.

Graham, who most recently served as vice president of operations for Engineered Bearings, succeeds Christopher A. Coughlin. Coughlin, who announced his retirement earlier this year, will remain with the company through his planned retirement to help ensure a seamless transition.

Since joining Timken in 2003, Graham has built an impressive track record leading complex global operations. Most recently, as vice president of operations for Engineered Bearings, he led a worldwide network of bearing manufacturing and distribution facilities. His responsibilities also included companywide leadership of supply chain, sourcing, quality, continuous improvement, EH&S and sustainability. Graham served as acting president for American Roller Bearing and Aurora Bearing following their acquisitions, and gained valuable international experience leading European operations from Colmar, France. Before joining Timken, Graham held supply chain leadership roles at International Paper and Thomas & Betts.

### Enge appointed EVP of TOMRA Recycling

■ Lars Enge joined TOMRA in 2022 as executive vice president (EVP) of group strategy. Over the past three years, he has played a pivotal role in the company's leadership team and has successfully established TOMRA Horizon – a portfolio of new ventures, including TOMRA Feedstock and Reuse – in addition to managing the acquisition of c-trace GmbH.

"TOMRA's recycling division has undergone an incredible journey since the acquisition of Titech in 2004, and the underlying drivers to increase recycling rates across the globe continue to represent substantial growth potential for the sorting arm of our business. I look forward to transforming that potential into even greater success in the future, for TOMRA and our customers," said Enge, newly appointed EVP of TOMRA Recycling.

Prior to joining TOMRA, Enge held various senior roles at Yara International within M&A, Finance and Strategy (2014-2022), serving as chief financial officer for Yara Europe from 2018 to 2022. He also has experience from McKinsey & Company (2009-2014) and holds a Master of Science degree in Industrial Economics and Technology Management from the Norwegian University of Science and Technology NTNU.

Enge will step into the role with immediate effect. Katrin Fricke, the outgoing EVP of TOMRA Recycling, will pursue new opportunities outside of TOMRA.



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## BUSINESS BRIEFS

### Interchange Recycling expands with new collection site

Interchange Recycling, the not-for-profit organization dedicated to the collection and recycling of used motor oil, oil filters, oil containers, used antifreeze and antifreeze containers, opened a new permanent collection site in Whitehorse, Yukon. This marks Interchange Recycling's first expansion beyond British Columbia, bringing its Extended Producer Responsibility (EPR) program to a new jurisdiction. The new site is now accepting lubricating oil, antifreeze, diesel exhaust fluid, oil filters, and all automotive containers from Yukon residents.

As part of Interchange Recycling's mandate to enhance recycling efforts of new automotive and industrial products, the organization's product scope expanded in Yukon to include all automotive containers and diesel exhaust fluid, alongside lubricating oil, oil filters, and antifreeze. On average, nearly 50 million litres of used oil are collected each year in British Columbia alone, highlighting the impact of effective recycling programs.

Yukon is actively enhancing its recycling infrastructure and has set targets to reduce per capita waste generation by 10 percent by 2030 (compared to 2020 levels) and to increase waste diversion from landfills to 40 percent by 2025.

Used oil is a valuable resource and if it is collected and recycled properly, it can be recovered and reused. Used oil can be re-refined into new lubricating oil or material inputs for manufacturing or energy products. Additionally, used oil filters contain metal, which is recycled into metal products like rebar, nails, and wire. Used oil and antifreeze containers are recycled and used to manufacture new oil containers, drainage tiles, and parking curbs. Used antifreeze is refined and reused as new automotive antifreeze.

### Heidelberg Materials acquires concrete recycling business

Heidelberg Materials has acquired the assets of Concrete Crushers Inc. (CCI), a concrete recycling company in Calgary, Alberta, Canada. The transaction includes a recycled aggregates yard in Southeast Calgary and a contract crushing business with four mobile plants.

The recent acquisition is aligned with Heidelberg Materials' disciplined pure-play strategy in the most attractive markets. The company is driving differentiating success across geographies and businesses through its global advantage along three distinct value drivers: sustainability, digitalization, and technical excellence.

Terms of the transaction were not disclosed.

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## Recyclability of vehicles reduces environmental impact

by MAURA KELLER

[mkeller@americanrecycler.com](mailto:mkeller@americanrecycler.com)

Globally, only about 25 percent of electronic waste (e-waste) is recycled by both consumers and businesses alike. Increasing the amount of e-waste being recycled would remove environmentally harmful pollutants, but also recover valuable materials like platinum, palladium and copper.

Creating a circular economy for end-of-life vehicle components, including complex polymers, composites and adhesives is top of mind for many within the automotive manufacturing and recycling industries. And while efforts to improve end-of-life vehicle (ELV) recyclability is on the rise, thanks in part to new regulations, technological advancements and supply chain collaboration, challenges continue to emerge in the auto recycling industry.

As the director of social and sustainable enterprises at Florida State University, Mark McNees shared findings from students' research on the expanding landscape of recyclable materials in ELVs.

According to McNees, students' research reveals that the automotive recycling industry is undergoing a significant transformation. While vehicles have historically achieved 95 percent recyclability rates by weight through metal recovery, the industry is now aggressively targeting the remaining 5 percent – predominantly plastics, glass and rubber composites, that previously went to landfills.

In his role of managing clearance operations, Brian Davis, chief executive officer of Handy Rubbish, a waste management company headquartered in the UK, frequently encounters ELVs headed for shredding or landfill. He's seen the loss of plastics, glass and rubber post-shred, despite the fact that materials such as plastic bumpers or plate glass have recycling value.

"A considerable problem is that the pre-shredding sorting often doesn't work, and the mixture of plastics, coatings and rubber parts make recovery post-shred effectively impossible, leading them to the landfill rather than circular use," Davis said. "Facilities usually handle vehicles

en masse and that is how materials such as rubber in tires and gaskets and glass, wind up undervalued and underused."

Davis is watching with great interest, developments surrounding AI-assisted ASR sorting, rubber in green steel and studies on plastics recovery.

### The plastics problem

"Modern vehicles contain an average of 411 pounds of plastics per vehicle, with plastics comprising about 50 percent of vehicle volume, but only 10 percent of weight. Our students discovered that leading recycling facilities are implementing chemical recycling processes, particularly pyrolysis and depolymerization techniques, which break down mixed automotive plastics into their original monomers," McNees said. "This development is crucial because automotive plastics often contain additives and reinforcements that have historically complicated mechanical recycling."

The research coming out of Florida State University's Social and Sustainable Enterprises program identified several companies that are deploying post-shredder technology (PST) using advanced sensor-based sorting, including near-infrared spectroscopy and density separation. These systems can reportedly identify and separate different polymer types – from polypropylene bumpers to polyurethane foam seats – with accuracy rates exceeding 90 percent.

"The students also found that automotive glass recycling has evolved substantially beyond windshield processing. Industry leaders are now using laminated safety glass processing that recovers both the glass and polyvinyl butyral (PVB) interlayer separately. The PVB, previously considered waste, is being repurposed for architectural applications and new automotive components," McNees said.

The research also highlighted how electric vehicles are introducing new challenges with specialized glass containing embedded heating elements and heads-up display capabilities. Progressive recyclers have developed protocols for extracting these electronic components before glass processing, ensuring both material streams remain uncontaminated for maximum value recovery.



Creating a circular economy for end-of-life vehicle components, including complex polymers, composites and adhesives is top of mind for many within the automotive manufacturing and recycling industries.

While protocols exist, widespread adoption is emerging and evidence focuses more on general glass shredding than specific extraction details.

### The battery recycling evolution

According to Steve Christensen, executive director at Responsible Battery Coalition, over the past decade, the recyclability of vehicle batteries, especially lithium-ion batteries (LIBs), has shifted from a niche and underdeveloped process to a rapidly expanding industry driven by innovation, market growth and supportive regulations.

"In the early 2010s, recycling LIBs involved energy-intensive and emission-heavy methods that recovered very little usable material beyond primary metals," Christensen said. "Today, most LIB recycling techniques produce no emissions and consume significantly less energy. Material recovery has greatly improved, but further advancements are necessary before achieving circularity on a commercial scale."

### Rubber and tire innovations

While tire recycling is well-established, our students' research uncovered promising developments in devulcanization technology. As McNees explained, this process reverses the sulfur

cross-linking in rubber, enabling reprocessing into high quality applications rather than just playground surfaces or fuel. Industry reports indicate recovered rubber is being successfully incorporated back into new tire production at rates up to 15 percent, without performance degradation.

The research also identified particularly exciting developments in recovering advanced materials from modern vehicles:

- Carbon fiber recovery from high-performance vehicles through solvolysis techniques that preserve fiber length and strength properties
- Rare earth elements extraction from electric motors and sensors, with some facilities achieving 95 percent recovery rates through hydrometallurgical processing
- Advanced composites from EV battery casings, which are being mechanically processed and reincorporated into new structural components

In addition, many companies are making strides in making components in vehicles more recyclable. Take HydroGraph Clean Power Inc., for example. The company produces ultra-pure graphene

See AUTOMOTIVE RECYCLING, Page B6



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# GM brings innovative battery tech to lunar rover concept

On July 31, 1971, two years after Apollo 11 astronauts Neil Armstrong and Buzz Aldrin became the first people to walk on the Moon,



Apollo 15 astronauts David Scott and James Irwin set another historic first. They became the first people to drive on the Moon, thanks to the battery-powered Lunar Roving Vehicle, which was developed by Boeing, General Motors, and others. GM provided the wheels, motors, and suspension system for the rover.

The rover was a study in minimalism that let astronauts in their bulky space suits travel as far as 10 kilometers from their landing site, allowing them to collect more diverse soil and rock samples quickly and easily. On earlier missions, astronauts never ventured farther than a few hundred yards from the lunar lander.

Powering the rovers were two 36-volt silver-zinc potassium hydroxide non-rechargeable batteries. It was impressive technology for the time, but the inability to recharge the batteries, combined with the considerable temperature sensitivity of the batteries, severely limited range to a maximum of 57 miles. According to NASA, Apollo 15's lunar rover motored 17.3 miles. Apollo 16's road trip was 16.6 miles, while Apollo 17 ventured 22.3 miles.

Now NASA is actively preparing for a return to the Moon for the first time in more than half a century, and the agency has awarded three teams contracts to compete to develop new Lunar Terrain Vehicle concepts. But only one group – led by a company called Lunar Outpost – includes GM, America's largest automaker, its #2 EV company, and a leader in advanced battery R&D, manufacturing, and charging.

Today, all the EVs in GM's U.S. portfolio – from the Chevrolet Equinox EV to the GMC HUMMER EV super truck – run on lithium-ion batteries with high-nickel cathodes. This battery cathode is often referred to as NCMA, short for nickel cobalt manganese aluminum oxide. NCMA batteries provide high energy density, long lifespan, high power output, and a wide operating temperature range. GM is using a variation of those NCMA batteries for the LTV concept.

In recent months, GM announced plans for commercial production of lithium manganese rich, or LMR batteries – and also LFP batteries, short for lithium iron phosphate – for use in future GM EVs. The new additions to the GM battery portfolio will provide more flexibility for creating affordable, long-range electric vehicles.

"Battery technology has truly gone to the Moon, and back," said Kurt Kelty, vice president of battery, propulsion, and sustainability. "I've been in this industry for over 30 years, starting when lithium-ion was first commercialized. Back then, we were developing batteries for camcorders and laptops, trying to eke out

a few extra minutes of runtime. Today, we're powering full size electric trucks that can drive 495 miles on a single charge. It's incredible to see how far the technology has come, and GM continues to push the boundaries of what's possible – even on the lunar surface."

In a recent carefully planned range test executed by the GM engineering team, a 2026 Chevrolet Silverado EV Max Range Work Truck went even farther, traveling 1,059.2 miles on a full charge.

The new lunar vehicle is designed to have dramatically higher range and battery capacity than the original rover. The new version is also engineered to have the ability to survive in total darkness during the 14 day long lunar night, with temperatures as low as -334 degrees Fahrenheit, with a total lifespan of up to 10 years. The new vehicle will be capable of both crewed and uncrewed operation.

GM is responsible not only for the battery and power system in the Lunar Outpost project, but also the vehicle chassis and suspension components, as well as autonomous features like traction and stability control and electronic steering.

With batteries designed into the chassis – not unlike GM's consumer EVs – the rover is expected to have a low center of gravity, providing better vehicle dynamic control. General Motors also brings the program a wealth of experience in advanced driver assistance systems, like the Super Cruise feature offered in many GM vehicles.

Madhu Raghavan, group manager, battery and system architecture at GM, and part of the growing GM battery R&D team, said the batteries in the new Lunar Terrain Vehicle are similar to the NCMA systems used in GM light-duty electric vehicles, but with considerable upgrades. There obviously aren't any charging stations or auto technicians on the Moon – they need to be exceptionally reliable.

Ergo, the batteries are built to be fault tolerant – they will operate in the event some cells fail – and they carry heating elements and considerable thermal insulation to protect them from the frigid temperatures. The batteries, Raghavan says, are designed to last at least a decade, with an estimated lifetime of 30,000 kilometers or about 19,000 miles, nearly 1,000 times the distance traveled by the original rovers.

Given the stakes, the rover battery packs will require what Raghavan describes as "super-precise laser welding," with "flash thermography" scanning to assess every weld in "a very precise and careful way to avoid defects." That scanning technology was originally developed to create high reliability packs for our Earth-bound EVs.

During the period in which the new rover operates autonomously on the Moon, one major task will be to map relevant portions of the surface – to effectively build out Super Cruise-style autonomy for the lunar surface for the astronauts to follow.

NASA is expected to announce which rover concepts it will advance to the next phase of development by the end of this year.

# Honda reports strong August sales

American Honda sales totaled 132,734 units in August (+4.4 percent YTD), with record sales of electrified models (44,465), record sales of



all-new products and strong performance across the board of light trucks and passenger cars. The year-over-year sales comparison is impacted by higher than usual August 2024 sales that resulted from the recovery of a major ransomware attack on a dealer software provider that pushed June and July sales into August 2024.

## Honda

- Honda brand totaled 121,633 in August, maintaining strong momentum, up 4.6 percent YTD, with strong sales across the lineup, including passenger cars, light trucks and electrified models.
- Honda set an all-time August record for sales of electrified vehicles with 43,945 units (36 percent of brand sales), including sales of CR-V, Accord and Civic hybrid models – including record August sales for Civic hybrid – and best-ever monthly sales for the all-electric Prologue SUV (9,347 units) as buyers rush to complete sales ahead of the IRA incentive expiration.
- Led by record August sales of the all-new Passport, Honda light truck sales posted a 7th straight month over 70,000 units.
- All-new Passport had record August sales (5,173), up 82.9 percent YoY.
- CR-V again led all Honda models

in August sales (34,123 units), with hybrids representing over 55 percent of sales.

- HR-V (13,663), Pilot (10,791), Ridgeline (4,555) and Odyssey (6,690) all posted strong August sales.
- Honda passenger car sales topped 37,000 units, led by Civic with 21,596 units, with Civic hybrid accounting for over 37 percent of model sales; and Accord sales of 15,695 units, with hybrid models achieving almost 50 percent of model sales

## Acura

- Acura brand sales totaled 11,101 units in August, maintaining solid momentum with 2025 sales up 2.7 percent year to date.
- The gateway segment duo of Integra and ADX posted combined sales of 4,313 units, making Acura the destination of choice for young premium customers.
- Acura SUV sales posted sales over 8,000 units, with SUV sales up 10.7 percent YTD.
- All-new ADX, the brand's new gateway SUV, set a new monthly record of 2,568 units in August, capturing a segment-leading 20 percent share of the premium compact crossover segment.
- MDX sales topped 3,000 units in August and RDX posted August sales of 2,232 units as inventory began to recover from factory retooling.
- All-electric ZDX totaled 520 units in August, with sales suppressed by low inventory as the brand completes model year sell-down in preparation for the 4th quarter arrival of the 2026 ZDX.

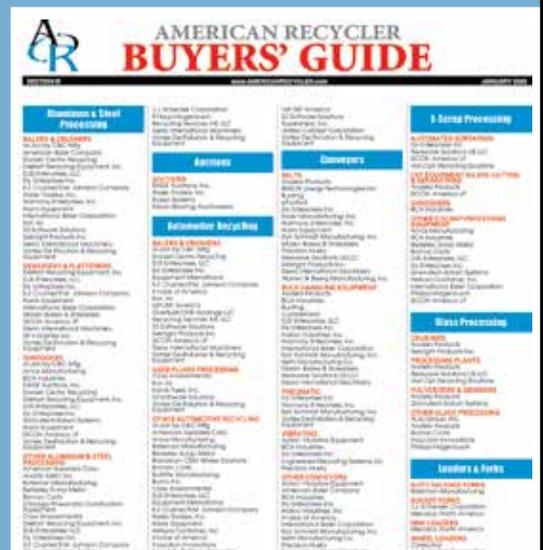
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- All Buyers' Guide ads are featured on our website.



## NEW PRODUCT SHOWCASE



### NEW ASPHALT BUCKET INTRODUCED BY ALLU

ALLU introduced their newest Asphalt Bucket – purpose-built for on-site crushing and screening of reclaimed and milled asphalt. This bucket is designed to meet the rising demand for efficient and cost-effective asphalt recycling. • Crushes and screens in one step – ideal for RAP and cold-milled asphalt • Reinforced structure with serrated cutting edge – built for the toughest jobs • Hybrid blade setup – combines TS Standard and TS Axe blades for optimized end-product • Significant savings in transport and processing costs – up to 250 tn/h capacity.

**ALLU Group Inc.**  
700 Huyler Street  
Teterboro, NJ 07608  
**800-939-2558**  
[www.allu.net](http://www.allu.net)



### DEVELON INTRODUCES NEW MATERIAL HANDLER

DEVELON introduced their new DX270WMH-7 wheel material handler, built for demanding recycling and solid waste jobs. Designed to withstand tough tasks on paved surfaces, its key features include an elevated cab and a nearly three-foot longer reach for enhanced visibility and productivity. The new virtual wall setting helps the boom and arm avoid obstacles in tight spaces, and a collision prevention feature keeps the grapple and cab from colliding. The machine also offers wider outriggers for improved stability.

**DEVELON**  
2905 Shawnee Industrial Way  
Suwanee, GA 30024  
**678-714-6000**  
<https://na.develon-ce.com>



### MECALAC INTRODUCES NEW REVOTRUCK

Mecalac launched the Revotruck in North America. Available in 6 and 9-ton payload configurations, the Revotruck is the first site dumper to feature a rotating cab. Operators can rotate the Revotruck's cab 225 degrees with the touch of a button, allowing them to maintain their vision. The Revotruck 6 features a 13,288-pound payload with an operating weight of 13,040 pounds. The Revotruck 9 provides a 19,842-pound payload with a 14,473-pound operating weight. Each is equipped with a hydrostatic transmission top speed of 17.4 miles per hour.

**Mecalac North America**  
282 Dedham Street  
Norfolk, MA 02056  
**508-921-3076**  
[www.mecalac.com](http://www.mecalac.com)



### STELLAR UNVEILS 2025 MODEL YEAR HYBRID POWER SOURCE

Stellar is implementing an annual model year structure for its hybrid power source (HPS), ensuring the latest advancements in battery technology and electric power solutions. Enhancements in the 2025 HPS include: • Versatile compatibility: Designed for both traditional ICE and vehicle EV chassis. • EV chassis: Functions as a standalone unit with a larger battery, not reliant on chassis charging. • ICE chassis: Can be charged using the chassis, enabling the use of a more cost-effective battery setup. • Seamless equipment integration: Integrates with Stellar cranes, compressors and stabilizers.

**Stellar Industries, Inc.**  
190 State Street  
Garner, IA 50438  
**800-321-3741**  
[www.stellarindustries.com](http://www.stellarindustries.com)



### TOMRA UNVEILS NEW AUTOMATED COLLECTION POINT

TOMRA Recycling launches FINDER™ COLOR, a new high-throughput solution that meets the evolving needs of the scrap metal recycling and e-scrap processing industries. The flexible system recovers copper and brass from mixed heavy metals, cleans stainless steel fractions and achieves high-level purification of PCBs from mixed e-scrap. FINDER™ COLOR combines proven hardware with advanced AI algorithms to adapt to changing material streams and market demands. It processes grain sizes from 0.2-4.7 inches with throughput reaching 22.4 TPH on Zorba material.

**TOMRA Recycling**  
3101 Yorkmont Road  
Charlotte, NC 28208  
**980-279-5650**  
[www.tomra.com](http://www.tomra.com)

## LKQ Corporation agrees to sell its self service segment

LKQ Corporation has entered into a definitive agreement to sell its Self Service segment (Pick Your Part) to an affiliate of Pacific Avenue Capital Partners, LLC for an enterprise value of \$410 million, subject to customary post-closing purchase price adjustments. This proposed transaction was the result of a robust competitive bid sale process that attracted interest from several parties.

“Today’s announcement marks another important step in our multi-year transformation to simplify our portfolio and become a more focused, high-performing company with leadership positions in our priority segments,” said Justin Jude, LKQ’s president and chief executive officer. “While Pick Your Part has played a meaningful role in our history, we believe that

it no longer aligns with our long-term strategy. As we have said, after having built the Company through thoughtful acquisitions over many years, we have reached a point where it makes sense to assess opportunities to simplify and sharpen our focus. We will continue to evaluate opportunities to advance our strategic objectives so that we can best serve customers and create value for our shareholders.”

The net proceeds from the sale will be used to strengthen LKQ’s balance sheet through debt repayment.

The transaction is expected to be completed during the fourth quarter of 2025, subject to the satisfaction of customary closing conditions, including receipt of required regulatory approval.

## Reps, Baird and McCollum reintroduce PART Act to address catalytic converter thefts



(CA-21), Angie Craig (MN-02), Debbie Dingell (MI-06), Seth Magaziner (RI-02), and Tracey Mann (KS-01) in the introduction of this legislation.

Catalytic converters are constructed using precious metals such as rhodium, platinum, and palladium and can be sold to scrap dealers for hundreds of dollars. Replacement of these parts can be very costly for vehicle owners, with many replacements ranging from \$500 to \$2,300. In some cases, the cost of a catalytic converter theft may even be enough for a total loss of a vehicle.

Congressman Jim Baird (R-IN), chair of the U.S. House Agriculture Subcommittee on Conversation, Research and Biotechnology, and Congresswoman Betty McCollum, Dean of the Minnesota Congressional Delegation, reintroduced the Preventing Auto Recycling Thefts (PART) Act to curb the theft of catalytic converters.

“Catalytic converter theft continues to be a common and costly problem across the nation, and specifically in the Twin Cities,” said McCollum. “I am pleased to join my Republican colleague Baird in reintroducing the PART act. By working with auto-manufacturers in writing the regulations to properly track catalytic converters, the PART act gives law enforcement the tools they need to prevent this crime. I look forward to working with my colleagues in the House and Senate to pass this vital legislation.”

“Catalytic converter theft is a menace to consumers here in Minnesota and across the nation, and it needs to be addressed with a federal standard that holds thieves accountable,” said Scott Lambert, president of the Minnesota Auto Dealers Association. “The Minnesota Auto Dealers applaud Congresswoman McCollum’s and Congressman Baird’s leadership on this important issue.”

Congressman Baird and Congresswoman McCollum were also joined by Representatives Brian Babin (TX-36), Buddy Carter (GA-01), Jim Costa

The theft of catalytic converters has become increasingly prevalent over the past few years, plaguing vehicle owners, scrap yards and law enforcement officials in communities across the United States. According to the National Insurance Crime Bureau, the number of reported catalytic converter thefts rose from 3,389 in 2019 to over 64,000 in 2022, though the rate declined in 2023 to 21,200 thefts. Law enforcement officers still only have limited tools to curb thefts as current policy leaves many advantageous loopholes for criminals to exploit. A lack of criminal code in regard to the trafficking of these stolen parts means that law enforcement must catch a criminal in the act of removing the part in order to prosecute a case.

The PART Act seeks to reduce catalytic converter thefts by allowing law enforcement officers to link stolen parts to the vehicle from which they originate by requiring new vehicles to have a unique identifying marker stamped onto the converter, creating a grant program through which entities can stamp these markers onto catalytic converters of existing vehicles, improving record keeping standards for purchasers of used catalytic converters, and establishing enforceability of laws around catalytic converter theft by codifying these crimes as a criminal offense.

# EQUIPMENT SPOTLIGHT

## Auto Fluid Removal

by MARY M. THORNTON

maryt@americanrecycler.com

The salvage auto fluid extraction market growth is due to factors such as stringent disposal regulations, growing awareness surrounding the practice relative to the environment, the economic benefits of used fluid resale and technological advancements in extraction equipment. The value of the global auto oil recycling market is expected to reach \$6.8 billion by 2033, according to Verified Market Reports. The following companies are among the sources available that can provide fluid extraction equipment that is required for processing scrap autos in a safe, efficient and profitable way.

Iron Ax has manufactured the Enviro Rack for over 20 years. John Kitchens, president, explained, "We produce a wide range of products used in scrap metal and dismantling operations and we developed the Enviro Rack for use in our own scrap yards. After we were satisfied with the product, we introduced it to the marketplace. It is an essential tool when it comes to fluid recovery and it is 100 percent powered by air for safety. A fully self-contained unit that features secondary containment, it is designed for either one or two person operation. All vehicle fluids can be captured while keeping the operator safe and clean. The Enviro Rack is portable, EPA and state level compliant and features gas separation and anti-freeze separation. Using the gas separation system, the operator can easily separate the good gas from the bad. The Enviro Rack requires very

little maintenance because it will never require a pump replacement and a car can be processed in an average of five minutes. Upon delivery the Enviro Rack can be fully operational and ready to use in as few as 15 minutes."

Kitchens also mentioned that groundwater contamination can be a daily concern for yard owners and operators. "One of the biggest sources of contamination can be from ELV fluid removal. If a company's staff doesn't use equipment designed for this task, they will usually have a homemade system. Those systems may get the job done, but does that mean they are compliant? No it doesn't. It seems that now, even in remote areas, inspections are being increased. Compliance with EPA and state level regulations is a must if you are going to stay in business. Businesses should be proactive in how the issue is managed and not wait until a compliance citation is issued."

As a manufacturer of end-of-life automotive recycling equipment, Superior Recycling Solutions (SRS) serves a myriad of industries – high-volume scrap yards, vehicle dismantlers, self-service vehicle yards and automotive repair shops.

SRS patented systems range from full-tilt vehicle lifts, designed for the ultimate in processing volume, to portable fluid recovery systems that are built with convenience in mind. "Our products serve low volume dismantlers, which process a few vehicles each day to large scale operations, which process hundreds of vehicles daily," said Michael



Iron Ax/Recycling Equipment Sales, Inc.

Copt, owner. He continued, "Regardless of what you choose from our product line, you'll find quality equipment built in the USA and designed to withstand the rigors of your industry. We engineer our products to include safe, ergonomic, user features as well as strict EPA compliancy adherence for the business owner. You'll find our vehicle recycling equipment second to none when it comes to recovering oil, gasoline and other hazardous fluids from your vehicles. Our oil recovery systems can also separate fluids to further increase profitability by allowing you to reuse or sell your recovered and refined fluids."

"Our products utilize industry-

leading pneumatic pumping technology, giving you the most powerful extraction tool with nearly double the cycle rate of traditional pumps. Built to last, our fluid recovery systems include pumps specifically designed for the automotive recycling industry, complete with industrial grade fittings and components. Because time is something you can never get back, SRS products are built industry tough, to save you lots of it. For over 30 years, we've offered products designed by auto recyclers for auto recyclers. We know how to keep the green in your wallet and not on the ground!"

Nigel Dove, chief executive officer of Vortex De-Pollution, explained that "Vortex offers solutions that are not only tough, but

See Auto Fluid Removal, Page B5



Superior Recycling Solutions



Vortex De-Pollution



Vehicle drain systems to suit every budget!



303-900-4040  
vortexdepollution.com

## Auto fluid removal

■ Continued from Page B4

remarkably user-friendly as well. Unlike traditional fluid recovery methods that use collection pans under their systems – which can be a fire hazard – our equipment utilizes advanced sealing technologies that tightly adhere to vehicles, significantly minimizing drips and leaks. Fluids are efficiently pumped away from the drain area into secure storage tanks, ensuring controlled and safe fluid transfer at all times. Our product line includes comprehensive vehicle processing equipment. Beyond the fluid recovery range, our cutting-edge, Vulture vehicle processor excels in dismantling vehicles, extracting engines, separating aluminum using our specialized engine cracker and processing components such as catalytic converters, radiators and wire harnesses. We even offer capabilities to bale or log vehicle shells, maximizing the recovery of valuable materials.

“Catering to a diverse clientele, from service auto parts companies to metal recycling facilities, Vortex remains at the forefront in offering a dedicated range of



### SEDA ENVIRONMENTAL LLC

135 Walter Way  
Fayetteville, GA 30214  
770-681-0474  
www.seda-usa.com  
bruce@seda-usa.com

SEDA Environmental, has developed and manufactured advanced auto recycling equipment since 1983. Their solutions include drainage systems, ELV and EV recycling tools, separation equipment, and custom-designed technologies that protect the environment. Known for their safety, efficiency and innovation, SEDA sets industry standards in fluid removal and electric vehicle recycling equipment.

products, designed to meet the specific needs of those markets. Our commitment to innovation, efficiency and safety continues to drive us forward, ensuring that our customers receive nothing less than the best in vehicle processing solutions,” Dove stated.



### VORTEX DE-POLLUTION & RECYCLING EQUIPMENT

12445 E. 39th Avenue, Ste. 510  
Denver, CO 80239  
303-900-4040  
www.vortexdepollution.com  
nigel@vortexdepollution.com

Vortex is both a manufacturer of vehicle depollution draining systems for scrap vehicles and a distributor of scrap metal processing equipment serving the American market. We provide equipment to process every aspect of recycling a vehicle and equipment for processing both ferrous and non ferrous scrap metal for further recycling.

Since their start in 2003, Vortex has met the rigorous standards of the UK ELV regulations. After moving operations entirely to the U.S. in 2010, the company has continued to innovate and manufacture a robust range of equipment to meet those same high standards.



### OCTOBER

10/6-10/8

#### Northeast Recycling Council Conference

Hyatt Regency Boston Harbor Hotel  
Boston, Massachusetts

www.nerc.org

802-254-3636

10/15-10/18

#### Automotive Recyclers Association Annual Convention, Birmingham

Jefferson Convention Complex & Sheraton Birmingham, Alabama

www.a-r-a.org

571-208-0428

10/19-10/21

#### 2025 Litter Control & Solid Waste Management Educational Conference

Canaan Valley Resort Davis, West Virginia

www.awvswa.org

304-455-5262

### NOVEMBER

11/12-11/15

#### SWANA's RCon, Columbus

Convention Center Columbus, Ohio

www.swana.org

800-467-9262

### DECEMBER

12/9-12/10

#### Stretch and Shrink Film North America Conference

Renaissance Tampa International Plaza Hotel Tampa, Florida

www.ami.ltd/event-stretch-USA-AR

610-478-0800

### JANUARY 2026

1/27-1/30

#### C&D World '26

Saddlebrook Resort Wesley Chapel, Florida

www.cdconference.com

866-758-4721

### FEBRUARY

2/2-2/4

#### Polyethylene Films Conference

Renaissance Tampa Hotel International Plaza Tampa, Florida

www.ami-events.com

610-478-0800

### MANUFACTURERS

■ ENHANCED LISTING

#### AutoDrain

Paul Dixon

44 113 205 9332

www.autodrain.net

#### Crow Environmental

Mason Smith

540-255-4909

www.crowenvironmental.co.uk

#### Gensco Equipment

Mark Zelunka

800-268-6797

www.genscoequip.com

#### Green Car Depollution Ltd.

Olivia Hutchins

44 1684 298 084

www.greencardepollution

#### Iron Ax/Recycling

Equipment Sales, Inc.

John Kitchens

478-252-0022

www.ironax.com

#### ■ Seda Environmental LLC

Bruce Henderson

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www.seda-international.com

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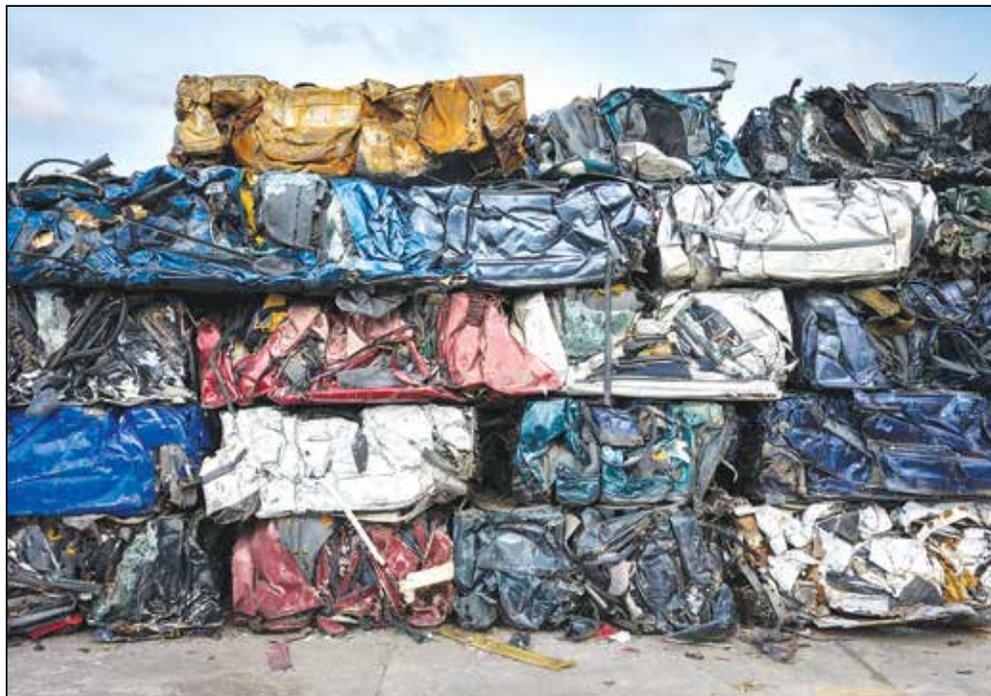
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# Automotive recycling

■ Continued from Page B1



through a sustainable, low-energy process that is enabling new ways to reuse recyclable materials in vehicles. Graphene can be incorporated into plastics, rubbers and composites to make them stronger, lighter and longer-lasting. This helps extend the useful life of these materials and makes them easier to recover at end-of-life.

## Specific automotive applications include:

- **Plastics** – Graphene-enhanced plastics are being explored for dashboards, door panels, bumpers and under-the-hood components, improving both durability and recyclability.
- **Rubber** – Graphene-infused rubber can increase the performance and lifespan of tires, while also improving prospects for recycling and reuse.
- **Glass and coatings** – Graphene-based coatings can protect glass and interior materials from wear and damage, extending their reusability.
- **Composites** – Lightweight graphene-reinforced composites can replace heavier materials, reducing vehicle weight while supporting circular use.

Unlike traditional nanomaterial production, HydroGraph's method is environmentally responsible, offering automakers and recyclers a viable path toward circularity of non-metal auto components.

## Digital technologies help

Florida State University students discovered that forward thinking companies are implementing blockchain-based material passports. According to McNees, these digital product passports track material composition throughout a vehicle's lifecycle, dramatically improving sorting efficiency at end-of-life. Some facilities using QR-code systems report 40 percent reductions in processing time and 25 percent increases in material recovery value. However, the 40 percent time reduction, 25 percent value increase are not widely documented; but general improvements are noted in supply chain and waste management.

"Artificial intelligence is also

transforming the industry," McNees said. "Machine learning algorithms are being deployed to predict optimal dismantling sequences based on vehicle models, maximizing both recovery rates and worker safety. Some systems have catalogued over 10,000 vehicle configurations, providing real-time guidance on material location and removal techniques."

## Economic viability shifts

The university's research also revealed dramatic economic improvements in recycling viability. McNees explained where plastic automotive parts once had negative value, advanced sorting and processing now generate \$300 to \$500 per ton for clean, sorted automotive plastics. Industry analyses show that comprehensive ELV recycling facilities incorporating these technologies achieve return on investment within three to four years.

"Our students' research indicates the industry is actively preparing for the wave of electric vehicles reaching end-of-life by 2030. These vehicles contain significantly different material compositions, including more aluminum, advanced polymers and electronic components. Leading recyclers are developing modular systems that can adapt to these changing material streams," McNees said.

Extended producer responsibility (EPR) policies also are driving innovation, with automakers increasingly designing for disassembly, using fewer material types and incorporating recycled content specifications that create guaranteed markets for recovered materials.

"The industry's transformation from simple metal recovery to comprehensive material harvesting represents a fundamental shift in viewing end-of-life vehicles as resource banks rather than waste streams," McNees said. "Our students' research demonstrates that technological innovation and economic viability are converging to make the automotive circular economy a reality."

# New EU rules on design, reuse and recycling in the automotive sector

Members of the European Parliament (MEPs) adopted their proposals on new EU circularity rules to cover the entire vehicle lifecycle, from design to final end-of-life treatment.

The draft measures, backed by 431 MEPs with 145 against and 76 abstentions, aim to boost the automotive sector's transition to a circular economy by reducing the environmental impact linked to the production and end-of-life treatment of vehicles and strengthening the sustainability of the car recycling industry in Europe. Specific rules will apply to all vehicles except for special-purpose vehicles, vehicles designed and built for use by the armed forces, civil defense, fire and emergency medical services and vehicles of historical and special cultural interest.

## Improved vehicle design and use of recycled materials

New vehicles should be designed so as to allow the easy removal of as many parts and components as possible by authorized treatment facilities, with a view to their replacement, reuse, recycling, remanufacturing or refurbishing, where technically possible.

MEPs want the plastic used in each new vehicle type to contain a minimum 20 percent of recycled plastic within six

years of the rules' entry into force. They also want manufacturers to meet a target of at least 25 percent within 10 years of entry into force, if enough recycled plastic is available at non-excessive prices. They also want the Commission to introduce targets for recycled steel and aluminum and its alloys, following a feasibility study.

## Stricter rules for end-of-life management and export of used vehicles

Three years after the entry into force of the new rules, manufacturers would have extended producer responsibility, i.e., they would have to cover the cost of the collection and treatment of vehicles that have reached their end-of-life stage. MEPs want a better distinction between used vehicles and end-of-life vehicles, with an export ban for those that are considered end-of-life vehicles.

Co-rapporteurs Jens Gieseke, of the environment committee, and Paulius Saudargas, of the internal market committee, said: "Parliament supports the circular economy in the automotive sector. We are advancing resource security, protecting the environment and ensuring sustainability. To avoid overburdening the industry, we secured realistic targets and ensured less red tape and fair competition."

# Honda introduces new Prelude EV model

The 2026 Honda Prelude made its North American debut in September. The new sports coupe will advance the "joy of driving" for a new generation of buyers, as the first model to pair the Honda two-motor hybrid-electric powertrain with the high-performance chassis hardware of the iconic Civic Type R. Prelude will offer precise steering, responsive handling and fun-to-drive feel to deliver an engaging grand touring experience, while remaining comfortable for everyday driving. The 2026 Prelude is set to arrive at Honda dealerships nationwide in late fall.

The electrified Prelude combines two large and powerful electric motors with a highly efficient 2.0-liter Atkinson cycle direct injection gasoline engine to deliver a sporty driving experience and obtain exceptional fuel economy ratings. A combined system output of 200 horsepower and a robust 232 lb.-ft. of torque gives the new Prelude quick and responsive acceleration off the line and out of corners.

Designed in Japan, Prelude is distinct from every angle, highlighted by the sports coupe's aggressive proportions, a racy "double-bubble" roof and flared fenders that cover large, 19-inch, machine-finished, Berlina Black wheels wrapped in 235/40R19 tires.

The 6th-generation Prelude marks the debut of Honda S+ Shift, an innovative new drive mode that simulates a performance transmission experience. Honda

S+ Shift advances Linear Shift Control to deliver maximum levels of driver engagement. By precisely managing engine RPM and integrating paddle shifters, Honda S+ Shift delivers quick simulated gearshift responses through seamless coordination between the engine and high-power motor, including downshift blips, rev matching and gear holding. Honda has announced plans to feature S+ Shift on future hybrid electric vehicle (HEV) models.

In addition, the 2026 Prelude includes the first application of the enhanced Honda Agile Handling Assist, which improves handling and driver confidence through integrated control of the powertrain and braking system in accordance with the driver's steering operation.

The new Prelude offers 2+2 seating with a generous 32.0 inches of rear-seat legroom. Accessible through a lift-back hatch, the Prelude provides ample storage for weekend getaways. Standard 60/40 split rear seatbacks fold flat to greatly expand the available space, enough to accommodate larger items, including golf bags.

Hybrid electric models represent about one-third of Honda sales, thanks to the success of the CR-V hybrid, Accord hybrid and Civic hybrid, Honda plans to expand hybrid application to represent over 60 percent of total auto sales in the coming years. The first three products in the Honda lineup in the 1970s were Civic, Accord and Prelude.

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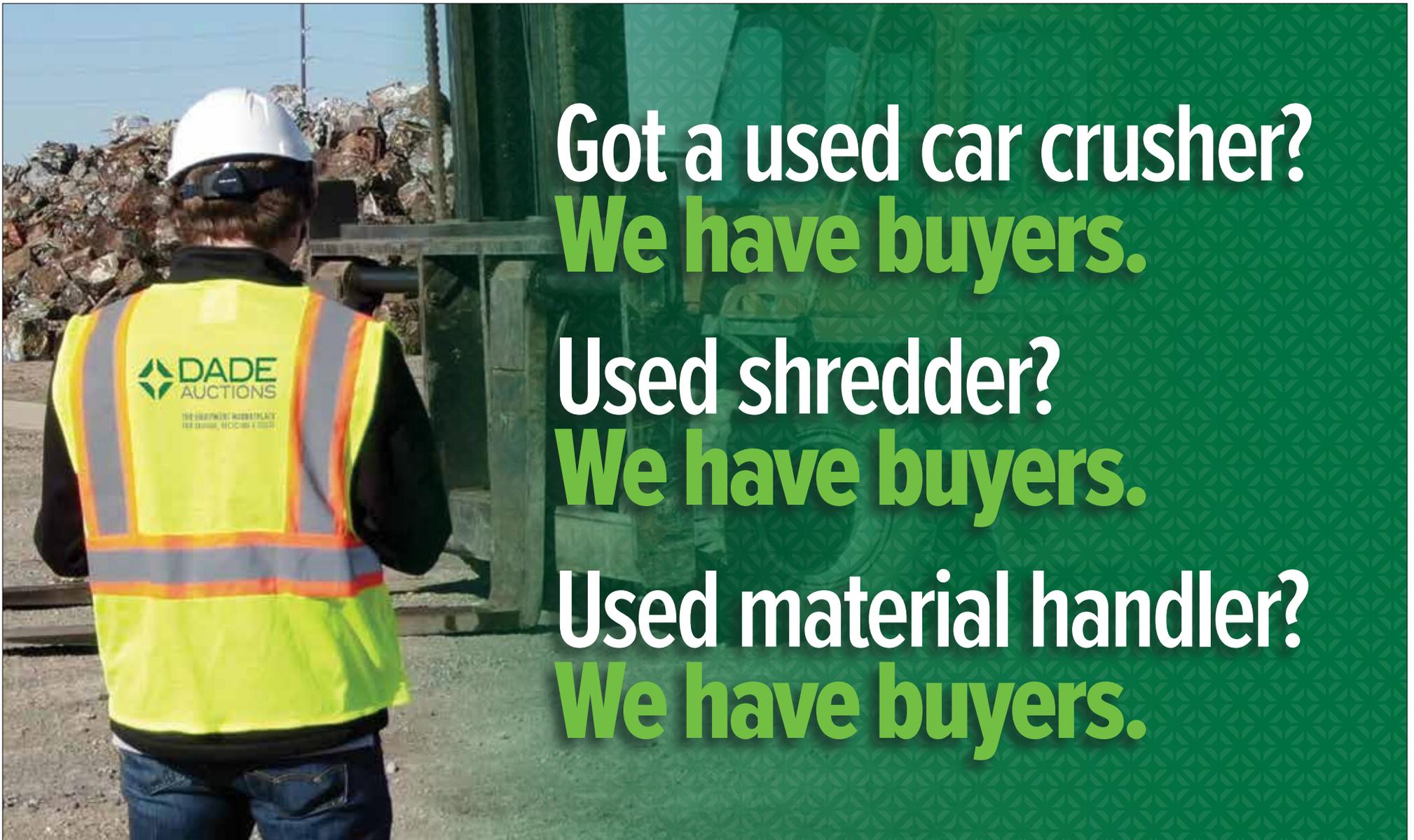
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