



# American Recycler

NewsVoice of Salvage, Waste and Recycling

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## FOCUS: AUTOMOTIVE

### Automotive recycling



#### WHAT'S INSIDE

- Business Briefs..... A14
- Classified Advertisements ..... A15
- Scrap Metals Market Watch .... A11
- Equipment Spotlight .....B4

- Redwood introduces new automated battery bin Page A2
- EPA settles with Apple for hazardous waste management Page A6
- Wieland acquires Techni-Cast Page A10
- Mill and Amazon launch food waste innovation at Whole Foods Markets Page A14

## Technology's impact on plastic recycling

by MAURA KELLER

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

Technology at the consumer level, such as sensor-enabled smart bins and mobile apps, is improving plastic recycling collection rates by enhancing consumer engagement. By providing data, consumers are not only being educated about their plastic waste tendencies, but the data also optimizes the entire waste and recycling management process.

Bob Render is the president and chief executive officer of Lakeside 360 Partners, a sustainability and recycling consulting firm that develops circular strategies and programs for companies to reduce their carbon impact. Render was the chair of the Plastics Industry Association Recycling Committee and is a former national board member. He is a member of the Society of Plastics Engineers and a Senior Sustainability Advisor for Ravinia Capital.

Render pointed out that we now live in an app-driven world, which is firmly embedded with consumers in their homes. The Ring camera has revolutionized home security along with Bluetooth-enabled locks for doors to better control access.

"There are apps to monitor and control appliances, HVAC and even making your morning coffee. Why would managing waste and plastic recycling not be impacted? We have seen chip-enabled curbside recycling and waste bins to monitor material volumes, which have provided opportunities to gamify recycling and waste diversion," Render said. "In the home, we have moved past the trash compactor to more specialized devices to enable recycling and collection of organics." For example, some advanced smart bins use AI and compute vision to identify the material a consumer holds in front of a camera, then lights up the correct compartment for disposal. This guidance can tell the consumer if a particular plastic item can be recycled and can eliminate contamination issues. These smart bins are helping consumers sort their plastic waste correctly, which can have significant impacts on the entire recycling process.

Consumers are also embracing technologies and products despite limits on space in their homes. As these technologies are more widely accepted, home designers will adopt them and incorporate them into the kitchen and multi-use spaces where they are easy and convenient to use.

"Think of the size of microwaves 20 years ago and the counter space they occupied. Today they are often under the counter or part of the cabinet designs and do not consume valuable space. In organics and plastics recycling, the same principle applies as I now have a pull-out drawer for trash and recyclables," Render said.



Mobile apps and interactive displays on smart bins offer intelligent interactions and information on proper recycling methods, as well as local guidelines for community recycling initiatives.

Of course, mobile apps and interactive displays on smart bins offer intelligent interactions and information on proper recycling methods, as well as local guidelines for their community recycling initiatives.

#### Enabling streamlined efforts

Render further pointed out that most people think recycling fails because individuals don't sort well enough. In reality, the biggest problem is that the material reaches recycling facilities in a form they simply can't handle.

"Lightweight plastics – bags, wrappers, film – arrive loose, contaminated and mixed with everything else. Consumer-level technology can fix that. If we prepare plastics better at home, the entire system downstream becomes more efficient," Render said.

Render said that although smart bins and apps are great, their real value isn't in counting trash – it's in changing the condition of the trash. Advanced collection bins use AI-enabled cameras and optical sensors to identify non-recyclable materials the moment they are disposed of. This real-time feedback educates consumers immediately, helping reduce contamination rates at the source.

"When plastic is dense, clean and consistent, recycling facilities can actually process it. When it's loose and contaminated, it becomes waste. The goal isn't more data. The goal is a better material stream," Render said. "Soft plastics are 80 to 90 percent air. We've spent decades hauling air around the country. It's expensive, inefficient and environmentally counterproductive.

Any consumer technology that reduces volume or prevents loose plastic from escaping makes an immediate system-wide improvement – fewer truckloads, fewer jams at sorting facilities and fewer plastics blowing into the environment."

Render added that a big reason people don't participate in recycling is that they

don't believe their effort makes a difference. Many assume their plastics end up in a landfill anyway. "Contamination is the silent killer of recycling," he said. "A little food residue, a wrong plastic type, too many lightweight pieces – and an entire batch becomes unusable. Technology at the consumer level should focus on reducing contamination before the material reaches the system. That single step can have more impact than any sorting machine."

Consumer-level technology that gives people real feedback – what was collected, where it goes, how it's used – can rebuild trust," Render said. "Once people see results, participation rises. Recycling is as much behavioral as it is technical."

People also don't realize how much recyclers rely on predictability. As Render explained, when materials arrive in consistent shapes and densities, planning on the part of the recycling industry becomes easier – from transportation to processing.

"Uniformity is just as valuable as volume. It reduces labor, reduces cost and raises the real recycling rate," Render said.

Lainika Johnson, founder and chief executive officer of TrashLogic, is transforming one of the world's oldest industries through data, workforce innovation, and sustainable design. With nearly two decades of experience – including her launch at Republic Services and a rise to senior leadership in California's waste sector – she's now scaling a disruptive model that has onboarded nearly 200 multifamily communities in under a year. Her approach connects community, technology and policy, bridging the gap between sustainability goals and actionable business results.

"New smart technology has allowed the recycling industry to track what is actually happening on the ground in real time. This is important because the industry

See PLASTIC RECYCLING, Page A4

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# Redwood introduces new automated battery bin

America has a huge, untapped stockpile of critical minerals – cobalt, nickel, lithium and copper – locked inside old electronics and forgotten rechargeable devices. Yet with only 16 percent of electronics recycled in the U.S., most of those minerals end up stranded in junk drawers or sent to landfills.

Redwood has spent years trying to solve this by making recycling safer and easier for everyone, partnering with businesses for nationwide drop-off sites, working with nonprofits like Rotary Club on community events and offering easy direct-ship options for anyone.

The Redwood Battery Bin – a first-of-its-kind, patented system that safely stores, packages and monitors hundreds of batteries or battery-containing devices with zero preparation required; no taping, bagging, sorting or disassembly. Inside, automated sensing, spatial packing and real-time condition monitoring quietly manage every item, making it the first public-facing collection technology built to handle mixed chemistries and devices at scale with fire-safe storage and continuous telemetry.

Battery recycling today still relies on fire-retardant cardboard boxes, often tucked away from public view. They accept limited chemistries, require manual sorting and preparation and are vulnerable to theft, mishandling and thermal events.

As an independent collector, Redwood recycles the rechargeable batteries we receive and sends anything else to appropriate recycling partners. The bin was built with that same mindset – modern, safe and easy to use, removing the friction that has kept battery collection rates low for years. And since rechargeable batteries carry both value and real fire risk, getting them out of junk drawers and into proper recycling channels matters more than ever.

How it works:

**Mixed-battery collection** – Consumers

can drop off batteries or devices (up to 300 Wh) as-is (no taping, bagging, pre-sorting or disassembly required). Inside, a micro-controller uses infrared, ultrasonic and positional sensing to evaluate each item, optimizing packing density and maintaining safe internal conditions.

**Automated sensing** – From the outside the bin looks simple, but inside it's a fully-automated sensing and materials-management platform that continuously verifies internal status and monitors deposited items without manual intervention.

**Real-time telemetry** – The bin communicates its condition in real time, giving operators full visibility into drum position, fill level, volume and system health, dramatically reducing site-level labor and touch points that challenge traditional recycling programs.

**End-to-end service** – Collected materials are then securely transported and processed at Redwood's facilities in Nevada & South Carolina, where Redwood recovers more than 95 percent of the critical materials in batteries.

Together, these features create a safer, more reliable and truly scalable collection system. By combining automated sensing, real-time telemetry, fire-suppression media and secure containment in a single unit, the bin reduces the labor, sorting and monitoring burdens that limit most public drop-off programs. It also addresses key risks – preventing theft and data exposure, minimizing thermal-event hazards and ensuring consistent compliance.

Designed for standard retail and municipal logistics, the bin ships easily, lowers handling costs and makes high-volume battery collection practical in busy public settings. And with a visible, user-friendly design, it enables communities to collect significantly more material while keeping people and facilities safer.

# EPA selects Kansas City to receive a \$5 million solid waste infrastructure grant

The U.S. Environmental Protection Agency (EPA) announced the City of Kansas City, Missouri will receive a \$5,000,000 Solid Waste Infrastructure for Recycling (SWIFR) grant to expand recycling infrastructure and waste management systems throughout the city. The agency is committed to fulfilling its core mission of protecting human health and the environment while simultaneously growing the economy.

"We are thrilled to support Kansas City, Missouri, in its efforts to enhance recycling infrastructure and waste management systems," said Jim Macy, EPA region 7 administrator. "This funding will not only improve local waste management practices, but also energize

the economy, aligning with our core mission to protect human health and the environment."

Kansas City will use these funds to purchase trucks and develop infrastructure to enhance its organic waste collection and diversion program, and improve the city's composting and food-rescue initiatives. The program's objectives include the expansion of its collection program and partnerships with local markets to divert food waste to food banks. As a result, Kansas City will see increased efficiency in waste management practices, which will help promote environmental stewardship within its community.

# Recycling Heroes 2026 Video Competition launched



The Global Recycling Foundation has launched its video competition for Recycling Heroes 2026.

This year the winners will be from two categories – 15 entries from initiatives with 2 years of impact and 5 start-ups.

The competition has been running successfully for seven years attracting outstanding and original entries from around the world.

Ranjit Baxi, the founding president of the Global Recycling Foundation, said: "Recycling is at last being recognized as a vital part of the battle against climate change and importantly, its value in preserving precious mineral resources, which are needed in our increasingly high-tech world demanding supplies for everything from wind turbines to smart phones and computers.

"We are in danger of squandering what is so valuable in our pursuit of modernization. If we are not careful those

who recognize the importance of recycling will soon be dominating economies and growth around the world by capturing precisely those precious resources we so casually throw away.

"Climate change is real. It affects human migration as land becomes barren and harvests fail. We can all play our part, however small, by cutting back on waste and extending the life of products through the circular economy."

Entrants are invited to submit a 90 to 120 second video demonstrating their recycling initiative, when it was launched, what is being delivered and what impact it is having on their local communities, villages, schools and businesses. Entries will be judged on creativity, originality and how they protect the ecosystem.

The 20 winning entries will each receive \$500 plus inclusion in a news release shared through global channels.

Additionally, the top three winners will get a chance to Instagram live with Ranjit Baxi, founding president, to demonstrate the difference they are making and help inspire others to adopt recycling, the Seventh Resource, in the drive towards a more effective circular economy.

Closing date for entries is March 7, 2025. Videos and contact details with project details should be emailed to: [info@globalrecyclingfoundation.com](mailto:info@globalrecyclingfoundation.com).

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# Plastic recycling

■ Continued from Page A1

is traditionally reactive. Using smart bin technology like Binsight360 and apps like Tattle allows us to better anticipate the behavior and needs of the communities we serve,” Johnson said. “This leads to less overflowing bins, missed pick-ups and enables better education.”

In Johnson’s experience, consumers are excited to have the opportunity to participate in positive change. She said the average person doesn’t feel that they have any say in how their waste is managed.

“If the property they live on has overflowing bins, contamination or illegal dumping, they just accept it. We have noticed that with Tattle specifically, people feel empowered and are embracing the app,” Johnson said.

That’s where sensors, cameras and weights come in. This information is sent to a dashboard to let recycling companies and other waste entities know how full bins are, when the last pick up was and how much plastic recycling, for example, is being produced.

“The industry can only benefit from more data. If used correctly, this will lead to more efficient routing and cost savings,” Johnson said. “Instead of relying on fines to affect behavior change, the focus will shift to clarity and feedback. When we can predict problems before



they happen, we are automatically in a better position to respond to and educate our customers. The goal is to make the right thing the easy thing. We are on our way.”

Render believes that the future of plastic recycling and consumer technology won’t come from building bigger facilities. It will come from smarter preparation where waste is generated – in homes, small businesses, and communities.

“When materials arrive pre-processed, local recyclers can handle them more efficiently and communities can keep more of their waste out of landfills,” Render said. “People want to do the right thing, but they’re overwhelmed. If technology makes recycling cleaner, easier and part of an everyday habit, participation will grow naturally. Sustainability works best when it doesn’t feel like extra work.”

# Glass producers partner to launch sustainable glass certification program

Some of the world’s largest glass developers, producers and packaging companies have come together for the launch of Responsible Glass – a global certification program set to bring new sustainability standards to glass production and sourcing.

Responsible Glass, the newly formed international multi-stakeholder not-for-profit standards and certification program for the responsible low-carbon production of glass, was launched with a commitment to help drive down carbon emissions, increase supply chain transparency and accelerate the shift toward more responsible practices across the entire glass industry.

Glass is essential to modern life – from buildings and solar panels to vehicles and packaging – but its production is energy-intensive and contributes 95 million tonnes of CO<sub>2</sub> emissions globally each year. However, unlike steel or timber, the glass sector has lacked a unified sustainability framework.

The initiative – which has been backed by some of the world’s largest glass and industrial companies, in addition to global mining organizations and global car brands such as Jaguar Land Rover and Volvo, and collectively employ over 150,000 people in the glass sector is being spearheaded by Francis Sullivan, former head of sustainability at HSBC and Alan Knight, former head of sustainability at Responsible Steel, which, in less than a decade, has grown into a network of more than 160 members

worldwide, including major steelmakers, NGOs and end-users.

## Responsible Glass will:

- Develop transparent, auditable standards for low-carbon glass production.
- Drive improvements in emissions reduction, circularity, worker safety and sourcing practices.
- Introduce a trusted certification mark for responsibly sourced and manufactured glass.

## Founding members and supporters include:

- ARUP - a global consultancy with extensive technical and advisory expertise. They guide, plan and design the future of the built environment.
- Belron - world leaders in vehicle glass repair, replacement and recalibration.
- Ciner Glass - a leading producer of glass containers. It supplies sustainable glass packaging to the food and beverage industry, with operations in Turkey, the UK and Belgium.
- Climate Group - an international non-profit driving climate action by forming networks of business and government to accelerate the transition to a net-zero carbon world.
- DSS+ - the global consulting firm specializing in operational transformation, safety and sustainability for high-hazard and complex industries.
- RMA (Initiative for Responsible Mining Assurance) - a multi-stakeholder coalition that sets global standards for responsible mining.

- NSG Group – one of the world’s largest manufacturers of glass and glazing products for architectural, automotive and established creative technology.
  - Stara Glass – design and build increasingly efficient and reliable furnaces, creating safe, quality and customized products and services and develop efficient, innovative and sustainable solutions.
  - WE Soda – the world’s largest natural soda ash provider – a key ingredient in glass production - operating major facilities in Turkey and the USA.
- Supporters:
- ARM (Alliance for Responsible Mining) – ARM develop standards and certification systems for responsible artisanal and small-scale mining (ASM).
  - Cary Group – a European market leader in vehicle glass repair and replacement.
  - JLR – a British multinational automobile manufacturer, which produces luxury vehicles and SUVs.
  - ERM CVS - a global leader in sustainability consulting. Established in 1996, ERM CVS provides independent assurance, verification, certification and training services to help organizations strengthen sustainability and business continuity operations. It operates across more than 40 countries, serving industries such as oil & gas, chemicals, mining, manufacturing and pharmaceuticals.

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877-777-0043 | Fax 419-931-0740

### Owner and Publisher

**ANDREW FOURNIER**  
news@AmericanRecycler.com

### Founder and Editor-in-Chief

**ESTHER G. FOURNIER**  
news@AmericanRecycler.com

### Print and Digital Production

**JAN MEYER**  
jan@AmericanRecycler.com

### Marketing Representatives

**MARY M. THORNTON**  
maryt@AmericanRecycler.com  
**JAN MEYER**  
jan@AmericanRecycler.com

### Circulation Manager

**DONNA L. MCMANUS**  
news@AmericanRecycler.com

### Writers and Contributors

**MAURA KELLER**  
mkeller@AmericanRecycler.com  
**MARY M. THORNTON**  
maryt@AmericanRecycler.com

### Production Offices

28300 Kensington Ln, Ste 500  
Perrysburg, OH 43551  
877-777-0043  
AmericanRecycler.com

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## Bulk Handling Systems opens new customer testing and evaluation center



BHS (Bulk Handling Systems), a leader in advanced recycling and waste processing systems, announced the opening of a new Nashville-based customer testing and evaluation center (CTEC) – offering material stream testing and evaluation in real time with BHS equipment and systems.

An industry-first facility, CTEC provides in-person and virtual testing of customer-provided waste streams.

“Our test loop has the ability to sort material through four of the world’s most advanced sorters,” said James Cole, managing director of BHS Technology & Automation. “The test center is seamlessly controlled by our TIP (Total Intelligence Platform); from speeds of conveyor belts, sorting recipes, to a patented Autonomous Container Line.”

The demo loop features familiar BHS

products. The system starts with two Max-AI® Flex robots, followed by the industry leading SpydIR®-HS optical sorter. Showcasing a fully automated QC, customers can choose either the Max-AI AQC-2 robotic QC utilizing the patented iEOT (intelligent End of Arm Tool), or Max-AIAIR direct eject QC machine. As a fully integrated system, with all products built by BHS, the TIP system can show material characterizations at every stage of the process, giving customers vital information about the value of the material being processed.

Operating within BHS’ Technology & Automation manufacturing facility (formerly National Recovery Technologies-NRT), the center allows BHS and its customers to test new technology features and provides important training for their customer’s service and support teams. The system offers customers access to BHS’ technologies to customize setups for their individual material stream needs. BHS also welcomes opportunities for public interest groups, media and Municipalities to tour the facility.

## Comstock Metals launches end-of-life solar recycling facility

Comstock Inc. and Comstock Metals LLC, have secured a California-based facility dedicated to serving their California customer base. This first satellite storage and prepping facility is strategically located in the heart of the Central Valley of California. The facility represents a critical hub for the responsible collection, preparation and aggregation of decommissioned photovoltaic (PV) panels for ultimate closed-loop recycling in its fully permitted recycling facility in Nevada.

As solar energy adoption continues to grow across the western United States, the need for compliant and environmentally responsible end-of-life solutions is critical. Comstock Metals’ California facility is designed to directly support solar developers, utilities, installers and asset owners by providing a centralized location for the safe handling, consolidation and logistics coordination of retired solar panels.

Comstock Metals’ California facility can now optimize network logistics and costs for the western U.S.:

- Enable direct support for solar asset owners, developers, EPCs and installers;
- Enhance their ability to rapidly and fully respond to customer needs;
- Facilitate decommissioning efforts by providing a “local” base from which to operate;

- Coordinate all handling, storage and logistics coordination compliantly.

By enabling reliable, efficient and compliant interstate transport and recycling, Comstock Metals helps reduce landfill disposal, conserve natural resources and support the long-term sustainability of the solar industry.

“Our goal is to help close the loop on solar energy by ensuring that panels at the end of their useful life are managed responsibly and the critical minerals and materials are repurposed for productive use,” said Dr. Fortunato Villamagna, president of Comstock Metals. “This facility allows us to directly support California’s clean energy leadership while ensuring materials are transported efficiently to our specialized recycling operations in Nevada.”

The new facility in California accepts end-of-life and decommissioned solar panels from commercial, utility-scale and other approved sources. Panels received at the site are prepared and optimized for transportation and shipped in accordance with all applicable state and federal regulations to Comstock Metals’ certified recycling facilities in Nevada, where critical materials such as aluminum, silver, copper, gallium and other metals can be repurposed.



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## ELECTRONICS

# Closed-loop rare earth magnet recycling initiative launched

Noveon Magnetics, Kangwon Energy Co., Ltd. and LG Electronics Co., Ltd. announced a strategic agreement to advance closed-loop recycling of rare earth permanent magnets, leveraging Noveon's proprietary Magnet-to-Magnet (M2M™) technology. As part of the program's initial phase, the companies will utilize Noveon's technology on end-of-life (EOL) magnets recovered from LG Electronics products to produce new, high-performance magnets for LG products.

"This initiative is a major step toward building a more secure and sustainable rare earth supply chain," said Scott Dunn, chief executive officer of Noveon Magnetics. "By partnering with Kangwon Energy to scale our proprietary M2M™ technology and collaborating with LG Electronics, including its eco-friendly rare earth permanent magnet recycling technology, on joint development and validation efforts, we aim to demonstrate the environmental and performance benefits of closed loop rare earth magnet recycling.

The program will expand with

additional production capacity at a new facility in South Korea that is currently under development through Noveon's joint venture with Kangwon Energy. Collaborating with LG Electronics on technology development and using their products for validation ensures real-world performance data, supporting future adoption across multiple industries.

By reclaiming rare earth elements already in circulation, the initiative reduces reliance on traditional mining and mitigates exposure to volatile supply chains – particularly those dominated by China, which currently controls over 90 percent of global magnet production. This closed-loop approach strengthens supply chain resilience, enhances material security and supports a circular economy model for next-generation technologies.

Magnets produced through the M2M™ process during the validation phase will be tested in LG Electronics applications, from household appliances to consumer electronics, confirming their strength, quality and sustainability.

# EPA settles with Apple for hazardous waste management



U.S. Environmental Protection Agency (EPA) disclosed a settlement with Apple Inc. over claims of violations of federal hazardous waste law at a facility located on Scott Boulevard, Santa Clara, California. As a result of EPA's action, the company addressed hazardous waste management and air emissions issues and has come into compliance with the Resource Conservation and Recovery Act (RCRA).

"Hazardous waste regulations serve as critical safeguards for facility workers, communities and the environment," said Amy Miller, EPA Pacific Southwest enforcement and compliance assurance division director. "EPA's actions will protect human health and the environment in the community of Santa Clara from the risk of hazardous waste."

The Apple Inc. facility generates hazardous waste regulated under RCRA. In August 2023 and January 2024, EPA conducted inspections of the facility after receiving a tip and complaint from

the public. During the inspections and reviews of facility records, EPA inspectors identified multiple violations of federal requirements for the management of hazardous waste.

These violations included failure to:

- Properly characterize hazardous waste.
- Identify land disposal restriction requirements and provide written notification of the restrictions.
- Maintain a permit to store hazardous waste for more than 90 days.
- Control air emissions from a solvent waste tank.
- Properly label and date hazardous waste containers.
- Follow hazardous waste container management standards.
- Perform and document daily inspections of hazardous waste tanks.

Due to EPA's action, the company updated the characterization and management of solvent waste, installed a device to control air emissions from the solvent tank and resolved the remaining identified violations. The company will also pay a penalty of \$261,283 to resolve EPA's claims.

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WIDTH	7'6"
HEIGHT	7'2"

#### OVERALL:

LENGTH	40'
WEIGHT	53,000 LBS.
HEIGHT	13'3"

#### HYDRAULICS:

PRESSURE	2,400 PSI
PORT RELIEFS	2,700 PSI
CYCLE TIME	45 SECONDS
CYLINDERS	8" BORE
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WIDTH	7'8"
HEIGHT	9'1"

#### OVERALL:

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
TRAVEL	72"
SHAFT	4" ROD



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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 140.1 million tonnes (Mt) in November 2025, a 4.6 percent decrease compared to the previous year.

### Crude steel production by region

Africa produced 2.0 Mt in November 2025, up 7.4 percent on November 2024. Asia and Oceania produced 99.9 Mt, down 7.1 percent. The EU (27) produced 10.2 Mt, down 3.5 percent. Europe, Other produced 3.7 Mt, up 9.8 percent. The Middle East produced 5.5 Mt, up 8.2 percent. North America produced 9.0 Mt, up 5.4 percent. Russia & other CIS + Ukraine produced

6.3 Mt, down 3.9 percent. South America produced 3.5 Mt, up 2.4 percent.

### Top 10 steel-producing countries

China produced 69.9 Mt in November 2025, down 10.9 percent on November 2024. India produced 13.7 Mt, up 10.8 percent. The United States produced 6.8 Mt, up 8.5 percent. Japan produced 6.8 Mt, down 1.6 percent. Russia is estimated to have produced 5.2 Mt, down 6.6 percent. South Korea produced 5.0 Mt, down 4.8 percent. Turkey produced 3.3 Mt, up 10.0 percent. Germany produced 2.8 Mt, down 2.6 percent. Brazil produced 2.8 Mt, up 0.7 percent. Iran produced 3.4 Mt, up 9.2 percent.

### Top steel-producing countries

	Nov 2025 (Mt)	% change Nov 25/24	Jan-Nov 2025 (Mt)	% change Jan-Nov 25/24
China	69.9	-10.9	891.7	-4.0
India	13.7	10.8	150.1	10.3
United States	6.8	8.5	75.1	3.2
Japan	6.8	-1.6	74.1	-3.9
Russia	5.2 e	-6.6	61.8	-5.0
South Korea	5.0	-4.8	56.1	-3.7
Turkey	3.3	10.0	34.6	2.0
Germany	2.8	-2.6	31.3	-9.3
Brazil	2.8	0.7	30.8	-1.5
Iran	3.4	9.2	28.8	0.1

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

## Finished steel import market share YTD at 19 percent

Based on final Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 1,560,000 net tons (NT) of steel in September 2025, including 1,184,000 net tons (NT) of finished steel (down 16.7 percent and 15.9 percent, respectively, vs. August 2025). Total and finished steel imports are down 8.9 percent and 12.5 percent, respectively, year-to-date vs. 2024. Over the 12-month period October 2024 to September 2025, total and finished steel imports are down 5.9 percent and 8.4 percent, respectively, vs. the prior 12-month period. Finished steel import market share was an estimated 14 percent in September and is estimated at 19 percent over the first nine months of 2025.

A key steel product with a significant import increase in September compared to August was line pipe (up 27 percent).

Products with a significant increase in imports over the 12 month period October 2024 to September 2025 compared to the previous 12-month period include tin plate (up 45 percent), line pipe (up 14 percent) and wire rods (up 13 percent).

In September, the largest suppliers were Canada (310,000 NT, up 2 percent vs. August), South Korea (244,000 NT, up 38 percent), Brazil (175,000 NT, down 35 percent), Mexico (147,000 NT, down 25 percent) and Germany (98,000 NT, up 30 percent). Over the 12-month period October 2024 to September 2025, the largest suppliers were Canada (5,262,000 NT, down 21 percent vs, compared to the previous 12-months), Brazil (4,111,000 NT, down 9 percent), Mexico (3,336,000 NT, down 2 percent), South Korea (2,752,000 NT, down 3 percent) and Germany (1,220,000 NT, up 17 percent).

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

COUNTRY	SEPT. 2025 PRELIM	AUG. 2025 FINAL	% VAR. SEPT. VS. AUG.	YTD 2025 (9 MON.)	YTD 2024 (9 MON.)	% VAR. 2025 VS. 2024	OCT. 2024 TO SEPT. 2025	OCT. 2023 TO AUG. 2024	% VAR.
Canada	310	304	2.2%	3,722	5,017	-25.8%	5,262	6,646	-20.8%
Brazil	175	269	-34.9%	3,327	3,714	-10.4%	4,111	4,533	-9.3%
Mexico	147	195	-24.8%	2,368	2,549	-7.1%	3,336	3,395	-1.7%
South Korea	244	176	38.4%	2,202	2,260	-2.6%	2,752	2,836	-3.0%
Germany	98	75	29.8%	910	764	19.1%	1,220	1,045	16.7%
Japan	86	128	-32.6%	816	889	-8.2%	1,107	1,188	-6.8%
Taiwan	40	95	-57.8%	879	786	11.9%	1,105	890	24.1%
Vietnam	64	94	-31.6%	677	1,033	-34.5%	1,007	1,165	-13.6%
Netherlands	29	55	-48.3%	419	421	-0.4%	612	568	7.7%
Romania	6	44	-85.7%	361	350	3.3%	490	453	8.1%
India	36	43	-15.1%	414	179	131.2%	488	240	103.8%
China	26	27	-3.2%	332	378	-12.1%	462	489	-5.7%
United Arab Emir.	24	49	-51.5%	305	277	10.0%	432	359	20.3%
Turkey	18	27	-32.7%	362	387	-6.4%	406	451	-10.1%
Egypt	2	34	-93.4%	333	269	23.8%	341	320	6.3%
All Other	254	257	-0.8%	2,869	2,999	-4.3%	3,766	4,013	-6.2%
Total	1,560	1,872	-16.7%	20,297	22,272	-8.9%	26,895	28,593	-5.9%
memo EU-27	237	306	-22.5%	3,155	3,123	1.0%	4,319	4,143	4.3%

## Wieland acquires Techni-Cast

Wieland has acquired Techni-Cast LLC, a centrifugal-casting foundry based in South Gate, California. Founded in 1954 and family owned for three generations, Techni-Cast is recognized for its operational excellence, deep technical expertise and strong reputation for quality in demanding markets. The company operates two production sites, employs around 100 people, and holds ISO 9001, ISO 14001 and AS9100 certifications, essential for aerospace suppliers.

Techni-Cast's capabilities go beyond casting. In addition to melting and centrifugal casting, the company provides comprehensive finishing steps such as heat treatment and precision machining. Its equipment includes several CNC machines for tight-tolerance machining, as well as conventional lathes for deburring cast parts. This enables Techni-Cast to deliver fully processed components ready for critical applications. The company works with a broad range of alloys, including brass, bronze, stainless steel and nickel based materials. With casting diameters up to 52 inches and weights up to 4,000 pounds, Techni-Cast serves sectors such as aerospace, oil &

gas, marine defense and heavy industrial applications.

The integration of Techni-Cast enhances Wieland's U.S. manufacturing footprint and complements its existing portfolio of extruded and cast products. This acquisition reinforces Wieland's commitment to delivering high-quality, sustainable solutions and meeting customers' evolving requirements.

"This acquisition strengthens our centrifugal casting capabilities and welcomes a highly skilled team that shares our dedication to quality and customer service. Together with Techni-Cast, we will accelerate growth in North America and ensure critical components remain produced domestically, securing supply chains for key U.S. industries," said Dr. Erwin Mayr, chief executive officer of the Wieland Group.

The transaction closed on December 31, 2025, marking another milestone in Wieland's strategy to expand its North American presence, advance its leadership in semi-finished products and strengthen domestic manufacturing for critical applications.

## Steel shipments down 8.0 percent from prior month



**American Iron and Steel Institute**

The American Iron and Steel Institute (AISI) reported that for the month of November 2025, U.S. steel mills shipped 7,073,659 net tons, a 4.6 percent increase from the 6,762,637 net tons shipped in November 2024. Shipments were down 8.0 percent from the 7,692,319 net tons shipped in the previous month,

October 2025. Shipments year-to-date in 2025 are 83,498,728 net tons, up 5.0 percent vs. 2024 shipments of 79,493,824 net tons for 11 months.

A comparison of shipments year-to-date in 2025 to the first 11 months of 2024 shows the following changes: corrosion-resistant sheet and strip, up 4 percent; hot-rolled sheet and strip, up 1 percent; and cold-rolled sheet and strip, down 3 percent.

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# METALS

## AR Scrap Metals MarketWatch



Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
<b>FERROUS</b>						
#1 Bushelings	per gross ton	\$420.00	\$410.00	\$415.00	\$414.00	\$415.00
#1 Bundles	per gross ton	405.00	395.00	401.00	400.00	400.00
Structural	per gross ton	349.00	336.00	345.00	357.00	359.00
#1 & #2 Mixed Steel	per gross ton	289.00	287.00	289.00	298.00	295.00
Crushed Auto Bodies	per gross ton	209.00	218.00	210.00	210.00	215.00
Shredded Auto Scrap	per gross ton	380.00	375.00	389.00	395.00	400.00
<b>NON FERROUS</b>						
#1 Copper Bare Bright	per pound	5.85	5.15	5.15	5.10	5.45
#2 Copper Wire & Tubing	per pound	5.65	4.95	4.95	4.95	5.25
Aluminum Cans	per pound	.89	.87	.89	.91	.90
Al/Cu Radiators	per pound	2.71	2.69	2.68	2.69	2.71
Aluminum Radiators	per pound	.58	.58	.57	.50	.49
Heater Cores	per pound	1.39	1.37	1.28	1.29	1.25
Stainless Steel	per pound	.62	.61	.59	.61	.62

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

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## CMC reports first quarter of fiscal 2026 results

Commercial Metals Company announced financial results for its fiscal first quarter ended November 30, 2025.

Peter Matt, president and chief executive officer, commented, "The first quarter marked an exceptional start to 2026 for CMC as we built on the strategic groundwork laid during fiscal 2025 and continued to advance our goal of meaningfully and sustainably enhancing our financial profile and earnings power. Financial results were bolstered by strong operational and commercial execution across our footprint, which allowed CMC to capitalize on constructive market conditions. We also maintained strong momentum in our TAG program, launching key new initiatives aimed at expanding margins and realizing full value for the industry-leading service we provide. This gives us confidence in our ability to reach or exceed our goal of exiting fiscal 2026 at an annualized run-rate EBITDA benefit of \$150 million. We completed acquisitions of two large precast businesses, establishing a highly profitable and scalable new growth platform that positions CMC to create even more value for existing and new customers."

First quarter net earnings were \$177.3 million, or \$1.58 per diluted share, on net sales of \$2.1 billion, compared to a prior year period net loss of (\$175.7) million, or (\$1.54) per diluted share, on net sales of \$1.9 billion.

During the first quarter of fiscal 2026, the company recorded net after-tax

charges of \$28.9 million, related primarily to expenses associated with the acquisitions of Concrete Pipe and Precast, LLC and Foley Products Company, LLC, as well as an unrealized loss on undesignated commodity hedges. The charges also include interest expense on the judgment amount associated with previously disclosed litigation. The net loss recorded for the prior year period included a net after-tax charge of \$265.0 million to reflect a verdict reached in the litigation referenced above. Excluding these charges, first quarter adjusted earnings were \$206.2 million, or \$1.84 per diluted share, compared to adjusted earnings of \$86.9 million, or \$0.76 per diluted share, in the prior year period.

As of November 30, 2025, cash, cash equivalents and restricted cash totaled \$3.0 billion and available liquidity was nearly \$1.9 billion. As of November 30, 2025, \$166.1 million remained available under the current share repurchase authorization. The cash balance at November 30, 2025 included \$2.0 billion in proceeds from an offering of senior notes in November, most of which was earmarked to fund the Company's purchase of Foley. In December, we closed both the CP&P and Foley acquisitions, making payments of approximately \$2.5 billion.

On January 5, 2026, the board of directors declared a quarterly dividend of \$0.18 per share of CMC common stock payable to stockholders of record on January 19, 2026.

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## PLASTICS

# Aduro Clean collaborates with ECOCE to advance flexible plastic recycling in Mexico

Aduro Clean Technologies Inc., a clean technology company using the power of chemistry to transform lower value feedstocks, like waste plastics, heavy bitumen and renewable oils, into resources for the 21st century, and ECOCE, A.C., a non-profit environmental civil association based in Mexico, announced that they have entered into a multi-year framework collaboration agreement to jointly evaluate Hydrochemolytic™ Technology (HCT) as a potential chemical recycling solution for flexible and mixed plastic packaging in Mexico, a large and particularly challenging waste stream that ECOCE has identified as a priority.

ECOCE is a non-profit environmental civil association created and sponsored by the food and beverage industry in Mexico. It administers Mexico's national private collective packaging management plan for post-consumer PET, HDPE, aluminum, and other materials on behalf of its member companies. This industry led plan functions as a producer responsibility scheme through which participating companies jointly organize and finance the collection and recycling of their post-consumer packaging. Through nationwide collection, education, and take-back initiatives, ECOCE coordinates the recovery of post-consumer packaging and channels it into recycling systems across Mexico, a country of approximately 132 million people. Its membership includes many of Mexico's leading beverage and food groups, including global consumer brands. Recognized as a pioneer in PET recovery and recycling in the country, ECOCE is now placing greater emphasis on the circularity of flexible plastic packaging by creating valuable circular destinations for these materials in support of the circularity commitments of its member companies.

Under this collaboration, ECOCE and Aduro are focused on evaluating the application of HCT on real post-consumer flexible plastic packaging from Mexico, including multi-layer and mixed structures, sourced through ECOCE's post-consumer packaging collection and management systems. The collaboration

contemplates that ECOCE would identify, characterize and supply representative material, while Aduro would conduct a structured, multi-stage program of Hydrochemolytic testing at its development facilities, from laboratory through pilot scale, to help assess processability, yields, product quality, and potential applications for the resulting liquid products.

The collaboration is intended to address one of the most challenging fractions in Mexico's waste stream: post-consumer flexible plastic packaging. Mexico generates close to 60 kilograms of plastic waste per person every year, adding up to an estimated six to seven million tonnes of plastic waste annually. Within this total, flexible plastic packaging is a large and fast-growing category, with recent estimates indicating that around 1.5 million tonnes of this material are generated annually in Mexico, approximately 1.6 times the volume of PET beverage containers. Because these materials often combine multiple polymers, layers, inks, and adhesives in thin formats, they rarely fit into existing collection and mechanical recycling systems, and a high proportion is still destined for incineration, landfill, or leakage into the environment.

Hydrochemolytic™ Technology (HCT) is a patent-backed chemistry platform developed by Aduro that operates at moderate temperatures with catalysts to break down large hydrocarbon molecules into smaller, more valuable liquid products. In plastics applications, HCT is designed to convert mixed and contaminated waste streams, including multilayer and flexible plastic packaging that is difficult to manage mechanically, into liquid hydrocarbons suitable for further upgrading and use as petrochemical feedstocks, including in steam crackers. Recent independent pilot-scale steam-cracking trials have shown that a sample of Hydrochemolytic™ Oil produced from plastics using HCT can be processed as produced, with little or no costly post-treatment, while delivering stable furnace operation and olefin yields comparable to conventional fossil feedstocks, providing key building blocks for the production of new plastics.

## ACC releases resin production and sales statistics

U.S. production of major plastic resins totaled 8.5 billion pounds during November 2025, an increase of 2.5 percent compared to the prior month, and a decrease of 5.0 percent compared to the same month in 2024, according to statistics released by the American Chemistry Council (ACC). Year-to-date production was 93.6 billion pounds, a 0.3 percent increase as compared to the same period in 2024.

Sales and captive (internal) use of major plastic resins totaled 8.3 billion pounds during November 2025, a 7.4 percent decrease compared to the prior month, and a decrease of 1.7 percent from the same month one year earlier. Year-to-date sales and captive use were 94.3 billion pounds, a 2.2 percent increase as compared to the same period in 2024.

## WASTE

# New Colorado air standard addresses methane emissions from solid waste landfills

The Colorado Air Quality Control Commission has adopted a new standard to reduce methane, a greenhouse gas that contributes to climate change, and other harmful pollutants from municipal solid waste landfills. The measures align the state with leading practices already adopted in other parts of the country and moves the Centennial State one step closer to its goal of 100 percent net-zero greenhouse gas emissions by 2050.

"Colorado prides itself on sustainable regulations, and this progress reflects the extensive collaboration and commitment of our partners in advancing state climate goals," said Michael Ogletree, senior director of the state's air quality programs. "This new standard will significantly reduce methane emissions using proven technologies and climate-smart practices. Strong actions like this help address climate change while protecting our environment, public health, and state economy."

In addition to methane, the standard will lower emissions of harmful pollutants, such as benzene and hydrogen sulfide, which are often released from landfills.

The commission approved the creation of Colorado Air Quality Control Commission Regulation 31, which creates new emission control and monitoring measures for municipal solid waste landfills. These types of landfills contain household and commercial waste and primarily emit methane as organic matter breaks down.

"Carbon dioxide equivalent" is a common metric used for evaluating potential climate change impacts from various greenhouse gases. The CDPHE Air Pollution Control Division estimates the standard will reduce as much as 12.53 million metric tons of carbon dioxide equivalent by 2050 – the same as the carbon dioxide emissions from burning

nearly 1.41 billion gallons of gasoline.

**Up to 32 landfills will be subject to stricter methane controls**

The new regulation applies to up to 32 of the state's 82 municipal solid waste landfills, including both open and closed sites, based on the amount of waste they hold and their methane emissions. Currently, 11 of the state's largest municipal solid waste landfills are already subject to similar federal emission control measures, which have resulted in lower greenhouse gas emissions in the past five years. This success provides a strong foundation for expanding these efforts across Colorado.

**Key components of Colorado Air Quality Regulation Number 31 include:**

- A stricter emissions control threshold than federal standards, requiring more landfills to install gas collection and control systems.
- Requirements for closed landfills with emission combustion devices, like flares, to install biofilters when the combustion devices are removed, ensuring further control of methane emissions.
- Additional methane monitoring, allowing tools like satellite imaging and plane sensors to identify large emission sources at landfills, and the use of approved alternative monitoring technologies by landfill operators for periodic methane monitoring.
- A phased ban on open flares, replacing them with enclosed flares to enable performance testing and ensure methane emissions reductions.

These requirements build on an October 2024 rulemaking that expanded greenhouse gas reporting for state landfills. Data obtained through that rule will help Colorado track methane reductions over time as the new Colorado Air Quality Regulation Number 31 is implemented.

## Casella Waste completes chief executive officer transition

Casella Waste Systems, Inc., a regional solid waste, recycling and resource management services company, announced the successful completion of its chief executive officer succession plan. Edmond R. "Ned" Coletta has officially assumed the role of chief executive officer and joined the company's board of directors, effective January 1, 2026. This milestone marks a historic moment for Casella, as Coletta becomes only the second chief executive officer in the company's 50 year history.

"I'm honored to lead Casella into its next chapter," said Coletta. "Our focus is clear: execute against our long-term strategy and strengthen our foundation for future growth, with a focus on investing in our people and fostering a culture of safety, innovation and accountability. These fundamentals will drive continued growth

and deliver lasting value for our customers, shareholders, and communities."

Coletta brings over two decades of experience with Casella, joining the company in 2004. He has served in pivotal roles, including chief financial officer and president, where he drove financial discipline, operational excellence, and strategic expansion. A champion of sustainability, Coletta advanced Casella's balanced approach to economic and environmental stewardship, positioning the company as an industry leader in resource recovery while delivering consistent cash flow growth and enabling investments in cutting-edge recycling technology and infrastructure.

Former chief executive officer John W. Casella, who guided the company for five decades, will continue to serve as executive chairman of the board.



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## WASTE

## NH Recycles launches Solid Waste Safety Program

NH Recycles has launched its Solid Waste Safety Program, a new statewide initiative designed to improve transfer station safety, reduce solid waste, and protect water quality in rural New Hampshire communities. The program is supported by a United States Department of Agriculture (USDA) Rural Development, Rural Utilities Service (RUS) Solid Waste Management Grant.

NH Recycles is a multistate nonprofit organization that has supported community-based recycling programs for more than 40 years and works with approximately 90 percent of New Hampshire municipalities. In recent years, rural transfer stations have faced growing safety challenges, including improperly disposed rechargeable batteries and hazardous contaminants in scrap metal – materials that can threaten worker safety and contaminate local water supplies when not properly managed.

The Solid Waste Safety program will provide free technical assistance and training to 100 New Hampshire

communities with populations under 5,500 and median household incomes below the state's non-metropolitan average. Support will focus on improving transfer station safety, reducing hazardous materials in the waste stream and promoting environmentally sound and fiscally sustainable practices.

Program activities include in-person transfer station site visits, group safety trainings and summits, safety-focused recycling facility tours and the development of print and online safety resources such as toolkits and newsletters. A safety demonstration project at a community transfer station will test and share practical approaches to improving safety and reducing contamination. Participating communities will also receive stipends and free safety supplies.

The Solid Waste Safety program runs through September 30, 2026 and supports USDA Rural Development's mission to help rural communities improve solid waste management and reduce pollution of drinking water and surface waters.

## Mill and Amazon launch food waste innovation at Whole Foods Markets

Amazon and Mill Industries Inc. are teaming up to bring an industry-first innovation to Whole Foods Market stores that will reduce in-store food waste. The grocer will be the first to deploy Mill Commercial, Mill's new, automated, high-capacity, food recycling infrastructure. Starting in 2027, fruit and vegetable scraps generated in back-of-house operations will be processed by Mill's innovative technology and turned into chicken feed ingredient intended for Whole Foods Market's private-label egg suppliers. In addition, Mill received an investment from Amazon's Climate Pledge Fund to enable the deployment of this technology.

This initiative marks the grocery industry's first on-site food waste conversion technology, enabling food waste to be converted into chicken feed in store before sending to suppliers for closed loop opportunities. It sets an ambitious standard for the grocery industry by transforming food scraps once considered "waste" into a new, valuable feedstock. The collaboration creates value at every stage in Whole Foods Market's operations – from suppliers to customers.

Mill Commercial will precisely and automatically measure and characterize the fruit and vegetable scraps, helping to enable smarter inventory decisions and optimized ordering patterns. Its advanced dehydration process can also reduce waste volumes by up to 80 percent, simplifying Whole Foods Market's operational handling requirements, significantly lowering transportation costs, and enhancing food safety. The resulting



high-quality, cost-effective feed ingredient aims to provide stability to Whole Foods Market suppliers and reduce price volatility for customers.

Building on the success of its residential food recycler, Mill will bring its technology to the commercial sector. Like the residential product, Mill's larger scale device grinds and dehydrates food scraps, transforming them into dry, odorless and shelf-stable Food Grounds. The output can be used for a number of different applications. Mill's commercial system also enables significant reductions in hauling and infrastructure costs over time and is expected to cut carbon emissions associated with food waste management.

Whole Foods Market sets a high bar for more responsible and sustainable grocery shopping as part of its purpose to nourish people and the planet. This collaboration is also an important step toward Whole Foods Market's goal of cutting food waste in half by 2030.

## BUSINESS BRIEFS

## Zenviro Tech acquires Hammermills International

Zenviro Tech, a leader in fit-to-purpose environmental technology solutions, has acquired Hammermills International LLC, adding six decades of experience and expertise in the metals recycling industry to its portfolio.

This strategic acquisition emphasizes Zenviro Tech's ongoing commitment to being a trusted partner and systems integrator to ensure delivery of well-engineered and safe equipment for their customers. Zenviro Tech has established treatment solutions for exhaust air, water and waste. The addition of Hammermills expands this further by providing a reliable single source of technologies and expertise to the metals recycling industry.

Marlin Bills will continue as an ambassador over the next several months in support of this acquisition.

## eFACTOR3 appoints Gerald Kincer as vice president of sales

eFACTOR3, a national provider of advanced recycling and environmental equipment solutions, has appointed Gerald Kincer as vice president of sales. The addition reflects the company's continued growth and focus on strengthening its sales organization and go-to-market strategy.

Kincer brings extensive experience in the shredding and recycling industry, with a proven track record of building and leading high-performance sales teams. His background includes advanced recycling technologies, sales strategy development, CRM and process implementation and coaching and mentorship of sales organizations.

In his new role, Kincer will focus on refining eFACTOR3's sales structure, supporting the company's growing team, and driving sustainable growth across its core markets.

## Schupan promotes Kronsbein to president of Schupan Recycling

Schupan has promoted Nick Kronsbein to president of Schupan Recycling, the company's beverage container recycling business unit.

Kronsbein is a veteran of the industry with deep expertise in Michigan and Iowa's bottle deposit systems. He has served as vice president of Schupan Recycling since 2021, overseeing business development and critical plant infrastructure projects. Before joining the Schupan executive team, he served as vice president and general manager of UBCR, LLC, a joint logistics venture between TOMRA North America and Schupan, starting in 2012. His long-standing relationships with over 600 retailers, wholesalers and distributors have been essential to the company's success in managing efficient container deposit laws.

## Meridian Waste acquires Tate Services

Meridian Waste Alabama, LLC, a non-hazardous, integrated solid waste services company, announced the asset acquisition of Tate Services, Inc. effective September 1, 2025.

The acquisition expands Meridian Waste's roll-off collection operations in the greater Huntsville market and adds two new service lines – portable toilets and temporary storage containers – to the company's North Alabama portfolio. Meridian Waste will also assume Tate Services' hauling facility at 378 Nick Fitchard Road NW in Huntsville, where all 51 Tate Services employees will continue operating the company's three lines of business.

The Tate Services acquisition will increase route density and internalization into Meridian Waste's Noble Hill Landfill in Etowah County, while also broadening service offerings. Tate Services customers will now have access to front-load services already provided by Meridian Waste in the region, and existing Meridian Waste customers will benefit from the convenience of consolidated services through a single vendor partner.

Customers will experience no service disruptions, and existing contact information remains valid.

## American Recycler News names new owner and chairman

American Recycler News, Inc., a leading industry publication serving the recycling and scrap markets, announced a transition in ownership and leadership. Andrew R. Fournier has acquired American Recycler News and will serve as its new owner and chairman.

As part of the transition, founder and previous owner Esther G. Fournier will remain actively involved with the publication, continuing in her role as founder and editor in chief. Her ongoing leadership ensures continuity in editorial vision, industry relationships and the publication's longstanding commitment to quality journalism.

"American Recycler News has been built on trust, credibility and deep industry knowledge," said Andrew R. Fournier. "I am honored to carry that legacy forward while investing in the publication's future growth and innovation. Esther's continued involvement is invaluable, and I'm grateful she will remain at the editorial helm."

Founded by Esther G. Fournier, 28 years ago, American Recycler News has established itself as a respected voice within the recycling and scrap industries, providing timely news, market insights and in-depth coverage for professionals nationwide.

The change in ownership will not affect current operations, editorial standards or the publication's mission. Readers, advertisers and industry partners can expect the same trusted coverage, with expanded opportunities for growth and modernization under the new leadership structure.

## BUSINESS BRIEFS

### Samuel Schär appointed chief executive officer of Bühler Group

Samuel Schär assumed his position as chief executive officer of Bühler, effective January 1. He succeeds Stefan Scheiber, who is being proposed as the new chairman of the board of directors at the upcoming annual general meeting in February 2026.

The appointment of Samuel Schär stands for continuity and stability for Bühler's employees, customers and partners. Schär joined Bühler 20 years ago to establish the Nanotechnology business unit. He then led the grinding & dispersing business area for several years, before joining the group executive board in 2013 and successfully leading the advanced materials segment for 10 years. He later took over responsibility for the global services & sales organization.

Scheiber will be nominated for election as the new chairman of the board of directors of Bühler Group at the company's next annual general meeting noted above already. With a 35 year career at Bühler, Scheiber has been a member of group management for 20 years in various areas of responsibility and has held the position of chief executive officer for 10 years.

Calvin Grieder, current chairman of the board of directors, will step down at the annual general meeting after 25 successful and formative years as chief executive officer, member of the board of directors, and chairman of the board of directors.

### New trade and environment officer joins the BIR

The Bureau of International Recycling (BIR) announced the hiring of a new staff member, Olatz Finez, who joined the BIR advocacy team.

Olatz has over six years of professional experience working in close contact with the European institutions, with a special focus on policy analysis, legal research and strategic advocacy.

Through her work at the Delegation of the Basque Country to the EU, Finez obtained thorough knowledge of sustainability policies including the Sustainable Development Goals (SDGs) and the EU Green Deal. She gained critical skills in advancing the delegation's goals and in drafting comprehensive research reports regarding policy updates. Her understanding of sound and effective environmental policy and public governance was deepened through her work as the European Ombudsman.

She further complemented her expertise in environmental and climate affairs by working as a policy officer for the European Environmental Bureau, where she followed developments in industrial pollution prevention and the EU Chemical Strategy for sustainability and policies surrounding critical raw materials.

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## Auto Recycling

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## Vehicle plastics create new challenges for auto recyclers

by MAURA KELLER

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

Recycling of plastics within vehicles is facing a critical turning point within the automotive recycling industry. While innovations in lightweight plastics [especially within the electric vehicle (EV) marketplace] have increased the use of plastics in vehicles, the industry is challenged by complex plastic materials that are proving difficult to process.

Historically speaking, today's automobiles contain vastly more plastic than their predecessors – with today's vehicles consisting of up to 50 percent plastic by volume, compared to around 10 percent in the 1960s. This evolution makes sense. Plastics offered weight reduction for fuel efficiency, design flexibility, and cost savings, but it's created a significant recycling challenge. Likewise, in the EU, the automotive sector is the third largest consumer of plastic for new manufactured products, yet only about three percent of the plastic in new vehicles is made of recycled plastic.

According to Cameron Knapp, machining expert and enterprise account executive at IPC Foundry Group, which serves the automotive industry, the problem isn't just the quantity – it's the complexity. A single vehicle now contains dozens of different polymer types, from polypropylene bumpers to ABS dashboards to polycarbonate headlight lenses, often mixed with additives, pigments, flame retardants and reinforcing fibers. What's more, unlike valuable metals found in vehicles, automotive plastics often have low scrap value, making collection and processing uneconomical for auto recyclers. While metals have clear economic value and established recycling streams, automotive plastics are often shredded into mixed waste or landfilled, representing both an environmental loss and a missed opportunity to recapture valuable materials. And many auto recycling facilities simply aren't equipped to handle the volume and variety of automotive plastics, especially when they are mixed with other materials.

As Knapp explained, auto recyclers also struggle because these plastics

are rarely labeled, difficult to separate economically and the mixed-material components (plastic bonded to metal or foam) are nearly impossible to process with current infrastructure.

"The use of plastic in vehicles has extended far beyond interior panels and clips," Knapp said. "They're now sturdier and often affixed permanently to metal, reducing weight and noise. That's where recycling gets tricky."

Specifically, from simple, single-resin parts, automotive plastics have moved to engineered composites intended for strength, sound dampening and longevity. As Knapp said, long-fiber reinforced plastics, glass-filled nylons and multi-layer polymers "they're everywhere these days". These materials work well in-service, but not so well at the end of the lifecycle. When melted together, they cannot be economically separated back into usable base resin.

According to Knapp, auto recyclers are no longer just separating plastics; they are dismantling bonded assemblies that were never designed to be taken apart, creating new challenges for the industry. Auto recyclers are dealing with plastics that were not designed to be deconstructed. Today, structural plastics are bonded, welded or over molded directly to metal, so disassembly becomes a destructive job instead of a separative one. When plastics are combined with fibers, foams, coatings or metal inserts, recycling equipment can become contaminated or damaged. In these cases, the material starts to lose value quickly, making recycling more of a waste.

"As a result, because waste-plastic chips with components are challenging to recycle, there's no cost-effective way to separate the base resin from other components if it has been melted in a mass and the equipment could be rendered unusable through contamination," Knapp said. "That's not a recycling problem anymore – this is a design choice that was made years ago." Indeed, modern vehicles can contain over 50 different polymer types, many of which are advanced composites or fiber-reinforced plastics designed for strength but not for easy disassembly or recycling.



Today's automobiles contain vastly more plastic than their predecessors – with today's vehicles consisting of up to 50 percent plastic by volume, compared to around 10 percent in the 1960s.

It's also important to note that recycled plastics often cost more to produce than virgin materials. In addition, many facilities lack the specialized machinery needed to handle complex, degraded and oil-contaminated automotive plastics.

Jack Jardine is an environmental advocacy and public trust specialist working at the intersection of climate policy, public engagement and behavioral change. He supports councils, NGOs and mission-led organizations to navigate complex environmental issues, such as energy transition, sustainable transport and local climate policy, where public confidence, community consent and scrutiny are critical.

Jardine said as vehicles have become lighter and more complex, plastics and composite materials have played a growing role in automotive design.

"While these materials can support efficiency and performance goals, they often introduce additional complexity at end of life, particularly when materials are blended, reinforced, or difficult to separate," Jardine said. However, he noted that it's important to evaluate whether current approaches genuinely reduce environmental impact, or whether they primarily shift responsibility

downstream, resulting in more orderly management of waste rather than a reduction in environmental impacts of plastics.

### Steps Being Taken

While there have been advances in sorting technologies, material identification and experimental recycling processes, technology alone cannot resolve the issue, Jardine said. "Rather, public and regulatory investment is essential to ensure that recycling infrastructure can keep pace with industrial design decisions," Jardine said. "Equally important is embedding waste reduction and recoverability into design processes from the outset. Corporate responsibility plays a critical role here, but it must be supported by environments – regulatory, economic and culture – that make responsible choices viable rather than optional."

Knapp suggested that in order to adapt, recyclers need to use more aggressive mechanical separation techniques, use specialty shredding techniques and control contamination better.

"Certain operations are trialing the selective removal of assemblies to save/and or protect equipment," Knapp said.

See AUTO RECYCLING, Page B2

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## Auto battery recycling market worth \$43.42 billion by 2030

According to MarketsandMarkets, “Automotive Battery Recycling Market by Chemistry (Lead Acid, Nickel, Lithium), and Region (Asia Pacific, Europe, North America, South America, and Middle East & Africa) – Global Forecast to 2030”, the global automotive battery recycling market is projected to grow from \$26.21 billion in 2025 to \$43.42 billion by 2030, at a CAGR of 10.6 percent during the forecast period.

### Automotive Battery Recycling Market Trends & Insights:

- The automotive battery recycling market is expected to grow as global electric vehicle production increases. Moreover, the increasing number of end-of-life EV and hybrid battery production is expected to support the market growth. The large amount of waste generated by gigafactories and the initial wave of retired automotive lithium-ion batteries creates a steady stream of recyclable materials. Governments in North America, Europe and Asia Pacific have imposed strict regulations on the disposal, recovery efficiencies and the percentage of recycled materials for battery production that OEMs and recyclers must follow to create functional systems for closed-loop battery recycling.
- Europe is expected to register the highest CAGR of 12.5 percent during the forecast period.
- By chemistry, the lithium-based battery segment is estimated to account for a 47.3 percent share of the overall market in 2024.
- Umicore, Call2Recycle, Inc. and Cirba Solutions were identified as some of the star players in the global automotive battery recycling market, given their strong market share and product footprint.
- Batrec Industries AG, Duesenfeld GmbH, Euro Dieuze Industrie (E.D.I.),

and others have distinguished themselves among startups and SMEs by securing strong footholds in specialized niche areas, underscoring their potential as emerging market leaders.

The global automotive battery recycling market is expanding rapidly. This is attributed to the rapid increase in the adoption of electric vehicles (EVs) across the globe. The market in Europe and North America is influenced by regulatory policies such as the EU Battery Regulation and the US Inflation Reduction Act. The market has already begun to invest in advanced hydrometallurgical facilities that can efficiently process the black mass from production scrap.

By chemistry, the lithium-based battery segment is expected to account for the largest market share, in terms of value, during the forecast period.

The lithium-based battery segment is estimated to account for the largest share of the overall market. The rapid manufacturing of EVs is creating a huge amount of scrap, even as the first significant shift of the end-of-life lithium-ion automotive batteries is entering the recycling streams. Governments in North America, Europe, China, and other Asian markets have implemented strict recycling laws along with material recovery targets, which have resulted in automobile manufacturers and recyclers establishing large-scale, closed-loop recycling systems.

Asia Pacific is projected to account for the largest market share during the forecast period in terms of value.

The automotive battery recycling market in Asia Pacific is growing due to the rapid electrification taking place in China, Japan, South Korea, and some Southeast Asian countries. The region is home to one of the largest EV manufacturing hubs and has a number of gigafactories, which create a significant amount of production waste that will turn into a steady flow of used lithium-ion batteries.

## Auto recycling

■ Continued from Page B1

“We’re seeing new interest from the manufacturing community in modular design and reversible joining methods at early prototyping. Usually, that shift begins during the cost and recyclability considerations, not after production. In our activities serving the metal and hybrid industries, we find that the best results occur when disassembly is brought up early in prototyping. The use of smarter design up front (or in an earlier phase) protects recyclers, machinery and materials.”

In addition, AI-enabled technology is making inroads in most industries and the automotive recycling industry is no exception. New systems use AI-technology and robotics to identify and separate polymers in vehicles with significant accuracy. Also, more advanced chemical recycling is now being used to break down plastics into molecular building blocks, allowing heavily contaminated automotive plastics to be transformed into virgin-quality polymers.

More and more auto manufacturers are also setting their sights on using mono-material designs, such as car seats made from a single polymer.

“While it is encouraging to see individual companies and sectors taking steps to improve recycling outcomes, lasting progress depends on cultural and structural change, not isolated efforts,” Jardine said. “Reducing waste requires shared responsibility across industry, government and society, alongside investment in innovative systems that make sustainable behavior the default.”

The good news for auto recyclers is that the Global Impact Coalition’s Automotive Plastics Circularity pilot is testing better sorting and aggregation methods across the supply chain. In addition, stricter regulations and imposed targets by auto manufacturers are pushing for greater circularity of recycled content in vehicles.

## Honda extends lead in Car and Driver 10Best Award History

Honda has earned four coveted 2026 Car and Driver 10Best awards, more than any other brand for the fourth year in a row – and the most in 10Best award history. The editors of Car and Driver have honored the Honda Civic and Accord with 10Best Cars awards, the Honda CR-V and the all-new 2026 Passport with 10Best Trucks and SUVs awards.

Now with 99 total awards, Honda has won more Car and Driver trophies than any other brand in the over 40 year history of the award. At least one Honda model has earned a spot on the annual 10Best list each year since the award’s inception in 1983.

The Honda Accord is the most awarded vehicle in Car and Driver 10Best history by a wide margin. Accord has made the prestigious list an incredible 40 times, including the last 28 years in a row. This is the 12th 10Best award for Civic and the seventh win for CR-V.

“Honda winning more prestigious Car and Driver 10Best awards than any other brand speaks to the passion our engineers and production associates pour into Honda products for our customers,” said Jessika Lauder milk, assistant vice president of Honda Auto Sales. “This year, we’re especially proud of Accord’s unprecedented 40th win and the first win for the all-new Passport, the most rugged Honda SUV we’ve ever made.”

This year, the Honda Passport has posted record sales – up nearly 75 percent – and is attracting a younger, more affluent buyer to the Honda brand fueled by the popularity of TrailSport models, which now make up 80 percent of all Passport sales.



# HONDA

The fuel efficient and fun-to-drive Civic hybrid, Accord hybrid and CR-V hybrid were key to each model winning the award. Currently, over 50 percent of Accord and CR-V sales are hybrid-electric trims and Civic hybrid models make up nearly 40 percent of Civic sales. All three vehicles are powered by the award-winning advanced Honda two-motor hybrid system that maximizes efficiency while supporting dynamic performance and a more comfortable driving experience.

### What Car and Driver Said About Hondas

- “Whether you’re looking at the affordably priced standard version, the thrifter and zippier hybrid, or the Si and Type R performance models, you’ll be rewarded with a car that’s brilliant to drive.”
- “With long-standing practicality and engaging driving dynamics, the Honda Accord is now a 40 time 10Best winner.”
- “Practicality, refinement and affordability are hallmarks of the Honda CR-V, which tops that trifecta with an athletic driving experience. This is one spectacular do-everything SUV, with a price that lands in the affordable zone.”
- “Under the appealingly boxy new look of the Honda Passport lies a well-rounded SUV that deftly toes the line between ruggedness and civility.”

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## NJ DEP awards grants for electric school buses

The New Jersey Department of Environmental Protection announced the award of nearly \$32 million in grants that will advance the state's transition to zero-emission school buses to better protect the health of schoolchildren and improve public access to charging stations in New Jersey communities.

Specifically, the DEP awarded more than \$18 million through the second round of its Electric School Bus Grant Program for local purchases of 53 electric school buses and 41 associated fast chargers. In addition, the DEP awarded \$13.6 million through its EV Charging Grant Program for 26 public and private projects to install publicly accessible charging stations at or near town and retail centers, multi-unit housing and transit hubs across the state.

The \$18 million in grants is the second funding round of the Electric School Bus Grant Program, which was authorized by legislation Governor Phil Murphy

signed in 2022. The legislation provided up to \$45 million in funding over three years to replace diesel school buses with battery-electric school buses and install associated charging infrastructure. It is funded by the New Jersey Board of Public Utilities' (NJBPU) Clean Energy Fund.

Grant recipients will receive technical assistance through New Jersey Fleet Advisor to help them navigate key decisions around transitioning to zero emission vehicles. A personalized Fleet Electrification Roadmap will be developed to provide vehicle recommendations, cost projections, on-site infrastructure assessments and more.

Grant recipients are distributed across the northern, central and southern regions of the state, including 11 in overburdened communities. There are nine direct awards to schools and school districts and five awards to bus contractors serving New Jersey schools.

## BMW Group and Encory launch innovative direct recycling to recover battery raw materials

The new Cell Recycling Competence Center (CRCC) in Salching in Lower Bavaria has now been officially commissioned – marking a major step forward in implementing innovative direct recycling as a joint project between the BMW Group and Encory GmbH. For construction and operation of the new Competence Center, the BMW Group and Encory are relying on regional partners.

Direct recycling allows residual materials from battery cell production, including complete battery cells, to be mechanically dismantled. The raw materials are not entirely reverted to their original state, but are instead “directly” fed back into the cell production cycle. This direct recycling methodology, developed by experts from the BMW Group, therefore eliminates the conventional, energy-intensive chemical or thermal processing previously required. At the new CRCC, direct recycling will be scaled up and introduced in stages until, once fully operational, the annual volume of battery cell material recycled will be in the mid-double-digit tonne range. Going forward, the recovered raw materials will be directly reused in pilot production of battery cells at the company's own Cell Manufacturing Competence Center (CMCC) in Parsdorf, Germany.

“Our direct recycling process puts us at the forefront of the industry,” explained Markus Fallböhrer, senior vice president of battery production at BMW AG. “This technology has tremendous potential to further optimize battery cell production.” It is also conceivable that, for the first time, cell manufacturers could be enabled to use direct recycling in series production.

An existing hall in Salching in Lower

Bavaria (Straubing-Bogen district) will be used for the new Competence Center. In addition to the production area and warehouse space of around 2,100 m<sup>2</sup>, the building also offers just under 350 m<sup>2</sup> of offices and break rooms, as well as photovoltaic systems on the roof. While the Competence Center will be built and operated by Encory GmbH, the intellectual property for the recycling method is fully owned by the BMW Group. As a joint venture between the BMW Group and the Interzero Group, Encory will develop and implement logistics and consulting solutions, including for recovery, recycling and reconditioning of vehicle components. Both partners hold a 50-percent stake in the company. The new Competence Center will employ about 20 people.

The BMW Group consolidates its battery cell expertise at its Competence Centers in Munich, Parsdorf and Salching. The Battery Cell Competence Center (BCCC) in the north of Munich offers state-of-the-art labs and research facilities for developing the battery cells for next generation high voltage batteries and producing them in small quantities. The best battery cell from the BCCC will be scaled up for series processes on a pilot line at the CMCC in Parsdorf. Recycling of surplus material from pilot production in Parsdorf will take place at the new CRCC in Salching. The recovered raw materials will then be reused in cell production, ensuring short distances between all Competence Centers and preventing valuable raw materials from being lost. Following on from the BCCC and CMCC, the CRCC thus represents the next step in the BMW Group's battery cell strategy on the road to the circular economy.

# EQUIPMENT SPOTLIGHT

## Shredders

by MARY M. THORNTON

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

Resilient members of the auto recycling industry have navigated a variety of challenges this decade. The demand remains high for affordable, recycled car parts as vehicle lifespan will likely continue to rise. Along the way, recyclers will also continue to monitor related standards and practices – such as those involving the proper handling of electric vehicle driver assistance systems and batteries. A recent Global Vehicle Recycling Marketing Report noted that the industry is projected to grow to \$243 billion by 2032. The shredder manufacturers described in the following provide products that help facilitate the recycling of auto parts, which in turn reduces the volume of material that might have otherwise negatively impacted the environment.

Ian Richardson, industrial sales engineer, explained that “When it comes to handling steel and aluminum auto body panel trim scrap, you need a shredder that’s built for power, precision and reliability. The Shred-Tech ST-75 delivers exactly that – turning bulky, tough materials into manageable pieces for efficient recycling and disposal.”

The ST-75 dual-shaft, high-torque motors crush through steel and aluminum with ease and the machine’s heavy-duty construction is designed for continuous operation in demanding automotive environments. The shredder handles a wide range of metal scrap, from body panels to trim pieces while it also reduces

scrap size for easier handling – and maximizes downstream recycling efficiency. Key features include superior cutting force and customizable options that can be appointed according to a user’s plant throughput and space requirements, rugged components with proven reliability and intelligent controls that provide automatic reversal to prevent jams and downtime. “Other shredders offered in the market may process only light-duty plastics and e-waste, utilizing a limited duty, single shaft with lower torque and minimal customization options. With the ST-75, you’re not just reducing waste – you’re boosting efficiency, cutting costs and supporting sustainability goals. Backed by Shred-Tech’s decades of expertise, this shredder is the ultimate solution for automotive and metal scrap recyclers,” said Richardson.

“SICON, a reliable partner in the scrap and metal recycling industry since 1998, continues to set standards with groundbreaking innovations – both in the holistic processing of ASR and in the online analysis of shredder scrap (EcoScan® Online),” commented Heiner Guschall, managing director. He added that SICON’s strength lies in the realization of customized plants. This is facilitated by an experienced team of engineers that accompanies each project from the initial idea to successful implementation.

SICON expertise also includes shredder solutions for end-of-life vehicle recycling. Guschall stated, “Until now, shredding end-of-life cars was reserved



Shred-Tech

for powerful car shredders. With the EcoShred® Slimtec in combination with the EcoRip® Compact, a cost-effective alternative is now also available to smaller car recyclers who want to process 2,000 to 4,000 tons per month.”

The EcoRip Compact is a powerful two-shaft shredder with a high-torque drive. It shreds dry car bodies without the risk of explosion into chunky material, which is then processed into dense shredder scrap by the EcoShred Slimtec – equipped with a frequency-controlled AC motor (up to 1400 HP) and a dry mechanical safety clutch. The EcoShred Slimtec has all the features of significantly larger shredders, such as a power-controlled feed roller, segmented floor grates, lockable top grate, operated ejection door and hydraulically disc or spider rotor with cast protective caps. At its heart is a frequency-controlled drive that enables particularly economical operation. The downstream ferrous system is also designed for maximum efficiency and can be operated without the usual, manual sorting. This means that even smaller plants can achieve high cost-effectiveness at reasonable investment costs.

“Another particular advantage of the SICON solution is the integration of dry dust removal with optional VOC separation, which meets all regulatory requirements. With these solutions, SICON is responding to the trend toward more decentralized processing plants

– without compromising on performance and quality” Guschall concluded.

The Forrec dual shaft FX shredder features four gearboxes and four hydraulic motors, delivering exceptional power and torque. Operating at a low speed of three to six rpm, this shredder minimizes noise and vibrations, making it ideal for processing scrap autos. Its patented design includes bolted knives, which allow for easy maintenance and replacement, reducing downtime and operational costs. Power options range from 490 to 600 HP and up to 1090 HP, enabling shredding capacities between 10 to 15 tons per hour and 20 to 25 tons per hour, depending on the model. This versatility makes the FX suitable for a wide range of applications, from small and medium-sized scrap yards and vehicle processing yards –where quiet operation is essential for neighborhood compliance – to large metal collection centers requiring high throughput and efficiency.

Forrec is represented in the U.S. by the vehicle processing specialists, Vortex. Vortex chief executive officer Nigel Dove stated, “Compared to traditional shearing machines, Forrec’s dual-shear technology delivers heavy duty structures at a competitive price level. The FX stands out for its high torque, ensuring precise and reliable shredding of even the most challenging materials, while maintaining a cost-effective solution for parts replacement. Through a commitment to innovation and customer satisfaction,

See Shredders, Page B5



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# Shredders

■ Continued from Page B4

Forrec provides not only a technologically advanced product but also an excellent price-to-performance ratio. The FX series shredder is a trusted solution for those looking to optimize light metal and vehicle recycling operations, reduce noise pollution and achieve high production volumes efficiently.”

Dove added, “The FX is hands down the best value for performance ratio on the market. Whether you are processing vehicle scrap or mixed light metals, Forrec’s FX range gives you the best cost per ton available. At the forefront of recycling technology for over 20 years, Forrec offers innovative solutions for light metal and vehicle treatment and the FX dual-shaft shredders are designed for the size reduction of vehicles and light metals, with a perfect balance of performance, durability and efficiency.”



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shredding technology

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UNTHA's powerful, reliable 1-, 2- and 4-shaft shredders process MSW, C&I waste, bulky waste, metals, tires, wood waste, plastics, electronic waste (WEEE), hard drives, hazardous materials and more. With over 10,000 shredders in operation worldwide, UNTHA delivers durable, low-maintenance solutions tailored to customer throughput and particle size requirements.

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# Honda celebrates 50 years of R&D in America

Honda is celebrating 50 years of research and development (R&D) in the United States, honoring the efforts of Honda associates and engineers who continue to research, design and develop innovative products and technologies that have shaped mobility and advanced the American auto industry.

Honda operates some of the world's most advanced R&D facilities in America, including 21 operations in California, Colorado, Florida, Indiana, Michigan, North Carolina, Ohio and South Carolina. A capital investment of over \$1.45 billion, these operations are responsible for the creation of over 36 Honda and Acura cars and light trucks – including multiple North American Car and Truck of the Year winners – as well as 87 powersports and power equipment products and the HondaJet.

“Fifty years ago, Honda began an incredible legacy of innovation in America by taking the bold step of establishing a research function focused on creating unique products and experiences for our customers,” said Jane Nakagawa, vice president of the R&D Business Unit at American Honda Motor Co., Inc. “On the shoulders of the Honda researchers, designers and engineers who came before us, we are committed to reigniting our position as an innovator and disruptor to create new value for the next generation of Honda customers in America.”

Honda opened its first R&D facility in Gardena, California in 1975 to conduct market research into the needs and desires of American customers. This

was soon followed by a critical role in product styling, including the concept and initial styling for the Honda CRX, a legendary small car that debuted in 1984 with an industry-leading fuel economy rating of 50 miles per gallon.

Today, multiple R&D centers in the U.S. include the North American Automotive Development Center in Ohio, the Honda and Acura Design Studios in Southern California, along with test tracks in both states, the Honda Aircraft Company in North Carolina and advanced research operations in multiple locations. This enables Honda to conduct all facets of product development in the U.S., including market and technology research, product styling, engineering design, prototype fabrication and testing, collaboration with parts suppliers and support for mass production.

Among the contributions of Honda U.S. R&D operations is the development of leading-edge safety and driver-assistive technologies, including award-winning airbag design. Honda associates in America have led the engineering and design of Honda and Acura vehicles created to meet the needs of customers in North America. This includes rugged light truck products such as the Honda Passport, Pilot and Ridgeline. Acura products have included the MDX, TL/TLX, RDX and the second-generation NSX. Honda associates have also developed a series of side-by-side vehicles, including the Pioneer series and the Talon, among other powersports products.

# Stellantis and Bolt partner to advance deployment of driverless mobility in Europe

Stellantis and Bolt, Europe's leading mobility platforms, have entered into a partnership to jointly explore the development and deployment of Level 4 (driverless) autonomous vehicles for commercial operations across Europe.

The collaboration will combine Stellantis' AV-Ready Platforms™ – specifically the eK0 medium size van and STLA Small platforms – with Bolt's extensive mobility network. Bolt currently provides ride-hailing services in more than 50 countries including 23 EU Member States and aims to integrate Stellantis' autonomous vehicles into its shared mobility platform to provide fully autonomous, driverless ride-hailing services.

Stellantis' AV-Ready Platforms are engineered for flexibility and scalability, integrating advanced sensor suites, high-performance computing and system redundancies to meet the highest safety and reliability standards while optimizing total cost of ownership for service operators, making them one of the most competitive solutions in the industry.

The companies plan to begin



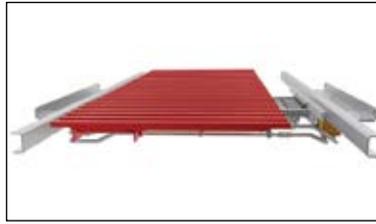
deploying test vehicles for trials in European countries starting in 2026, with a strong focus on building a service that provides the highest safety and performance standards in Europe. Deployment will follow a phased approach, from prototypes and pilot fleets to progressive industrial scale-up, with an initial production target in 2029.

Both companies will work closely with European regulators to support a responsible approach to testing, certification and scalable deployment, in full alignment with applicable safety, data protection and cybersecurity standards.

For Stellantis, this collaboration expands its growing partner ecosystem in Europe and advances its global driverless mobility strategy, leveraging AV-Ready Platforms designed for safe and reliable Level 4 deployment at scale.

For Bolt, the partnership marks the next step towards a goal of having 100,000 autonomous vehicles available on its shared mobility platform by 2035.

## NEW PRODUCT SHOWCASE



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### VORTEX NOW OFFERS RAPTOR V15 VEHICLE RECYCLING ATTACHMENT

Vortex has launched the new Raptor V15 vehicle recycling attachment. The V15, like its big brother, the V25, comes as a kit. The hold down legs fit directly to the dozer blade of an excavator, eliminating costly modifications and warranty issues. The V15 pairs with a 15-ton machine and the V25 pairs with a 23 ton machine. Either machine will liberate engines, radiators and wire harnesses, increasing the value from scrap vehicles. It also easily breaks wheels to separate the tire from the rim.



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### TOMRA UNVEILS NEW AUTOMATED COLLECTION POINT FOR REUSABLE FOOD PACKAGING

TOMRA Reuse unveiled a Reuse Collection Point (RCP) capable of handling food packaging for the first time. The new reverse vending machine (RVM) demonstrates the next step in TOMRA's Rotake solution – a platform for collecting, transporting and sanitizing reusable takeaway containers. Since the launch of TOMRA's cup pilot in Aarhus, Denmark, consumers have paid a DKK 5 deposit for reusable cups – redeemable instantly at collection points across the city center.



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### MCNEILUS UNVEILS ELECTRIC FRONT LOADING REFUSE AND RECYCLING COLLECTION VEHICLE

McNeilus Truck and Manufacturing launched the new Volterra ZFL™ electric refuse and recycling collection vehicle. The Volterra ZFL eRCV is a fully electric front loader engineered to meet the demands of commercial waste and recycling operations. Designed with Oshkosh Corporation and McNeilus engineers, its integrated electric powertrain eliminates exhaust emissions and delivers reliable performance on a single charge. An ergonomic cab with a 15" step height offers outstanding visibility.



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### VOGELSANG USA FEATURES PREMIX BIOGAS FEEDSTOCK PREPARATION SYSTEM

Vogelsang USA highlights PreMix, the most advanced digester feed system in the world. The PreMix system sets a new standard for feedstock preparation and efficiency. PreMix features a compact design that integrates seamlessly into existing systems. Its scalability allows it to feed multiple digesters with ease. One of PreMix's standout features is its heavy material separation system, which protects the pump by removing foreign matter before it reaches it.

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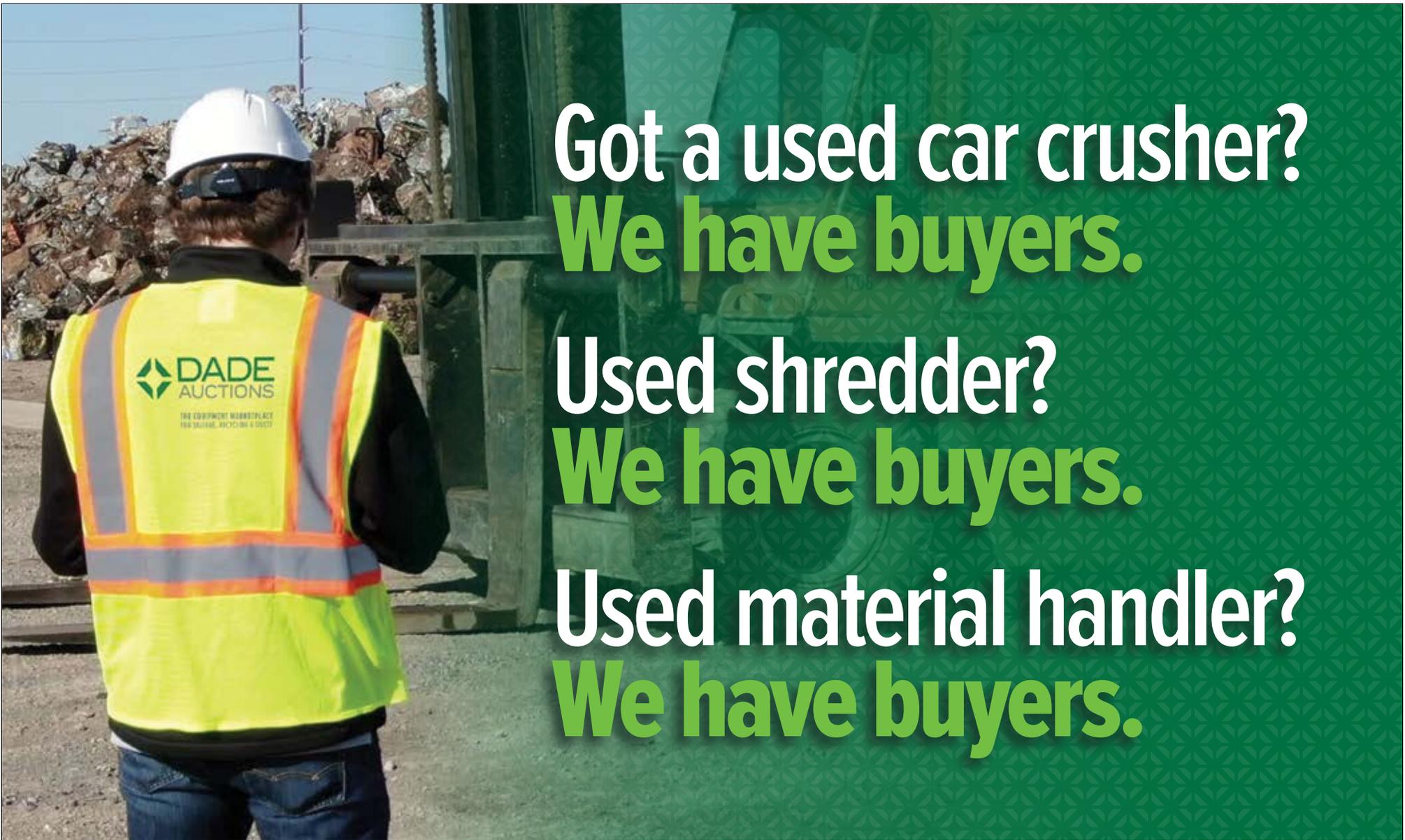


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