

## ISRI Position on Scrap Tire Design for Recycling<sup>®1</sup>

### Overview

The tire recycling industry is led by ISRI members who have explored innovative ways to utilize recycled tires as a raw material for manufacturing new products. By promoting such use, they have effectively developed processes that have turned what could have otherwise become waste into a specification grade recycled commodity.

Tire processors have become aware of situations where some tires due to their manufacturing processes are not recyclable. These tires contain fillers, additives and other components that cause problems during the tire recycling process. Tires designed and released into the marketplace that do not take into consideration resource awareness, societal health and safety, and end-of-life management can be considered “Designed for Landfill.” Due to the difficulty of finding end markets for these tires, processors may not have many options for their management and will to send them to a landfill. Of all the strategies for managing scrap tires, landfilling is the least sustainable and desirable option.

ISRI acknowledges the tire manufacturing industry’s concern for sustaining the quality and safety of its products as well as their need to explore opportunities during product design that might help increase its performance and safety. ISRI’s Position on Design for Recycling<sup>®</sup> seeks to balance this need with the ability for recyclers to maximize the yield of recoverable materials at the end of life.

**Accordingly, it is the position of the Institute of Scrap Recycling Industries, Inc. (ISRI) that:**

- Tire manufacturers that embrace Design for Recycling<sup>®</sup> in their manufacturing process will help promote resource awareness, environmental conservation, and a vibrant and open marketplace for specification grade recycled rubber.
- A lack of forewarning of new products, or the creation of products that are not easily recycled, could put investments in infrastructure that the tire recycling industry has made at risk.
- Tires should be discouraged from being landfilled if there are other more sustainable options available.
- A joint working group between recyclers and manufacturers would help advance the concepts of Design for Recycling<sup>®</sup>. Scrap recyclers do not seek proprietary information on manufacturing processes. Rather, scrap recyclers are looking for an open dialogue that will help them make appropriate business decisions regarding future investments in equipment for processing such tires as well as the exploration of new markets and technologies.

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<sup>1</sup> As Adopted by the ISRI Board of Directors on November 5, 2005



Institute of  
Scrap Recycling  
Industries, Inc.

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