

# NY Company Researching Tire Log

Re-Tread Products (RTP) last year got a \$200,000 grant for research on its "tire log" product and last month, the North Tonawanda NY-based company got the support of U.S. Senator Charles E. Schumer.

Schumer has called on Federal Emergency Management Agency and U.S. Army Corps of Engineers officials to meet with company officials to discuss how the still-in-development project could be used for flood control and levee construction in places like New Orleans. At the moment, though, the company is creating its product in a North Tonawanda factory on money from a New York State development grant.

University at Buffalo engineering students are doing much of the labor, putting the logs together, using winches to test just how much they'll bend under how much pressure and helping to figure out just how to put them together.

While the processes are in the patent pipeline and some of the information is proprietary, the idea is relatively

simple: slice the treaded part of steel-belted tires off, cut them, wrap them and turn them into "logs" that will bend, but not break.

While the product could prove invaluable in places like New Orleans, or in other places requiring retaining walls or sea walls or similar applications, the state grant is based on what it gets rid of: used tires.

According to project manager Dave Johnson, Re-Tread's process has advantages over practices such as grinding tires up for use as filler (the metal then has to be extracted magnetically) or burning them (pollution problems). It takes advantage of the tires' strength and flexibility instead of trying to break them down.

The tires tend to keep their flexibility and have almost no chemical leachate, Johnson said, while they should outlast wooden structures.

They're also strong.



University of Buffalo students work on "tire log."  
Source: The Buffalo News

"I put 4,000 pounds pressure on it pulling, and it didn't come near breaking it," Johnson said, describing one of the tests on a 10-foot-long, approximately 8-inch-thick log. "It stretched 2 inches. And that (pressure) was as high as I could take the winch." Re-Tread is planning to do more testing on the product.

The company's grant is for research and development, so it hasn't been able to buy the kind of large equipment it will need for production, although its research plans for equipment and factory design. When the testing is completed, Johnson said, the business -- whose CEO is Shane Hansen of Great Valley -- should be able to start quickly. ♦

INTRODUCING THE NEW TIRE WIRE BALER TWB-8 FROM WENDT

## Ideal for Stage 2 Tire Processors



**The value of the scrap steel is based on Chemistry, Density, Yield and Consistency!**

The **Chemistry** of the steel used to make tire wire is attractive to steel mills & foundries as long as it contains minimal rubber.

**Density** affects material handling issues and melting performance. Lighter or less dense product does not react in the molten bath as well as heavier or higher density scrap.

**Yield** is the amount of molten steel produced from a given amount of input. Loose tire wire has a low yield since much of it will flash when it reacts to the molten bath. Bales have a compact surface area and retards flashing, allowing for more consistent melting.

The scrap processor that **Consistently** provides a high quality product, regardless of market price, will be able to sell in slow markets where the buyers can be more selective.



**Bales as shown:**

Size:	8" x 8" x 10" (Variable)
Weight:	40 lbs.
Density:	75-90 lbs./cu.ft.



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