

**Whole tire/tyre bales:**

* Whole tire shall be baled by a proper vertical tire/tyre wire or steel straps Baler Machine.
* Five or more of 0.115 inch diameter or bigger wire or steel straps shall be used for the tire/tyre bales.
* The baler shall compress and wrap approximately 100 whole recycled/waste passenger, light and commercial truck tires into dense bales that weight about 2200 lb.
* Tire/tyre Bale approximate dimensions varies from to are 30 x 52 x 60 to 30 x 48 x 72 inches, however sizes vary based on the bale machine used. Also, Half tire/tyre bales can be made.
* Tire/tyre bales shall be strong enough to support load of 100,000 pounds without destroying the wires /steel strap or the bale.
* Tire bales shall be stacked in running bond like a brick flat with the 30 inch dimension oriented vertically and the long length of the wires/straps ordinated horizontally and parallel to the wall. Refer to details this sheet and next sheet.
* Bales should be securely baled using stainless steel or heavy gauge baling wire, free of any contaminants, such as petroleum products, weed seeds, or animal matter.
* STACKING: Scrap tire bales should be stacked, staggering the joints so that the
* vertical connections are offset from one another, preferably in alternating / brick style. In most applications they should not be stacked directly on top of each other or stacked at more than a 45 degree angle. For maximum stability, bales should be stacked
* One story buildings with maximum stack of four bales shall be allowed.
* Tire bales are a fire hazard before applying the stucco. Care must be taken to avoid accidental ignition of tire bales during construction.
* The final walls shall be covered with cement stucco/plaster per plans. The thickness of the stucco shall vary to fully fill the gabs between tires and tire bales. The minimum thickness shall be 1.5 inch at the thinnest location.
* Remove vegetation for at least 30 feet around the building;
* Use non-combustible building material on the exterior of the building such as roofing materials, roof vents, soffits, fascia boards, siding, etc per your local building department requirement.
* All construction shall comply with Guidance for Use of Scrap Tires In Civil Engineering Applications by New Mexico Environment Department, Environmetal Protection Dividion, Sold Wast Bureaw.

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* Civil Engineering Applications that use tire bales or scrap tires must follow applicable federal, state, and local regulations. They must be constructed in a stable manner so that no scrap tires can break

away from their parent structure and become "fugitives". This Guidance provides practices that

assist in meeting that end. A list of applicable statutes and regulations are provided, as well as New Mexico Environment Department (N MED) application forms. In general, both loose scrap tires and scrap tire bales must be anchored in order to prevent any movement of the resulting structure. Loose scrap tires should be filled with dirt, sand, rocks, or other inert material. In most applications, it is required that loose and baled scrap tires be covered with cement material as shown on these plans.

**DEFINITIONS:**

* + "Scrap tire baling" means the process by which scrap tires are mechanically

compressed and bound into block form.

* + "Tire" means a continuous solid or pneumatic rubber covering that encircles the

wheel of a motor vehicle.

**LIST OF ADDITIONAL APPLICABLE STATUTES AND REGULATIONS.**

* + International Fire Code and as amended by the local building department.
  + Local building codes, zoning ordinances and other local regulations.

**Reference:**

* Guidance for Use of Scrap Tires In Civil Engineering Applications by

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* Other resources.

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