Vehicle Recycling Partnership and USCAR Initiated Tests by Cooper-Standard Show Cost Reduction Potentials Using More than 25 Percent Recycled Content in Automotive Rubber Parts have been Repeated in Europe

The CBp patented technology is a breakthrough for potentially allowing the automobile industry to meet recycling objectives.

Hasselt, Belgium (PRWEB) June 15, 2004 -- Recent tests in Europe duplicated the previous tests conducted by Cooper-Standard Automotive initiated by the Vehicle Recycling Partnership of USCAR (United States Council for Automotive Research). These independent tests reported at the European Tyre Recycling Conference (ETRA) confirmed the consistent production repeatability of the generic CBp Europe technology to recover and upgrade the carbon black and mineral fillers, including silica, from pyrolysed scrap tires and rubber into a competitive reinforcing black filler.

Two cost-benefit performance grades of homogenous reinforcing fillers are produced:
CBp-067 for economic substitution or blending with N-600 or N-700 series carbon blacks and a less reinforcing filler, CBp-090, with properties similar to N-900 carbon blacks.

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.

In earlier tests, competitive low-reinforcing fillers were also obtained by upgrading pyrolysed automotive shredder residue, often referred by industry as "ASR" of "fluff". General Motors provided this raw pyrolysed ASR material for these tests in co-operation by the Vehicle Recycling Partnership, USCAR.

Tests by the Indiana Department of Transportation and Purdue University sponsored by the US Department of Transportation show cost-benefit application potentials for improving rutting resistance by asphalt modification using the CbpCarbon products.

Recycling is an increasingly important issue confronting the auto industry. The European Union will require by January 2006 that 85% of every vehicle be recycled. Thus, in France, the creation of Aliapur with eleven rubber tire manufacturers demonstrates this Group's determination to pursue an active policy of recycling end-of-life tires (ELT). Efforts aimed at requiring auto makers to increase recycling responsibilities and End-Of-Life Vehicles (ELV) programs are under way in the U.S. as well.

The CBp patented technology is a breakthrough for potentially allowing the rubber and automobile industries to meet these recycling objectives.

More information on the Society of Automotive Engineers, American Chemical Society technical presentations, Akron Rubber Development Laboratory test data and CBp sample availability can be obtained by inquiring on the website: http://www.cbpcarbon.com/

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

Europe division located in Hasselt, Belgium.

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