

ORDINANCE NO. 4

An Ordinance establishing the form into which tires must be processed before being incorporated into a landfill site.

PUBLIC HEARINGS July 13, 1973 and August 10, 1973

ADOPTED AUGUST 10, 1973

MSD TIRE PROCESSING AND DISPOSAL REGULATIONS

THE METROPOLITAN SERVICE DISTRICT herein ordains the following:

SECTION I. Definitions

1. "Board" means the governing body of the Metropolitan Service District.
2. "Disposal site" means a disposal site operating under a permit granted by the Department of Environmental Quality pursuant to ORS 459.205 to 459.265.
3. "Motor vehicle tire" or "tire" means any tire made wholly or in part of rubber and used on any vehicle propelled by a motor, including vehicles pulled or pushed by a vehicle propelled by a motor, regardless of whether such vehicle is used on public highways; it includes scrap tires, tire bodies, carcasses, casings or parts of tires in whatever form, except those intended for a use other than on vehicle wheels.
4. "Processed tire" means a tire that has been effectively reduced in size and shape to meet certain criteria.

SECTION II. Tire Disposal Sites

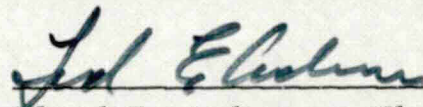
Disposal sites authorized by the Metropolitan Service District to accept tires for disposal in a landfill shall accept only tires that have been processed in accordance with Section III of this Regulation except that unprocessed tires greater than 48 inches in outside diameter may be accepted and incorporated in the landfill in a manner prescribed by Chapter 340, Oregon Administrative Rules and by the permit requirements written by the Oregon Department of Environmental Quality.

SECTION III. Tire Processing

Processes used by scrap tire processing centers shall be capable of meeting the following criteria:

1. Reducing the volume of 100 unprepared randomly selected tires in one continuous test period to less than 35 percent of the original volume, with no single void space greater than 125 cubic inches remaining in the randomly placed processed tires.
2. The test shall be as follows:
 - a. Unprocessed tire volume shall be calculated by multiplying the circular area, with a diameter equal to the outside diameter of the tire, by the maximum perpendicular width of the tire. The total test volume shall be the sum of the individual, unprocessed tire volumes.
 - b. Processed tire volume shall be determined by randomly placing the processed tire test quantity in a rectangular container and leveling the surface. It shall be calculated by multiplying the depth of processed tires by the bottom area of the container.

Adopted on this 10th day of August, 1973.



Lloyd E. Anderson, Chairman
Metropolitan Service District Board



Robert Schumacher, Vice Chairman
Metropolitan Service District Board

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