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High-tech vehicles are changing the auto recycling industry

by MAURA KELLER
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For decades, auto recycling followed a relatively simple formula – remove fluids, pull valuable components, crush the vehicle and recover the metals. But as vehicles have transformed into increasingly sophisticated machines filled with sensors, computers, displays and high-voltage battery systems, the process of recovering valuable materials has become far more complicated.

The modern automobile is no longer just a combination of steel, aluminum and mechanical parts. Today’s vehicles contain circuit boards, rare earth elements, lithium batteries and advanced electronics that introduce both new opportunities and new challenges for recyclers.

“The issue is time is money,” said Thomas Hogye, executive director of business development at PedalPoint Recycling. “Most cars are crushed flat, then sent through an auto shredder in the U.S. Disassembly to recover these materials in a clean state is very expensive here, hence most of the rare earths are very likely lost to smelter slags and shredder residues that are disposed of.”

Luke Oswald, automotive specialist at Wheels Away, agreed that the industry has undergone a significant transformation. “A shift was needed in how auto recyclers process materials,” he said. “Years ago, the primary focus was on metals such as steel and aluminum. With the increase in electronic units, displays and the sensors required to run advanced vehicle technology, there are now requirements for far more complex dismantling.”

According to Oswald, while the added complexity increases dismantling costs and introduces additional safety and waste management requirements, it also creates new revenue opportunities through the recovery of precious metals found within electronic components.

A more complex vehicle

The evolution of vehicles has dramatically changed the dismantling process. Decades ago, vehicles could be taken apart using basic hand tools. Today, advanced manufacturing techniques, plastics and integrated electronics have made vehicles more challenging to disassemble.

“In the ‘60s you could literally take a car apart with a Phillips screwdriver and a few wrenches,” Hogye said. “Today’s automobiles are so complex, you can’t replace the spark plugs on your own.”

Modern vehicles incorporate extensive wiring systems, electronic control modules, displays and sensors throughout the vehicle. While some materials remain relatively straightforward to recover, others are hidden within complex assemblies.



Today’s vehicles contain circuit boards, rare earth elements, lithium batteries and advanced electronics that introduce both new opportunities and new challenges for recyclers.

Oswald noted that recovering those materials is becoming increasingly labor intensive because they are integrated into more sophisticated assemblies.

“These materials can’t be extracted using the large magnet that people often associate with vehicle recycling,” he said. “As vehicles have become more advanced and contain far more technology, these materials need to be carefully extracted from the individual units that contain them.”

He pointed to aluminum as one example. “A lot of the aluminum is very often attached to steel or composite components, often using adhesives, meaning it needs to be separated properly. This is more labor intensive, because the value is reduced if the aluminum is contaminated.”

Copper presents similar challenges. “A lot of the copper in vehicles is now located in the numerous complex electronic devices and units, and this requires significant dismantling to get the most value from the extraction,” Oswald said. “It’s a balance of the additional labor and, of course, looking to maximize the extracted value from each vehicle.”

The challenge also comes with smaller, higher-value materials. Rare earth elements and precious metals used in electronics are often embedded in components that are difficult and time-consuming to access.

“Rare earths would be in the car computers, ECM/ECU and displays that may be difficult to recover when they are behind the dashboard,” Hogye said. “ECM/ECUs would be relatively easy to pull from engine compartments.”

As vehicles become more technologically advanced, recyclers must weigh the value of recovered materials against the labor and equipment required to extract them.

The shift from shredding to dismantling

The rise of the auto shredder fundamentally changed the auto recycling industry. Instead of manually removing and sorting individual components, recyclers developed a faster process – remove key hazardous materials, crush vehicles and use mechanical separation technologies to recover metals.

The approach increased efficiency, but it also created challenges as vehicles became more complex. As plastics, electronics and composite materials became more common, dismantling vehicles became increasingly difficult. The industry responded by moving toward shredding systems designed to process large volumes of vehicles quickly.

Oswald believes the pendulum is now swinging back toward more selective dismantling because of the growing value of nonferrous materials.

“We are seeing that companies need to make this move because a lot more vehicles coming through are made with weight-reducing techniques, using far more aluminum body panels and other lightweight elements,” he said.

He added that manufacturers’ efforts to reduce vehicle weight to improve fuel economy and meet emissions regulations have dramatically increased the amount of aluminum and copper entering recycling facilities.

“One of the easiest ways to do this is by keeping vehicles as light as possible,” Oswald said. “As a result, we are seeing far more vehicles being recycled with increased amounts of nonferrous metals such as aluminum and copper.”

While these materials increase the potential value of each vehicle, recyclers must invest to realize those gains.

“The potential value per vehicle stands to be increased,” Oswald said, “but the

See AUTO RECYCLING, Page A4

EREF raises more than \$4 million for waste and recycling research

The Environmental Research & Education Foundation (EREF) raised over \$4 million during its 2026 Annual Charitable Auction, held during the inaugural Waste Leadership Summit in Washington, D.C.



All funds raised support EREF's mission to advance scientific research and create educational pathways that enable innovation in sustainable materials management practices.

The auction brought together hundreds of industry leaders, companies and supporters who contributed through donated items, sponsorships, bidding and direct giving. Auction offerings ranged from industry equipment and products to exclusive experiences and executive outings, reflecting the broad support EREF receives from across the waste and recycling sector.

"Every dollar raised through the auction represents an investment in the future of our industry," said Dr. Bryan Staley, president & chief executive

officer of EREF. "The challenges facing waste and recycling are becoming increasingly complex, from PFAS management and landfill emissions to circular economy initiatives and emerging technologies. Continued investment in research and education is essential to ensuring the industry has the data, expertise, and talent needed to make informed decisions."

EREF's body of work includes research and scholarship programs, industry-focused educational initiatives and independent university-led research projects. Current areas of research focus include landfill emissions measurement and mitigation, PFAS management, recycling systems, organics management, sustainable materials management and emerging technologies that can improve environmental and operational performance. Since its founding in 1995, EREF has invested over \$23 million in scientific research and educational programs that help industry leaders better understand complex environmental and operational challenges.

The Recycling Partnership releases 2026 State of Recycling Report



The Recycling Partnership released the first installment of its 2026 State of Recycling Report, the nation's leading resource for residential recycling data. Moving away from a traditional single-volume release, The Partnership plans to deliver timely, strategic data and insights throughout this next year to best support the rapidly evolving regulatory landscape.

Built upon The Partnership's National Recycling Database, which tracks and analyzes live data from more than 9,000 community recycling programs across the country, Part One: Setting the Stage|Observations of the U.S. Residential Recycling System establishes a shared understanding and outlines five deeply interdependent requirements that must advance together for the system to succeed:

- Packaging: 100 percent of packaging needs to be recyclable.
- Access: 100 percent of households need access to recycling from their home.
- Engagement: Residents need to fully engage in recycling with 90 percent of households confidently placing 80 percent of accepted recyclables into collection.
- Processing: Recycling facilities need to effectively process 95 percent of the material.
- End markets: Recycling facilities need sufficient end markets.

"Strengthening our recycling system

takes more than one breakthrough, one policy, or one actor stepping up," said Keefe Harrison, chief executive officer and founder of The Recycling Partnership. "The first installment of the 2026 State of Recycling Report acknowledges the hard truth that voluntary commitments alone cannot deliver system-level change. It takes shared responsibility and consistent investment across all five requirements of the recycling system. When we make meaningful progress on each of those elements together, trust can be rebuilt as people see that what they put in the bin actually becomes new products."

The report highlights a growing gap between what material is placed on the market and what the system can successfully recycle. Early data suggest the composition of the residential recycling stream continues to shift, with some material categories growing significantly while others decline. Detailed generation data will be presented in the second installment of the report.

Policy is beginning to address the gaps, with 1 in 5 Americans now living in states with Extended Producer Responsibility (EPR) laws. The Partnership's research found that these laws have strong bipartisan support: More than 60 percent of Republicans and more than 70 percent of Democrats either strongly favor or somewhat favor this policy. However, it also asserts progress will take time as recycling infrastructure is no longer just an "environmental nice-to-have," but a necessary strategy to protect domestic manufacturing and keep the U.S. economy competitive.

Reju opens U.S. R&D center to advance textile recycling

Reju, the textile-to-textile materials regeneration company, has opened a research & development center in Conshohocken, Pennsylvania, marking the company's first dedicated research facility in North America. Located within Technip Energy's Advanced Materials and Catalysts' existing research center, the lab will help Reju accelerate the deployment of its recycling technologies and will help develop Reju's next-generation circular solutions.

The R&D Center marks the relocation of Reju's core research team from IBM's Almaden Research Center in San Jose, California, where Reju's Volcat depolymerization technology, a catalytic chemical recycling method breaking down polyester into reusable raw materials, was first developed.

The facility will be focused on the full development spectrum, from early-stage feasibility through to kilo-scale production. It will span polyester recycling,

mixed-fabric solutions, and new circular chemistry pathways, enabling rapid iteration and accelerating Reju's path from concept to industrial reality. The new R&D center will support the development and validation of technologies intended for deployment across Reju's future Regeneration Hubs.

By locating the facility within Technip Energies' existing research infrastructure, Reju will benefit from direct access to decades of Technip Energies' expertise in catalysis, process development, technology integration and industrial scale-up.

The establishment of the R&D Center is a component of Reju's broader strategy to build a closed-loop recycling ecosystem that converts discarded fabric and textiles back into quality products. "Together, these facilities form a replicable global circular infrastructure designed to turn today's textile waste into tomorrow's raw materials," said Gregory Breyta, Reju's director of research & development.

Recology hits a sustainability target three years early



Recology, an employee owned resource recovery and recycling company, announced that they reached one of their key 2028 sustainability targets three years early. Ninety-five percent of the fuel powering Recology vehicles and equipment came from renewable or alternative sources in 2025.

For more than a century, Recology has pushed to advance resource recovery. This year's progress reflects years of investment, operational excellence and continued focus on safety and providing superior customer service.

Our 2026 Sustainability Update also highlights the following achievements:

- 1.6 million tons of recyclables and compostable materials processed.
- 49 percent more material recovered than discarded in our landfills.
- 1.7 million metric tons of greenhouse

gas emissions avoided through recycling and composting operations – that's nine times the emissions generated by all company operations.

- More than 95,000 metric tons of CO2e reduced in FY 2025 through stronger methane capture at their landfill, helping generate enough renewable energy to power nearly 20,000 homes.

These results reflect Recology's ongoing efforts to keep materials in use through recycling and curbside composting.

Looking ahead, they will keep building on Recology's long-standing leadership and strive to meet their 2028 Sustainability Targets including:

- Powering facilities with 100 percent renewable or carbon-free electricity.
- Using 75 percent of collected landfill gas to generate renewable energy.

ReMA spotlights recycling's role in critical mineral supply

ReMA submitted a letter to the House Energy and Commerce Committee's Environment Subcommittee in response to a hearing examining legislation that would support domestic critical mineral recovery and recycling.

In its letter, ReMA emphasized that the recycled materials industry is already a proven domestic source of critical minerals: "Recycled materials...are already embedded in American manufacturing and represent a ready-made solution to supply chain vulnerabilities."

ReMA noted that understanding how recycled materials are generated, processed, and marketed is essential to developing effective policies for critical mineral supply chains.

"Recyclers collect, sort and process complex, end-of-life products – including vehicles, appliances and other durable goods – that yield multiple recycled material streams. Those streams may include critical minerals such as copper, nickel, cobalt, manganese, aluminum and rare earth elements, as well as other essential

but non-critical materials, such as steel and plastics."

Because critical minerals are often recovered alongside other recycled materials, ReMA urged lawmakers to consider the broader recycling ecosystem when developing policies to strengthen critical mineral supply chains.

U.S. recyclers have become increasingly sophisticated at dismantling complex products, safely removing batteries, processing electronics and recovering valuable materials – including precious metals and rare earth elements.

As demand for critical minerals grows, recycling companies should be recognized as strategic partners supporting manufacturing and reducing reliance on foreign sources of critical feedstock.

"We urged Congress to focus federal policy on removing barriers to recycling and expanding domestic collection, processing, and consumption capacity," said Kristen Hildreth, ReMA's vice president of government relations and public policy.

New Oregon recycling program diverts over 130,000 mattresses

Oregon residents and businesses kept more than 130,000 old mattresses and box springs out of local landfills, streets, parks and riverbeds in 2025, the first full year of a new statewide mattress recycling program.

A state law enacted in 2022 called for the creation of an industry-led mattress recycling program. The nonprofit Mattress Recycling Council (MRC) worked with solid waste facilities, government agencies and nonprofits to build the Bye Bye Mattress program – a network of local, no-cost collection sites and annual or semi-annual events in nearly every county of the state, with more in the works.

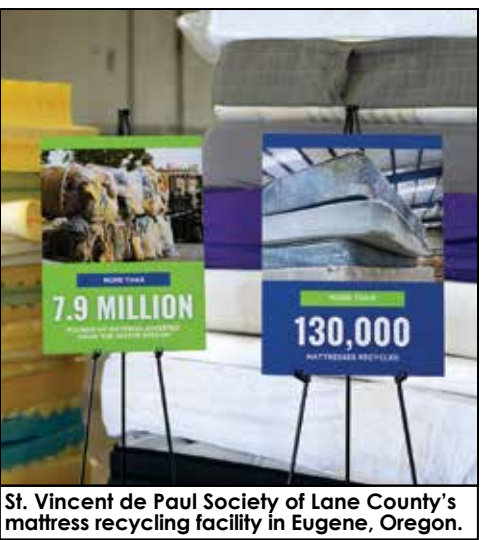
About 90,000 were dropped off by individuals at collection events and sites. The remaining 40,000 came through the program from businesses that deal with mattresses in bulk, including Oregon mattress stores and places like hotels, schools and junk removal companies.

"Thanks to businesses and communities throughout the state, it's more convenient than ever for Oregonians to keep mattresses out of landfills. We're grateful for their efforts and look forward to welcoming more collection sites in the months to come," said Mike O'Donnell, MRC's chief operating officer.

Mattress collection through MRC's Bye Bye Mattress program began in Oregon on January 1, 2025. Impact numbers are for January 1 through December 31, 2025. Of the 130,000 mattresses and box springs collected in 2025, more than 2,000 were donated for reuse or renovated. The remainder were recycled.

Mattresses are recycled at St. Vincent de Paul Society of Lane County in Eugene, Environmentally Conscious Recycling in Portland, and Klamath Works in Klamath Falls.

Recycled mattress components can be used instead of virgin materials to make



new products, which conserves water and energy. A mattress recycled through MRC's Bye Bye Mattress program is separated into steel, foam, fibers and wood and are incorporated into new steel products, carpet padding, insulation, biomass fuel and other products.

"At St. Vincent de Paul, we strive to turn the waste stream into an economic engine and community asset. Mattress recycling not only gives new life to material that would otherwise burden Oregon landfills, it creates second chance jobs and career advancement opportunities," said Bethany Cartledge, executive director of St. Vincent de Paul Society of Lane County.

Oregon's Mattress Stewardship Act is similar to laws in California, Connecticut and Rhode Island, where MRC also administers programs. MRC's Bye Bye Mattress program in Oregon is funded through a \$22.50 fee that is collected when a mattress or box spring is purchased in the state. The fee is used to establish free drop-off locations and collection events, transport collected units to recyclers that dismantle the discarded products and prepare the materials for use in other products.

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Auto recycling

■ Continued from Page A1

skilled labor and processing technologies required to extract this value impact margin.”

He noted that companies capable of maximizing recovery while maintaining material purity gain a competitive advantage. “If an automotive recycler has the technology and complex dismantling processes in place to maximize the extraction of these nonferrous metals while retaining quality and purity, this absolutely gives them a competitive edge in the market.”

But Hogue compares the current situation to challenges recyclers faced with older electronics, such as cathode ray tube (CRT) devices. At one point, recyclers shredded entire CRT units because it appeared to be the easiest solution. Over time, however, the industry recognized that dismantling provided cleaner material streams and improved recovery.

“Ultimately, while the CRT device became obsolete, recyclers returned to dismantling them to separate the plastics, circuit board (copper, gold) and glass fractions,” Hogue said.

A similar shift may now be occurring in auto recycling as vehicles contain more valuable electronics and battery systems.

New safety challenges

The growth of hybrid and electric vehicles has introduced another layer of complexity for recyclers. High-voltage batteries and electrical components require specialized handling before vehicles can be processed.

“All lithium batteries must be removed before a vehicle can be crushed or shredded,” Hogue said. “Any capacitors would also have to be removed.”

The requirement is primarily a safety issue. Lithium-ion batteries can create significant fire risks during crushing and shredding operations if they are not properly removed.

Oswald described electric vehicles as perhaps the biggest operational change facing recyclers today.

“This arguably has the biggest impact on the recycling industry’s processes,” he said. “It’s not only the need for specialist extraction to ensure recovery of the material in the most profitable way, but also the consideration for safety and regulation surrounding the processing of high-voltage units.”

He said facilities now require trained technicians who can identify, isolate and de-energize high-voltage systems before dismantling begins.

Battery removal also has become a core part of the recycling process. While most dismantlers do not recover lithium, cobalt, graphite or nickel themselves, they must establish relationships with specialized processors capable of safely recovering or reusing battery materials.

“There is now a far greater and essential emphasis on investing in technician training,” Oswald said, “just as there is for the new equipment required to handle these materials.”

He added that electric motors and high-voltage cables contain much larger quantities of copper than conventional vehicles, making selective dismantling increasingly valuable.

“This requirement also leads to

additional disassembly/dismantling for materials recovery in a more efficient manner because these steps are necessary for safety so it’s not that much more to recover other materials as part of removing batteries, capacitors, fluids,” Hogue said.

Technology helps but comes with costs

Advanced sorting technologies, including sensor-based sorting, artificial intelligence and improved separation equipment, are helping recyclers recover more materials from processed vehicles. However, these systems work best when materials have already been properly prepared.

“Sorting is most beneficial when the particles are clean and/or sized appropriately and fed on conveyance systems where sensor-based (optical, weight) and AI systems can work efficiently,” Hogue said.

Contamination remains a major challenge. When different materials remain attached, sorting systems struggle to separate them effectively. Oswald said advanced sorting technology has become essential for maintaining profitability.

“There are some brilliant sensor-based sorting machines which use electromagnetic, X-ray and laser technology to make it far easier to distinguish between materials,” he said. “When using this, recyclers are able to achieve greater material purity, which downstream markets require.”

He also pointed to improvements in eddy current separators and sensor-assisted recovery systems that maximize the extraction of nonferrous materials from shredded residue.

Artificial intelligence is beginning to play a larger role as well.

“AI is beginning to be used more to optimize the sorting process,” Oswald said. “This can help recycling facilities process material more efficiently and reduce wastage.”

Still, technology alone is not enough. “While this technology is becoming far more commonplace in facilities, there is still very much the need for selective dismantling by skilled labor,” Oswald said. “Using both methods efficiently allows for the greatest per-vehicle gains.”

A global challenge

Oswald believes the industry’s future depends on continuing to invest in specialized equipment, skilled labor and standardized processes.

“Overall, while iron remains a major material in vehicle production, the growing use of electronics, aluminum and copper means vehicle recycling is becoming increasingly complex,” he said. “Recovering these materials successfully requires greater expertise, investment and specialist processes than ever before.”

The challenge for the U.S. recycling industry is developing systems that make recovering these materials economically viable while improving safety and sustainability.

Hogue points to international dismantling operations as examples of how the industry could evolve. In some regions, vehicles are carefully dismantled to maximize reuse of parts and recovery of materials.

“Look at the Dubai auto dismantlers,” Hogue said. “Even wrecked cars are disassembled for the reuse and sale of every part that can be reused.”

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AUTOMOTIVE

Volvo increases use of recycled materials in new truck models

Volvo Trucks has increased the use of recycled and renewable materials in its newest heavy-duty truck models, reflecting the company’s effort to reduce the environmental impact from truck manufacturing.

From recycled plastics and responsibly sourced wood to manufacturing processes that support circularity, Volvo Trucks is incorporating more sustainable materials throughout its vehicles to reduce environmental impact.

The design philosophy is woven throughout the all-new Volvo VNL and VNR, the company’s latest generation of heavy-duty trucks designed for long-haul and regional-haul operations.

“Our vision for the future of transportation extends beyond reducing tailpipe emissions,” said Peter Voorhoeve, president, Volvo Trucks North America. “Every component of a truck presents an opportunity to reduce environmental impact. The all-new Volvo VNL and VNR demonstrate how sustainable material choices can be integrated into vehicle design while maintaining the premium quality, durability and performance our customers expect from Volvo Trucks.”

Recycled plastic reduces carbon emissions

Beginning in May 2026 the splash shield, located inside the front wheel well, is now manufactured using 75 percent recycled plastic which reduces carbon emissions associated with the manufacturing of this component. Additional recycled content is used throughout the cab, including carpets containing up to

50 percent recycled material and seatback components containing up to 75 percent recycled fibers.

Looking ahead, Volvo Trucks plans to expand the use of recycled materials in the Volvo VNL and VNR to use recycled plastic in 44 instrument panel components. The material will be sourced and recycled in the United States and is expected to reduce carbon emissions associated with those parts.

Premium materials with a lower environmental impact

One of the most visible examples is the sustainably sourced real wood trim in the instrument panel. Unlike simulated wood finishes commonly used throughout the industry, Volvo Trucks offers genuine wood trim sourced from responsibly managed forests, combining premium craftsmanship with sustainable sourcing practices.

Building toward the next generation of sustainable trucks

These advancements are the result of ongoing collaboration across Volvo to identify and implement more sustainable materials and manufacturing processes. Teams continue to evaluate emerging technologies, including bio-based composites, recycled consumer plastics, reclaimed ocean plastics and renewable material alternatives.

The sustainable materials featured in today’s Volvo VNL and VNR represent only the beginning of a broader strategy to increase recycled content, improve recyclability and support a more circular future for commercial transportation.

GM EV drivers can charge at over 120 IONNA locations

For drivers of General Motors electric vehicles, there are more charging choices than ever before. IONNA, a joint venture backed by General Motors and seven other automakers, has been opening charging locations across the country, giving EV drivers lots of convenient, attractive rest stops.

Currently, IONNA has 122 active locations across the United States, with a total of 1,166 charging bays. Many of these are “Rechargery” locations, offering food and beverage options and clean restrooms for drivers and passengers to enjoy while they charge their auto. Every IONNA charging location offers fast charging up to 400 kW in a clean, convenient, and well-lit facility.

For GM EV drivers, public charging just got a lot more convenient with the introduction of Energy Pass. Built right into the GM apps many drivers already use, including MyChevrolet, MyCadillac, and MyGMC, Energy Pass is a single intuitive interface for finding a public charging station, starting a

session, and paying. No more downloading yet another app, creating another new account, memorizing a new password, or entering another payment method when you’re using a public charging location for the first time.

Even better, using Energy Pass to charge at a GM vehicle at IONNA unlocks a 10 percent discount. Just set up Plug & Charge in advance and the discount is automatically applied.

Energy Pass offers seamless access to Tesla Supercharger, IONNA, Electrify America, and soon, ChargePoint and EVgo networks – coverage that includes nearly 70 percent of all DC fast chargers in the United States, plus many Level 2 chargers. And Energy Pass also supports Plug & Charge, where you simply pull up to the charger, plug in your car, and charging begins automatically, with payment handled in the background. IONNA Rechargeries already offer this seamless experience, making them an especially convenient charging option for drivers of GM electric vehicles.

New recycled content auto bumper produced

PureCycle Technologies Inc., a U.S.-based company revolutionizing plastic recycling, and the Modules & Polymer Products Division of Motherson announced the successful production of a Class-A surface automotive bumper prototype incorporating 30 percent PureFive® recycled polypropylene (PP).

The bumper prototype was produced at Motherson’s facility in Tuscaloosa, Alabama, with feasibility assessment and testing led by the Global Innovation Team in Germany. The component has since undergone rigorous performance tests, including climate testing and mechanical properties evaluation.

The timing of this achievement is critical. The European Union’s End-of-Life Vehicles (ELV) Regulation is creating binding requirements for automakers and their supply chains. By 2032, pending final adoption, new vehicles must contain at least 15 percent recycled plastic content, with a minimum of 3 percent sourced from end-of-life vehicles. By 2036, those thresholds increase to 25 percent and 5 percent, respectively. Exterior components such as bumpers are directly within scope.

PureCycle’s patented dissolution recycling process removes color, odor and contaminants from post-consumer polypropylene, producing PureFive resin with properties similar to virgin

material. PureFive is third-party certified for recycled content, providing the traceability and documentation that OEMs and regulators will require for mandate compliance.

For automakers and Tier 1 suppliers targeting the European market, the Motherson/PureCycle bumper prototype provides a scalable blueprint for 2032 compliance. PureCycle is further expanding its production footprint to serve European customers directly, with a new dissolution recycling facility under development at the port of Antwerp in Belgium, expected to be operational in 2029.

The collaboration between Motherson and PureCycle lays the foundation for continued work on automotive grade material specifications, evaluating mass production with PureFive and advancing the long term goal of a closed loop recycling system “from bumper to bumper.” Future development goals also include increasing the recycled content to over 30 percent and expanding into additional PP applications for exterior and interior applications.

PureCycle is building a new dissolution recycling facility in Rayong, Thailand. Both facilities are expected to be operational before 2030, expanding PureCycle’s global capacity.

TDEC awards \$2.7M to expand EV Fast-Charging Network

The Tennessee Department of Environment and Conservation (TDEC) has awarded approximately \$2.7 million in total grant funding from the state’s Volkswagen Diesel Settlement Environmental Mitigation Trust (VW Settlement EMT). The four grantees will use the funds to install direct current fast charging (DCFC) infrastructure for electric vehicles (EVs) along prioritized interstate or major highway corridors across the state.

The projects will involve the installation of 22 charging units at eight sites. The program is part of a partnership between TDEC and Tennessee Valley Authority to develop a statewide EV fast-charging network to power the growth of EVs across the state.

Grantees include:

- PowerUp America
- Shorepower Technologies
- Town of Thompson’s Station
- Universal EV

Collectively, these four entities will complete projects to address each of highway segments 1 through 8 as shown by the interactive infrastructure gap map released along with the solicitation for proposals in 2025. This map sought to highlight prioritized stretches of Tennessee’s highway network still in need of DCFC infrastructure projects that are not

covered by current buildout plans under the National Electric Vehicle Infrastructure (NEVI) Formula Program.

Since the announcement of Round 1 awards in 2022, the Fast Charge TN Network Program partnership has facilitated the completion of DCFC sites at 45 locations across the state as of July 2026, with several additional Round 1 projects still in development. These investments are part of the broader Fast Charge Network that aims to reduce barriers to EV adoption by deploying fast chargers at least every 50 miles along the interstates and major highways across TVA’s seven state service territory.

The competitive grant program comprised the state’s sixth solicitation for projects under the VW Settlement EMT. The purpose of the EMT is to execute environmental mitigation projects that reduce emissions of nitrogen oxides.

The VW Settlement EMT allocation complements the state’s use of its allocated funds under the NEVI Formula Program, which is funded by the federal Infrastructure Investment and Jobs Act. The NEVI Formula Program aims to build out fast charging infrastructure along federally designated Alternative Fuel Corridors, which in Tennessee includes all two-digit interstate highways and the majority of U.S. Highway 64.

ELECTRONICS

EV battery recycling market to reach \$19.0 billion by 2033

The global electric vehicle (EV) battery recycling market is witnessing unprecedented momentum as governments, automakers, battery manufacturers and sustainability stakeholders intensify efforts to establish circular supply chains for critical battery materials. According to the latest industry analysis by Grand View Research, the global EV battery recycling market was valued at \$1.0 billion in 2025 and reached \$1.4 billion in 2026. The market is projected to expand to \$19.0 billion by 2033, registering a robust compound annual growth rate (CAGR) of 45.0 percent from 2026 to 2033.

The rapid expansion of electric mobility worldwide, combined with increasing concerns over critical mineral availability, battery waste management, and environmental sustainability, is transforming EV battery recycling from a supporting industry into a strategic pillar of the global energy transition.

Battery recycling emerges as a critical component of the EV value chain

As electric vehicles continue gaining market share across major economies, the volume of batteries approaching end-of-life is expected to increase significantly over the coming years. This growing battery inventory is creating substantial opportunities for recyclers, material recovery companies, and technology providers.

Battery recycling enables the recovery of valuable materials including lithium, cobalt, nickel, copper and other strategic metals that can be reintroduced into battery manufacturing processes. This closed-loop approach not only reduces dependence on virgin raw materials but also supports sustainability goals established by governments and corporations worldwide.

Industry participants are increasingly investing in advanced recycling

technologies capable of maximizing recovery rates while reducing environmental impact. These developments are expected to improve the economic viability of recycling operations and strengthen supply chain resilience across the battery ecosystem.

Increasing regulatory support drives industry expansion

Government regulations and sustainability mandates are becoming major growth catalysts for the EV battery recycling industry. Policymakers across North America, Europe and Asia Pacific are implementing frameworks designed to improve battery collection, material recovery, and waste management practices.

These initiatives aim to reduce land-fill waste, minimize environmental risks associated with battery disposal, and ensure responsible management of critical resources required for future electrification efforts.

As environmental regulations continue to evolve, manufacturers are increasingly integrating recycling partnerships into their long-term supply chain strategies. This trend is expected to create significant opportunities for battery recyclers and technology developers over the forecast period.

Asia Pacific leads global market growth

Asia Pacific emerged as the largest regional market, accounting for 43 percent of global revenue in 2025. The region's leadership position is supported by extensive EV manufacturing activity, large-scale battery production facilities, and strong government support for electrification initiatives.

Countries such as China, India, Japan and South Korea continue to invest heavily in battery manufacturing and recycling infrastructure, creating a favorable environment for long-term market growth.

The region's dominance is further strengthened by the presence of major battery producers and automotive manufacturers seeking sustainable solutions for battery lifecycle management.

Lithium-ion batteries dominate recycling demand

By battery type, lithium-ion batteries accounted for the largest revenue share of 60 percent in 2025. The segment's dominance reflects the widespread use of lithium-ion technology across passenger electric vehicles, commercial EVs and energy storage applications.

Lithium-ion batteries are increasingly preferred due to their high energy density, chemical stability and performance characteristics. As global EV adoption accelerates, the volume of lithium-ion batteries entering the recycling stream is expected to rise substantially.

This trend is encouraging recycling companies to invest in specialized technologies designed to efficiently recover high-value materials from lithium-ion battery systems.

Production scrap represents the largest source segment

The production scrap segment accounted for 73 percent of total market revenue in 2025, making it the leading source category within the EV battery recycling market.

Growing battery manufacturing activity across major economies has resulted in increased volumes of production scrap generated during cell and battery pack manufacturing processes. These materials provide recyclers with an immediate and reliable feedstock source while supporting circular manufacturing objectives.

As battery gigafactory investments continue expanding worldwide, production scrap is expected to remain a significant

contributor to recycling volumes throughout the forecast period.

Passenger cars account for the largest market share

Passenger cars represented the dominant vehicle segment, accounting for 80 percent of market revenue in 2025. The segment's leadership is directly linked to rising consumer adoption of electric passenger vehicles and increasing investments by automotive manufacturers in EV production.

Government incentives, emissions reduction targets and advancements in battery technology continue to drive demand for electric passenger cars globally. As these vehicles reach the end of their battery lifecycle, recycling demand is expected to increase substantially.

The growing passenger EV fleet is anticipated to remain one of the most influential factors shaping future market expansion.

Circular battery economy becomes a strategic priority

The future of the EV battery recycling market will be shaped by continued growth in electric vehicle adoption, increasing demand for critical minerals, and expanding regulatory support for circular economy initiatives.

As the global transportation sector continues its transition toward electrification, battery recycling is expected to play an increasingly important role in securing raw material supplies, reducing environmental impact, and improving resource efficiency.

With market revenue forecast to reach \$19.0 billion by 2033 and a projected CAGR of 45.0 percent, EV battery recycling is positioned to become one of the fastest-growing segments within the broader clean energy and sustainable mobility ecosystem.

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WM updates Recycle Right Rules: No batteries in recycling or trash

WM, North America's leading environmental solutions provider and recycler, has added a fourth rule to its Recycle Right® list of items that should never go in recycling and trash bins – batteries – as batteries can pose a fire risk that could injure workers or impact facilities.

Batteries include alkaline batteries, the most common household batteries, as well as lithium-ion batteries. Alkaline batteries include batteries that go in remotes, clocks, toys and flashlights, while lithium-ion batteries can be found in shavers, electric toothbrushes, smart devices, power tools, e-bikes and e-scooters, Bluetooth-enabled trackers and even audio greeting cards.

“Batteries don’t belong in recycling or trash; they’re a fire risk that puts workers, first responders, collection vehicles and facilities in danger,” said Ryan Nordt, executive director of recycling operations, WM. “A clear ‘no batteries’ rule



helps protect people, communities and prevent fires.”

Market Reports World data indicates most single-use batteries are alkaline batteries while Statista data shows lithium-ion battery demand will increase by nearly 7X by 2030, solidifying the importance of proper battery disposal. Consumers should visit batterysafetynow.org for resources and a battery drop-off locator to understand the importance of battery recovery and proper disposal.

“We commend WM for adding a fourth recycling rule on batteries,” said Michael E. Hoffman, president and chief executive officer of the National Waste & Recycling Association. “Our recent study shows that an estimated 5,000 battery-related fires occur annually at recycling facilities and a fire nearly every day in every state in waste and recycling trucks, transfer stations, recycling facilities or landfills. Every effort to educate consumers on the correct way to recover batteries is imperative.”



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METALS

Crude steel production drops worldwide

World crude steel production for the 70 countries reporting to the World Steel Association (worldsteel) was 157.9 million tonnes (Mt) in May 2026, a 0.3 percent decrease compared to May 2025.

Crude steel production by region

Africa produced 2.1 Mt in May 2026, up 10.3 percent on May 2025. Asia and Oceania produced 116.2 Mt, down 0.9 percent. The EU (27) produced 11.4 Mt, down 0.4 percent. Europe, Other produced 3.8 Mt, up 4.9 percent. The Middle East produced 3.9 Mt, down 19.4 percent. North America produced 10.1 Mt, up 15.6 percent. Russia & other CIS + Ukraine

produced 6.7 Mt, down 4.8 percent. South America produced 3.5 Mt, up 3.7 percent.

Top 10 steel-producing countries

China produced 84.4 Mt in May 2026, down 2.7 percent on May 2025. India produced 14.1Mt, up 1.9 percent. The United States produced 7.5 Mt, up 9.2 percent. Japan produced 7.0 Mt, up 1.7 percent. South Korea produced 5.4 Mt, up 3.3 percent. Russia is estimated to have produced 5.6 Mt, down 5.4 percent. Turkey produced 3.4 Mt, up 8.9 percent. Germany produced 3.2 Mt, up 7.3 percent. Brazil produced 2.8 Mt, up 2.4 percent. Viet Nam produced 2.6 Mt, up 27.2 percent.

Top steel-producing countries				
	Mar 2026 (Mt)	% change Mar 26/25	Jan-Mar 2026 (Mt)	% change Jan-Mar 26/25
China	84.4	-2.7	415.5	-3.9
India	14.1	1.9	72.9	7.8
United States	7.5	9.2	35.6	6.8
Japan	7.0	1.7	33.6	-0.7
South Korea	5.4	3.3	26.4	2.7
Russia (e)	5.6	-5.4	26.4	-10.0
Turkey	3.4	8.9	16.5	6.8
Germany	3.2	7.3	15.7	8.8
Brazil	2.8	2.4	13.4	-1.9
Vietnam	2.6	27.2	12.6	26.8
e-estimated. Ranking of top 10 producing countries based on year-to-date aggregate				

Finished import market share estimated at 17 percent

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported that steel import permit applications for the month of June totaled 2,059,000 net tons (NT). This was a 3.5 percent increase from the 1,990,000 permit tons recorded in May and a 5.8 percent decrease from the May final imports total of 2,186,000. Import permit tonnage for finished steel in June was 1,478,000, down 5.6 percent from the final imports total of 1,566,000 in May. For the first six months of 2026 (including June SIMA permits and May final imports), total and finished steel imports were 11,247,000 NT and 8,181,000 NT, down 23.1 percent and 24.3 percent, respectively, from the same period in 2025. The estimated finished steel import market share in June was 17 percent and is 16 percent year-to-date (YTD).

Steel imports with large increases in June permits vs. May final imports include line pipe (up 94 percent), hot rolled sheets (up 39 percent), cut length plates (up 31 percent), cold rolled sheets (up 20 percent) and structural pipe and tubing (up 18 percent). Products with significant year-to-date (YTD) increases vs. the same period in 2025 include standard rails (up 97 percent), heavy structural shapes (up 58 percent), structural pipe and tubing (up 12 percent) and reinforcing bars (up 11 percent).

In June, the largest steel import permit applications were for South Korea (405,000 NT, up 2 percent from May final imports), Canada (298,000 NT, up 6 percent), Vietnam (223,000 NT, up 57 percent), Mexico (194,000 NT, up 5 percent) and Brazil (133,000 NT, down 60 percent). Through the first six months of 2026, the largest suppliers were South Korea (1,978,000 NT, up 36 percent), Canada (1,576,000 NT, down 44 percent) and Brazil (1,393,000 NT, down 46 percent).



Commodity		Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
FERROUS						
#1 Bushelings	per gross ton	\$425.00	\$415.00	\$411.00	\$412.00	\$440.00
#1 Bundles	per gross ton	415.00	395.00	392.00	392.00	420.00
Structural	per gross ton	379.00	375.00	374.00	376.00	380.00
#1 & #2 Mixed Steel	per gross ton	298.00	296.00	298.00	305.00	337.00
Crushed Auto Bodies	per gross ton	225.00	221.00	219.00	225.00	250.00
Shredded Auto Scrap	per gross ton	427.00	420.00	419.00	420.00	425.00
NON FERROUS						
#1 Copper Bare Bright	per pound	6.25	5.79	5.77	5.95	5.98
#2 Copper Wire & Tubing	per pound	6.05	5.59	5.57	5.75	5.78
Aluminum Cans	per pound	.95	.97	.98	.97	.99
Al/Cu Radiators	per pound	3.12	3.10	3.07	3.05	3.12
Aluminum Radiators	per pound	.45	.46	.41	.42	.45
Heater Cores	per pound	1.49	1.45	1.47	1.45	1.49
Stainless Steel	per pound	.68	.67	.65	.67	.68

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

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BEYOND THE EXPECTED

METALS

Novelis reports full fiscal year 2026 results

Novelis Inc., a sustainable aluminum solutions provider and the leader in aluminum rolling and recycling, reported fourth quarter and full fiscal year 2026 results.

“We begin the new fiscal year energized by the strength of the underlying business and confident in our ability to capture strong market demand for high-recycled-content, low carbon aluminum,” said Steve Fisher, president and chief executive officer, Novelis Inc. “We are firmly focused on execution – serving our customers, commissioning our state-of-the-art aluminum plant in Bay Minette, Alabama and safely restarting Oswego, New York within the next few weeks.”

Full and Fiscal Year 2026 Results

Net sales increased 7 percent versus the prior year to \$18.4 billion in fiscal year 2026, primarily driven by higher average aluminum prices, partially offset by a 5 percent decrease in rolled product shipments to 3,557 kilotonnes due mainly to the Oswego fires.

Fiscal 2026 net income attributable to common shareholder decreased 98 percent versus the prior year to \$15 million, primarily driven by the Oswego fires, restructuring charges and unrealized derivative losses in the current year compared to gains in the prior year, partially offset by a favorable change in metal price lag. Net income attributable to each common shareholder, excluding special items, was down 38 percent

year-over-year to \$476 million. Adjusted EBITDA decreased 9 percent to \$1.6 billion in fiscal year 2026 driven by an estimated negative \$104 million resulting from the Oswego fires and \$143 million from tariffs, partially offset by higher product pricing, lower SG&A costs, and favorable foreign exchange.

Net cash used in operating activities was an outflow of \$193 million in fiscal year 2026, compared to a net cash inflow of \$951 million in the prior year period, largely related to impacts from the Oswego fires and higher working capital from rising aluminum prices. Adjusted free cash flow was an outflow of \$2.4 billion in fiscal year 2026, compared to the prior year period outflow of \$737 million. The reduction in adjusted free cash flow is mainly driven by impacts from the Oswego fires and a 39 percent increase in total capital expenditures to \$2.3 billion in fiscal year 2026, mainly related to the company’s U.S. greenfield rolling and recycling plant in Bay Minette, which is expected to commission in the second half of this calendar year.

The company had a net leverage ratio (Adjusted Net Debt/trailing 12 months (TTM) Adjusted EBITDA) of 4.1x at the end of the fiscal year 2026. Total liquidity stood at \$2.8 billion as of March 31, 2026, consisting of \$1.3 billion in cash and cash equivalents and \$1.5 billion in availability under committed credit facilities.

PAPER

California SB 343 Update recognizes carton recyclability

Following a thorough review of additional information regarding new carton sortation for recycling across California, the California Department of Resources Recycling and Recovery (CalRecycle) has published an update to its Senate Bill 343 Final Findings Report findings to confirm that food and beverage cartons meet the statewide sortation threshold required for recyclable labeling under the statute.

The June 24, 2026 update revises Table 2 of CalRecycle’s SB 343 Final Findings Report to reflect that cartons are now sorted for recycling by large-volume transfer and processing facilities serving 62 percent of California counties. This exceeds the threshold established by SB 343 that determines whether a package can be labeled as recyclable.

“This update reflects the real and growing capacity of California’s recycling system to recover and recycle food and beverage cartons,” said Jordan Fengel, president of the Carton Council. “We are pleased that on-package labeling will continue to accurately communicate that cartons should be recycled, helping to provide sufficient material to established and emerging recycling end markets.”

CalRecycle’s updated evaluation incorporates newly verified sortation at three California material recovery facilities (MRFs):

- Western Placer Waste Management Authority MRF in Roseville
- Pacific Recycling Solutions MRF in Ukiah
- Cold Canyon Landfill MRF in San Luis Obispo

Together with facilities previously identified by CalRecycle, these operations sort cartons into PSI Grade 52 bales and serve 21 California counties. The update reflects how cartons are collected, sorted and marketed throughout the recycling system.

“This milestone is the result of continued collaboration across the recycling value chain,” Fengel said. “We appreciate the facilities that have invested with us in carton sortation, the communities that include cartons in their recycling programs, and CalRecycle’s careful review of all available data.”

SB 343 permits the use of the chasing-arrows symbol and other recyclability claims only for products and packaging that satisfy the criteria outlined in California law. CalRecycle’s characterization findings provide the collection and sortation data used to evaluate materials under those requirements.

The Carton Council will continue working with communities, material recovery facilities and recycling end markets to expand carton recovery and ensure that valuable carton material is returned to productive use.



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PLASTICS

PET thermoform recovery reaches 264 million pounds

The National Association for PET Container Resources (NAPCOR) released its first stand-alone, and fifth annual, 2024 PET Thermoform Market Analysis, providing a comprehensive look at PET thermoform packaging production, recycling, recycled content use, and policy developments across the United States and Canada.



PET thermoform packaging is widely used for fresh produce, bakery items, prepared foods, beverages and other consumer products because it helps protect products, reduce food waste and improve transportation efficiency. PET stands for polyethylene terephthalate and is universally identified by the “1” inside the triangle on the packaging.

The analysis found that 264 million pounds of PET thermoforms were collected for recovery in 2024, the highest level recorded since NAPCOR began tracking PET thermoform recovery. The total includes material recovered domestically and exports for reclamation, reflecting continued progress in the collection and recycling of PET trays, cups, clamshells, tubs, and other thermoformed packaging.

“PET thermoforms continue to play an essential role in protecting food, reducing waste and delivering products safely to consumers,” said Laura Stewart, executive director of NAPCOR. “Our analysis shows encouraging growth in recovery while also highlighting the infrastructure, market, and policy challenges that must be addressed to further improve circularity.”

The analysis arrives as the PET recycling industry faces growing economic pressures. Recent losses in domestic recycling capacity, ongoing market instability and rising imports of recycled PET have highlighted the need for policies and investments that strengthen North American recycling infrastructure and ensure collected PET can be recycled into new products domestically. As policymakers increasingly look to recycled-content mandates and extended producer responsibility (EPR) programs to drive circularity, understanding the realities of PET thermoform collection, processing, and end-market demand has become increasingly important.

Key findings from the analysis include: 264 million pounds of PET thermoforms recovered in the U.S. and Canada in 2024, reflecting higher average fractions of thermoforms in curbside PET bales.

More than 2.05 billion pounds of PET feedstock purchased by thermoform converters in the U.S. and Canada during 2024.

Virgin (new) PET accounted for 79 percent of thermoform feedstock purchases, while use of post-consumer

recycled PET declined from 18 percent to 12 percent between 2023 and 2024. This represents a widening circularity gap for PET thermoforms despite increased collection.

Though food packaging remained the dominant end market, accounting for approximately 79 percent of reported PET thermoform sales, recycled content usage is heavily driven by non-food/non-medical applications.

Most recovered PET thermoforms continue to be primarily recycled alongside PET bottles rather than through dedicated thermoform recycling streams, and dedicated post-consumer thermoforms accounted for less than one percent of feedstock purchases for new PET thermoforms.

The analysis also highlights the growing role of advanced sorting technologies, including artificial-intelligence-enabled optical sortation, in improving PET thermoform recovery. At the same time, the report notes that recycling challenges remain due to contamination, processing losses, and the limited availability of dedicated thermoform recycling infrastructure.

The analysis found that opportunities remain to expand the use of recycled content in PET thermoform packaging. While recovery volumes continue to grow, recycled-content utilization remains constrained in many food-contact applications by performance, regulatory, and market considerations.

The analysis further examines emerging chemical recycling pathways, industry investment and consolidation, and the evolving policy landscape, including EPR programs, recycled content mandates, and federal legislation to strengthen recycling infrastructure.

“PET thermoform manufacturers are a critical segment of NAPCOR membership and the PET value chain,” stated Tom Busard, NAPCOR board chair, chief polymers and recycling officer for Plastipak Packaging, Inc., and president of Clean Tech, Plastipak’s recycling affiliate. “Continued circular progress for this packaging will require investment in collection and processing infrastructure, technological innovation, and policies that recognize both the recyclability of PET packaging and the realities of today’s recycling systems.”

WASTE

Waste Pro closes \$150M Florida bond financing

Waste Pro USA, Inc., a regional privately-held provider of non-hazardous waste collection, transfer, recycling and disposal services, has completed the sale of \$150,000,000 Florida Development Finance Corporation Solid Waste Disposal Revenue Bonds (Waste Pro USA, Inc. Project), Series 2026.

During the initial five year term interest rate period, the interest rate on the Bonds will be 4.35 percent with a maturity of April 1, 2037. The Bonds are guaranteed by certain subsidiaries of Waste Pro pursuant to a guaranty agreement and as described in the indenture relating to the Bonds.

“This year marks our 25th anniversary. My father, John Jennings, founded Waste Pro in 2001 with a single truck and a commitment to do right by our customers, employees, and communities,” said Sean Jennings, chief executive officer of Waste Pro. “From that single truck to a fleet of more than 4,300 vehicles and over 5,500 employees across 10 states, we have

always built for the long term, with our sights set firmly on the next 100 years.”

“Since completing our first tax-exempt financing in August 2017, Waste Pro has grown its tax-exempt debt portfolio from zero to approximately \$736.7 million in under nine years,” said Cort Sabina, chief financial officer of Waste Pro. “The bonds were significantly oversubscribed, with broad support from both new and existing institutional investors. Optimizing our balance sheet toward long-term, fixed-rate debt remains a priority, and these tax-exempt financings have become a cornerstone of our capital structure.”

The Bonds were offered only to qualified institutional buyers as defined in Rule 144A under the Securities Act of 1933, as amended. The bonds have not been and are not required to be registered under the Securities Act and may not be offered or sold in the United States absent registration or an applicable exemption from the registration requirements of the Securities Act and other applicable securities laws.

Landfill gas key to U.S. renewable natural gas growth

Landfills are the largest source of captured biogas in the U.S., driving record investment in renewable natural gas (RNG) production, according to new data released by the American Biogas Council (ABC). The nation’s 598 landfill gas capture systems provide about three-quarters of all biogas captured in the U.S. and produce 64 percent of the nation’s RNG.

Developers brought 20 new landfill gas projects online in 2025, all of which capture additional biogas and convert it into RNG that displaces conventional natural gas. Together, these facilities added 39.9 billion cubic feet (Bcf) new biogas capture capacity – about 75 percent of all new U.S. biogas capture capacity added last year across all biogas sectors.

Although landfill gas systems represent fewer than one-quarter of the nation’s 2,580 operating biogas facilities, they account for approximately three-quarters of all biogas captured for energy. Landfill gas facilities typically capture far larger volumes of biogas than systems in the agriculture, wastewater, or food waste sectors, resulting in a disproportionate share of total biogas capture.

“Landfill gas projects are proof that America can produce more energy by using resources we already have,” said ABC’s executive director Patrick Serfass. “By capturing biogas that would otherwise be released or flared, these facilities create fuel and electricity while delivering economic value to communities across the country.”

Biogas is produced when organic material – such as food waste, manure and wastewater sludge – breaks down without oxygen. At landfills, that gas can be

captured instead of being released or flared and used to generate electricity and heat or converted into renewable natural gas (RNG) that can be delivered through existing pipelines.

- Among the report’s key findings:
- More than 559 billion cubic feet (Bcf) of landfill gas is now captured annually across the U.S.
 - Since the end of 2020, 93 new landfill gas projects have come online, an 18.4 percent increase. All but nine of these newest facilities produce RNG.
 - Landfill-derived RNG supplies approximately 143.7 million MMBtu annually.
 - Total estimated investment in landfill gas facilities has reached nearly \$14.9 billion, including nearly \$1 billion invested in projects entering service during 2025.
 - All landfill gas facilities capture enough energy to meet the annual needs of nearly 3.9 million U.S. households.

Although RNG development at landfills has expanded rapidly, electricity generation remains a major use of landfill gas. Nearly three-quarters (73 percent) of all landfill gas facilities nationwide continue to generate electricity or produce thermal energy, accounting for over half of all biogas captured.

ABC estimates untapped sites could provide as much as 455 billion cubic feet of additional biogas annually, representing one of America’s largest remaining opportunities to capture wasted biogas, expand domestic renewable energy production, and reduce methane emissions.

The findings are based on the American Biogas Council’s Biogas Projects Database.

BUSINESS BRIEFS

Casella Waste appoints new executive leaders

■ Casella Waste Systems, Inc., a regional solid waste, recycling and resource management services company, announced that Damian Ribar will join its executive leadership team as executive vice president and chief operating officer. The company also promoted Shelley Sayward from senior vice president and general counsel to executive vice president and general counsel.

As executive vice president and chief operating officer, Ribar will oversee the company's operations and partner with the executive leadership team to execute Casella's long-term growth strategy.

Ribar has more than 30 years of solid waste industry experience. He has excelled throughout his career in driving operational execution, developing high-performing teams, effectively developing and executing financial plans and successfully integrating acquisitions.

Prior to joining Casella, Ribar served as division vice president of North Florida at Waste Connections, Inc., where he was responsible for operations across more than 30 operating locations. During his tenure he served in a variety of leadership roles.

Earlier in his career, Ribar served as area manager for Progressive Waste Solutions, where he managed collection, disposal and recycling operations. In addition, he previously served as vice president and operations controller at Waste Services, Inc. as well as chief accounting officer and corporate controller at Regus Industries, LLC, and region controller at Waste Management, Inc. Throughout his career, he has successfully led the integration of acquired businesses while building strong operating teams and driving sustainable performance across diverse markets.

Sayward was promoted from senior vice president and general counsel to executive vice president and general counsel. Sayward has played an integral role in the company's growth and has served as senior vice president and general counsel since January 2021.

SAS Group hires new managers

■ SAS Group announced that Gary Griessmeyer has joined their team as customer support manager.

Griessmeyer is an industry veteran with more than 30 years of scrap operations management in a variety of roles over the years for one of the most respected metals processing companies in the country.

Griessmeyer is tasked with building a world class customer services department to support end users and growing dealer organizations for both SAS Forks and DRKhorse divisions.

Additionally, SAS has added Terry Sturgell, Jr. as their new business development manager.

Sturgell is tasked with developing steel mill, quarry and waterfront markets and will be present in other organizations such as the National Demolition Assn.

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Recyclers turn to AI and smart security as theft threat intensifies

by MAURA KELLER

mkeller@americanrecycler.com

Copper theft has long been a challenge across the recycling industry, but for recyclers, the issue has become increasingly complex. As the value of copper remains high and criminals look for accessible sources of valuable metals, vehicle processing facilities are facing greater pressure to protect inventory, improve traceability and strengthen security practices.

For recyclers, copper theft is not only about the loss of a commodity. Theft can disrupt operations, damage vehicles, create safety concerns and impact the ability to efficiently process vehicles and recover valuable materials.

"Copper theft has become much more than a scrap metal issue," said Steve Reinharz, chief executive officer of AITX and its security technology subsidiary, RAD. "Today, it's an operational disruption issue."

While copper prices continue to influence theft activity, Reinharz said the larger concern is how easily valuable materials can be targeted at locations where monitoring is limited.

"The value of copper certainly plays a role. When prices rise, theft becomes more attractive," he said. "But what we're seeing now is that the targets have expanded." For recyclers, that means protecting large outdoor yards, vehicle storage areas, processing zones and material inventory from criminals looking for opportunities.

Sean Mee, senior director of solution engineering at Verkada, said the economics behind copper theft have remained consistent for decades.

"At its core, copper theft has always been fundamentally an economics problem – you have a commodity with high resale value, combined with a low barrier to entry and very little traceability," Mee said.

However, he said the biggest change is not necessarily that thieves have become more sophisticated. Instead, criminals are taking advantage of locations where security gaps exist.

"Most targets are picked because they are 'soft' – unmanned, after-hours sites where detection doesn't happen until the

next morning when someone finds the damage," Mee said. "The security technology to close that gap now exists, but adoption is still catching up."

Understanding the threat

Recyclers have always operated in an environment where valuable materials are stored, processed and moved daily. Copper-containing components, wiring, electrical systems and other vehicle materials can become targets for theft once vehicles enter a salvage yard.

Criminals often look for materials that combine value, accessibility and ease of removal.

Joe Morgan, segment development manager – critical infrastructure – Americas at Axis Communications, said thieves typically target copper that can be accessed quickly.

"They know where they can quickly cut and remove valuable material, which is then sold through a network of buyers, including black-market operators and non-reputable recyclers or smelters," Morgan said.

While Morgan's experience is focused heavily on critical infrastructure, the same challenge applies to auto recycling operations: once stolen material leaves the original location, tracing its path becomes much more difficult.

"What starts with a single theft can quickly become difficult to trace as the copper moves through several intermediaries before ultimately entering the recycling stream," Morgan said.

Reinharz said the most significant challenge is that recyclers often encounter stolen material after the initial crime has already occurred.

"By the time stolen material reaches a recycling facility, the theft has already occurred and the damage has already been done," he said.

For recyclers, preventing theft before materials leave the yard is becoming a greater priority.

"The goal is no longer just identifying stolen material after the theft occurs," Reinharz said. "The goal is preventing the theft from happening in the first place."

Strengthening intake and verification

Recyclers have increasingly invested in stronger intake procedures to create better visibility into where materials come from and who is selling them.



Copper theft can disrupt operations, damage vehicles, create safety concerns and impact the ability to efficiently process vehicles and recover valuable materials.

Seller identification, transaction documentation, digital records, video monitoring and communication with law enforcement are becoming important tools for legitimate recycling operations.

"Many operators now require seller identification, maintain detailed transaction records, utilize video documentation, monitor transaction patterns and work more closely with law enforcement and industry partners when suspicious activity is identified," Reinharz said.

Mee said one of the biggest improvements has been moving away from manual records and toward searchable digital information.

"The biggest shift I see at intake is from paper logs to searchable digital records, paired with camera coverage and license plate capture at the gate," he said. "The technology lets a facility tie a seller, a vehicle and a transaction together in a way that's actually 'queryable' later."

For recyclers, that ability can be especially valuable in an environment where hundreds of vehicles, sellers and transactions may move through a facility.

However, Morgan said technology only works when facilities actively use it.

"The technology to verify and identify potentially stolen copper exists, but the real issue is who is actually using it," he said. "While honest businesses and investigators lean on these tools to identify

criminal activity, black-market operators intentionally ignore them to stay under the radar."

Moving beyond cameras to active security

Historically, security cameras were used primarily as a tool for reviewing incidents after they happened. Today, new technologies are shifting the focus toward preventing theft before it occurs.

"Advanced security technology plays a critical role in preventing and deterring copper theft," Morgan said. "Technologies such as AI-powered video surveillance, license plate recognition and third-party real-time monitoring can help identify and respond to theft as it occurs."

AI-powered systems can monitor activity across large auto recycling facilities, identify unusual behavior and alert operators when something appears out of place.

"The real shift I see is from systems that record a theft, to systems that detect it and alert as it is actually happening," Mee said. "After-hours person-or-vehicle detection that triggers a response, rather than footage you review the next day."

For recyclers, this can be especially valuable because large salvage yards can be difficult to monitor continuously with employees alone.

Mee said license plate recognition

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Metal Recycling

■ Continued from Page B1

technology also provides greater accountability.

“When you can log every vehicle and search that data on demand, moving stolen material anonymously gets much harder,” he said. However, he cautioned that technology must be part of a larger security strategy.

“Detection without a defined, rapid response is just ‘admiring the problem,’” Mee said. “Bolt AI onto a fragmented stack of disconnected cameras and access systems and it can’t actually get the inputs it needs.”

Morgan said tools such as network speakers and lighting can provide additional deterrence.

“Additional deterrents, such as network speakers and LED lighting, can further discourage criminal activity in the moment,” he said. “These systems can deliver pre-recorded messages or enable live operators to issue real-time voice warnings when individuals enter restricted areas or exhibit suspicious behavior.”

Balancing security with yard operations

One of the biggest challenges for recyclers is implementing security measures without slowing down the fast-moving nature of their businesses.

Large yards process significant volumes of vehicles, manage customer interactions and coordinate material movement. Any security system must support efficiency rather than create unnecessary delays.

“One of the biggest challenges is balancing security with throughput,” Reinharz said. “Recycling facilities exist to process material efficiently, and many handle a significant volume of transactions, deliveries and customer interactions throughout the day.”

Mee said technology must be practical for employees to use.

“At a high-throughput facility, anything that adds friction to intake gets worked around or switched off, so the technology has to be fast and largely automated,” he said.

He said one common challenge is what he called “integration debt” – the issue of facilities adding security tools over time that do not work together.

“Facilities add cameras and systems piecemeal over years, from different vendors, that were never designed to talk to each other,” Mee said. “Then they try to layer AI on top and discover the foundation can’t support it.”

The most effective approach, he said, is treating security as part of an overall operational strategy.

“The common mistake is treating

security as a shopping list of products instead of thinking through the larger strategy of how to integrate these separate systems,” Mee said.

Collaboration and traceability

Because metal theft affects the entire recycling ecosystem, industry experts said stronger collaboration among recyclers, law enforcement and other stakeholders is essential.

Morgan said many investigations begin only after a theft occurs.

“Most of the time collaboration is done after the fact,” he said. “Recyclers, law enforcement and utilities come together after a crime occurs to figure out how much material was stolen, who the thief is supplying and where the product is going.”

The opportunity, he said, is using technology to intervene earlier.

“Those who want to catch thieves want to catch them in action, which is where analytics come into play,” Morgan said. “Analytics can help identify criminal behavior in real time or stop a theft before it occurs.”

Reinharz said stronger collaboration is already developing because no single organization can solve the issue alone.

“Utilities, construction companies, telecommunications providers, recyclers and law enforcement all experience different parts of the same problem,” he said.

For recyclers, that collaboration can include sharing information about suspicious transactions, improving documentation practices and working with law enforcement when patterns emerge.

The future of copper theft prevention

Looking ahead, experts expect the next generation of security technology to focus on combining artificial intelligence, automation and data sharing. Morgan said technologies such as thermal cameras, access control, drone detection and advanced analytics will play a greater role in protecting vulnerable areas.

“The organizations that will see the greatest success in reducing theft are those that pair real-time analytics with active deterrence,” he said.

For recyclers, protecting copper and other valuable materials will require a combination of strong operational practices, better documentation, collaboration and technology that helps identify threats before losses occur.

“The future isn’t about creating more alerts or collecting more data,” Reinharz said. “It’s about turning information into action quickly enough to prevent losses, protect operations and make it increasingly difficult for theft to succeed.”

Steel shipments up 6.2 percent

The American Iron and Steel Institute (AISI) reported that for the month of May 2026, U.S. steel mills shipped 8,141,900 net tons, an 8.5 percent increase from the 7,507,349 net tons shipped in May 2025. Shipments were up 6.2 percent from the 7,664,757 net tons shipped in the previous month, April 2026. Shipments year-to-date in 2026 are 38,990,601 net tons,

up 4.6 percent vs. 2025 shipments of 37,285,289 net tons for five months.

A comparison of shipments year-to-date in 2026 to the first five months of 2025 shows the following changes: corrosion resistant sheet and strip, up 13 percent, hot rolled sheet and strip, up 6 percent and cold rolled sheet and strip, down 1 percent.

Comstock Metals advances industry-scale solar panel recycling facility operations

Comstock Inc. and Comstock Metals LLC, a leader in the responsible recycling of end-of-life solar panels with the only certified, North American, zero-landfill solution, announced that all of the industry-scale facility precision equipment and unit operations have arrived and are assembled. Three of those unit operations have been commissioned and tested and are undergoing integration to date – the robotic loading arms, the eddy system and the washing system. This represents significant progress toward the full commissioning, start-up and continuous operation of the 100,000 ton per year solar panel recycling production line.

“We are pleased to report that, as of last week, we completed the “tuning” of the entire glass-upgrading eddy system,



including full capacity stress-testing. The unit met and exceeded its quality and capacity performance requirements operating at full capacity levels and working towards delivering clean glass that meets or exceeds all the quality specifications communicated from our customers,” stated Corrado De Gasperis, chief executive officer of Comstock Inc.

Commissioning, and all aspects of integration, tuning and staged stress-testing will continue through August 2026, when continuous operations will commence. The first full month of operation will begin after that period.

Steel imports up 11.2 percent

Based on preliminary Census Bureau data, the American Iron and Steel Institute (AISI) reported that the U.S. imported a total of 2,117,000 net tons (NT) of steel in May 2026, including 1,554,000 NT of finished steel (up 11.2 percent each, respectively, vs. April 2026). Total and finished steel imports are down 26.3 percent and 26.8 percent, respectively, year-to-date vs. 2025. Over the 12-month period June 2025 to May 2026, total and finished steel imports are down 21.6 percent and 25.2 percent, respectively, vs. the prior 12-month period. Finished steel import market share was an estimated 17 percent in May and is estimated at 16 percent over the first five months of 2026.

Key steel products with a significant import increase in May compared to April are hot rolled sheets (up 128 percent), plates in coils (up 78 percent), oil

country goods (up 45 percent), hot rolled bars (up 29 percent) and reinforcing bars (up 21 percent). Products with a significant increase in imports over the 12 month period June 2025 to May 2026 compared to the previous 12-month period include heavy structural shapes (up 21 percent).

In May, the largest suppliers were South Korea (399,000 NT, up 37 percent vs. April), Brazil (331,000 NT, up 54 percent), Canada (281,000 NT, up 5 percent), Mexico (185,000 NT, down 1 percent) and Japan (142,000 NT, up 91 percent). Over the 12-month period June 2025 to May 2026, the largest suppliers were Canada (3,340,000 NT, down 45 percent compared to the previous 12-months), Brazil (3,227,000 NT, down 28 percent), South Korea (2,964,000 NT, up 7 percent), Mexico (2,152,000 NT, down 36 percent) and Japan (1,083,000 NT, down 5 percent).

U.S. Imports of Steel Mill Products by Country of Origin (thousands of net tons)									
COUNTRY	MAY 2026 PRELIM	APR. 2026 FINAL	% VAR. MAY VS. APR.	YTD 2026 (5 MON.)	YTD 2025 (5 MON.)	% VAR. 2026 VS. 2025	JUNE 2025 TO MAY 2026	JUNE 2024 TO MAY 2025	% VAR.
Canada	281	268	5.0%	1,278	2,462	-48.1%	3,340	6,097	-45.2%
Brazil	331	215	53.6%	1,261	2,160	-41.6%	3,227	4,454	-27.6%
South Korea	399	291	37.1%	1,573	1,270	23.9%	2,964	2,772	6.9%
Mexico	185	187	-1.1%	922	1,594	-42.1%	2,152	3,368	-36.1%
Japan	142	74	90.6%	477	469	1.6%	1,083	1,145	-5.4%
Vietnam	81	137	-41.3%	532	332	60.2%	1,069	1,151	-7.1%
Taiwan	94	100	-6.5%	384	494	-22.3%	983	1,070	-8.1
Germany	79	75	5.3%	295	528	-44.0%	896	1,219	-26.5%
India	59	47	26.5%	254	217	17.2%	590	382	54.4%
Turkey	58	25	132.8%	268	238	12.6%	577	430	34.2%
Netherlands	36	36	-1.6%	140	240	-41.8%	426	616	-30.9%
China	66	49	35.1%	190	224	-15.3%	408	552	-26.2%
United Arab Emir.	2	15	-88.1%	121	152	-20.4%	394	416	-5.4%
Argentina	31	30	4.7%	122	15	701.9%	334	46	649.5%
Romania	3	43	N/A	137	218	N/A	325	477	-31.8%
All Other	271	310	-12.7%	1,166	1,760	-33.7%	3,220	3,861	-16.6%
Total	2,117	1,904	11.2%	9,119	12,374	-26.3%	21,987	28,056	-21.6%
memo EU-27	230	320	-28.1%	1,178	1,883	-37.4%	3,174	4,401	-27.9%



Steve Kurtzman with Innovative Recycling, Inc.

by MATT JONES

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As Steve Kurtzman often says, he "grew up in the garbage business," having spent his career immersed in the waste industry. His father owns a sanitation company and he has worked with that business since the 1970s. During that time, he would occasionally pull some materials from the refuse to sell for scrap metals. It was that experience which led him to branch out and launch a recycling center, Innovative Recycling Inc., in 1991. Based in Galion, Ohio, the business serves that area as well as the Crestline, Bucyrus, Mansfield, Ontario and Shelby areas.

"I just thought that to grow in the sanitation business, you're going to have expand into recycling," said Kurtzman.

Before the business was even a decade old, they needed to expand and moved into a 350,000 square foot warehouse where they still operate to this day. "It's pretty full now," he said, adding, "I don't think we hardly have room for more growth." While further growth may be limited, the

Copper separation is one of the key areas in which the recycling sector has evolved along with the company in the over three decades since it was launched. Kurtzman also points to electronic, optical sorters and balers and even tire shredding technology as areas where new technology has drastically changed the recycling sector. The quality of the wire that can be extracted from a tire is significantly better today than it was 20 years ago.

Innovative Recycling operates a convenient drive-through purchasing area for peddlers and procures significant volumes of scrap metal from a network of dealers. The company also provides industrial roll-off services, collecting recyclable materials directly from manufacturing facilities and other industrial operations. Supporting these efforts is its in-house logistics company, which streamlines transportation and ensures efficient movement of materials throughout the recycling process.

Another pillar of their business is in junk cars. Kurtzman indicated that the company buys cars on a daily basis and

foundries and other locations generally to be used for rolled steel, rebar or bearings among other purposes.

Between all their different related companies, Kurtzman says that they employ just over 100 people. In fact, one of the things that makes Innovative Recycling stand out is the fact that they are a family-run business with quite a few sons, daughters and various in-laws employed, including Kurtzman's wife.

Are there any challenges in working with so many people that you have close relationships with?

"Vacations," said Kurtzman bluntly, before bursting into laughter. "Definitely vacations, but we work around it. We're used to it now."

Asked about the biggest challenge for Innovative Recycling in 2026, Kurtzman pointed to the attraction and retention of employees. The recycling and scrap industry is not for everyone. The work is physically demanding, often performed outdoors in varying weather conditions, and requires a strong commitment to safety and hard work. However, for those who embrace the challenges, it can provide a stable and rewarding career, with many employees remaining in the industry for decades.

The company has several employees who have been with the company for 30 years. And the family element plays a positive role as well as – the employees do tend to enjoy having so many family members around.

Increasing cost inputs, including fuel and insurance, also put pressure on the business. In response to those pressures, while the company is always on the lookout for new equipment that could open up new avenues for them, they are very calculating about whether to actually move forward with an investment.

"Like this copper chopper line we're putting in," elaborated Kurtzman. "We made sure we've got enough volume to run it, an area for it and the power to run it."

Another challenge has been communicating the new requirements from the Department of Homeland Security (DHS). There are always people looking to argue



The Innovative Recycling fleet includes several Mack brand roll-off trucks.

Photo Credits: Innovative Recycling

about whether they should have to present their identification or have their photo taken. Similarly, the company's website features their extensive 'Do-Not-Buy' list, including guns, paint cans, fluorescent lights and other materials that Innovative won't touch.

In some cases, that list goes back to DHS, as there are certain materials that companies are prohibited from handling. But in other cases, the items on the list are simply materials that Innovative Recycling doesn't deal with, like glass for example.

"We don't take glass anymore," related Kurtzman. "We've had containers out, people pull up there and you can't police it all the time and they'll throw something in there and contaminate the whole load and then the whole load is a landfill load or a downgrade."

On that topic, cross-contamination is a significant challenge for this type of business. Kurtzman said they undertake significant efforts to ensure that everything is kept separated. They also make sure to teach employees how to properly handle materials to avoid contamination or more dangerous issues, such as potential explosions if the wrong materials are exposed to each other.

Looking to the future, Kurtzman says that the company is considering adding in engine crackers for busting up aluminum motor blocks to compliment the SAS Extreme Auto Processor which has served the company well in recent years. Another drive-on scale is also set to be installed in the near future.



Innovative Recycling turns around 2,000 tons of steel turnings into puck-sized briquettes per month.

facility has supported their growth to date, including their foray into tire recycling which resulted in the launch of another sister company –Willig Tire Recycling.

Briquetting is one of Innovative Recycling's core operations. The company receives steel turnings from a variety of vendors and processes them back into a solid briquette form for use by steel mills. Innovative Recycling carefully separates the different grades of steel turnings, compresses each grade into individual briquettes (or "pucks"), and ships them exactly as they are. The turnings are not blended together, ensuring mills receive a consistent, single-grade product.

"We've been growing pretty good in the briquetting area and we do 2,000 tons a month of turnings into briquettes," said Kurtzman. "And lately we just put in a new used Sierra shear baler, which is helping us quite a bit on growth. So we've been moving right along and moving into different commodities. Next month, we're putting in a copper chopping line, so we're covering all avenues."

puts out two to four loads per day. While the processes involved in producing cars have changed significantly since 1991, the process of recycling them hasn't.

"You get a lot more aluminum in a car now than years back, but it's essentially the same," said Kurtzman. "But it seems that cars just don't last as long as they used to, so you see later models coming through quite often. We will pull off parts that are good and sell them on the internet."

The company maintains an active advertising program and offers a pickup service for people who don't have a way of delivering their end-of-life vehicles to Innovative Recycling. To support this feature of their business, they run five Mack brand roll offs, which are shared between the various associated businesses. There's also an International truck in their fleet, but for the most part Kurtzman has long-standing brand loyalty to Mack.

"They're just heavy duty built," said Kurtzman. "And the availability of parts is good."

The end result is sold to steel mills,



Before the business was even a decade old, it had grown enough that they moved into this 350,000 square foot warehouse where they operate to this day.

EQUIPMENT
SPOTLIGHT

Attachments

by MARY M. THORNTON
maryt@americanrecycler.com

Attachments used in the demanding environments of scrap metal and automotive processing operations must be designed for durability, reliability and efficiency. A wide range of products may be utilized across different yards, and the manufacturers and equipment outlined below represent some of the most common and effective solutions used to support these applications.

Iron Ax produces a full line of scrap processing equipment, attachments and hydraulic cylinders for many different industries. The company's attachment products include shears and grapples. All shears feature replaceable wear parts, a removable tip and 360 degree continuous rotation. Among the four different sized shears available, the smallest provides 600 tons of cutting force and the largest, 1,000 tons of cutting force.

Iron Ax manufactures a variety of grapples, designed for the scrap metal recycling and timber industries. Grapples can be purchased as rotating or non-rotating and all rotating grapples feature 360 degree continuous rotation. The firm's standard grapple is a 4 tine variety with wings, which allows the grapple to provide greater enclosure for smaller pieces of scrap. "We also offer the opposing tine variety of contractor grapples, in 2x3 and 3x4 configurations and have also

manufactured custom grapples for specific applications in the railroad and oil and gas industries. All of our grapples are made of domestic T1 plate, are extremely heavy duty and built to last. We have manufactured scrap processing equipment since the 80s and soon, we'll also unveil some newly designed grapple options that we believe will be very popular with our clients," reports John Kitchens, president.

The Raptor recycling attachment is purpose-built and designed to transform the way scrap yards handle end-of-life vehicles. Conceived and designed by an auto dismantler source for use in that operation 15 years ago, Raptor is now offered in flat pack kit form to be used on a bladed excavator. The product is available in the U.S. through Vortex.

The Raptor is offered two different sizes. The V25 can be fitted to a 22t excavator and the V15 can be fitted to a 14t excavator. "Both options provide efficiency, precision and exceptional durability and performance in harsh environments. These factors play a critical role in modern automotive recycling operations, where speed and material recovery directly impact profitability," described Nigel Dove, Vortex chief executive officer. The primary benefit of the Raptor is the attachment's ability to streamline the dismantling process to maximize user profitability. Traditional methods



Recycling Equipment Sales, Inc./Iron Ax

of handling scrap cars often involve multiple machines or manual intervention, which can slow operations and increase labor costs. The Raptor attachment, however, allows one operator to securely grip, lift, rotate and dismantle vehicles with ease. This enables faster stripping of valuable components such as engines, transmissions, axles, wire harnesses and catalytic converters, thus reducing turnaround time per vehicle.

Another major advantage is enhanced material recovery. The precision and control offered by the attachment allow operators to separate different materials more effectively. This leads to cleaner sorting of metals, plastics and other components, which increases the overall value of recovered materials. Durability is also a key feature. Built to withstand the harsh conditions of scrap yard operations, the Raptor attachment is constructed from Hardox and other high-strength materials that resist wear and tear. This results in lower maintenance costs and reduced downtime, ensuring consistent productivity over the long term.

The Raptor improves overall operational flexibility and can be used for a wide range of tasks beyond vehicle handling, including loading scrap into trucks, organizing yard space and handling bulky materials. This versatility reduces the need for multiple attachments, saving both time and

investment costs. The Raptor V25 and V15 attachments accelerate processing times, improve material recovery and reduce downtime. They serve as valuable tools for any modern recycling facility looking to optimize performance and maximize returns.

"Sennebogen machines are ideal for the demanding environments of the metal recycling industry. In a sector where continuous, heavy-duty work is the norm, Sennebogen embodies a design philosophy that is robust, intelligent and simple – this results in material handlers and attachments that prioritize durability, precision and operational uptime," Constantino Lannes, president, stated.

He noted how the versatility of Sennebogen machines is enhanced by their wide range of specialized attachments, specifically designed for the requirements of metal recyclers: "Our orange peel grab products, a staple for scrap handling, are designed for durability and excel in managing loose, mixed scrap. Our Mag Grabs offer a unique, 4-tine solution for sorting and separating ferrous from nonferrous metals and are integrated with lifting magnets that range from 30" to 44" in diameter. This combination allows operators to sort material efficiently in a single motion, significantly boosting productivity – and our magnet plates are available in common sizes up to 72" and provide powerful, reliable lifting for heavy steel scrap."

See Attachments, Page B5



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Attachments

■ Continued from Page B4

Sennebogen offers four coupling types for quickly changing attachments. However, “for the ultimate in productivity, our Vario-Tool, a fully hydraulic quick-change system, allows for seamless transitions between various attachments, is available. By enabling these rapid changes, the Vario-Tool ensures that the machine remains productive throughout the entire processing cycle without unnecessary downtime,” said Lannes. He claimed that recyclers rely on Sennebogen for the machine's long-term

value retention and ability to withstand heavy, continuous use. In addition to the wide range of available attachments, key features like the elevating Maxcab provide operators with a superior view of the work area, which is critical for safety and precision when sorting complex scrap piles. Whether opting for traditional diesel engines or energy-efficient electric drives, Sennebogen provides the stability, speed and reliability required to keep high-volume metal recycling operations running smoothly, safely and profitably.



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Steel Dynamics forecasts record Q2 2026 earnings

Steel Dynamics, Inc. provided second quarter 2026 earnings guidance in the range of \$3.51 to \$3.55 per diluted share. Comparatively, the company’s sequential first quarter 2026 earnings were \$2.78 per diluted share, and prior year second quarter earnings were \$2.01 per diluted share.

Estimated second quarter earnings have been reduced by \$16 million, as a result of asset write-downs related to the decision to relocate the company’s planned second satellite aluminum recycled slab center from Arizona to Columbus, Mississippi, as differences with Arizona state officials risked the construction and operations of the facility.

Second quarter 2026 profitability from the company’s steel operations is expected to be meaningfully higher than first quarter results, driven by strong demand and metal margin expansion across the platform, as average realized selling values increased more than scrap raw material costs. Order activity remains strong, supported by underlying demand and persistently low steel inventories, which continue to support favorable pricing conditions. Demand across key end markets remains solid, with non-residential construction, energy, automotive, and industrial sectors leading performance.

Second quarter 2026 earnings from the company’s metals recycling operations are expected to be similar to sequential first quarter results, as increased ferrous and nonferrous shipments are expected to be offset by expected nonferrous unrealized hedging losses.

Second quarter 2026 earnings from the company’s steel fabrication operations are expected to be incrementally below sequential first quarter results, as the

benefit from stronger shipments combined with steady pricing is offset by higher steel raw material input costs. Customer order activity has remained strong, continuing the momentum beginning at the end of 2025. The order backlog is now nearly 40 percent higher than a year ago and extends through the end of the year and into 2027. Current demand is being supported by commercial construction, data center and warehouse buildouts, manufacturing, and healthcare end markets. The company expects further volume improvement throughout the year and into 2027, supported by domestic manufacturing investment, U.S. infrastructure investment, other stimulus programs, and ongoing onshoring activity.

Second quarter 2026 earnings from the company’s aluminum operations are expected to improve significantly compared to first quarter sequential results, based on increased shipments and higher realized pricing. The aluminum team continues to make strong progress on the commissioning and startup of the company’s aluminum flat rolled products mill in Columbus, Mississippi. Two of the three cold mills are now operational, and the third cold mill is expected to begin qualifying material in July. Additionally, the first of two Continuous Annealing and Solution Heat (CASH) lines, which support the production of finished automotive products, is operating and shipping material for customer qualification. The second CASH line is also expected to begin material qualifications in the fourth quarter 2026.

The company has repurchased \$170 million, or one half of one percent, of its common stock during the second quarter.

Sibanye-Stillwater advances in precious metal recycling

Following the successful acquisitions of Reldan and Reldan Mexico, and Metallix, Sibanye-Stillwater has unified these industry-leading businesses with its Columbus autocatalyst recycling operations to form a single, integrated global recycling platform.

This strategic alignment positions Sibanye-Stillwater as a major force in precious metal recycling and refining, combining deep technical expertise, expanded global reach and a shared commitment to safety, innovation and sustainability.

Scale, capability and expertise

The unified recycling business brings together:

- Advanced and safe precious metal recovery and refining capabilities powered by leading technologies and deep technical know-how across complex materials and processing streams
- World-class analytical laboratories delivering assay accuracy, precision, transparency, and customer confidence
- A growing international footprint, with refining operations in the United States and India, processing capabilities in

Asia, and commercial presence across key global markets

- Decades of combined experience across industrial, electronic, jewelry, and autocatalyst recycling streams
- Strong downstream partnerships and long-standing customer relationships that serve as strategic assets and key enablers across the value chain

Together, these strengths enable Sibanye-Stillwater to deliver high-performance, end-to-end recycling solutions at scale, while safely processing increasingly complex materials with high recovery efficiencies.

Backed by the broader Sibanye-Stillwater Group, the recycling business is uniquely positioned to connect mining, processing, and recycling into a single value chain. This creates new opportunities for innovation, improved recovery rates, and enhanced customer solutions.

The integration of Reldan, Metallix, and Columbus Autocat Recycling brings together a highly skilled global team aligned around a shared vision: to be a leader in creating shared value for all stakeholders.

Strong trade enforcement and scrap export controls needed to secure U.S. aluminum supply

As demand for aluminum continues to grow across transportation, packaging, energy, defense and advanced manufacturing, the Aluminum Association is calling for an “all-of-the-above” strategy to strengthen America’s aluminum supply chains – one that supports both expanded recycling and secondary aluminum capacity and domestic primary aluminum production.

“Too often, discussions around primary and secondary aluminum frame these materials as an either-or choice,” said Charles Johnson, president & chief executive officer of the Aluminum Association. “The truth is that these materials are complementary – not fully interchangeable. And if the United States is going to win the future of manufacturing, we need to incentivize and grow the production of both materials.”

Aluminum is one of only a handful of materials designated as a critical mineral across all federal agencies, recognizing its strategic importance to our national defense and economic security.

Secondary aluminum is produced using predominantly recycled aluminum scrap with primary metal used when needed. Used in markets ranging from packaging to automotive to construction, secondary aluminum plays an increasingly important role in reducing energy use, lowering costs and supplying growing demand. Recycling aluminum is 95 percent less energy intensive than primary aluminum smelting.

Over the past several decades, primary aluminum production has declined dramatically in the United States, with 80 percent less domestic production today than during peak production in the 1980s. Projects to build new primary aluminum production and restart existing capacity in the United States, like those currently under discussion in Oklahoma and elsewhere, are critical to the future of the industry. Today, the United States can produce less than 20 percent of the primary aluminum it needs to service existing demand, making the industry import reliant for the foreseeable future.

The majority of primary aluminum imported into the United States comes from Canada, which benefits from abundant, inexpensive, renewable hydropower. This metal supports the 98 percent of U.S. aluminum jobs today that are in mid-and-downstream production and processing.

U.S. aluminum scrap collection for recycling has more than doubled since the 1980s and today, fully 85 percent of U.S. aluminum production is secondary. Over the past decade, the U.S. aluminum industry has invested more than \$11 billion in domestic plants and operations, primarily in mid-and-downstream production and recycling. Despite job declines in the primary sector, overall industry jobs have held steady as mid/downstream and recycling jobs hit record levels.

“America does not face a choice between primary aluminum and recycled aluminum,” added Johnson. “We need policies that support both. The challenge

before policymakers is not deciding which segment of the industry to support. It’s ensuring the United States has enough aluminum of every kind to meet growing domestic demand while reducing reliance on unfairly traded imports.”

Demand for aluminum is projected to grow around 80 percent globally by 2050 as manufacturers expand domestic production, utilities invest in transmission infrastructure and new data center and energy projects come online. Ensuring that the United States captures this demand growth requires smart policy and investment throughout the aluminum value chain.

Unlike steel, aluminum operates through highly integrated North American supply chains that rely on a combination of domestic production, recycling and regional trade flows. Policymakers should recognize these unique market dynamics and pursue aluminum-specific policies that reflect the structure of the industry. The Aluminum Association is working across the administration and with policymakers on Capitol Hill to advance a comprehensive Aluminum Agenda that ensures the United States can meet rising demand for this critical material.

Expand secondary production by leveraging American recycling

Aluminum can be recycled repeatedly without losing fundamental properties, making recycled metal a critical feedstock for domestic manufacturing. As demand for aluminum grows, scrap is increasingly viewed as a critical material. Today, recycling rates for used beverage cans (UBCs) are below 50 percent, meaning we throw away \$1 billion+ worth of usable aluminum each year. And the United States exports enough scrap aluminum each year to make more than 9 million passenger vehicles. This metal often goes to strategic rivals like China.

To strengthen America’s recycling advantage, policymakers should:

- Establish export controls on aluminum scrap like UBCs for markets where American re-melting capacity exceeds supply.
- Increase investment in domestic recycling capacity and sorting technology.
- Advance common-sense policies that attach a financial incentive to recycling and grow aluminum recovery rates.
- Use tax incentives to promote domestic production of secondary aluminum.
- Support Domestic Primary Aluminum Production
- A strong primary aluminum sector is vital to U.S. economic and national security.

Primary aluminum serves as a critical input for defense, aerospace, transportation and industrial applications and provides the foundational metal necessary to support a growing domestic manufacturing base. The Aluminum Association supports a strong domestic primary aluminum sector and participates with like-minded groups like the Forging the Future coalition in pursuit of these goals.

EU proposes export tax on aluminum scrap

The European Union is considering a proposal to impose a 15 percent export tax on aluminum scrap, a move that could reshape global recycling markets and influence aluminum prices well beyond Europe.

European aluminum producers have backed the proposal, arguing that growing shipments of scrap to Asia and the United States are limiting the supply of recyclable material available to domestic secondary smelters. Aluminum scrap exports reached record levels in 2025, intensifying concerns over feedstock shortages for Europe's recycling industry.

Supporters of the tax say the measure would help retain valuable recyclable materials within the EU, strengthen domestic manufacturing and support the broader circular economy objectives. By encouraging more scrap to remain in Europe, producers believe the policy would improve the long-term competitiveness of the region's aluminum industry.

The proposal, however, has drawn criticism from scrap recyclers and exporters, who warn that restrictions on trade could reduce market competitiveness and disrupt established global recycling supply chains. Industry groups argue that limiting exports may distort prices,



reduce sales opportunities for recyclers, and interfere with the efficient movement of recyclable materials to markets where demand is strongest.

If approved, the export tax could have implications beyond Europe. Market analysts say the measure could tighten global supplies of aluminum scrap, influence international pricing, and affect imports into the United States, where manufacturers rely on recycled aluminum as an important raw material.

The proposal is expected to face further debate as policymakers weigh the competing priorities of supporting domestic industry while maintaining open and competitive global markets for recyclable materials.

Aurubis Hamburg upgrades RDE system for copper production

Aurubis AG, a global provider of nonferrous metals and the largest copper recycler worldwide, inaugurated the expansion stage of the Reducing Diffuse Emissions (RDE) system at the Hamburg site. The upgrade considerably boosts the system's performance and sets new benchmarks for environmentally compatible multimetal production in the greater Hamburg metropolitan region.

The first stage of the innovative filter system has been reducing diffuse emissions in primary copper production since 2021. The expansion doubles the entire system's reduction capability to roughly 80 percent, compared to about 40 percent for the first stage. With this total investment of approximately €115 million – around €85 million went into stage 1 – Aurubis is significantly cutting diffuse emissions again, setting new standards in the industry. The project received funding from the KfW Development Bank.

"With the expanded system, we are setting new benchmarks in low-impact fabrication of strategically critical metals," Tim Kurth, chief operating officer custom smelting & products, said. "We are investing in our capabilities to enhance the processing of complex input materials at the Hamburg site even further going forward, while bolstering our position in sustainable multimetal production."

The heart of the system is a high-power extraction and filter system: Production air is captured via a total of seven openings, referred to as ridge turrets, and conducted to a central pipeline system.



The system transports more than 1.6 million standard cubic meters of air per hour through a 4.5-meter-diameter pipe. This makes RDE one of the most powerful systems of its kind in the world, able to effectively filter out particles smaller than 10 µm.

About 19,000 filter elements treat the exhaust air, removing even the finest particles from the air stream. The cleaned air is then discharged in a controlled flow via three roughly 110 meter high exhaust towers called stacks.

The closed cycle is central to the concept: The filtered diffuse emissions still contain valuable metals, so they are redirected back to production. Aurubis links environmental protection with resource efficiency, combining them with a targeted closed-loop approach and the aim of processing all raw materials into marketable products without generating waste. The system operates especially energy efficiently thanks to its fully automated, dynamic control system.

The expansion is part of extensive investments in the Hamburg site: In addition to RDE, Aurubis is investing approximately €490 million in other projects such as the Complex Recycling Hamburg recycling plant, as well as a new precious metal processing facility. The company is strengthening its position as a leading multimetal producer and recycler in Europe, directing investments into ensuring the site is fit for the future.

CMC Steel's North America EBITDA rises 41 percent

CMC announced financial results for its fiscal third quarter ended May 31, 2026.

"During our fiscal third quarter, we continued to make great progress on our strategic agenda across a number of fronts," said Peter Matt, president and chief executive officer. "We substantially grew Core EBITDA, and made meaningful progress deleveraging our balance sheet. Our early-stage construction portfolio is benefiting from solid demand, along with strong booking and backlogs at attractive prices. The commercial and operating rigor that define CMC, together with the growing benefits of our TAG program, position the company to deliver strong results in the fourth quarter and beyond."

For the third quarter of fiscal 2026, the company reported consolidated net earnings of \$173.0 million or \$1.55 per diluted share, adjusted earnings were \$193.0 million, or \$1.73 per diluted share, an increase of 147.1 percent on a per-share basis versus the comparable prior year period. Consolidated core EBITDA for the fiscal third quarter increased 78.6 percent year-over-year to \$353.6 million with all segments delivering significant adjusted EBITDA growth relative to the prior year period. Consolidated core EBITDA margins expanded to 14.2 percent, up 440 basis points year-over-year due to metal margin expansion, a \$52.9 million contribution from the recent precast acquisitions, as well as improved Europe Steel Group performance.

Relative to the fiscal second quarter, significant improvement from the Construction Solutions Group and Europe Steel Group, more than offset headwinds in the North America Steel Group adjusted EBITDA. Core EBITDA margins expanded 20 basis points sequentially.

North America Steel Group

Third quarter North America Steel Group adjusted EBITDA was \$253.5 million, an increase of 41 percent year-over-year driven by higher margins over scrap costs and benefits from CMC's TAG program. Metal margins increased \$111 per ton, with average selling price for steel products increasing \$130 per ton, while scrap costs were up only \$19 per ton over the same timeframe. As a result, adjusted EBITDA margin was 14.2 percent, up from 11.5 percent in the prior year period. Finished goods shipment volumes for the North America Steel Group decreased 1.7 percent versus the prior year due to temporary inventory constraints related to the planned downtime, several lost shipping days due to heavy rainfall, which curtailed construction activity in certain markets, and increased commercial discipline in focusing on value over volume. Despite these headwinds in the third quarter, underlying demand remains solid. The project pipeline continues to grow, supported by public infrastructure spending, as well as mega-projects investments across data centers, semiconductors, and ongoing energy-related build outs, all of which

are contributing to a healthy backlog. Downstream backlog volumes remained elevated above historical averages, with third quarter booking pricing increasing 15.5 percent versus the prior year period.

On a sequential basis, segment profitability moderated due to a combination of three factors. First, planned maintenance outages across a number of mill operations increased costs and impacted shipments. Second, construction activity in key markets, including Texas was curtailed by heavy rainfall. Finally, the timing of price increases temporarily lagged fuel-driven scrap cost increases. These factors impacting third quarter results have proven temporary. Margins on steel products compressed by \$13 per ton sequentially, as the average selling price increase for steel products of \$15 per ton was more than offset by a \$28 per ton increase in scrap costs over the same time period.

Construction Solutions Group (CSG)

CSG third quarter net sales doubled year-over-year to \$394.6 million, while adjusted EBITDA of \$97.4 million was up 138.1 percent year-over-year. Sales and adjusted EBITDA growth was fueled by the inclusion of CMC's precast acquisitions, which contributed \$175.7 million to segment revenue and \$52.9 million to segment adjusted EBITDA during the quarter, as well as a strong quarter for Tensar. Adjusted EBITDA margin of 24.7 percent was up 400 basis points relative to the prior year period.

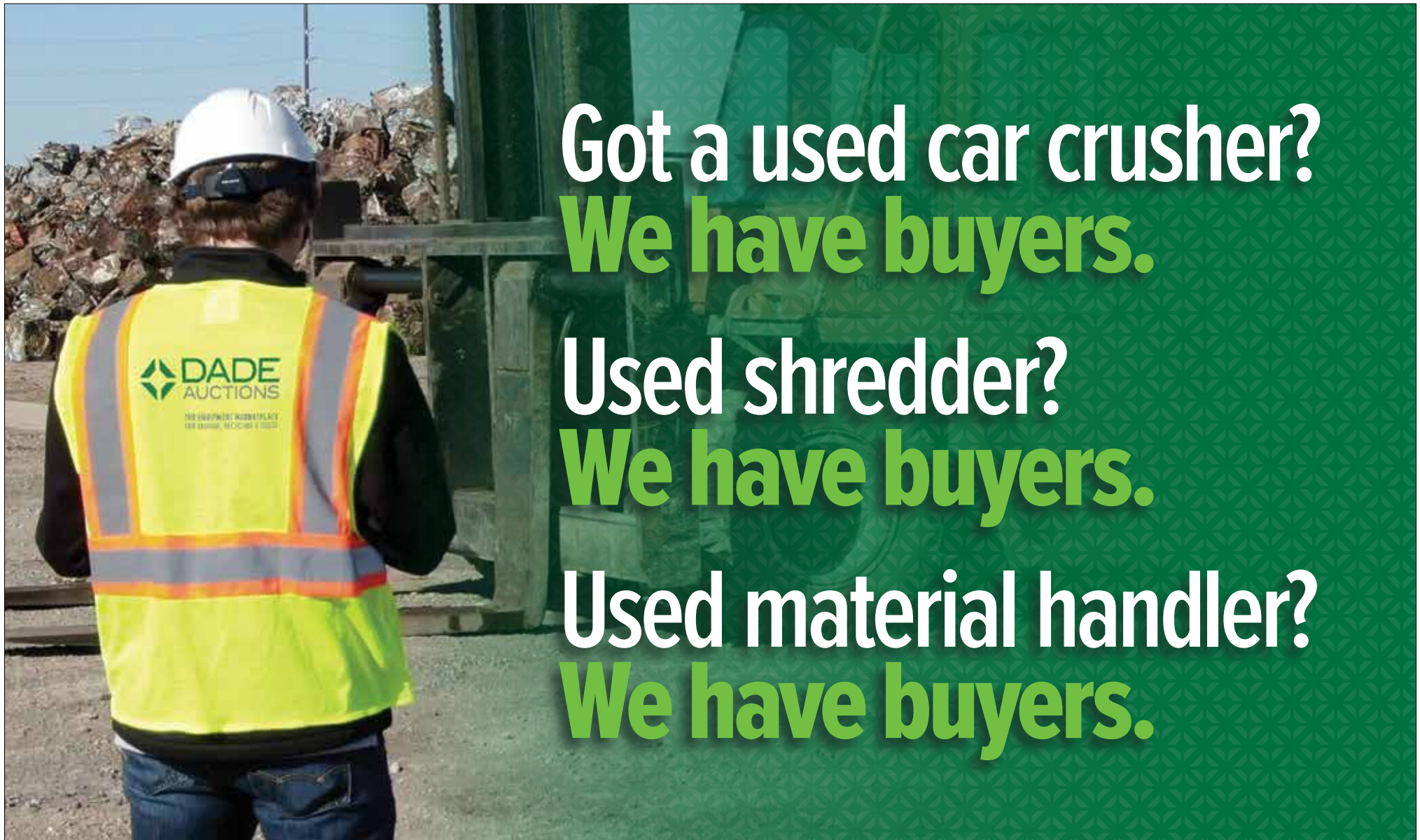
Precast shipments experienced some weakness in select southeast markets in part driven by unfavorable weather conditions that led to delays. These conditions have started to normalize in the fiscal fourth quarter. Moreover, robust precast bidding activity, recent bookings, and strong backlogs supports solid performance in the fourth quarter. Tensar profitability accelerated year-over-year due to the strong demand environment and cost control actions. Performance for the other businesses within the CSG was stable relative to the year-ago period.

Europe Steel Group

For the third quarter, Europe Steel Group generated adjusted EBITDA of \$34.7 million, up from \$3.6 million in the prior-year period, benefiting from the receipt of a \$20.4 million CO credit and improved market conditions. Metal margin expanded by \$37 per ton year-over-year as average selling price increased \$34 per ton and scrap costs decreased by \$3 per ton. Adjusted EBITDA margin expanded to 11.9 percent, up from 1.5 percent in the year-ago period.

During the quarter, CMC repurchased 283,335 shares of common stock valued at \$18.9 million in the aggregate. As of May 31, 2026, \$128.9 million remained available under the current share repurchase authorization.

On June 24, 2026, the board of directors declared a quarterly dividend of \$0.20 per share of CMC common stock payable to stockholders of record on July 6, 2026. The dividend, paid on July 15, 2026, will mark the 247th consecutive quarterly payment.



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