

Scrap Tires

In recent years, recycling markets for scrap tires have been diversified as numerous uses for scrap tires and recycled rubber have been developed. Recycling scrap tires makes more sense than disposal as disposal of scrap tires represents wasted resources, energy and money.

Why are scrap tires of concern?

Waste tires are bulky waste which cannot be managed along with normal solid waste because of the problems they create when landfilled. When buried in a landfill, tires tend to “float” to the surface over time and disrupt landfill covers as well as landfill gas and leachate collection systems.

Piles of scrap tires present a number of environmental, health and safety hazards. When tire piles catch fire, the melted rubber generates oil and other toxic run-off that can pollute surface and groundwater. The air trapped in tire piles makes fires difficult to extinguish, often causing them to burn uncontrollably. Furthermore, rainwater accumulated in waste tires creates a perfect breeding ground for disease transmitting mosquitoes.

How should scrap tires be managed?

Scrap tires are banned from landfill disposal by Vermont statute. Furthermore, scrap tires may not be burned as fuel without a permit issued by the Vermont Air Pollution Control Division.

Vehicle service shops that generate scrap tires must hire a DEC-permitted tire hauler to remove their tires.

Please contact the Solid Waste Management Program at (802) 828-1138 for a list of licensed tire haulers. This list is also available on-line at:

<http://dec.vermont.gov/sites/dec/files/wmp/SolidWaste/Documents/Tire-Recyclers-Working-in-Vermont-2017.pdf>

Vehicle service shops should also make sure they know where their scrap tires are going and how the tires are eventually processed. Vermont companies in the business of storing or processing scrap tires must have a permit from the Solid Waste Management Program.

Some of the ways scrap tires are being used include:

- Burning as a tire-derived fuel in cement kilns or electric power plants;
- Retreaded – retreading usually works best for truck tires;
- Shipped to firms that process them to produce crumb rubber or chips;
- Shredded and used as Tire-Derived Aggregate (TDA), a lightweight backfill or porous drainage medium. (Approval may be required by the Solid Waste Management Program for some uses.)

What are some best management practices?

- ✓ Do not let tires piles become too large. Ship them as soon as a full load has been accumulated.
- ✓ Keep tire piles orderly and accessible from all sides.
- ✓ Either cover or store scrap tires in an enclosure until shipped to prevent water from accumulating in the casings. This will help prevent mosquitoes from breeding in the scrap tires.
- ✓ Re-market tires with more than 30% serviceable tread.
- ✓ Separate the highest quality casings for retreading.
- ✓ Encourage customers to regularly check tire pressure and rotate tires according to manufacturers' recommendations, as well as maintain proper wheel alignment and tire balance to prolong tread life.

For more information contact:

Vermont Department of Environmental Conservation:

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