

SCRAP RECYCLING



WITH KAWASAKI

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Kawasakis. Everything is easy to get to. ”

— Larry Gupton, Equipment Manager

There was a time in America when socks were darned, clothing patched, and shoes resoled. Broken appliances were repaired and cars nursed until they literally fell apart. Those days are long, long gone.

Today's exhausting 24/7 pace leaves little time or profit margins for repair. Our disposable society produces cheaper and fancier goods, but also generates more trash than ever. So with the growing emphasis on green, it's not surprising that metal recycling, once the norm during World War II, is experiencing a resurgence. Especially since the overseas appetite for metals has grown. As a result, recycling of ferrous and non-ferrous materials makes good economic and ecological sense.

IN THE ZONE

Franklin Iron and Metal Corporation in Dayton, Ohio, has been in business since 1962. The company goes out and collects items like scrap metal, iron, steel, appliances, lockers, doors, furnaces, and

autos from industrial clients as well as accepts drive-up loads from the general public, contractors, and others. As the scrap recycling industry has matured, Franklin has upgraded their facilities to keep pace, at the insistence of their president, Jack Edelman. Concrete and asphalt paving replaces mud. X-ray machines check all scrap for radiation. Waste oil is treated and broken down. A 3,000-hp multi-million dollar shredder has been online for about a year. With four locations in the metro, and a fleet of 36 trucks, 300+ trailers, over 3,000 roll-offs, and their own rail spur and rail scale, Franklin is serious about scrap.

Larry Gupton is the equipment manager. He points with pride at their two Kawasaki loaders — a 90ZV and a 95ZV-2. "They are awesome loaders, they really are. We used to have a Cat® 988. When it wore out, we talked about replacing it with another one, but were persuaded by our local Kawasaki dealer to check them out. So I looked at some. The warranty stood out as well as the service. That's what sold us on our 90ZV Kawasaki initially. Since it's been here, the loader has sold itself.

"We went up to the 95 to use in the new shredder yard. It has the quick coupler attachment so we can use it with forks

or a bucket. We also got ride control and a Loadrite weigh system. With the Loadrite, the operator knows how much he's loaded into a rail car, which saves us time and money because we don't have to reload a rail car to hit the right weight. And with the Loadrite prep option, the Loadrite housing was already in place."

"The 95 handles the cars brought in," explains Jerry Gupton, Operations Manager and Larry's brother. "It is a tremendous savings to us. A crane can only offload a car or two at a time. The loader can handle four or five cars at a time and is definitely much faster, safer, and more efficient. The 95 offloads flat beds, feeds the shredder, loads rail cars, and pushes a lot of metal around."

Their shredder has been a tremendous game-changer. Not only are they moving more material, but shredding and the use of magnets allows nonferrous metals such as stainless steel, copper, and aluminum to be more easily separated, resulting in better quality control and higher profits. "We try to turn everything around and get it in and out as fast as possible to get the metal to the steel mills," says Jerry.

"We ended up with about 1,800 cars thanks to the 'Cash for Clunkers' program," says Larry. "The shredder has made it cost effective by sorting all the ferrous and non-ferrous. We would have lost the non-ferrous if we had done it the way we used to — baling. Bales are going to be a thing the past."





RECYCLING INDUSTRY'S ACCOMPLISHMENTS*

For more than 200 years, scrap recycling has been, and continues to be, integral to the U.S. economy, global trade, and resource sustainability. In the U.S., scrap recycling:

- **Processes more than 150-million metric tons of recyclable material each year into raw material feedstock. Includes iron, steel, paper, aluminum, copper, stainless steel, lead, zinc, plastic, electronics, tires.**
- **\$86-billion industry in 2008, with 85,000 employees.**
- **2 out of 3 pounds of steel made in the U.S. is manufactured using ferrous scrap.**
- **60% of the metals and alloys produced in the U.S. are made from nonferrous scrap.**
- **More than 50% of the U.S. paper industry's needs are met through the use of scrap.**
- **33% of the U.S. aluminum supply comes from recycled materials.**
- **\$28.6-billion-worth of scrap commodities/ 44-million metric tons of scrap were exported from the U.S., helping U.S. trade balances.**
- **In 2008, China, Canada, Turkey, South Korea, and the U.K. were the top 5 export destinations, by value.**
- **Reduces greenhouse gas emissions by requiring significantly less energy to manufacture from recyclables than virgin ore, and by avoiding landfilling.**
- **Conserves natural resources. For example, one ton of steel conserves 2,500 pounds of iron ore, 1,400 pounds of coal, and 120 pounds of limestone.**
- **Cleaner air and water from safely removing potentially hazardous materials and keeping them out of landfills.**

*Facts provided by ISRI

HEAVY METAL

Despite frequent watering, it is still a tough environment on equipment. Dust fills the air. Lots of heavy metal objects are pushed from spot to spot. Big parts are cut down to size by torches or shears, then ferried to different parts of the yard. Metals are stockpiled by kind. Everything is inspected to make sure all combustibles have been removed.

"We do our own maintenance here," says Larry. "On the Kawasakis, we blow out the wide-fin radiators daily and change the air filters about every two weeks. They are very maintenance-friendly, with everything easy to get to. The steps are done right too — belted so they don't tear off. With construction equipment today, you tend to see more fiberglass and plastic. But with Kawasaki, the fenders are metal. Same with the radiator grills and light housings. I much prefer metal, especially in our environment."

Turns out the operators much prefer their Kawasakis over the older Cats too. Larry has noticed the operators really appreciate the improved comfort offered by the air-ride seat — no more aching backs when they go home. They also appreciate the machines' performance.

"I've been here six years," says Deon Norton, Operator. "I can tell you the Kawasaki 90ZV is a lot faster and responds a lot faster than the Cat 988. The cab has more room and you can see better. The bigger 95ZV-2 I like even more because the ride control makes it ride and handle a lot smoother. It is easy to run and I can get in and out of anywhere I need to be."

Deon's pride in his 95 is obvious. Well into a year of operation, the ZV-2 is in remarkable shape. It's proof that no matter what the environment, responsible operator care is just as important as superior machine guarding. The operators take good care of the equipment to which they are assigned.

"We've got a clean operation and good equipment," concludes Jerry. "You don't have to carry tools around in your pocket all the time to work on them. I am very satisfied with both of our Kawasakis. If we had to buy again, yes, we'd buy Kawasaki. I really like them. We've had no trouble with them. It is a very nice machine and is very competitive price-wise. The fuel efficiency is so much better than with our older loaders. And I know our guys like the preventive maintenance on them because they are easy to work with."

"Operators and mechanics like the Kawasakis," affirms Larry. "Everything is easy to get to. And I really like the parts availability. Everything we need for maintenance we can pretty much get local — that's impressive."

Franklin Iron and Metal is serviced by RECO Equipment, Monroe, Ohio.

