

Table 3.4.2 G: Wheel Weights – Copper

	Financial Parameter	Measure/Metric	Source of Information
<i>Required Data</i>			
	Initial purchase price for chemical/alternative	Copper raw material price: \$2.23 per pound, U.S. producer cathode, December 2005 Lead raw material price: \$0.65 per pound, Platts Metals Week North American producer price, December 2005	Edelstein, 2006 Gabby, 2006a
	Initial purchase cost for end-product/component	Copper weights are high quality weights with small size and appear to be marketed to high end autos including Aston Martin and although pricing was not available, it is expected that copper weights are significantly more expensive than lead weights.	Trax, 2006
	Availability of chemical/alternative	In 2005, the worldwide mine production of copper was 16.4 million tons but strong growth in China and India resulted in a global production deficit. In 2006, increased capacity is expected to result in a modest production surplus. It is estimated that 70,000 tons of lead are used per year to manufacture wheel weights worldwide.	Edelstein, 2006 Ecology Center, 2006
	Availability of component/end-product	Copper adhesive weights are available from at least one major wheel weight manufacturer. Copper is not currently being used in the U.S. for wheel weights by either the auto manufacturers or the aftermarket. The aftermarket, which accounts for 80% of wheel weight usage in the U.S., continues to use lead weights almost exclusively.	Trax, 2006 Gearhart, 2006a
<i>Additional Data if Available</i>			
	Key operating costs	Operation costs for copper weights are	

Table 3.4.2 G: Wheel Weights – Copper

	Financial Parameter	Measure/Metric	Source of Information
	during use of end-product	expected to be the same as for other adhesive weights. Copper adhesive weights are installed in the same manor as other adhesive weights.	
	Key end-of-product life costs	Copper can be recycled without any loss of quality and 30% of U.S. demand is met by recycled copper. The price of copper provides an economic incentive to recycle scrap copper and it is expected that businesses that balance tires would recycle many of the copper weights removed from wheels. Identification of copper weights is not expected to be an issue since the weights are typically labeled and their copper color is unique.	Edelstein, 2006