

University of Arkansas, Fayetteville

ScholarWorks@UARK

---

Chemical Engineering Undergraduate Honors  
Theses

Chemical Engineering

---

12-2016

## Haul Truck Tires Recycling

Omkar Bhave

*University of Arkansas, Fayetteville*

Follow this and additional works at: <https://scholarworks.uark.edu/cheguht>



Part of the [Mining Engineering Commons](#), [Other Chemical Engineering Commons](#), and the [Other Mechanical Engineering Commons](#)

---

### Citation

Bhave, O. (2016). Haul Truck Tires Recycling. *Chemical Engineering Undergraduate Honors Theses*  
Retrieved from <https://scholarworks.uark.edu/cheguht/97>

This Thesis is brought to you for free and open access by the Chemical Engineering at ScholarWorks@UARK. It has been accepted for inclusion in Chemical Engineering Undergraduate Honors Theses by an authorized administrator of ScholarWorks@UARK. For more information, please contact [scholar@uark.edu](mailto:scholar@uark.edu).

# Haul Truck Tires Recycling

WERC 2016

TASK # 2

Ball Hogs



Ralph E. Martin Department of Chemical Engineering  
University of Arkansas  
Fayetteville, AR

# **Haul Truck Tires Recycling**

**WERC 2016**

**TASK # 2**

March 18, 2016

Omkar Bhave

Joseph Dancy

Marina Lee

Jessica Lizarazu

Juan A. Sagarnaga

Luis Villarreal

Faculty Advisors: Dr. W. Roy Penney

Dr. Michael Ackerson

**Ralph E. Martin Department of Chemical Engineering**

**University of Arkansas**

**Fayetteville, AR**

## TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY .....	4
2.0 INTRODUCTION .....	5
3.0 TASK PARAMETERS.....	6
4.0 ALTERNATIVE USES CONSIDERED.....	7
4.1 Pyrolysis .....	7
4.2 Tire Derived Fuel .....	7
4.3 Rubber Mats .....	7
5.0 BENCH-SCALE OPERATIONS .....	8
5.1 Material List .....	8
5.2 Design.....	9
5.3 Construction .....	11
5.4 Safety Considerations.....	12
5.5 Operational Procedure.....	13
5.5.1 Safe Start-Up Procedure .....	13
5.5.2 Safe Shutdown Procedure.....	13
5.5.3 Emergency Shutdown Procedure .....	13
5.6 Experimental Results.....	13
6.0 FULL SCALE DESIGN .....	13
7.0 BUSINESS PLAN .....	14
8.0 ECONOMIC ANALYSIS .....	16
8.1 Liner Cost.....	16
8.2 Installed Liner Cost .....	16
8.3 Liner Disposal .....	17
8.4 Total Cost Analysis .....	17

9.0 LIFE CYCLE ANALYSIS .....	20
10.0 ENVIRONMENTAL AND SAFETY .....	21
10.1 Waste Generation Considerations .....	21
10.2 Environmental Considerations .....	21
10.3 Chemical Considerations.....	22
10.4 Worker Safety and Health .....	22
11.0 REGULATIONS.....	22
11.1 Permitting .....	22
11.1.1 Solid Waste Recycling and Storage Permitting Issues.....	22
11.1.2 Air Quality Permitting Issues .....	23
11.1.3 Public Health Permitting Issues.....	23
12.0 CONCLUSIONS AND RECCOMENDATIONS .....	23
13.0 ACKNOWLEDGEMENTS .....	23
14.0 REFERENCES .....	24

## 1.0 EXECUTIVE SUMMARY

The disposal of large Off-the-Road (OTR) tires is an increasingly important concern. These tires can weigh up to 8,450 pounds with an overall diameter and width of approximately 140.7 inches and 45.1 inches respectively. OTR tires are used for mining vehicles such as haul trucks, wheel loaders, backhoes, graders, and trenchers.<sup>[1]</sup> These new tires cost between \$38,000 and \$50,000 each, depending on multiple factors including oil prices and the cyclical nature of the industry. Haul trucks contain six tires per vehicle, and mines replace these tires around every 9-12 months.<sup>[2]</sup> Statistics regarding discarded OTR tires are not provided by the industry as they are for other types of tires. Thus, it is difficult to approximate the number and location of waste OTR tires not only in individual states, but in the U.S. in general.<sup>[3]</sup> Currently, Minnesota and Arizona are the only states that place regulations and fees on OTR tires. However, Minnesota is the only state that actually tracks them.<sup>[3]</sup> The Rubber Manufacturers Association (RMA) roughly estimates that OTR tires account for 1% of scrap tires by number and 15% by weight.

When the tires are replaced, the old tires can be discarded with the waste rock in stockpiles at the mining site but more often are landfilled without documentation by an appropriate agency due to lack of federal regulations. Their low density and hollow centers cause them to float to the top of landfills, disrupting the compactness.<sup>[4]</sup> Also, tires have a heat content 20-40% greater than that of coal which can be very dangerous on the rare occasions that tires catch fire in stockpiles.<sup>[5]</sup> Furthermore, burning tires release hazardous substances including pyrolytic oil, ash, and smoke, which contain carcinogens, heavy metals, and other toxic compounds.<sup>[6]</sup>

Due to the large size of OTR tires, there are few facilities that can accommodate their recycling.<sup>[3]</sup> This leads to increased costs in transporting them to such sites. Transportation costs for a tire taken out of service can be up to \$1000. In addition to the freight costs, recycling an OTR tire can cost up to \$1500 because of their rugged construction compared to passenger tires which cost around \$1 to recycle.<sup>[3]</sup>

In response to the waste OTR tire problem, the Ball Hogs from the University of Arkansas have designed a solution that recycles OTR tires by using old tires as liners in ball mills for hard rock mines. Ball mills are large cylindrical vessels consisting of an outer shell, an inside liner and a load of metal balls. A motor turns the ball mill using a transmission system causing the metal balls to move in a cascading motion to grind the material fed into the ball mill. Ball mills require liners that are constructed from materials such as steel or rubber. For a 30 ft long ball mill with a

20 ft diameter, a hard rubber liner reinforced with steel can cost \$150,000. These liners are replaced at least once a year, creating a substantial upkeep cost for these ball mills.

Metal mines in Bolivia are already using tractor tires to line many ball mills. This technique has been effective for over twenty years. The high import costs of new liners and the low cost of labor has led many Bolivian metal processors to use truck and tractor tires as liners in their ball mills. This construction normally occurs on site using tools like handsaws, drills, torches and knives to cut up tires and manpower to mount these tire-made liners onto mills. However, this is not always the case in the U.S. where labor costs are much higher and the mills are generally larger. Many mines in the U.S. do not have the means to fabricate and install these liners on site; therefore, a third-party solution is proposed that will take a mine's discarded tires and make ball mill liners out of them.

The Ball Hogs' solution provides an environmentally and economically feasible process of increasing the life of OTR tires beyond their typical use. This alternative would utilize the engineering and technology that makes these tires strong enough to hold a 400 ton truck. Mining companies would save yearly an average of \$70,000 per ball mill liner replacement, and over 780,000 kg of CO<sub>2</sub> per liner. Furthermore, mining companies would earn positive PR, goodwill, and tax breaks. We recommend all mining companies use their OTR tire treads as ball mill liners.

## **2.0 INTRODUCTION**

Recycling OTR tires is not an easy task, as most tire recyclers cannot handle the size of these tires. Currently, many passenger tires are burned for fuel, known as Tire Derived Fuel, or TDF.<sup>[7]</sup> Tires that are recycled are commonly shredded into Tire Derived Aggregate (TDA) or ground into crumb rubber. TDA is used in a variety of civil engineering applications, including back-fill for retaining walls. Crumb rubber can be used in applications including but not limited to road asphalt, athletic fields, playgrounds, agrimats, molded and extruded products, rubber, plastic blends<sup>[8][9]</sup> and watering troughs. However, due to growing concerns of toxins being released from tires, many of these applications are now facing greater scrutiny. Moreover, tires in stockpiles and landfills are in danger of leaching into groundwater. Because of an increase in surface area, shredded tires pose an even greater risk of leaching into groundwater than whole tires.<sup>[10]</sup> This causes great environmental concern, as does pyrolysis which will be addressed under Alternative Uses Considered.

The Ball Hogs' solution to the OTR tire waste problem is a business plan to obtain used tires from mines and then create the mines' ball mill liners out of their old tires. This would encourage the recycling of used OTR tires due to the environmental and economic benefit of the mine. The tire treads can be retrofitted into the ball mill liners using existing mill holes for the current liners. Rubber liners are already used in industry and have proven very effective. The rubber tread in OTR tires is designed to be very resilient and can be suitable for a mill liner after it has been put out of service. Furthermore, the treads of OTR tires resemble the texture of current rubber ball mill liners. Liners made from OTR tires may actually be more durable due to their construction containing 4 ply steel as opposed to the current rubber ball mill liners that only contain 1 ply steel.



Figure 1. Ball Mill in Bolivia

### 3.0 TASK PARAMETERS

The task consisted of diminishing haul truck tire waste by finding a better disposal solution in order to diminish the nation's growing stockpile of scrap tires.

- Evaluate options to recycle used haul truck tires.
- Review existing and potential markets.
- Consider the total volume of tires generated regionally or nationally.



- o Quantify advantages of the proposed option against other current markets.
- o Develop a lifecycle cost analysis.
- o Address energy minimization, innovative re-use and application in the added value to the solution.

## **4.0 ALTERNATIVE USES CONSIDERED**

### **4.1 Pyrolysis**

Many uses for discarded OTR tires were considered, including pyrolysis. Pyrolysis takes advantage of tires' rich energy density. In its simplest form, pyrolysis consists of decomposing tires in an oxygen-free environment with high temperatures. An explosion hazard can be created if oxygen infiltrates the system.<sup>[11]</sup> Pyrolysis mainly produces pyrolytic gas, oils, and char. Ash free oils can then be turned into valuable carbon black, which can be used in a variety of applications, including plastics, electrostatic discharge compounds, high performance coatings, and toners and printing inks.<sup>[12]</sup> That being said, pyrolysis projects have failed time and again due to operating problems, unsafe and dangerous conditions, a lack of environmental controls, and high cost, among others.<sup>[13]</sup>

### **4.2 Tire Derived Fuel**

Several businesses use TDF, including cement kilns, boilers at pulp and paper mills, and electric facilities, to name a few. Whole passenger tires can be burned in cement kilns or can be shredded for use as fuel in other facilities. However, OTR tires must be shredded to fit inside the opening to the kiln. In boilers, tires are shredded and mixed with coal or waste paper and wood.<sup>[5]</sup> Despite the rich energy density associated with tires, some deterrents prevent companies from undergoing TDF production. They include permitting and the requirement of expensive air pollution control equipment, public opposition to burning tires, and boiler operational issues. Even though a TDF additive in a coal-based fuel could result in a less expensive and more efficient fuel than coal alone, the lengthy and expensive permitting process diminishes the economic advantage.<sup>[5]</sup> Also, hot spots can be created when wires from the tires clog the grates in boilers, thus requiring temporary shutdowns.<sup>[5]</sup> This results in the tires needing to be de-wired beforehand, which increases processing costs.

### **4.3 Rubber Mats**

Cutting the side-walls off of the tires and creating rubber mats with the treads was considered for a variety of applications. These rubber mats are placed on roads in open pit mines

to give better traction to the trucks. They can also be used as flooring, insulation, and roof shingles. However, because of the size of OTR tires, this will not be as feasible.

## 5.0 BENCH-SCALE OPERATION

### 5.1 Material List

1. Carriage Bolts
  - a. Manufacturer: Hillman Group
  - b. Material: Steel
  - c. Dimensions:  $\frac{1}{4}$  x 3 - $\frac{1}{2}$
  - d. Quantity: 58
2. Fender Washers
  - a. Manufacturer: Hillman Group
  - b. Material: Steel
  - c. Dimensions:  $\frac{1}{4}$  x 1
  - d. Quantity: 58
3. Hex Nuts
  - a. Manufacturer: Hillman Group
  - b. Dimensions:  $\frac{1}{4}$ -20
  - c. Quantity: 58
4. Rubber Washers
  - a. Manufacturer: Bridgestone
  - b. Material: Sidewall
  - c. Dimensions: 2'' x 2'' x  $\frac{1}{4}$ ''
4. Drum Barrel
  - a. Manufacturer: New Pig
  - b. Material: Steel
  - c. Dimensions: 23.5'' OD x 33'' H
  - d. Quantity: 1
5. Radial Tires
  - a. Manufacturer: Bridgestone
  - b. Material: Rubber with steel mesh incorporated.
  - c. Diameter: 30''



Figure 2. Materials 1, 2, 3 & 4



Figure 3. Drum Barrel

- d. Dimensions: 275/55/R18
- e. Quantity: 4
- 6. Balls
  - a. Manufacturer: Fox Industries of New Jersey
  - b. Material; Steel
  - c. Diameter: 1 in.
  - d. Quantity: 600 lbs.
- 7. Bands
  - a. Material: Steel
  - b. Width: 6.25'', 8.75'', 9.5''
  - c. Quantity: 3
- 8. Horse Stall Mat
  - a. Manufacturer: Tractor Supply Co.
  - b. Material: Recycled rubber
  - c. Dimensions: 4' x 6' x ¾''
  - d. Quantity: 1
- 9. Steel Plates
  - a. Supplier: Ozark Steel Co.
  - b. Material: Steel
  - c. Dimensions: ¾'' x 20''



Figure 4. End View of Mill

## 5.2 Design

The driving parameter used to design the bench scale model was the power requirement of the ball mill. A 55 gallon drum was used as a shell for the mill, and power calculations were made using equations 2 and 3. The approximate power required to run the bench scale mill was calculated at steady state to be approximately 2hp. The startup required much more power and torque. So, a 5 hp motor was selected based on availability and costs. The critical speed of the mill based on the dimensions was calculated using equation 1. An appropriate gear reduction system was designed to run the mill at 47 rpm, which is 77% of the critical speed. This speed ensures adequate cascading of the balls. After sizing all the major design parameters, a frame was designed

to house the apparatus with a minimalist approach, which resulted in making the apparatus compact, sturdy and safe.

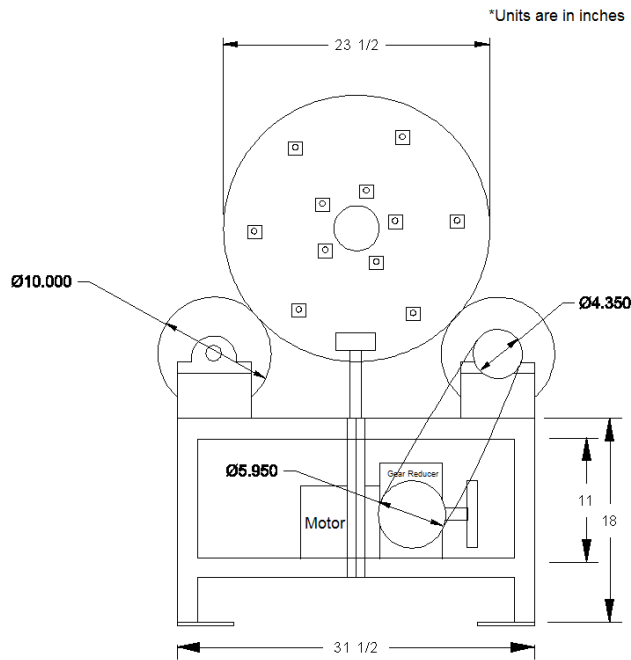


Figure 5. Front View of Ball Mill

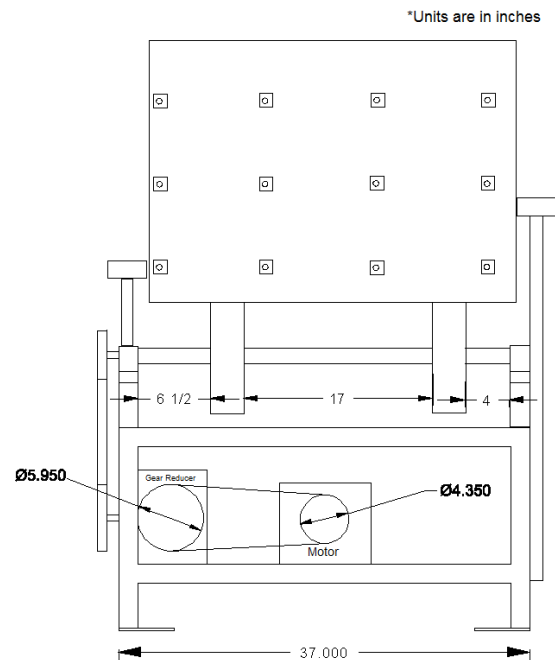


Figure 6. Side View of Ball Mill

**Equations:**<sup>[14]</sup>

$$C_s = \frac{42.3}{\sqrt{D}} \quad (1)$$

Where:

$C_s$  = Critical Speed, rpm

$D$  = Inside Diameter of the mill, m

$$S_s = \frac{1.102 (B - 12.5 D)}{50.8} \quad (2)$$

Where:

$S_s$  = Ball size factor, kW/ton

$B$  = Diameter of the ball, m

$D$  = Inside Diameter of the mill, m

$$kW = M_c \left[ \left( 4.879 * D^{0.3} (3.2 - 3 V_p) f \left( 1 - \frac{0.1}{2^{S-10} f} \right) \right) + S_s \right] \quad (3)$$

Where:

$M_c$ = Mass of balls, ton

$D$ = Inside diameter of the ball mill, m

$V_p$ = Volume of the load occupied by balls, %

$f$ = Fraction of critical speed

$S_s$ = Ball size factor, kW/ton

### 5.3 Construction

Before any tread installation took place, the barrel was reinforced on the outside with two steel bands 1/8" thick. Holes with 4" diameters were made on both ends of the barrel for the feed entrance and exit.

The construction of the ball mill drum began by measuring the height of the barrel, which was then used to determine the length of the tire treads. The sidewall from each tire was manually removed, leaving only the tread. The tire treads were cut shorter than the length of the barrel using a bandsaw ensuring enough space for a rubber liner to protect the endplates inside each end of the barrel.

Subsequently, the treads were cut and overlapped inside the barrel longitudinally and bolted to the barrel using carriage bolts as shown in Figure 7. The holes for the bolts were made using a 3/8" drill bit, and the treads were overlapped to lift the steel balls in the drum when it rotates. The first hole was drilled through the tires and barrel from the inside. Then, the carriage bolt was inserted from the inside the barrel. The 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> bolt holes were drilled from the outside. The area around each tire perforation was counterbored to allow the bolt to fit snugly inside the tires minimizing the chance of steel balls shearing off the bolt head.



Figure 7. Treads Inside Ball Mill

The sidewall was then cut into small square pieces, and holes were drilled through each piece to make rubber washers. After the bolt was inserted, a small piece of the cut sidewall was placed around the bolt-end on the outside the barrel followed by a fender washer and a hex nut to tightly secure the carriage bolt, as shown in Figure 2. Because the bolts were protruding outside

the barrel, they were grinded off. After each tire was installed, a grinding stone head was used against the exposed bead to grind away the exposed sharp metal.

Once all the treads inside the barrel were installed, the rubber layers were fastened on the inside of the end plates using rubber horse stall mats. They were cut in a circular manner, using the inner diameter of the tread-lined barrel along with the holes in both end plates to ensure a correct fit, as shown in Figure 7. The bolting procedure for these mats was the same as for the treads, the only difference being a smaller drill bit was used to maintain the integrity of the mats. As before, the bolt excess was ground off to keep them from protruding from the ends of the barrel.



Figure 8. Finished Apparatus

#### 5.4 Safety Considerations

The following safety considerations are needed to be kept in mind while operating the bench scale model:

- Electrical Shock: The motor on the bench scale model runs on single phase 220V power supply.
- Physical Hazards: The bench scale when charged with balls weighs close to 1300 pounds which can be injurious if any component fails and the structure collapses. The barrel has bolts with sharp edges. The tires on the drive end and the idler can blowout and cause serious injuries to anyone in the vicinity.
- Mechanical Hazards: The bench scale model has two belts on it, both of which are moving parts hazards. Also, the barrel will be rotating at approximately 45 rpm which is also a moving hazard.
- Thermal Hazard: The 5 hp motor on the model can heat up during operation potentially causing it to be a thermal hazard.
- The required personal protection equipment (PPE) for safe operation of this apparatus is safety glasses, steel toed shoes, long pants and work gloves.

- o Guards were placed around the mill to prevent touching by anyone operation or observing the mill operation.

## **5.5 Operational Procedure**

### 5.5.1 Safe Start-up Procedure:

1. Ensure that the operator is equipped with all the required PPE
2. Charge the ball mill with steel balls up to 40% of the mill volume
3. Ensure all the moving parts are well lubricated and aligned
4. Plug the motor into the power supply
5. Turn the switch for the power on
6. Charge the mill with the feed and start milling

### 5.5.2 Safe Shutdown Procedure:

1. Turn the switch for the power off
2. Let the mill come to a complete stop

### 5.5.3 Emergency Shutdown Procedure:

1. There is an emergency switch located on the frame
2. In case of an emergency, flip the emergency shutdown switch and stay clear of the moving parts

## **5.6 Experimental Results**

The Ball Hogs' mill ran without a feed simulating the worst possible operating conditions. This scenario created the greatest amount of wear on the liner because by running a mill on empty, the greatest amount of stress is put on the liner since there is no feed material to cushion the impact of the balls hitting the liner. The tire liner held successfully during the bench scale operation and did not show any wear. The bench scale model showed minimal vibration and ran in a balanced manner. The balls in the bench scale moved in a cascade motion, and the overlapping design of the tire liners mimicked the lifting motion provided by the liners currently used in the industry.

## **6.0 FULL-SCALE DESIGN**

To successfully convert a bench scale tire installation inside a ball mill to full scale, several considerations are necessary. First, the size of a full scale ball mill is more than ten times the size of the bench scale mill. Our bench scale mill is 23.5in. by 33 in. compared to a full scale mill that is roughly 20 ft. by 30 ft.

The size of the tires for a bench scale mill varies greatly from the size of the tires for a full scale mill. For the bench scale mill, automotive truck tires were transported to the site and dismantled by hand onsite. The sidewalls were removed using a box cutter and the tires were cut to the necessary lengths using a bandsaw. The protruding metal wire from the steel mesh was then ground away using a grinding stone, and the tires were manually transferred into the mill and bolted down ensuring adequate tire overlap.

For the full scale mill, very large and heavy mining truck tires will be used. Heavy machinery is required to move the tires to and from any location. Unlike passenger tires, tires of this magnitude would be dismantled by a third party. The third party would transport the tires, remove the side walls, cut the treads to the specified length dependent upon the size of the mill, drill the bolt holes based on the mill blueprints, and return the tires to the mine for installation.

For the bench scale mill, the bolt holes were drilled from the outside of the mill through the steel wall, then through the overlapped tires on the inside of the mill. Once visible from the inside of the mill, the perforations were counterbored allowing the bolt to sit inside of the tire. This minimizes the chance of steel balls shearing off the bolt head. Then the rubber washer, metal washer, and hex nut were fastened onto the bolt on the outside of the mill. In contrast, for a full scale mill, installers must remove the old liner and install the new one aligning the bolt holes on the tires to the bolt holes on the mill.

Considering the bolt holes are designed in rows longitudinally down the length of the mill and a mill of this size is large enough for workers to stand inside, multiple people can work on different bolt holes along the same row at the same time. For example, workers would bolt the liner simultaneously at 5ft. inside, 10ft. inside and so on. All bolting would occur along one row of bolt holes at a time. Once the bolts are fastened along the entire row, the mill can be rotated to fasten the next row of bolt holes until the installation of the liner is completed.

## **7.0 BUSINESS PLAN**

At Newmont's Cripple Creek and Victor Mine (CC&V) operation, 122 tires were taken out of service last year. Of these 122 tires, 71 were replaced because they were worn down, and the remaining 51 were replaced because they were damaged. Currently, CC&V does not have a permit to bury these tires, nor do they want to; therefore, they have an agreement with Western Tire Recyclers of Utah to properly dispose of them. Western Tire charges CC&V up to \$700 for every tire they pick up. This cost is necessary to cover the liabilities associated with OTR tires.



Western Tire has developed a machine that is unique in its ability to cut, grind, and dismantle these tires. This is a newly patented process that took over ten years to develop.

The objective of this business venture is to recycle used OTR tires and transform them into ball mill liners. There are three fundamental pillars to this business plan. First, the tires must be collected at a mining site where they are being disposed. Preferably, the tires to be collected should be those that are not completely worn down. Preference will be given to those that are punctured on the side wall and have at least three to four inches of rubber left over the steel mesh. A competitive fee of approximately \$700 per tire will be charged to the mining company.

Second, these tires will be hauled by a trucking company which will charge for their transportation to a facility that can handle them. The Ball Hogs have spoken with Western Tire, and they have shown great interest in the project. They have the machinery, expertise and personnel needed to handle these tires. Western Tire will need technical specifications of the ball mill that these tires will be lining along with the design of the liner that will be created in order to cut the tires to the required size, wasting the minimum amount possible. The tire recycler will cut the treads, drill holes to match the bolt pattern of the customer's ball mill, and pre-fabricate sections of the liners at their facility. The ball mill liners will then be fabricated to fit purchase orders from mining companies.

Third, the sections of prefabricated liners will be shipped to the mining facilities to be installed on their respective ball mills. Mining companies cannot afford to have a ball mill down for re-lining for more than a day; therefore, the liners must be installed as quickly as possible. Since the pre-fabricated sections will already have the matching bolt pattern, installers should be able to fasten them quickly. Most mining plants have personnel available to deal with procedures like this. If need be, the installation work could be sub-contracted.

The economic aspect of the operation can be exemplified using the mill CC&V owns, which is 20 feet in diameter by 30 feet in length. They have reported the cost of the liner for this mill to be \$122,000 without hardware or installation. This liner is sold to CC&V by F.L. Schmidt, the manufacturer of their ball mill. The price charged to customers must be significantly lower than that of a new liner in order to be an appealing choice, given that liners made out of recycled tires are a fairly new invention and may give the customer a sense of skepticism.

The price of these liners must cover the cost of transportation from the mining site to the tire recycler and back to the plant where the liners will be installed. The cost of cutting, perforating

and assembly of the liners must also be covered, along with the cost of hardware and installation. Profit will be made after these fixed costs have been covered. Mining companies that provided OTR tires will be given a price reduction to match what was charged to them to recycle the tires. Therefore, if \$700 per tire was charged, a reduction of the price per tire that went into the making of the mill liner will be given. Since parts of the old tire will still remain after making the liner, part of the \$700 will need to be retained for proper handling of the remaining parts of the tire. This price will be adjusted in the disposal cost of the liner.

Returning to the CC&V ball mill example, the liner for their 20 feet by 30 feet mill would have a circumference of about 63 feet and would need approximately 28 tire treads to be covered completely, given that the cut treads will be approximately thirty six inches wide and installed longitudinally to account for the necessary overlap to lift the balls. The treads unfold to a length of 36.65 feet. Ideally, 10 foot long pieces will be cut because they are easier to handle. The thirty feet in length would require three 10 foot pieces in length. In the case of smaller mills, the treads would have to also be cut longitudinally because their width is too large to adequately conform to the curvature of the mill's shell.

## **8.0 ECONOMIC ANALYSIS**

### **8.1 Liner Cost**

In order to be able to grasp the economic benefits of using liners made out of recycled OTR tires, the economics of this project must be compared with the current procedure of mounting new rubber liners on the mill. In terms of liner cost only, new rubber liners cost \$122,000 for a mill that is 20 feet in diameter by 30 feet in length. The inner surface area of this mill is 2,513 square feet which gives a liner cost of \$48.54 per square foot. This price does not include the cost of transportation to the mining site, hardware, or installation. The hardware and installation cost will be equal for the liner made out of recycled treads or for the new liner. The cost of transportation from the tire recycler to the mining plant will be \$80 per ton, whereas it would cost \$8,000 for the new liner to be transported from the importer to the mining plant.

### **8.2 Installed Liner Cost**

The economic comparison between both installed liners would be \$48.54 per square foot of a new liner versus \$19.89 per square foot of the recycled OTR tire liner. This cost includes the tire liner fabrication at the recycler and the business profit for whoever sells these liners. The price of a liner made out of OTR tires is approximately two and a half times less expensive.

Using the CC&V mill as an example, the cost of a new liner includes \$122,000 for the actual liner, plus \$20,000 in materials cost, plus a labor cost of \$30,720, plus \$8,000 in shipping, minus \$30 per ton that mining companies are paid for their used liners. This gives a total cost of \$179,882 which comes to \$71.57 per square foot of installed liner.

The cost of a liner made out of recycled tires includes \$45,000 for fabrication, plus \$5000 of business profit, plus \$20,000 in materials cost, plus a labor cost of \$30,720, plus a transportation cost of \$80 per ton, plus a disposal cost of \$130 per ton which includes transportation and recycling. This gives a total cost of \$108,818 which comes to \$43.30 per square foot, over a 40% cost reduction.

### **8.3 Liner Disposal**

Once the liners made out of these huge tires are consumed, the recycler has agreed to dispose of them to recover steel from the bands and shred the remaining rubber for alternative uses. As stated above, this would have a cost of \$130 per ton which includes transportation and disposal costs. This cost is different than what the mining company would earn at the time of disposing traditional rubber liners. Liner suppliers like F. L. Schmidt pay the mining companies \$30 per ton of used traditional liner. Because new liners would no longer have to be created or disposed of, and huge tires would be recycled to make the liners, this business plan would create a very large environmental benefit.

### **8.4 Total Cost Analysis**

The comparison between the cost of current liners and the tire liners was done using two different methods:

1. To get an idea of the yearly cost difference, average yearly savings were calculated. The sensitivity parameter used for this comparison was the lifespan of the tire liner (refer to Figures 9 and 10). This analysis showed that if the lifespan of the tire liners was more than 5 months there would be a significant saving. The expected lifespan of these liners are estimated to be 10-12 months which would result in \$49,300 - \$71,063 average savings per year (refer to Table 1).
2. The cost analysis of the tire liners over the lifetime of the ball mill (assume to be 50 years) was done by comparing the net present worth of the current liners to the tire liners. Again, the sensitivity parameter used for this comparison was the lifespan of the tire liners. The

savings over 50 years for 10-12 month life of tire liners were \$399,294 - \$544,320 (refer to Table 1).

Furthermore, both a best and worst case scenario were modeled. The worst case scenario would be replacing the liners every six months. This scenario would result in a loss of \$180,000 over 50 years. The best case scenario would be replacing these liners every 16 months. This scenario would bring with it \$725,554 in savings over 50 years. The economic analysis showed that using tire liners would result in significant reduction in the operating costs of ball mills (refer to Figures 9 and 10).

Table 1. Analysis of Tire Liner Life

<b>Tire Liner Life (Months)</b>	<b>Savings (Tire Liners - Current Liners)</b>	<b>Average Yearly Savings</b>	<b>Average Yearly Reduction in Carbon Footprint (kg)</b>
6	(\$180,777.08)	(\$37,754.41)	1,302,925.99
7	\$26,364.08	(\$7,285.28)	1,120,516.35
8	\$181,764.07	\$16,654.75	977,194.49
9	\$302,582.85	\$34,065.68	872,960.41
10	\$399,294.81	\$49,300.25	781,755.59
11	\$478,353.60	\$60,182.08	716,609.29
12	\$544,320.58	\$71,063.91	651,462.99
13	\$600,012.29	\$77,593.01	612,375.21
14	\$647,898.55	\$86,298.48	560,258.17
15	\$689,354.65	\$92,827.58	521,170.39
16	\$725,554.27	\$97,180.31	495,111.87

Table 2. Economic Model for CC&V Gold mine owned by Newmont

<b>Economical Model for CC&amp;V Goldmine owned by Newmont</b>					
<b>Ball Mill</b>			<b>Liner Weight</b>		
Diameter Of the Ball Mill, D	20 ft		Surface area of cut tire piece per unit	90 ft <sup>2</sup>	
Length of the Ball Mill, L	30 ft		Number of tires required	28	
Surface Area of the Ball Mill, A	2513.27 ft <sup>2</sup>		Appoximate weight of cut tire piece	4000 lbs	
			Weight of the new liner	55.85 tons	
			Weight of the used liner	27.93 tons	
<b>Case I</b>			<b>Case II</b>		
<b>Current Liners</b>			<b>Tire Truck Liners</b>		
Liner Cost per unit change	\$	122,000.00	Tire liner Fabrication Cost	\$45,000	
Liner Cost per sq ft	\$	48.54 \$/ft <sup>2</sup>	Profit	\$5,000	
			Liner Cost per sq ft	\$19.89	\$/ft <sup>2</sup>
<b>Installation &amp; Material Costs</b>			<b>Installation &amp; Material Costs</b>		
Labor Cost per Hour	\$	160.00 \$/hr	Labor Cost per Hour	\$	160.00 \$/hr
Installation time	24 hr		Installation time	24 hr	
No. of Contractor's	8		No. of Contractor's	8	
Labor Cost	\$	30,720.00	Labor Cost	\$	30,720.00
Material Cost	\$	20,000.00	Material Cost	\$	20,000.00
<b>Transportation Costs</b>			<b>Transportation Costs</b>		
Shipping Costs for the liners	\$	8,000.00	Liners from the Recycler to the mill	\$	80.00 \$/ton
<b>Disposal Costs</b>			<b>Disposal Costs</b>		
Liner Disposal Costs	\$	(30.00) \$/ton	Liner Disposal Costs	\$	50.00 \$/ton
			Transportation	\$	80.00 \$/ton
Total Cost of Replacement	\$	179,882.24	Total Cost of Replacement	\$	108,818.33
Cost of Replacement per sq. ft	\$	71.57 \$/ft <sup>2</sup>	Cost of Replacement per sq. ft	\$	43.30 \$/ft <sup>2</sup>
<b>Net Present Worth Analysis of liners for the Life of the Ball Mill</b>					
Life of the Ball Mill,N	50 years				
Interest Rate	15%				
<b>Case I</b>			<b>Case II</b>		
Current Liner life	12 months		Tire Liner life	10 months	
Total Replacements	50		Total Replacements	60	
Interest per period	0.15		Interest per period	13%	
<b>Total NPW</b>	<b>(\$1,377,824.56)</b>		<b>Total NPW</b>	<b>(\$978,529.74)</b>	
<b>NPW per surface area of Ball Mill</b>	<b>(\$548.22)</b>		<b>NPW per surface area of Ball Mill</b>	<b>(\$389.34)</b>	

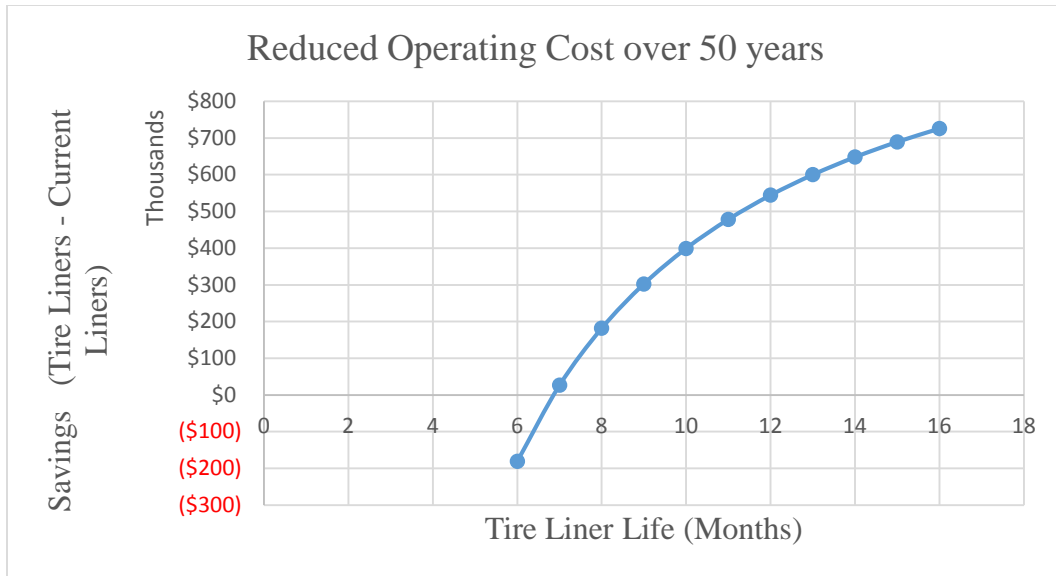


Figure 9. Reduced Operating

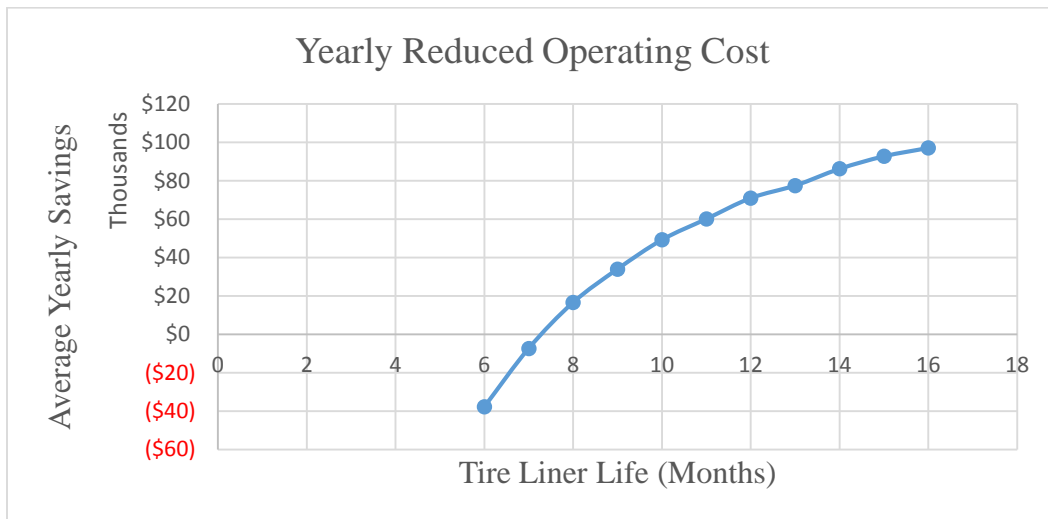


Figure 10. Yearly Reduced Operating Cost

## 9.0 Life Cycle Analysis

The life cycle analysis for this project must include an analysis of the environmental impact of using OTR tires as ball mill liners. Since the recycling of used OTR tires involves them being re-used as ball mill liners, there will be a decrease in the production of new traditional liners. This decrease will minimize energy usage and rubber usage for the production of new liners which comes out to be reduction of approximately 7800 kg of CO<sub>2</sub>/ton of product.<sup>[15]</sup> Also, this gives the OTR tires a second life, thus reducing 3850 kg of CO<sub>2</sub>/ton of product.<sup>[16]</sup>

The total reduction of CO<sub>2</sub> per liner change for the ball mill at CC&V comes out to be 651,463 kg. This project has a tremendous environmental impact with average reduction of 781,755 - 651,462 kg of CO<sub>2</sub> per year for the liner life of 10 - 12 months.

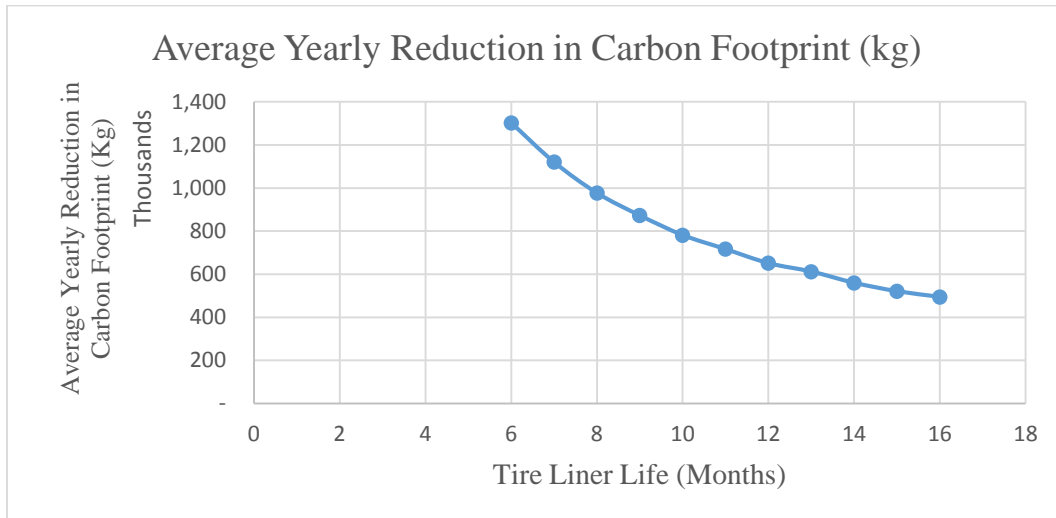


Figure 11. Average Yearly Reduction in Carbon Footprint (kg)

## 10.0 ENVIRONMENTAL AND SAFETY

### 10.1 Waste Generation Considerations

The tires will be significantly reduced in volume and mass after being used as liners for the ball mill. This decrease in volume will make the tires thinner, which will facilitate their grinding for future recycling. This will be a good solution to OTR tires considering most shredders cannot accommodate them.

Once the rubber in the tires is reduced to crumbs, they can be used as additives for asphalt or other applications. The steel collected from the tires will be recycled in steel mills and manufactured into new steel.

### 10.2 Environmental Considerations

Tires accumulated in stockpiles have been considered an environmental problem because when exposed to water and sunlight, they create a perfect environment for hatched larvae.<sup>[17]</sup> The increasing amount of stockpiles escalates this problem, which can be avoided by storing the tires to be recycled in dry and closed environments. Once the tires are shredded, hatching larvae will no longer be a problem.

### **10.3 Chemical Considerations**

There are no chemical considerations regarding the use of scrap tires as liners since the production method only involves mechanical machinery.

### **10.4 Worker Safety and Health**

Workers should be trained in how to prevent and put out tire fires. Even though this would be a rare occurrence, workers would have proper training following OSHA's (Occupational Safety and Health Administration) law and regulations for worker safety.

Machinery operators should have training on how to manually operate the machinery used to cut the tires, as well as how to install the produced liners properly. All workers should have proper personal protection equipment such as hard hats, eye protection, safety gloves (especially against sharps and cuts) and protective clothing.

## **11.0 REGULATIONS**

Even though OTR tire recycling is highly encouraged by the U.S. Environmental Protection Agency, there are no federal regulations for used OTR tires, since they are not considered hazardous materials.<sup>[18]</sup> OTR tires generated by the mining industry are generally disposed of on site because of high transportation and processing costs.

Although OTR tires are not federally considered a hazardous material, they are still considered solid waste for the purpose of this project. Since the business plan is based on a company located in Colorado, their state regulations on solid waste would be considered. Based on Colorado's statutes, the following articles for solid waste would be considered: Title 30 Article 20 Part 1 (for the Solid Waste Facilities), Title 30 Article 20 Part 10 (Solid Waste Disposal Limitations), and Title 30 Article 20 Part 14 (Waste Tires). The Regulations Pertaining to Solid Waste Sites and Facilities: 6 CCR 1007-2 Part 1 would also be considered for Colorado.<sup>[19]</sup>

### **11.1 Permitting**

In order to be in compliance with legal regulations regarding the transportation, storage, and hazards involved in solid waste disposal, the following permitting issues should be considered.

#### 11.1.1 Solid Waste Recycling and Storage Permitting Issues

Scrap tires are considered solid waste. Therefore, OTR tires will be considered solid waste when taking permitting issues and regulations into consideration. The waste storage and recycling will be done following the Code of Federal Regulations, Title 40, Chapter I,



Subchapter I, Part 243, Subpart B, Sec. 243.200-1. This section refers to how solid waste should be stored, so that it does not constitute a fire, health, or safety hazard. The scrap tire collection facility should be registered and licensed by the state's EPA.<sup>[20]</sup>

The tire transporters should have a legal permit that allows them to transport the OTR tires. The registration requirements and price vary depending on the state, but the transporters should comply with the regulations regarding transportation, tracking, storage and management.

#### 11.1.2 Air Quality Permitting Issues

When tires are in stockpiles, they could be subject to arson. The air pollution caused by these fires is harmful to the environment and also to the general public that could breathe these pollutants. When the tires are stored, they should be kept in a safe location to avoid vandalism.

#### 11.1.3 Public Health Permitting Issues

If all the regulations mentioned in the previous sections are followed, the tires' storage, transportation, recycling and delivery will not cause any public health issues.

### **12.0 CONCLUSIONS AND RECOMMENDATIONS**

1. Currently, most OTR truck tires are buried, this approach is extremely harmful to the environment. Many other approaches are being taken to recycle these tires; however, many tires are not being recycled creating room for new ideas.
2. Using OTR tires as ball mill liners requires the generation and disposal of less rubber and provides a solution for the use of OTR tires beyond their normal useful life span.
3. Using OTR tires as ball mill liners also is an economically viable solution saving companies with ball mills 40% of their costs to replace the ball mill liner each year.
4. The making of OTR tires requires such extensive engineering that it would be wasteful to not take advantage of all the research, technology, and effort that went into making them as durable as they are. They should be recycled in an alternative way that utilizes their strength and durability, such as ball mill lining.

### **13.0 ACKNOWLEDGEMENTS**

Our deepest gratitude is to Mr. Gary Horton. His over 40 years of work in the mining industry provided us with great insight on our project. Furthermore, his expertise as Environmental Coordinator at Newmont's CC&V operation, provided quality information to this project.

Moreover, we thank him for opening the door of one of the largest Gold mining operations in America to perform our research.

We are grateful for the ample collaboration Mr. Dan Bauer. As Mill Maintenance Superintendent he successfully evaluated the viability of our project and gave us valuable input about how to implement our technology on larger mills.

We would like to greatly thank Mr. Rob Stokes, owner and General Manager of Western Tire Recyclers, one of the largest tire recyclers in the United States. His vast experience in the tire recycling industry gave us a whole new perspective on our project, and his patented machine for handling OTR tires was a key component of our business plan.

The unparalleled contribution and support of Mr. James Barron from start to finish in this project was vital for the success of this project.

Our most sincere gratitude goes to Mr. George Fordyce who helped us with the majority of the construction of the bench scale model. His mechanical experience and incredible manual ability were of most help.

Thank you to Mr. Harold Watson for his help as the electrical specialist. His collaboration in software and electrical parts made this project a reality.

We would like to thank Dr. Greg Thoma for his contribution in the economic aspect of this project along with his support throughout the venture.

We are thankful for Dr. Tom Spicer's contribution as safety specialist in evaluating the safety of our model.

Most importantly, we would like to thank Dr. Roy Penney and Dr. Michael Ackerson for their unparalleled contribution and support toward the project. Their enthusiasm and experience were of the utmost value.

#### **14.0 REFERENCES**

1. "High Quality American Engineering of OTR Tires." *OTR Tires Worldwide*. Xtreme Load OTR Tires, n.d. Web. 15 Feb. 2016. <<http://www.otrtiresworldwide.com/high-quality-american-engineering-otr-tires/>>.
2. "Mine Increases Haul Truck Tire Life by 20 Percent Using Innovative VISTA Tire Care Training Program." *Mining Success Story* (2010): n. pag. *Vista Training*. Vista Training, Inc., 2010. Web. 3 Feb. 2016. <<http://www.vista-training.com/assets/pdf/case-histories/Tire-Care-Success-Story.pdf>>.

3. Moore, Miles. "OTR Tire Recycling: Tough Nut to Crack - Tire Business." *Tire Business*. Crain Communication, Inc., 9 Sept. 2012. Web. 15 Mar. 2016. <<http://www.tirebusiness.com/article/20100813/NEWS/308139996>>.
4. San Miguel, Guillermo, Geoffrey D. Fowler, and Christopher J. Sollars. "Pyrolysis of Tire Rubber: Porosity and Adsorption Characteristics of the Pyrolytic Chars." *Industrial and Engineering Chemistry Research* 37.6 (1998): 2430-435. - *Industrial & Engineering Chemistry Research (ACS Publications)*. American Chemical Society, 9 May 1998. Web. 20 Feb. 2016. <<http://pubs.acs.org/doi/pdf/10.1021/ie970728x>>.
5. "Use of Tire-Derived Fuel in Virginia." *Tire-Derived Fuel Workgroup Final Report*. Rubber Manufacturers Association, 2007. Web. 23 Feb. 2016. <[http://www.deq.virginia.gov/Portals/0/DEQ/Air/StateAdvisoryBoard/Tire\\_Derived\\_Fuel.pdf](http://www.deq.virginia.gov/Portals/0/DEQ/Air/StateAdvisoryBoard/Tire_Derived_Fuel.pdf)>.
6. *Tire Pile Fires: Prevention, Response, Remediation*. Sacramento, CA: California Integrated Waste Management Board, 2002. *Rubber Manufacturers Association*. Environmental Engineering and Contracting, 23 Sept. 2002. Web. 4 Feb. 2016. <<http://rma.org/wp-content/uploads/publications/GEN-067-Tire%20Pile%20Fires-Prevention,%20Response,%20Remediation.pdf>>.
7. "Scrap Tire Markets." *RMA Rubber Manufacturers Association*. Rubber Manufacturers Association, 2014. Web. 15 Feb. 2016. <<http://www.rma.org/scrap-tire/scrap-tire-markets/>>.
8. Blumenthal, Michael. "The Use of Scrap Tires in Asphalt & as an Aggregate." *Industrial Resources Council*. Rubber Manufacturers Association, 8 July 2014. Web. 27 Feb. 2016. <[http://www.industrialresourcescouncil.org/portals/7/Presentations/SMW2014/FHWA\\_Webinar\\_Blumenthal\\_ScrapTires.pdf](http://www.industrialresourcescouncil.org/portals/7/Presentations/SMW2014/FHWA_Webinar_Blumenthal_ScrapTires.pdf)>.
9. "Crumb Rubber Overview." *Scrap Tire News*. Recycling Research Institute, 2016. Web. 15 Feb. 2016. <<http://scraptirenews.com/crumb.php>>.
10. Sullivan, Joseph P. *An Assessment of Environmental Toxicity and Potential Contamination from Artificial Turf Using Shredded or Crumb Rubber*. Rep. Turfgrass Producers International, 28 Mar. 2006. Web. 15 Feb. 2016. <[http://www.ardeacon.com/pdf/Assessment\\_Environmental\\_Toxicity\\_Report.pdf](http://www.ardeacon.com/pdf/Assessment_Environmental_Toxicity_Report.pdf)>.

11. "Carbon Black Uses." *International Carbon Black Association*. International Carbon Black Association, 2016. Web. 20 Feb. 2016. <<http://www.carbon-black.org/index.php/carbon-black-uses>>.
12. CalRecovery, Inc. *Environmental Factors of Waste Tire Pyrolysis, Gasification, and Liquefaction*. Rep. California Integrated Waste Management Board, July 1995. Web. 23 Feb. 2016. <<http://www.calrecycle.ca.gov/publications/Documents/Tires%5C62095001.pdf>>.
13. "Railroad Ties." *3ET.US*. 3ET.US, 2016. Web. 15 Mar. 2016. <<http://www.3et.us/products/railroadTies.html>>.
14. Physicochemical Problems of Mineral Processing, 38 (2004) 221-230, A. Seyfi Erdem, Ş. Levent Ergun Fizykochemiczne Problemy Mineralurgii, 38 (2004) 221-230, and A. Hakan Benzer. "Power Draw of Dry Multi-Compartment Ball Mills." *Physicochemical Problems of Mineral Processing* 38 (2004): 221-30. Web.
15. Jawjit, Warit, Carolien Kroeze, and Siriuma Jawjit. "Greenhouse Gas Emissions from Rubber Industry in Thailand." *Journal of Cleaner Production* 18.5 (2010): 403-11. *Wageningen UR*. Wageningen UR Library, 2010. Web. 14 Mar. 2016. <<http://library.wur.nl/WebQuery/wurpubs/394765>>.
16. "Environmental Performance | Michelin US." Michelin North America, Inc., 2015. Web. 14 Mar. 2016. <<http://www.michelinman.com/US/en/why-michelin/local-sustainability/environmental-performance.html>>.
17. Haramis, Linn, Ph.D. "Mosquito-Borne Illnesses Prevention Techniques." Mosquito-Borne Illnesses. Illinois Environmental Protection Agency. Web. 11 Mar. 2016. <<http://www.epa.illinois.gov/topics/waste-management/waste-disposal/used-tires/mosquito-borne-illnesses/index>>.
18. "Waste Tires." Transportation Environmental Resource Center - TERC. Ed. Bill Chenevert. N.p., n.d. Web. 7 Mar. 2016.
19. "Solid Waste Regulations and Statutes." *Solid Waste Regulations and Statutes*. Colorado Department of Public Health & Environment. Web. 10 Mar. 2016. <<https://www.colorado.gov/pacific/cdphe/swregs>>.
20. Landes, Lynn. "Tires." Zero Waste America. Web. 11 Mar. 2016. <<http://www.zerowasteamerica.org/Tires.htm>>.



Sustainability & External Relations

Newmont Mining Corporation  
Cripple Creek & Victor Gold Mine  
100 North 3<sup>rd</sup> Street  
T 719-689-4029  
F 719-689-3254  
margaret.burt@newmont.com

March 17, 2016

To whom it may concern,

Cripple Creek & Victor Gold Mining Company (CC&V) is an open pit mine located on the southwest side of Pikes Peak in Colorado. The mining district itself has been in some state of continuous operation for approximately 130 years. Open Pit operations have been continuous for the past 20 years.

As a policy CC&V has committed to recycling as a primary method in lieu of landfill disposal. Obviously adopting this policy comes with additional operating costs. By far our single largest waste stream by volume and tonnage are the large truck tires.

Over the past 20 years CC&V has used every method available for the safe and environmentally responsible recycling of the tires. As a result and despite CC&V's due diligence it wasn't unusual to either find sham recyclers, overly full landfills, non-regulated sites, or no interest in taking our tires. With a mine that generates 100 large tires annually the problem quickly escalates. In 2012, CC&V contracted with a tire recycler in Utah that made stock tanks, crumb rubber, TDF, and rubber mats from our tires. Problem solved; but what else can you do with a tire of this size, strength, and durability? And how many stock tanks does the world need?

Enter the Ball Hogs. The proposal for re-purposing the tires as liners for a new ball mill that CC&V had recently installed in our floatation/gravity circuit was not only intriguing, but based on historic application in South America showed that it could be feasible.

When representatives of the Ball Hogs showed up on site we toured the facility, measured relative thicknesses of tires ready for recycle, asked a lot of questions of tire experts and Maintenance specialists and came to the conclusion that it was certainly possible that liners could be substituted with tires and that our recycler in Utah had the equipment that could manufacture the rubber parts to the necessary tolerances.

That said, there is still a lot of research to do but this project is very possible at large scales and could reduce some of CC&V's operating costs which is a benefit economically. This re-purpose also helps divert a problematic waste from the possibility of landfill. Foremost is that this project offers a sensible diversion to an ever growing environmental problem.

Hats off to the Ball Hogs!

Sincerely,

Gary Horton  
Senior Coordinator  
Sustainability & External Relations

March 17, 2016

To Whom It May Concern,

My experience is as a chemical engineer for both The Dow Chemical Company and Ashland Inc. for 31 years and I am now retired. I worked exclusively in the plastics businesses, primarily in the development of new applications for polymeric materials. In that role, we drove new technology, searching for new markets for our products. I believe this project very much falls within that scope.

I think the proposal put forth by the Ball Hogs of a secondary use for large truck tires as liners for ball mills in the very mines from which these tires had their primary use has a certain symmetry and practicality. Even more amazing is the fact that it could save the mining companies a significant amount of money while protecting the environment at the same time. Based on the harsh primary function for which these tires were first designed and the similarity of service as ball mill liners, there is a very high probability that they will succeed in this application. Their business plan of using an existing tire recycling company to work with only increases the chance of success.

As with any project of this type, there must be a willingness on the part of the mining companies to try something new. They must change their view of looking at these tires as scrap and begin to see them as a valuable, highly engineered material. Once that happens, a plan can emerge to test their proposal, and, if validated, scale up to full production scale.

I believe the proposal put forth by the Ball Hogs is innovative, environmentally friendly, possibly economically viable, and definitely worthy of further evaluation.

Sincerely,

James H. Barron, retired  
Previously - Global Project Manager  
Plastics R&D  
The Dow Chemical Company  
jhbarron2@hotmail.com  
979-218-7139

Western Tire Recyclers  
5790 W 6400 N  
Tremonton UT 84337  
westerntirerecyclers.com  
435-730-1872



To Whom It May Concern;

The purpose of this letter is to offer my evaluation of The Ball Hogs research project regarding options to recycle OTR tires. This evaluation and opinion is based on my 7+ years in the OTR tire recycling business. My company, Western Tire Recyclers is focused on OTR tire recycling. We are a company that has successfully recycled 1000's of giant OTR tires. We are not subsidized in any way nor have we ever received any grants or financial assistance in our business. We simply recycle OTR tires in a safe, sustainable, and environmentally friendly manner. We currently recycle OTR tires from 7 Western States and Canada. We recycle all size and all condition OTR tires. We process giant OTR tires all day, every day and take our business very seriously.

I have had the opportunity to have some discussions with The Ball Hogs and take a close look at their project. I have been impressed with their ideas and the manner in which they have addressed the project.

OTR tire recycling is an industry that is in its infancy. Or possible pre-infancy. There is very little being done to recycle OTR tires. This is true globally. While my company has many customers that generate scrap OTR tires (mines) there are many many more that simple bury or otherwise ignore the scrap OTR tires they produce. It is my opinion that The Ball Hogs idea has great merit and is very worthy of consideration.

Modern giant OTR tires are an engineering marvel by any measure. Carrying loads in excess of 400 tons per truck, they truly are amazing. Like many things man made, they are getting bigger and stronger as time goes on. It was not very many years ago an 8 foot OTR tire was being ran by the largest mines on earth. Now those tires look very small next to the 13 foot giants being used today. These tires have a tremendous



amount of resources put into their creation. Not only energy, but mass amounts of research, development, engineering, testing, innovation, along with the very best raw materials available for the construction of these tires. These tires take durability and robustness to a higher level. These are the very characteristics that The Ball Hogs have capitalized on.

Traditional tire recycling is most commonly accomplished by reducing tires to a very small particle size. This allows for magnets to easily extract and separate the steel from the rubber for recycling. Although this process consumes large amounts of energy, it is an effective means to handle million of passenger tires. This process is very problematic for OTR tires due to the extreme construction of these tires mentioned earlier. Once a tire is reduced to a small particle it is no longer possible to reap the benefit of the durability that was built into the tire to begin with. Additionally, these larger pieces as proposed by The Ball Hogs are much more energy efficient to produce than a small particle. There are efficiencies to be gained in the recycling process by producing larger pieces. This adds value to the mine, the recycler, and the consumer (also the mine).

I am of the opinion that these ball mill liners will work very well. I assume there will be resistance from the consumer as in many things unproven and new. I suspect these tire pieces used as proposed by The Ball Hogs will out perform any liners currently being used. It is my opinion that they will last longer than projected. We currently have the equipment in place to safely and efficiently cut and produce the pieces proposed by The Ball Hogs. No other industry advancements or new equipment is needed. These pieces can be produced mechanically and at ambient temperature using clean electrical power. No emissions would result from producing these ball mills liners as proposed.

I am hopeful that this project gains traction and that further testing and trials are done.

If I may be of any assistance please contact me anytime.

Respectfully,

Rob Stokes  
President  
Western Tire Recyclers  
[rob@westerntirerecyclers.com](mailto:rob@westerntirerecyclers.com)  
435-730-1872