



Production Test for Upgrading Pyrolysed Carbon from Scrap Tyres Allows Automotive Industry to Meet Recycled Content Objectives

The CBp Patented Technology for scrap tyre valorization is verified by production scale tests at Anglo United Environmental Ltd.in UK

([PRWEB](#)) January 10, 2004 -- Discarded tyres are one of the most difficult waste streams for scrap disposal or recycling. This is evidenced by the increasing number of countries in Europe and North America banning scrap tyres from landfills. In addition, there are an increasing number of mandates to recycle and reuse materials from scrap tyres by the rubber manufacturers.

Over the past decades attempts at the pyrolysis of scrap tyres for recycling have not been successful because the principal by-product, a carbon rich pyro-char, could not be economically upgraded for commercialisation. The patented CBp generic pyro-char upgrading technology has repeatedly produced consistent black reinforcing fillers that can replace virgin carbon blacks at very competitive prices.

Carbon black is an important ingredient in nearly all rubber products to improve properties such as tensile, wear resistance and modulus. Scrap tyres and rubber can contain 25% to 35% carbon black. According to the Freedonia reports the global demand for carbon black will grow 3.4% yearly through 2006 to 8.7 million metric tonnes.

The patented CBp technology was introduced at the Carbon Black 1996 World Conference "A Black Filler for Rubber Prepared from Tire Pyrolysis Char" by William Klingensmith and Michael Beck of Polymer Valley Chemical Inc. Since then many successful tests were conducted from many other pyrolysis pilot plants; including ABB, now Alstom, Metso Minerals, Unisphere, Titan Technologies, ECO2, GWES, etc.

Cooper-Standard was pro-active in testing the generic CBp-079 for the American Chemical Society presentation paper no. 114 "Upgraded Pyrolysed Carbon Black (CBp) from Waste Tires and Scrap Rubber as Reinforcing Filler in Rubber Compounds", and concluded that "CBp can be used to lower the cost of many rubber products without detrimental performance of physical properties."

Anglo United Environmental Ltd. (AUEL) in Bolsover, UK has converted one of their coal pyrolysis batteries to successfully pyrolysing scrap tyres and blending their pyro-char with their coal products. Each battery of converted retorts is capable of pyrolysing more than 15,000 tonnes or 2 million tyres per year. One battery has been in continuous production for nearly 2 years.

After a worldwide research it was decided to make production tests using the proprietary CBp technology for upgrading and verifying production repeatability.

The recent process test run for upgrading 2 tonnes per hour of pyro-char from the AUEL pyrolysis plant confirmed state-of-the-art improvements of quality control and equipment. The result is pelletized upgraded pyro-carbon which can be used for over 25% replacement of N600 or N700 series of prime carbon blacks.

AUEL is presently producing 30 tons of raw pyrolysis carbon per week with a full-scale capacity of 18,000 tonnes per year. Additional pyrolysis batteries can be converted to meet expected market demand.



Samples, product data sheets, and performance tests can be obtained by contacting jfadercbp@skynet.be

Independent lab tests were conducted at Akron Rubber Laboratory Inc. in the USA and by Rubber Consultants in the UK.

The patent rights are solely owned by Fader Technologies, LLC. located in Detroit, MI, USA, Strategic alliances in marketing, distribution and licensee relationships are being solicited through its CBp Europe division located in Hasselt, Belgium.

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