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Dr. Brendan Rodgers

Managing Director, ELL Technologies, USA
Technology Advisor (Retired), ExxonMobil, USA
Author, Rubber Compounding : Chemistry & Applications

TechnoBiz

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COVER STORY

Conversation with
Dr. Brendan Rodgers

Managing Director, ELL Technologies, USA
Technology Advisor (Retired), ExxonMobil, USA
Author, Rubber Compounding : Chemistry & Application

With a career spanning over four decades, Dr. Brendan Rodgers is widely regarded as one of the foremost authorities in tire engineering and rubber technology. A native of Northern Ireland with degrees in chemistry and polymer science, Dr. Rodgers has shaped product innovation at three of the most influential names in the industry: Goodyear, ExxonMobil, and ELL Technologies. He holds more than 30 patents in tire and track applications, and his work has consistently bridged the gap between fundamental materials science and scalable industrial solutions. Most recently honored with the prestigious 2024 Herzlich Award, he is also a noted author, mentor, and advocate for the sustainable evolution of the rubber industry. This conversation explores his technical legacy, reflections on global market shifts, and his insights on preparing the next generation of rubber technologists.

Your academic path - from chemistry at Ulster University to a PhD in chemical engineering at Queen's Belfast - laid the groundwork for a remarkable industry career. What originally drew you to polymers and rubber science as a professional pursuit?

I would have to say my interest in polymers and organic chemistry went back to high school. I found polymer science to be both simple and complex, and I was fascinated by the properties of polymers and especially elastomers. Though high schools and colleges don't really touch on rubber compounding, an early grasp of compounding took this interest in polymers to yet a higher level. At university, industrial chemistry was part of the curriculum and I truly enjoyed those classes. This then led to opting for the Masters' degree at The Queen's University in Polymer Science and Technology. The Dean of the Chemical Engineering Department at Queen's was closely aligned with the Technology Manager at Goodyear which in turn led to me joining Goodyear as a factory Compounder, then into R&D and eventually becoming the R&D center lab supervisor. Goodyear then sponsored my PhD in Chemical Engineering at Queen's University for which I will always be thankful. .

Over 25 years at Goodyear, you worked across continents and functions. Can you share some of the high-impact projects or innovations you were directly involved in that helped shape tire performance or design standards?

Unfortunately, the Goodyear operations in Northern Ireland closed, more as a consequence of a drop in the European steel and automotive industries. My family and I eventually transferred to Goodyear's Tire Technology Center in Luxembourg. This was an excellent experience. I was assigned to work as the tire compounder for the German luxury car manufacturers. There were many successes in developing the compounds, getting tires tested, and then approved for the upcoming new car models from Mercedes, Porsche, and BMW. Having the prototype cars in for testing and seeing how the new compounds performed was exciting.

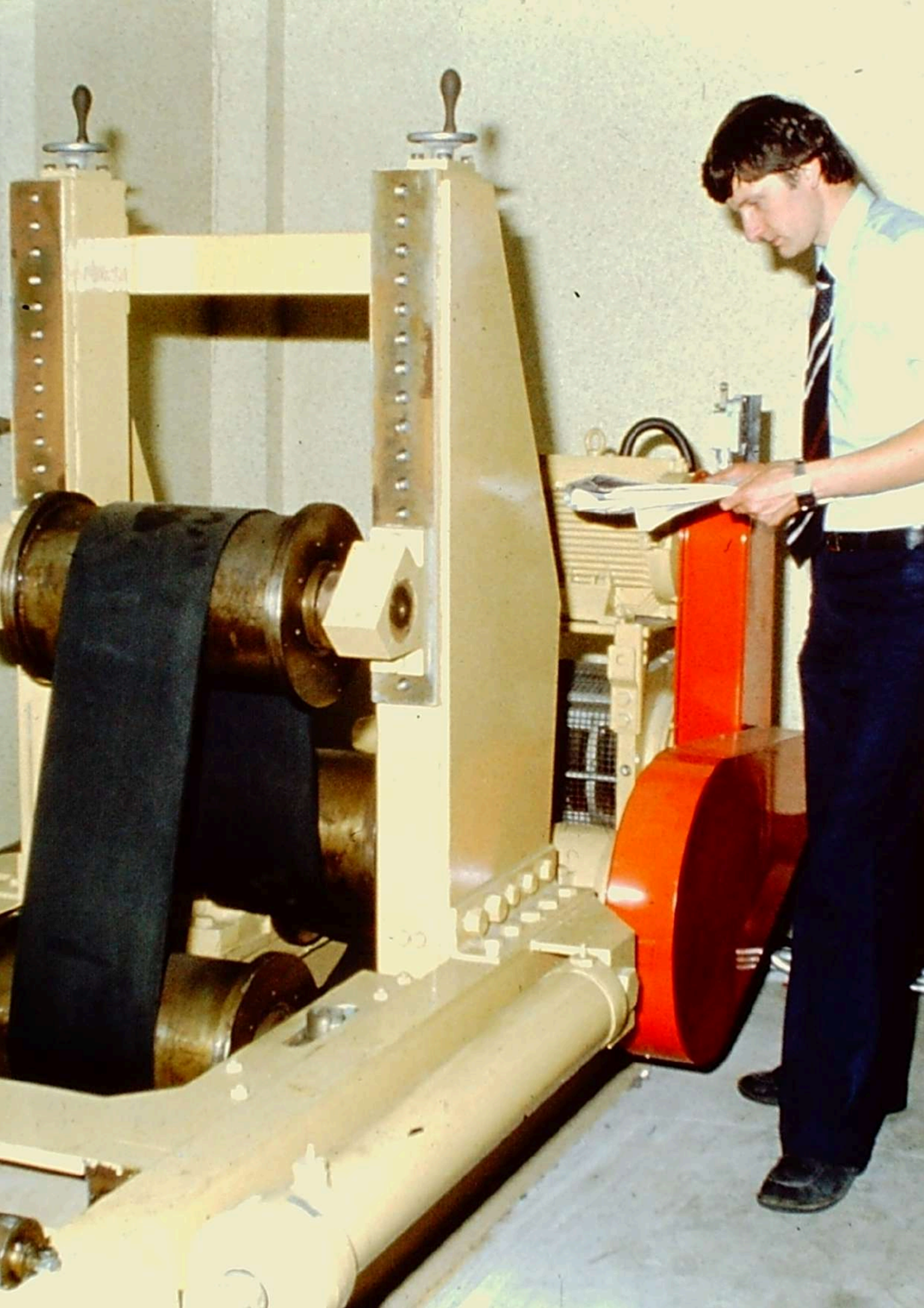
After two years in Luxembourg, we were moved to Goodyear's headquarters in Akron Ohio where I started work on compounding for medium truck tires, or some refer to them as Truck Bus Radials. That work covered compounding for on- and off-road tires and then highway tires. I eventually became Chief Engineer for Advanced Compounding, and then Chief Engineer for Truck Tire Design, Construction, and Manufacturing Introductions.

Following a reorganization, I had responsibility for all of the truck, farm, OTR, and aircraft tire materials. With such a diverse product line-up, teamwork was essential. I believe we made considerable progress in both innovation, efficient introductions to production, and quality improvements – something I take pride in. Of the major breakthroughs, I think the biggest ones were in improved truck tire rolling resistance and real-world fuel savings, farm and off-road tire damage resistance improvement, and truck steer tire wear.

At ExxonMobil, your role evolved into a global technology advisory position. How did this change your approach to innovation, especially in terms of managing R&D pipelines and integrating regional needs across locations like Baytown and Shanghai?

In 2002, we moved to Houston, and I do have to say it was a privilege to work for ExxonMobil. I was very impressed with the quality of the management team, the integrity of all the staff, and the strong work ethic. The first project I was assigned to was in a team developing web-based information systems for the Butyl Polymer business. Much of the compounding work was done at ExxonMobil's R&D center in Bangalore, India, so I spent a lot of time working with the Bangalore team. Many of your readers would know some of the team there, such as *BB Sharma* and *Nitin Tambe*, who have become very good friends.

After that project, I was assigned to work on rubber nanocomposites, again working with the Bangalore lab and though the project showed considerable promise, another more pressing project came up in Saudi Arabia, which involved the construction of a butyl rubber, EPDM, polybutadiene, and carbon black unit in Kemya near Dammam and Bahrain. That plant is now on-line. It involved global teams with members from the Kingdom, Europe, the US, and India, and each with their own mode of working, values, and objectives. Being part of a team successfully bringing everyone together with a common focus was always rewarding. .



After the construction of the Kemya project and then a set of downstream factory designs, I moved to Shanghai as the Asian Technology Advisor. The team was split between Bangalore, Shanghai, and Tokyo. Building a technology pipeline took a surprising amount of time, more because of the soft issues, such as building credibility and then bringing together a geographically diverse team. The leadership in the Bangalore lab was very helpful in that regard. With the end of the 3++ year assignment, I could say that the Asian specialty polymer technology team was among the strongest and most competent of all the Exxon teams in Asia.

What inspired your move to ELL Technologies, and how does this current role allow you to stay engaged with cutting-edge challenges in tire and material technology?

The motive for building ELL was COVID. The global oil industry was hit hard by the downturn, but there were still a number of projects I wanted to complete. CRC Press had asked about preparing a textbook on Tire Engineering back in 2017, while I was in China, but given my workload, it was impossible. However, after tackling the project and publishing the book in 2020, another set of opportunities opened up. That led to the work today on graphene, new low-hysteresis carbon blacks, and factory trouble-shooting work. The tire engineering book is undergoing a 2nd edition, which should be published in 2026, and the book, Rubber Compounding Chemistry and Applications now used as a college teaching text and may have 3rd edition in 2028.

You hold over 30 patents - many focused on tire and track applications. Are there any particular technologies or inventions from that portfolio that you feel had industry-wide impact or personal significance?

There are a lot. Patent technology development and publication is always a team effort, and I was very fortunate to work with great and talented people. Patents are very important for several reasons; it ensures freedom to operate or practice the company's technology, it protects a company's investments, it benefits customers for they receive the latest in new products and technology, and then there are intangibles such as employee recognition and positive effects on product quality. So, recognizing the importance of corporate technology confidentiality and secrets, I have always attached a high level of importance to protecting intellectual property.

The project work leading to patent publications fell into several areas, depending on the projects. In polymers, low Tg solution SBR, an isoprene butadiene copolymer or IBR, and the terpolymer styrene isoprene butadiene or SIBR were all successful. The patents on low Tg Solution SBR and IBR are still in production today. Low Tg emulsion SBR was another successful technology. In product technology, there were patents as diverse as military tank track pads important in preventing highway pavement damage, agricultural tracks, and then truck tire puncture sealants based on butyl polymer depolymerization. Again, these technologies went into production. Nanocomposite technologies using organoclay materials proved to be much more challenging in that dispersion and exfoliation of the inorganic particles in a rubber matrix is difficult. Some very sophisticated tools, such as reactor technologies, sophisticated transmission electron microscopy, and x-ray scattering using the beam line at Brookhaven National Laboratory, were needed to fully understand what was happening. Though a family of patents and publications emerged from the work there is still a lot to do. Graphene has been much more promising with published patents and papers on the use of graphene in tire curing bladders, tire innerliners, tread compounds, and in sidewalls as a partial replacement for 6PPD. And a few weeks back, a new patent on the use of graphene in aircraft tires was approved by the US Patent Office. .

How have the materials science principles behind rubber compounding evolved in recent years, particularly with the rise of digital simulation, predictive modeling, or advanced filler systems?

The evolution of R&D tools has been a dichotomy. On one side, not much has changed in that tires are still pneumatic, natural rubber compounds have the highest tensile and tear strength, and bromobutyl innerliners are still essential for safe tire operation. On the other side, the new 4th or 5th generation solution SBR compounds with new resin technologies have enabled another step change in improved rolling resistance and traction performance. On the filler side, functionalized carbon black is now starting to show potential in matching silica compound performance regarding traction and rolling resistance, and now also better wear.

For modeling FEA, desk-top tools are now available for the development compounder to do, for example, what-if calculations on compound changes. Coupled with tools such as experimental statistical designs using 5 variable 5 level studies, FEA can evaluate tire designs or constructions before going to the prototype stage. This allows screening of more designs and helps getting to the right decision the 1st time. Digital simulation is making inroads in the high-performance tire development area, but I think more work on validation is still needed. On the other hand, AI could be more disruptive due to easier accessibility. But again, I don't think it will replace current R&D tools but rather supplement them, allowing better quality decisions throughout the technology process.

Nanotechnology has long been discussed in polymer research circles. Where are you seeing practical and commercially viable applications of nanomaterials in rubber today?

Nano-materials as a descriptor have evolved as a catch-all for a lot of new materials. But looking at nanocomposites in rubber compounding, such as clays, clay nanocomposites require a surfactant to enable dispersion and ideally exfoliation of the nanoplates or nanoparticles. Without a surfactant, the dispersion is inadequate, and there could be fatigue-related compound cracking due to the agglomerates. The surfactant however, can cause another set of problems which can negate any use in rubber compounds. Graphene, being organic, looks like it could be the solution. This is easier to disperse and even exfoliate, and improvements such as adhesion, drop in innerliner permeability (better performance), and abrasion resistance are consistent and promising. So, I think the future of nanocomposites will largely develop around this science.

From your perspective, how do the innovation cycles differ between tire and non-tire sectors—both in pace and in willingness to adopt new compounds or performance metrics?

The non-tire sector and especially the oil and gas sector can move much faster. There are several reasons, such as lower product complexity compared to tires, product performance risk profiles, and a more tightly defined set of performance requirements. For example, a new hydraulic hose is largely designed around maximum burst pressure capability, coupling retention, and cycle life. For tires, the composite is more complex, has many more critical performance variables, and safety plays a more dominant role. In terms of new products, both sectors should follow the same development methodology, such as covered in TS16949 and its derivatives if the manufacturer is supplying to the major automotive producers.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Sustainability can be a buzzword—but you've approached it from a technical, tangible perspective. How do you define sustainable innovation in rubber, and which materials or methods show real promise?

The tire and rubber industry has certainly incorporated the term sustainability into its business and technology plans. However, it does need a lot more clarity. Ten principles have been proposed that emerged from the US oil and gas industry. They are safety, water conservation, power and energy efficiency, emissions reductions, which would include end product tire rolling resistance, materials conversion (no waste), equipment reliability, biomaterials, recycling, which includes end-of-life tire policies, secondary pollution prevention, and social awareness, including the company's contribution to society. These principles also capture the embedded sustainability principles of suppliers to the tire and rubber industry, tire manufacturing, greenhouse gas protocol emissions, and tire performance. From an engineering position, organizations will need to define their sustainability principles as they pertain to their organization, put strong emphasis on the role of safety and its role in the community, and target zero pollution. An additional point is in product design. There are other factors that should be an integrated part of a sustainability program and are essential in ensuring reliable end-product performance. These include tire innerliner quality, parameters such as product component-to-component adhesion, and product composite strength factors. Looking forward, the whole concept of Industry 4.0 and the concept of "Internet of Things" or IoT will create new challenges, especially in cybersecurity. That brings in the area of corporate governance and commitment that will be essential for success. Many tire and rubber companies are still working on getting there, so this will be a very much a journey for them.

Are bio-based polymers and chemical recyclates ready for high-load applications like commercial tires, or is their adoption still limited to niche or specialty products?

Bio-based materials, like the whole philosophy of sustainability, are still evolving. Traditional materials such as natural rubber and natural tackifying resins have always played an important role in compound technology and improving tire performance. However, new bio-based materials still need to overcome the cost and consistency hurdles affecting larger-scale adaptation. Recycling is showing more promise, especially in the area of recovered carbon black, or rCB, associated process oil production, textile fibers, and steel recovery. When the benefits of addressing End-of-Life or ELT waste tire stockpiles are added, this technology may become an important part of the global tire industry.

What are the biggest practical and scientific obstacles to implementing circular economy models in rubber production and post-use recovery?

I think the greatest obstacle to circular techno-economic models is cost. Even in the US, there are many cases where local States and municipal authorities mandated recycled content in their purchases but later failed due to costs. The challenge going forward will be cost-effective post-use conversion into value-added materials. The oil companies will probably be most successful in this area as they are now incorporating recycled plastics and recovery into their refinery operations. That may emerge as the most efficient route in recycling.


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How would you compare the sustainability outlook of the North American rubber industry to that of Europe or Asia in terms of policy support, innovation investment, or industrial momentum?

The sustainability outlook in North America has the greatest potential to succeed as it will be more market-driven rather than regulatory. Everyone recognizes the need but the ability to operate a successful business built under the umbrella of sustainability will be the key differentiator going forward.

The shift to electric vehicles is dramatically reshaping tire demands. How is this influencing compound formulation, wear characteristics, and noise reduction considerations?

There are many enhanced requirements around the technology for EV tires, including increased load carrying capability, inflation pressure retention, lower rolling resistance, wear, and noise reductions. Of these parameters, the easier features to implement are higher tenacity or tensile strength ply cords for load carrying capability, better quality innerliners following the guidelines from companies such as ExxonMobil for inflation pressure retention, and better wearing tread compounds. All of the technologies exist today and are being implemented. I think the 1st thing a tire company needs to do is get the innerliner right.

Aircraft tires face unique challenges. What trends or technologies—such as heat resistance or structural layering—are currently pushing that segment forward?

Aircraft tires are unique in that the product requires around safety and durability are higher. Having said that, the modern aircraft tire from any of the global major tire companies is a highly reliable, high-performance product if maintenance schedules, such as inflation pressure, are followed. Four to six retreads are feasible on commercial aircraft tires, which is impressive given the impact forces, loads, and centrifugal forces during landing and take-off.

From your vantage point, what are the biggest macro trends shaping the global rubber compounding industry—from sourcing constraints to new material systems?

The largest macro-trends in raw materials potentially impacting the industry will be in compounding fillers, or, for example, functionalized carbon blacks as a reinforcement, and then recycled materials as fillers. This will be followed by graphene derivatives under the broad umbrella of nanocomposites. Next will be synthetic resins as polymer-compound modifiers, where the tangent curve can be tuned to meet a needed profile. I don't see anything new in functionalized polymers due to both cost and challenges in processing. Vulcanization chemistry will not change much in the next number of years, nor the antioxidant or antiozonant systems, despite concerns over 6PPD.

TPEs and TPVs continue to evolve in their applications and performance. Where do you see them replacing conventional elastomers most aggressively?

I have worked on both TPEs and TPVs and also received a patent on polyurethanes for tires. A potential application could be in the apex or bead filler where structural rigidity is needed. However, I don't see these materials displacing elastomers in tread or sidewall compounds without ensuring they show the necessary fatigue and crack-growth resistance. This would be the major hurdle to overcome.

For young engineers and chemists entering the field today, what foundational skills or mindsets do you believe are essential for long-term success in the rubber industry?

Great question. In both Europe and the US, there is a shortage of engineers and scientists willing to come into the tire and rubber industry. Those who do enter the industry and make the commitment will find a global industry with enormous vitality and growth. The commitment on the engineer's or scientist's part is to learn, work hard, and take advantage of the growth opportunities.

As someone who has worked in both technical and leadership capacities, do you think academia is preparing students adequately for the complexity of modern compounding roles?

Another great question and something I am very concerned with. Overall, the education systems in Europe and the US have not trained the new generation for today's workforce. Governments are starting to recognize this, and in the US policies are being developed that will help guide the school systems and universities to become more aligned with society's needs.

With the rise of sustainability-focused startups and AI-driven formulation tools, where do you see real disruption or opportunity in the rubber innovation landscape?

I see AI and design simulation not as a disruptor but rather as an additional tool for the compounder. These tools will improve work quality and more importantly, help in getting to the point where new products or new compounds are launched trouble-free and right the 1st time.

What role can veteran professionals play in not just mentoring individuals, but also modernizing the culture of R&D across legacy institutions?

In this area, I like to work through the American Chemical Society Rubber Division. Last year, I led a one-day conference on tire durability, and this year, in Cleveland, Ohio, I will again lead a 1-day session, this time on rolling resistance. I also encourage compounders and engineers to get involved in technical meetings such as the ACS Rubber Division conferences or other regional meetings in their location. They offer great opportunities to learn and build networks. Within companies, there is also a need to have pro-active training programs. The corporate leadership should be endorsing internal programs and actively engaged in mentoring the technology staff.

Over your career, you've contributed as an inventor, leader, and author. What has kept you motivated to continue contributing to the field after decades of success?

The tire and rubber industry is a high-technology global business. And tires are certainly not a commodity. There is a lot of excitement being a participant in the business, especially when new products are created and put into production, and especially when new jobs are created, and when end-customers appreciate the new, improved performance of the tire.

Can you tell us about the inspiration and purpose behind your most recent book on rubber compounding or tire engineering? What audience did you write it for?

The book on Tire Engineering was a development of a book written by a Vice President for Technology at Goodyear, Fred Kovac, whom I admired and for whom I had a lot of respect. CRC Press also asked for the text, so when COVID came up, it provided the opportunity and time to do the project. The intended audience was those working in tire technology both in R&D and manufacturing. Also, in academia where some universities located next to a tire company might include the topic in their curriculum.

You were named the 2024 recipient of the Herzlich Award—one of the industry's top honors. How did you feel upon learning of this recognition, and what does it signify to you at this stage in your career?

I do have to admit I was very surprised when the award was announced. My career had been in Technology, so I have very few academic papers, unlike recipients of awards such as the Goodyer Medal. It was a great honor, but I should also say that throughout my career, I have had great team members without whom we could not have had the many successes and contributions.

Looking ahead, what legacy do you hope to leave—not just in terms of technologies, but in the mindset and collaborative spirit you've helped foster across global rubber science?

The legacy I hope to leave will be to instill in the many close colleagues I have worked with and still work with today, teamwork, and as we continue to acquire knowledge, to contribute in a positive manner. And then the rewards will follow.

Formulation giving you headaches?

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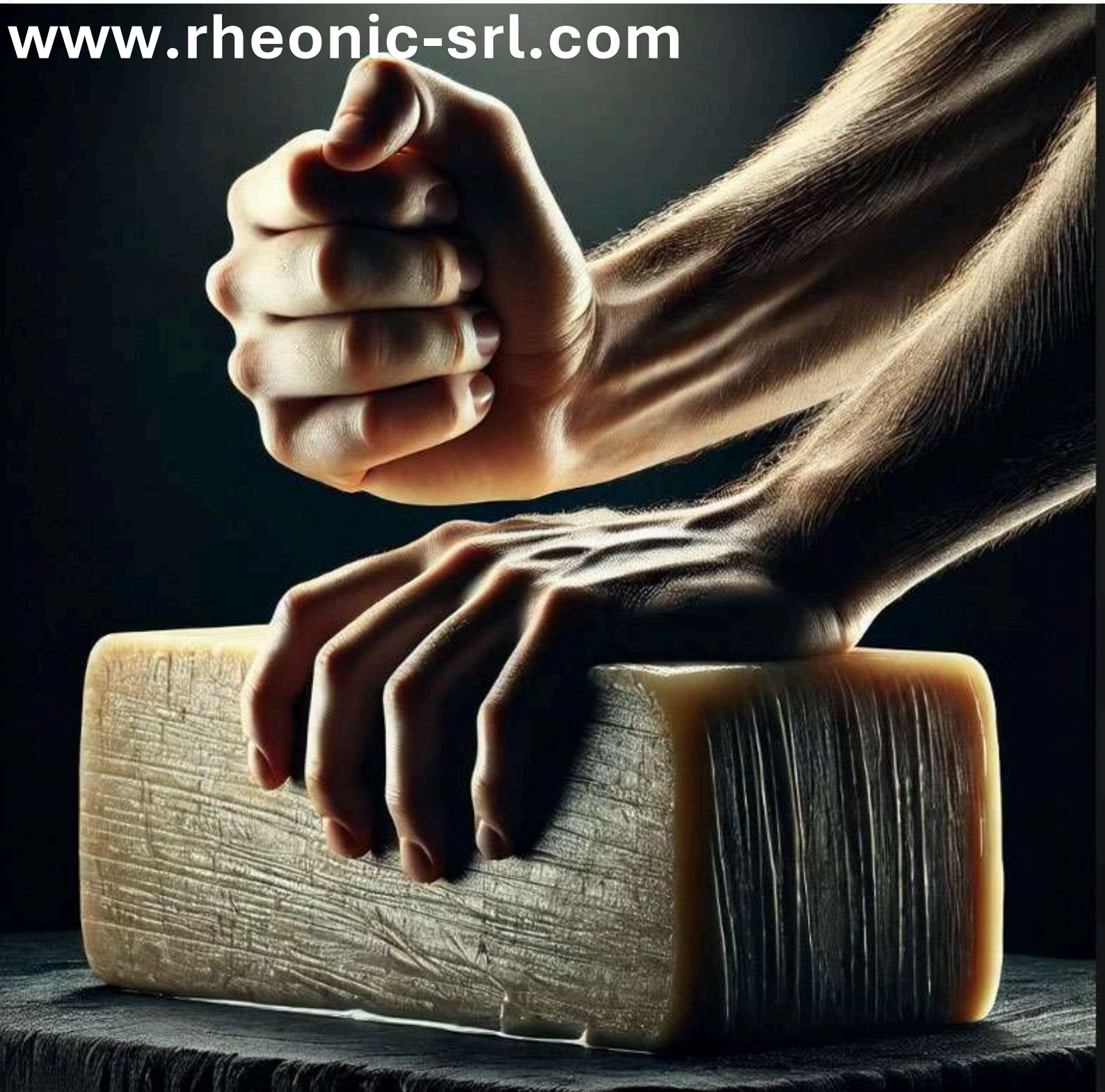

RUBBER Review

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IRMRI Spotlight

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Indian Rubber Materials Research Institute (IRMRI) formerly known as Indian Rubber Manufacturers Research Association (IRMRA), which was established in 1958 is an internationally well-known Centre of Excellence for providing technological services to both Non-tyre & Tyre sectors.

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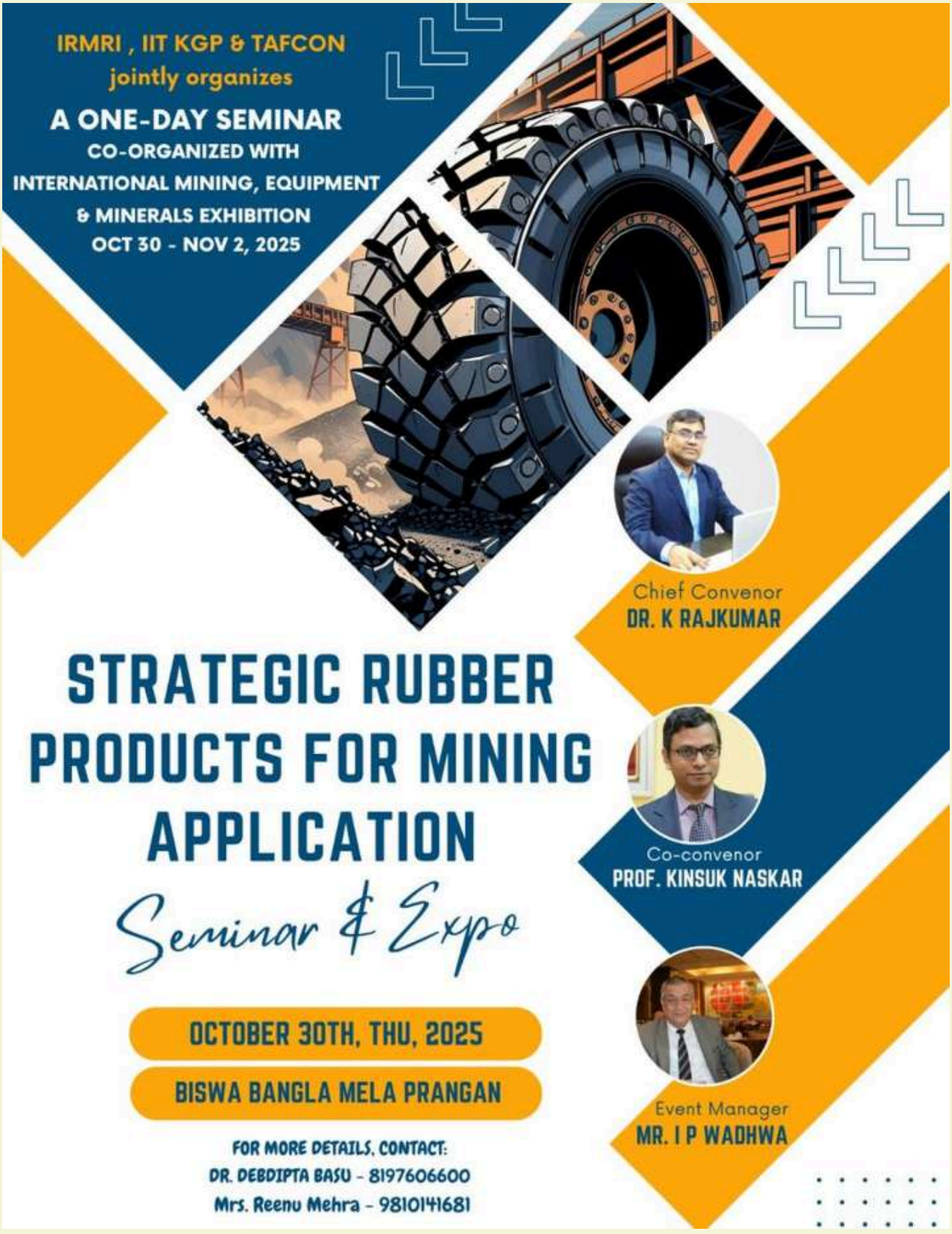
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Weatherometer

Introduction about Weatherometer : A Weatherometer is a sophisticated laboratory instrument designed to simulate long-term environmental exposure in a controlled setting. By replicating conditions such as sunlight, moisture, and temperature fluctuations, it accelerates the aging process, enabling manufacturers to assess material durability and performance under harsh weathering conditions. This ensures products meet stringent quality standards and perform reliably in real-world applications across various industries. In IRMRI, the Q-SUN Xe-3 machine is used.

Standards and Their Purpose

- ASTM D 4587-11: defines UV and condensation testing procedures to assess paint and coating durability under weathering.
- ASTM G 151-10: guides accelerated weathering tests using artificial light for plastics and other materials.
- ISO 4892-2: Outlines xenon-arc exposure methods for plastics and coatings to simulate sunlight and weathering effects.
- ISO 16474-2: Defines xenon-arc testing protocols for paints and varnishes, focusing on UV resistance and color stability.
- ISO 105-B02: Tests color fastness of textiles under artificial light, simulating sunlight exposure.
- ISO 105-B04: Evaluates textile color fastness under artificial weathering, including UV and moisture.
- ASTM 750-12: Standard Practice for Rubber Deterioration using artificial weathering apparatus.

Uses and Benefits: The Q-Sun Xenon Test Model Xe-3 measures color fading, gloss retention, surface degradation, mechanical strength, and flexibility in materials such as rubbers, plastics, coatings, paints, leather, and textiles under UV light, moisture, and temperature cycles, by ASTM and ISO standards. It predicts long-term performance, identifying issues such as cracking or discoloration, thereby benefiting industries like automotive, textiles, coatings, plastics, and leather by ensuring durable, high-quality products.

Sectors Benefits: Rubber, textiles, paints &coatings, plastics, and leather industries.

Contact us: Email: veerappan.karthikeyan@irmra.org / ab@irmra.org
Contact no: 9361324212 / 90220547
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We are specialized in the production of rubber and plastics machinery equipment: calender and auxiliary machine series, open mill series, mixing kneader series, rubber extruder series, rotary curing series, wide rubber sheet extrude calendering line, rubber conveyor belt calendering line, tire inner liner calendering line, PVC artificial leather/ film/rigid sheet calendering line, PVC flooring calendering line etc.

Our Products are very popular in China and have been exported all over the world, such as Europe, the United States , Japan, Southeast Asia, India, Turkey, South America, etc. In rubber machinery field, DE has established a good partnerships with domestic R&D institute , large scale tire enterprise, rubber product manufacturers such as Beijing R & D Institute of Rubber Industry , Guiling rubber industry R&D institute, Bridgestone (Japan), Toyo Tire (Japan), Yokohama(Japan), Continental Tire (Germany),Michelin (France), Trelleborg (Sweden),Camso(Canada),Kumho Tire (Korea), Apollo(India),MRF （India） ,CST Tire(Taiwan), Kenda Tire(Taiwan),Linglong Tire, Triangle Tire, General Science Technology, Wanli Tire, Boton Technology , etc.

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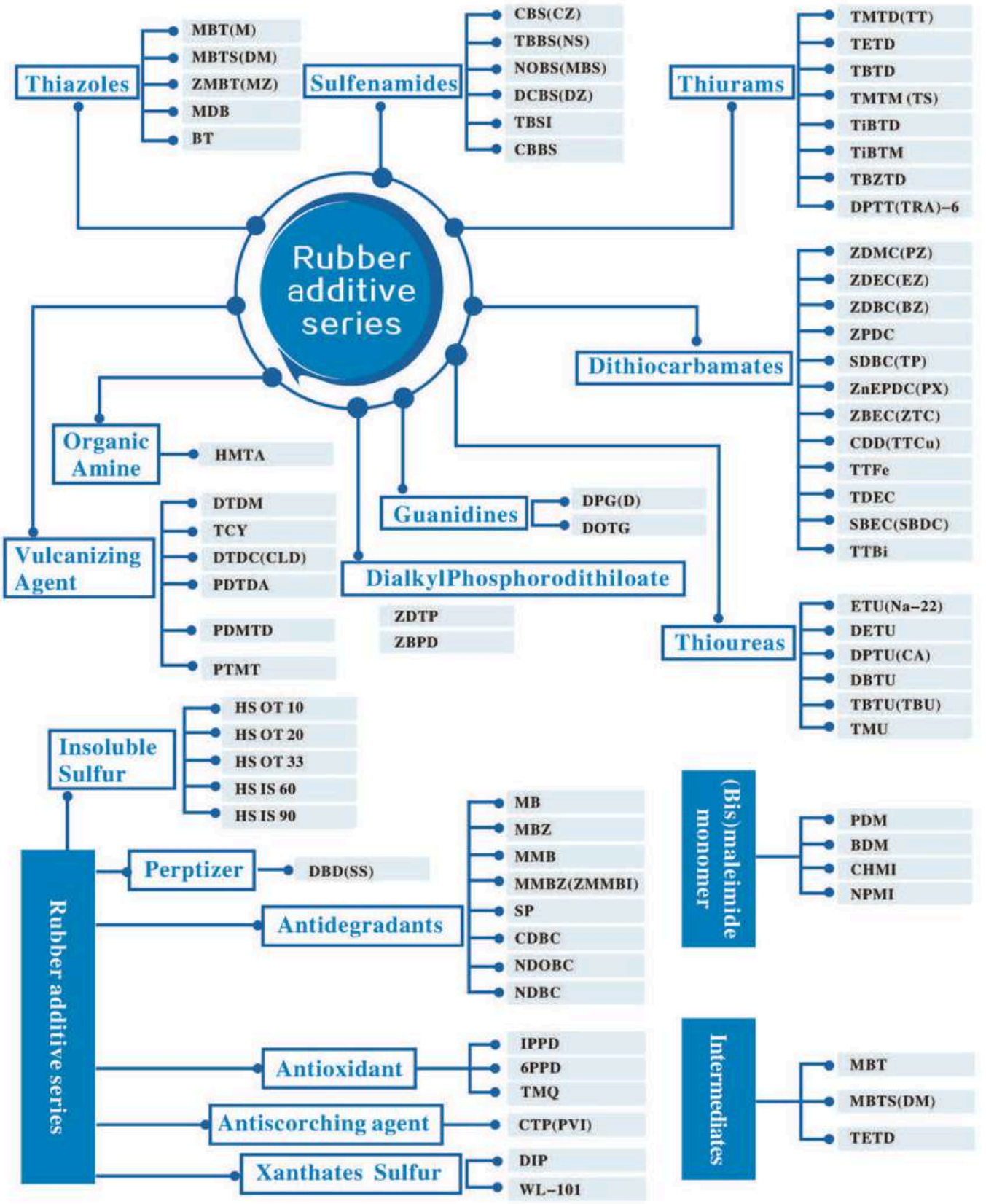

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QINGDAO XIANG RUN HAO IMPORT AND EXPORT CO.,LTD

XIANG RUN HAO

About Us

QingDao Xiang Run Hao Import and Export Co., ltd (Former name is Qingdao RuiTongFa rubber machinery works, which is founded in 2003) is a professional manufacturer for rubber machinery and rubber moulds such as rubber injection machine, vacuum plate vulcanizing press and automatic plate vulcanizing press, rubber joint machine. We exported rubber machine and rubber moulds to many countries such as India, Chile, Belarus, South America, South korea, South-East Asia, Japan and Russia etcs.

The total export amount is up to more than ten million US dollars.

Through many year's development, constant research and inovation, we became a bigger company with several factories to producing Automatic Vulcanizing Machine, Rubber Injection Molding Machine, Mixing Mill kneader, many kinds of rubber moulds and rubber products. We also supply technology service, rubber compound formula and moulds designing according to custmers requirements and production samples. We wish to co-operate with all customers on the basis of equality and mutual benefit.

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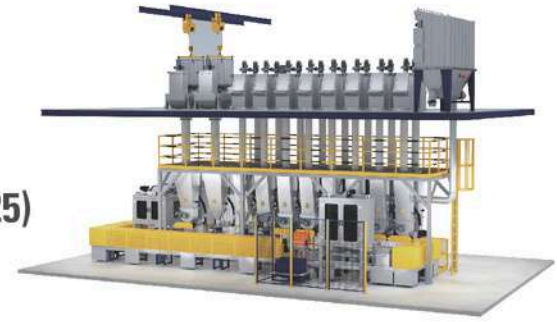

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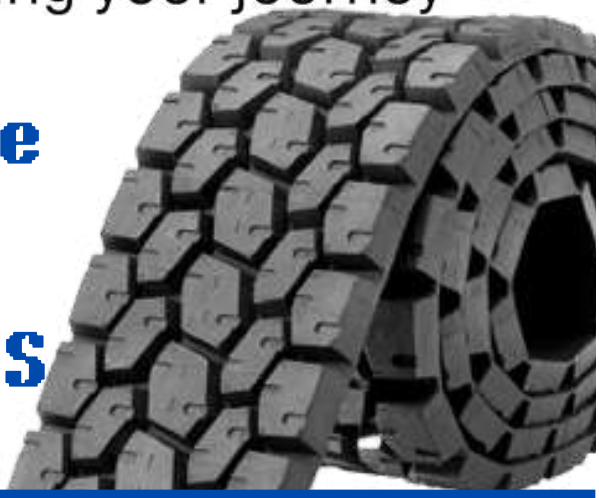

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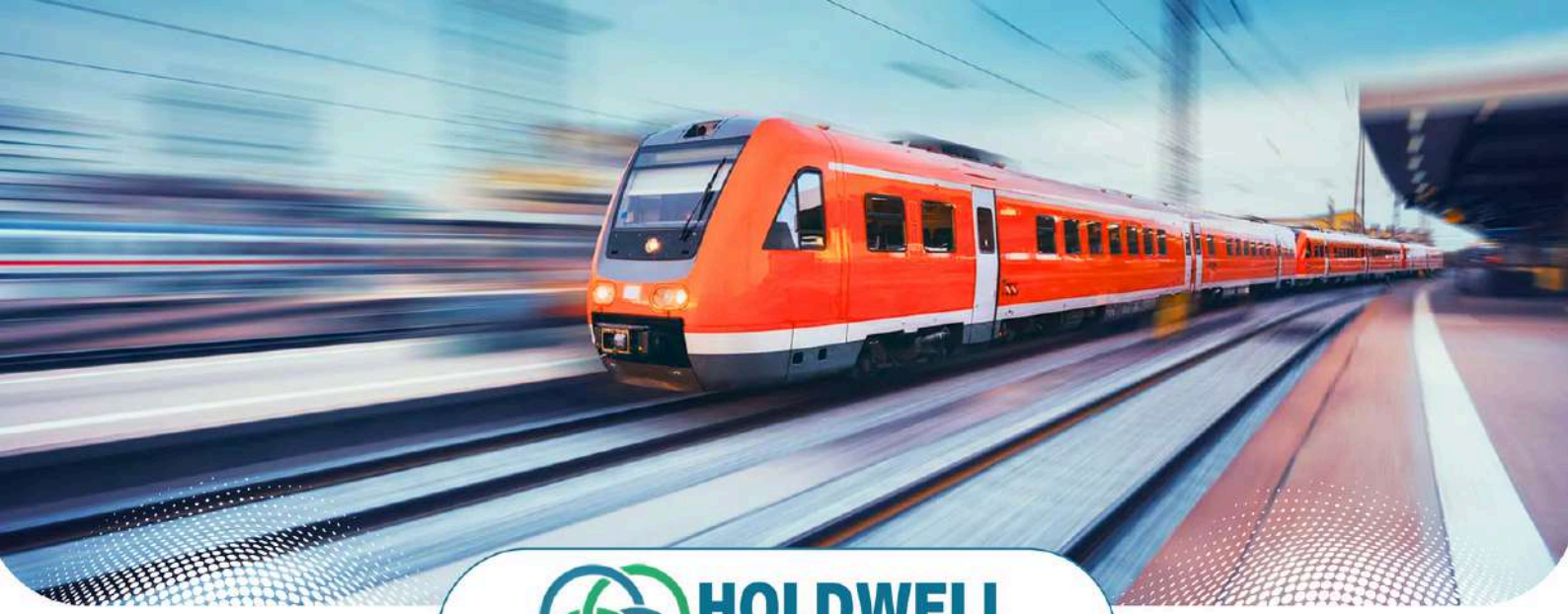

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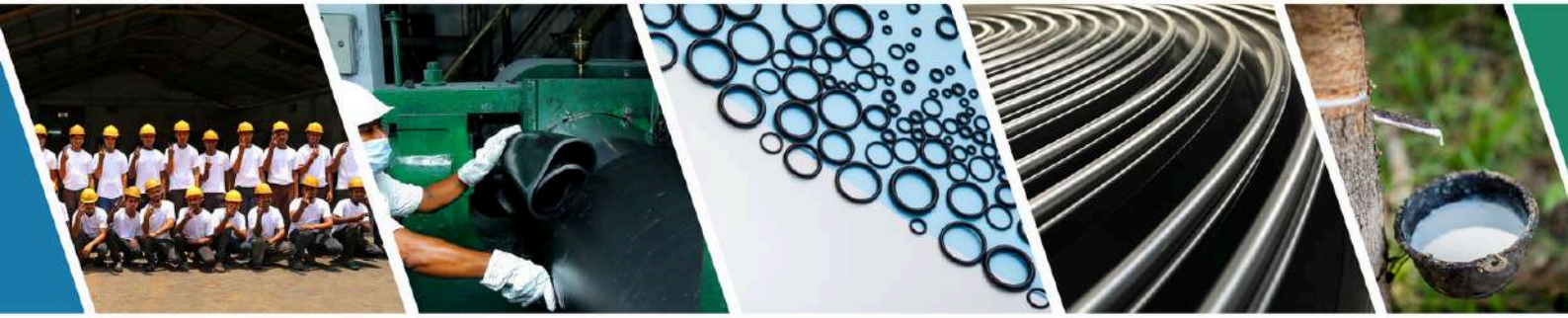

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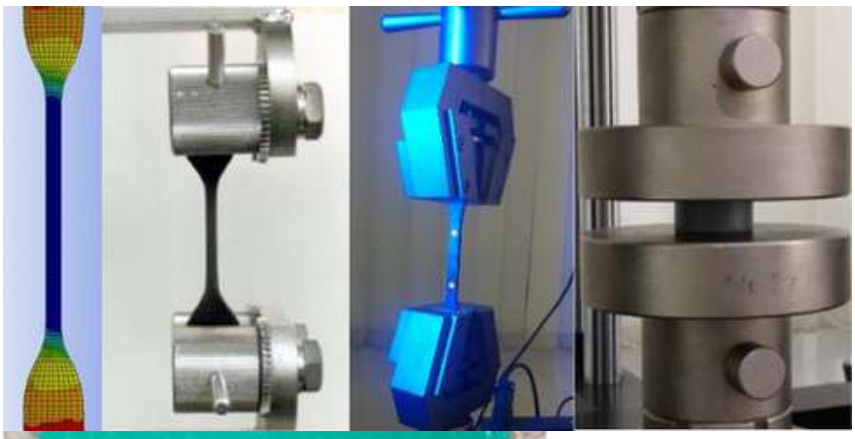

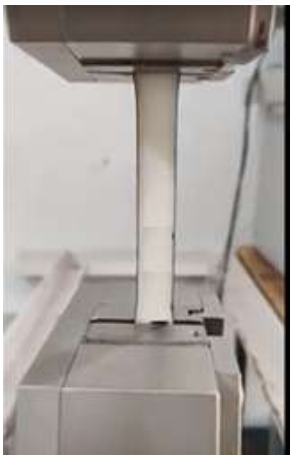

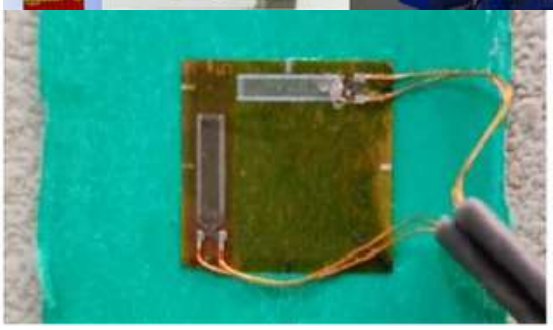

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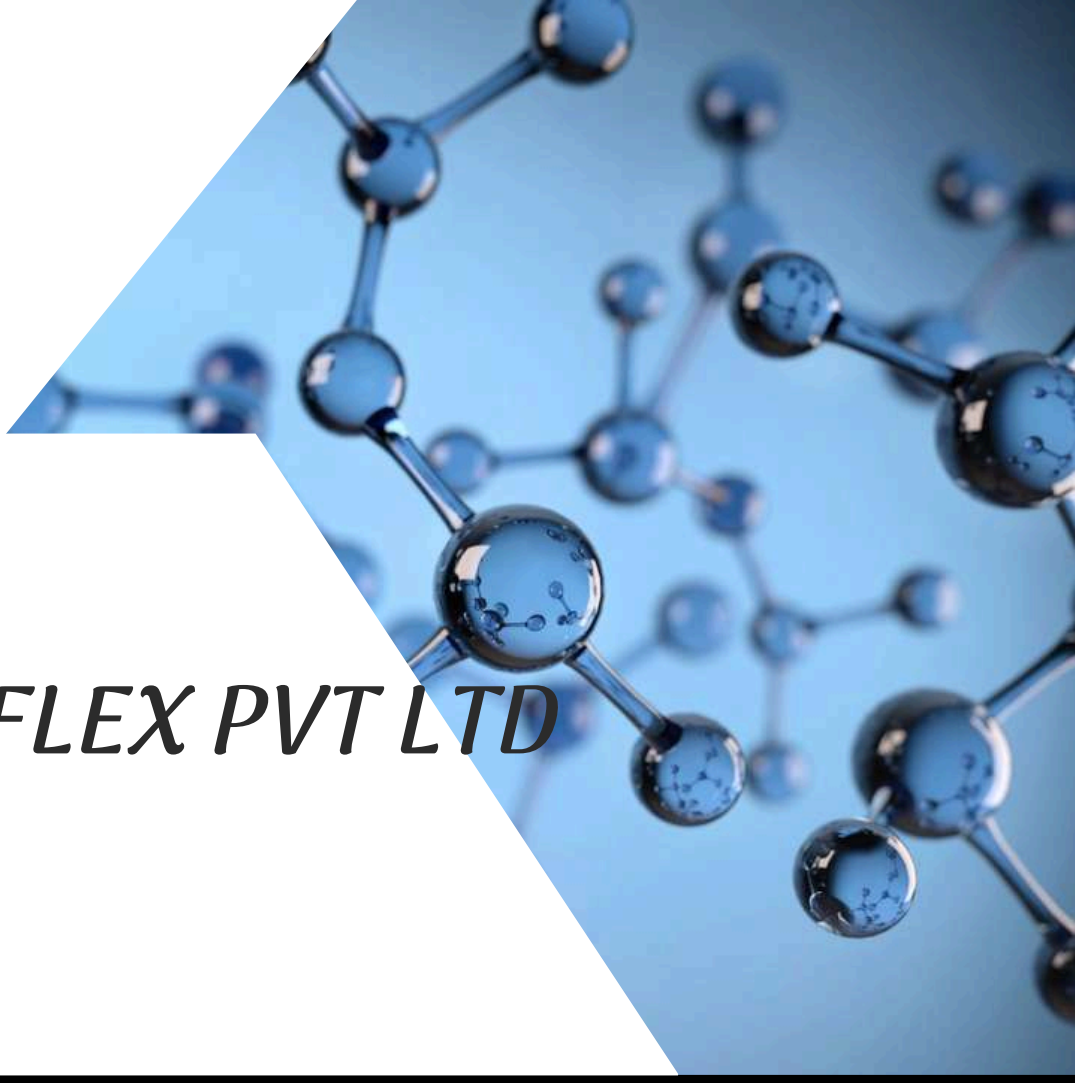

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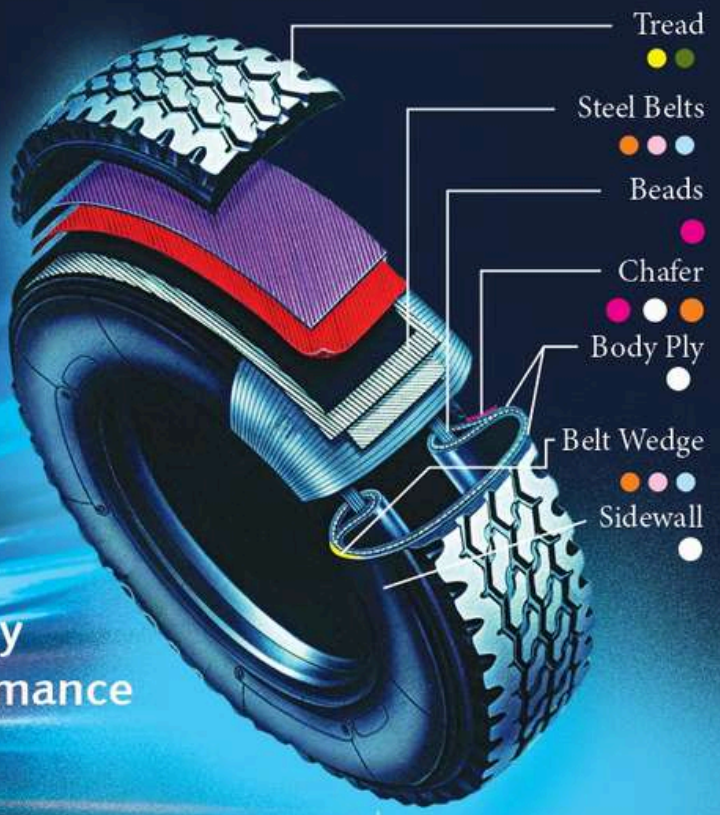

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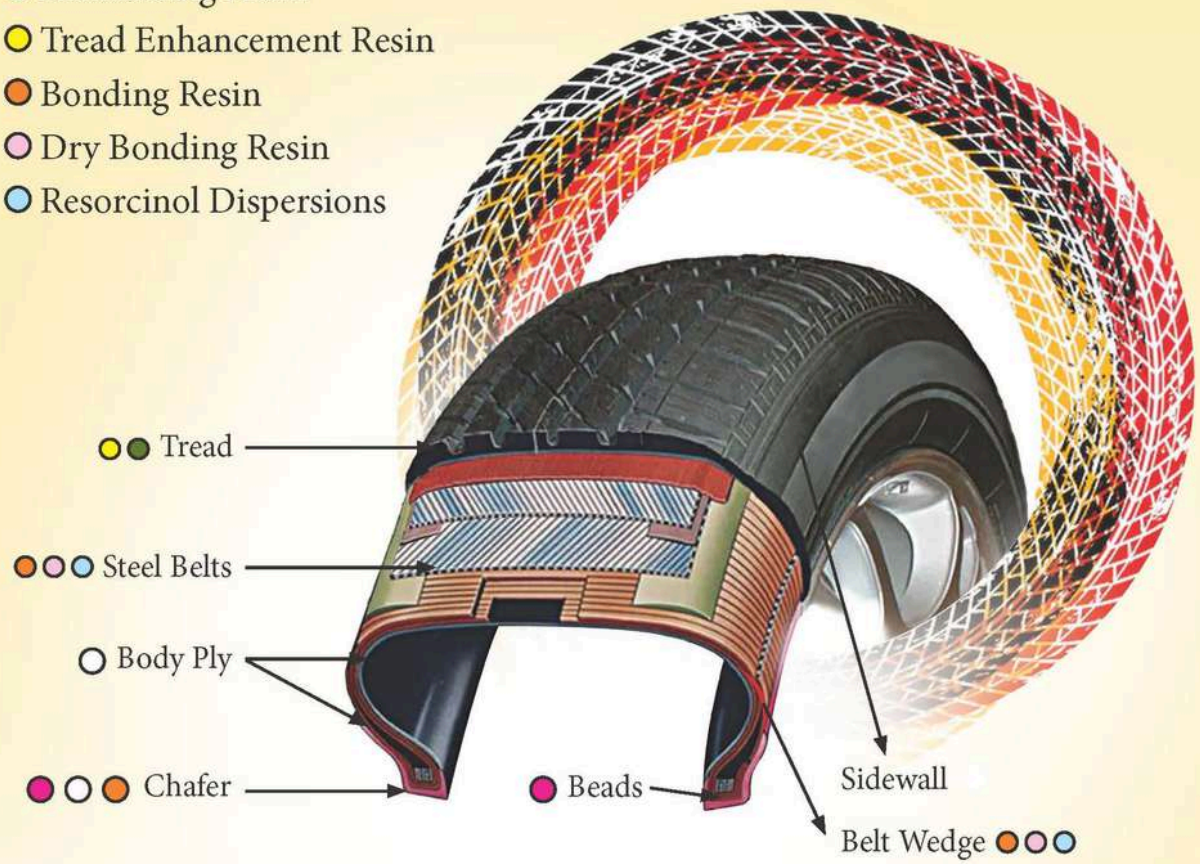

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RUBBER BUSINESS NEWS

RUBBER Review

Struktol Company of America introduces advanced odor control solutions RP 17 and RP 53

Struktol Company of America, LLC, highlights its combination products RP 17 and RP 53, specially engineered to deliver exceptional odor control performance while advancing processing efficiency and sustainability in manufacturing environments. These advanced additives are designed to support the increasing demand for high recycled content and compliance with stringent quality standards. RP 17 and RP 53 are proprietary blends formulated to provide effective and tailored odor control across a wide range of polymer systems without disclosing sensitive formulation components. RP 17 is a white pastille with a 105–120 °C dropping point and a specific gravity of 0.94, offering consistent melt behavior and seamless integration into processing lines. RP 53, an off-white pastille with a 100–130 °C dropping point and a specific gravity of 1.07, provides enhanced versatility across diverse temperature conditions, making both products suitable for broad industrial use.

Highly effective in compounding, extrusion, and molding of polypropylene (PP), and polyethylene (PE), these additives are compatible with post-industrial and post-consumer recycled streams (PIR, PCR), helping processors increase the use of recycled content by neutralizing or masking associated odors. RP 17 functions primarily as an odor mask to improve the final product's scent, while RP 53 acts as a powerful odor neutralizer that offers clean, effective results. Both products have demonstrated reliability in plain recycled PE and PP, as well as in rubber systems, expanding their applicability to a wide range of thermoplastic and elastomeric systems. Users benefit from formulation flexibility, with typical plastic dosages between 0.5% and 3%, and rubber dosages ranging from 2% to 5%, enabling precise odor control tailored to specific processing conditions and material needs. Both RP 17 and RP 53 have demonstrated effectiveness even at low loading levels—as low as 0.25% in some applications—offering cost-efficient performance without compromising results. Both products are storage stable for at least two years under normal conditions, and available in scalable packaging options including 55 lb. bags/2,200 lb. skids and 25 kg bags/1,000 kg skids, supporting lab, pilot, and full-scale manufacturing environments.

RP 17 and RP 53 tackle odor issues intensified by high processing temperatures in applications such as underhood components and interior trim. Manufactured under ISO 9001:2015 certified operations, customers are assured of product consistency and compliance with international quality standards. Critically, these additives also support sustainability initiatives by enabling the use of 100% recycled content compounds without compromising the end-product's sensory or physical quality. RP 17 functions as a process lubricant and mold release agent, improving processability, reducing plate-out, easing part release, and minimizing equipment cleaning needs. Both additives enhance the dispersion of fillers and recycled content, reduce overall mixing and processing times, and contribute to improved surface finish and physical properties for appealing, high-performance final products.

Engineered with low chloride content and a low-dust formulation, RP 17 and RP 53 offer safer and cleaner handling in manufacturing, while their effectiveness at low loading levels minimizes costs and supports leaner formulations. RP 53 also targets difficult odor compounds including mercaptans, amines, and phosphites, and features VOC absorption properties that meet tough environmental regulations. Struktol's RP 17 and RP 53 represent a comprehensive solution for modern manufacturing demands, combining superior odor control, processing efficiency, and sustainable performance across a variety of polymer and elastomer applications.

RDAbbott appoints Dr. Ragin Amrutiya as innovation business development manager

RDAbbott has hired Dr. Ragin Amrutiya as its first Innovation Business Development Manager (IBDM). In this newly created role, Ragin will drive business growth by identifying and developing new opportunities through innovative approaches, strategic partnerships, and market expansion. His work will blend strategic foresight with hands-on execution, guided by a passion for emerging technologies and entrepreneurial thinking.

Before joining RDAbbott, Ragin spent over 17 years as Technical Manager for SILMIX®, a subsidiary of Wacker Chemical Company. He developed advanced silicone materials for key industries including aerospace, automotive, energy, and medical. Known for his technical innovation and customer focus, Ragin collaborated with global leaders such as Boeing, 3M, and Tesla. He holds a Ph.D. in Chemistry with a specialization in Polymer Science and also served as an R&D Executive for Solvay Advanced Polymers.

“Ragin has an outstanding track record in developing high-performance silicone materials,” said RDAbbott’s Lincoln Gilmour, Director of Business Development Sales at RDAbbott. “I’m excited to have him join our team. His commitment to technical innovation and customer-first mindset fits our mission and focus at both RDAbbott and NovationSi, our manufacturing subsidiary. Ragin will be a valuable addition as we continue to expand our product portfolio and market impact.”

As RDAbbott’s first IBDM, Ragin will analyze industry trends, emerging technologies, and disruptive opportunities. He will also meet face-to-face with customers and account managers to provide tailored solutions. To bring innovative concepts from the laboratory to the marketplace, he will collaborate closely with R&D, manufacturing, marketing, and sales.

“*I’m excited to find new business opportunities that are aligned with RDAbbott’s innovation and growth strategies*,” Ragin said. “Whether applying existing products to new markets, discovering new applications in existing marketing, or developing new products for new markets, RDAbbott embodies applied curiosity.”

Cabot Corporation to Acquire Mexico Carbon Manufacturing S.A. de C.V. from Bridgestone Corporation

Cabot Corporation (NYSE: CBT) announced that it has entered into a definitive agreement to acquire Mexico Carbon Manufacturing S.A. de C.V. (MXCB) from Bridgestone Corporation. The reinforcing carbons manufacturing facility was commissioned in 2005 and is located in close proximity to Cabot's current reinforcing carbons facility in Altamira, Mexico, which has operated successfully since 1990. Furthermore, it underscores Bridgestone's confidence in Cabot as a trusted partner with a proven track record of delivering high-quality, reliable supply.

Under the terms of the acquisition, Cabot will strengthen its longstanding partnership with Bridgestone through the long-term supply of reinforcing carbon products from MXCB for Bridgestone. In addition, the facility also has the capability to manufacture other reinforcing carbon products, providing flexibility to support broader customer needs and future growth opportunities. MXCB is expected to enhance Cabot's global capabilities and support its long-term growth strategy. The transaction strengthens Cabot's position as a global leader in carbon black by adding additional production capacity, and reinforcing the company's commitment to delivering high-quality, reliable supply to key markets.

"*We are excited to expand our global reinforcing carbons network and deepen our collaboration with Bridgestone*," said Sean Keohane, president and chief executive officer, Cabot Corporation. "This acquisition aligns with our strategy to grow in core markets and reinforces our commitment to operational excellence, innovation, and customer value. Our long-standing experience in the region and cultural alignment with the local team supports a smooth integration and long-term success. Importantly, this acquisition also further strengthens our position as a global leader in reinforcing carbons, enabling us to deliver innovative solutions and dependable supply to customers."

The agreement is to acquire MXCB for $70 million on a debt-free, cash-free basis, subject to customary closing adjustments. The transaction is subject to regulatory approval in Mexico and is expected to close in the next three to six months.

Arlanxeo unveils ISCC PLUS-certified Keltan eco grades in India

ARLANXEO has unveiled its ISCC PLUS-certified Keltan® Eco portfolio in India for the first time. Introduced through a series of technical seminars and workshops, the launch underscores ARLANXEO's commitment to meeting the growing demand for sustainable rubber products.

With a focus on supply chain transparency in downstream applications, ARLANXEO continues to deliver solutions that help customers reduce their carbon footprint, exemplified by the new Keltan® Eco portfolio.

The newly introduced Keltan® Eco portfolio consists of Eco-B and Eco-BC grades, respectively derived from bio-based and bio-circular feedstocks. Those ISCC PLUS-certified grades maintain the same physical and mechanical properties as conventional fossil-based products, including excellent resistance to oxygen, ozone, heat, and radiation, well-suited for sustainable, high-performance applications such as automotive components, wires and cables.

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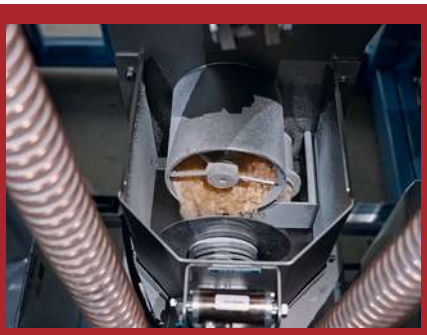

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PROGRAM AGENDA

09:00-09:30	Registration
09:30-09:45	Welcome Remarks & Program Introduction
09:45-10:15	**Processing of EPDM and its Blends** I *Dr. P Thavamani, Managing Director, UMAC Automotive Components Pvt. Ltd.*
10:15-10:45	**EPDM Rubber: Recent Global Research Perspectives** *Prof. Kinsuk Naskar, Chairperson, Rubber Technology Centre, IIT Kharagpur*
10:45-11:15	***Application of EPDM Rubber*** I *Dr. P Thavamani, Managing Director, UMAC Automotive Components Pvt. Ltd.*
11:15-11:45	**Coffee/Tea Networking Break**
11:45-12:15	**Modified EPDM use as Alternative Material for 6PPD in NR and SBR Formulations** I *Dr. Mohammed Saleem, Senior Scientific Officer, Indian Rubber Materials Research Institute (IRMRI)*
12:15-12:45	**Developing Sustainable Materials Roadmap for EPDM** I Dow
12:45-13:15	**Bio-based EPDM: Green Cross-linking Strategy** I *Barkat Aziz, Research Scholar, Rubber Technology Centre, IIT Kharagpur*
13:15-14:00	Lunch Break
14:00-14:30	**Vulcanization of EPDM Rubber: Pros and Cons of Various Vulcanizing Agents I Prof. Kinsuk Naskar, Chairperson, Rubber Technology Centre, IIT Kharagpur**
14:30-15:00	**Curing EPDM with PEROXIDES - a decade of Learnings** *Karthik Raghupathy, Managing Director, Shree Polymer Products*
15:00-15:30	**Sustainability Drive in OEMs and the Initiation in EPDM based Compounds** I *Binu Thankappan*

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15:30-16:00	**Coffee/Tea Networking Break**
16:00-16:30	**EPDM Reclaim: An Innovative Sustainable Solution for Automotive Industry** | *Kalyan Das, Head - Sales & Business Development, GRP Ltd.*
16:30-17:00	***Fire Resistant EPDM Rubber: Compounding, Testing and Applications*** | *Dr. P Thavamani, Managing Director, UMAC Automotive Components*
17:00-17:30	**Engineering and Mechanical Properties of PA80/EPDM Blends** *Dr. Siby Varghese, Joint Director (Retd.), RRII, Rubber Board India*
17:30-18:00	**EPDM Round Table | Open Discussion - All about EPDM**

INVITED SPEAKERS

Dr. P. Thavamani

Binu Thankappan

Prof. Kinsuk Naskar

Karthik Raghupathy

Kalyan Das

Dr. Mohammed Saleem

Barkat Aziz

Dr. Siby Varghese

TechnoBiz reserves the right to adjust program agenda without prior notification due to unavoidable circumstances

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In-Person Participation

Indian Delegates: Rs. 15,000

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Training Course | Hybrid Event

TechnoBiz

EPDM Seals : Process Troubleshooting

23 September 2025, CHENNAI

GREEN PARK HOTEL | 10am-5pm

This training course on "EPDM Seals: Process Troubleshooting" provides practical knowledge to identify and resolve defects in EPDM seal manufacturing. It covers material basics, compounding, processing methods, and testing, with a strong focus on real-world troubleshooting in extrusion, molding, and assembly. Participants will learn how to improve product quality, reduce defects, and enhance production efficiency.

Course Content

- Introduction to EPDM Seals
- Material & Compound Issues
- Processing Equipment & Operations
- Extrusion-Related Defects
- Sponge & Solid Profile Issues
- Molding & Assembly Defects
- Final Application Failures
- Troubleshooting Strategy

Course Instructor

Mr. Dathathri Dharmarao is a well-experienced rubber technologist with extensive expertise in the processing, compounding, and troubleshooting of EPDM seals. With decades of hands-on experience in the automotive sealing industry, he has led technical teams in solving complex manufacturing challenges related to extrusion, molding, and quality control. His deep understanding of EPDM behavior under various conditions, along with a strong focus on practical problem-solving, makes him a highly respected expert and trainer in the field.

Registration Fee / Person

In-Person Participation

- Indian Delegates: Rs. 15,000
- Overseas Delegates: US$ 300

Online Participation

- Indian Delegates: Rs. 25,000
- Overseas Delegates: US$ 500

Remarks: GST 18% applies on above fees. Discount is Available for Group and Early-Bird Registrations. Delegate Registration Fee subjected to increase one week before schedule. Registration fee includes lunch and refreshments.

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Delegate Registration

Venue: Hotel Green Park
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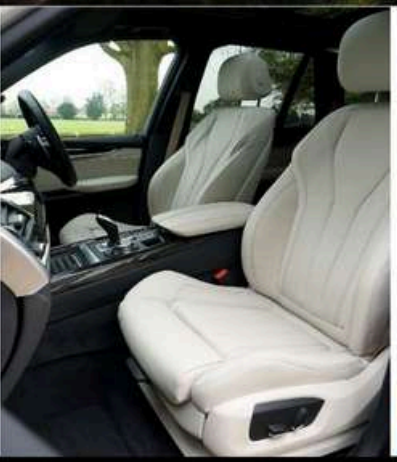

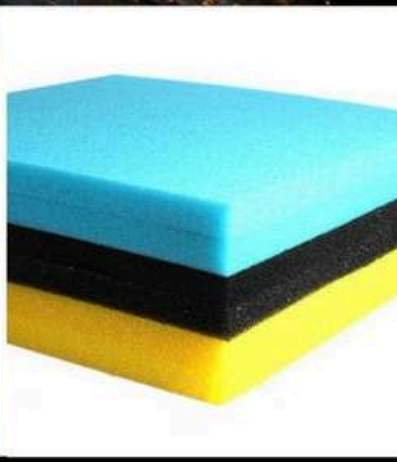

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Dr. Tri Utomo Wiganarto

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Dr. Laksmi Dewi Kasmiarno

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Dr. Ahmad Basshofi Habieb

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Mardani Nugraha

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Contact Information: *Dr. Irfan Fathurrohman* (Email: irfanirri@gmail.com | Tel: +62-812 1702 527)
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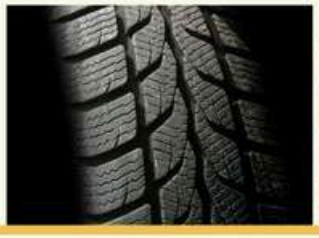

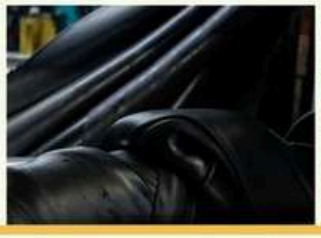


Training Course

Rubber Reinforcement with Silica

Schedule: 1 Sept 2025 (9am-5pm)

Venue: Swiss-BelHotel, Bogor, Indonesia

Trainer: Dr. Kannika Sahakaro**,** Associate Professor, Prince of Songkla University, Thailand

Program Content

- Introduction to Rubber Reinforcement
- Mixing of Silica and Silane Coupling Agent into Rubber
- Compound Formulation Design for Silica-Reinforced Rubber
- Advancements in Silica–Silane Technology for Rubber Applications

Who Should Attend?

Rubber & Tyre Technologists, Chemists, Compounding Team, Technical Management Team





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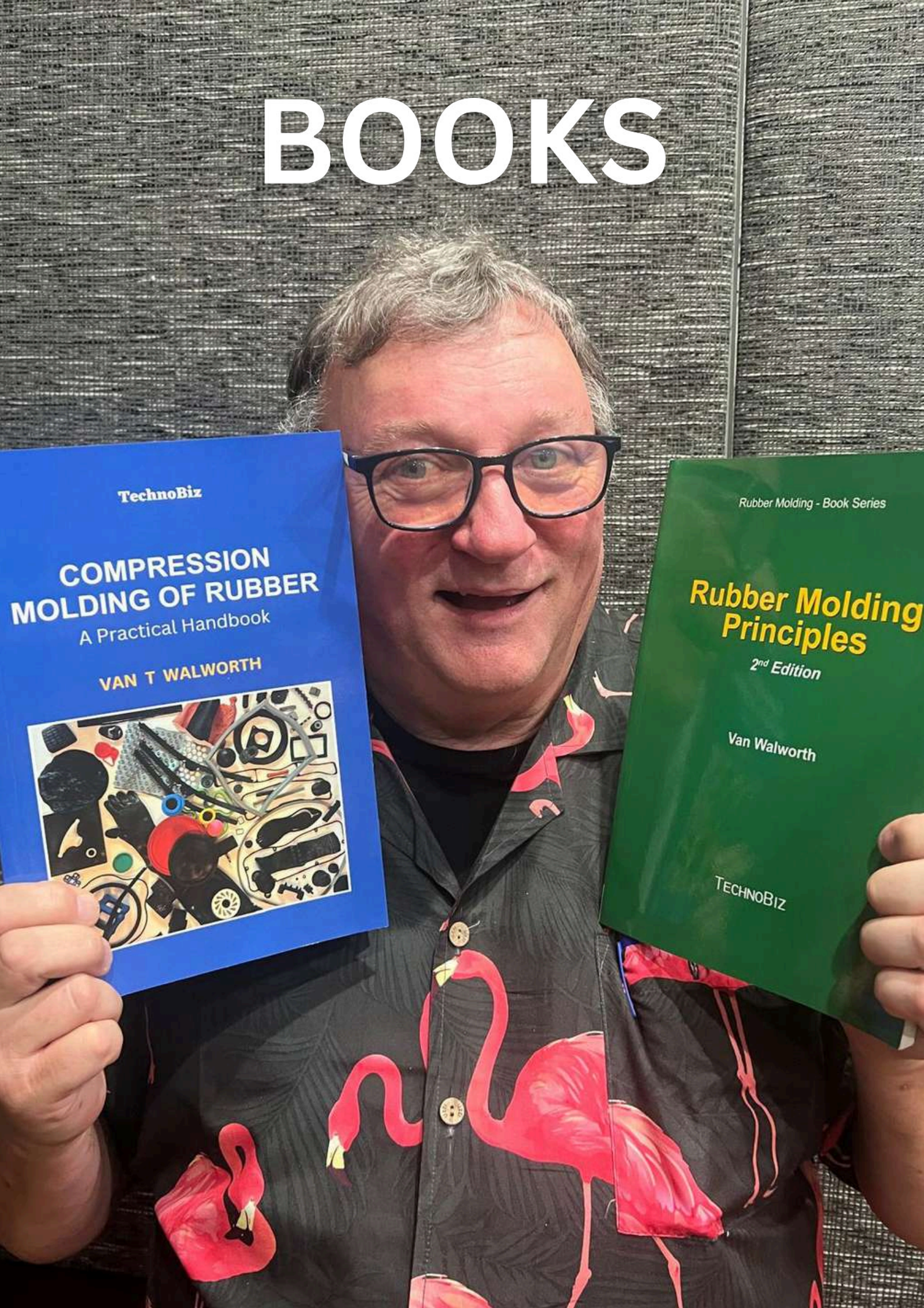
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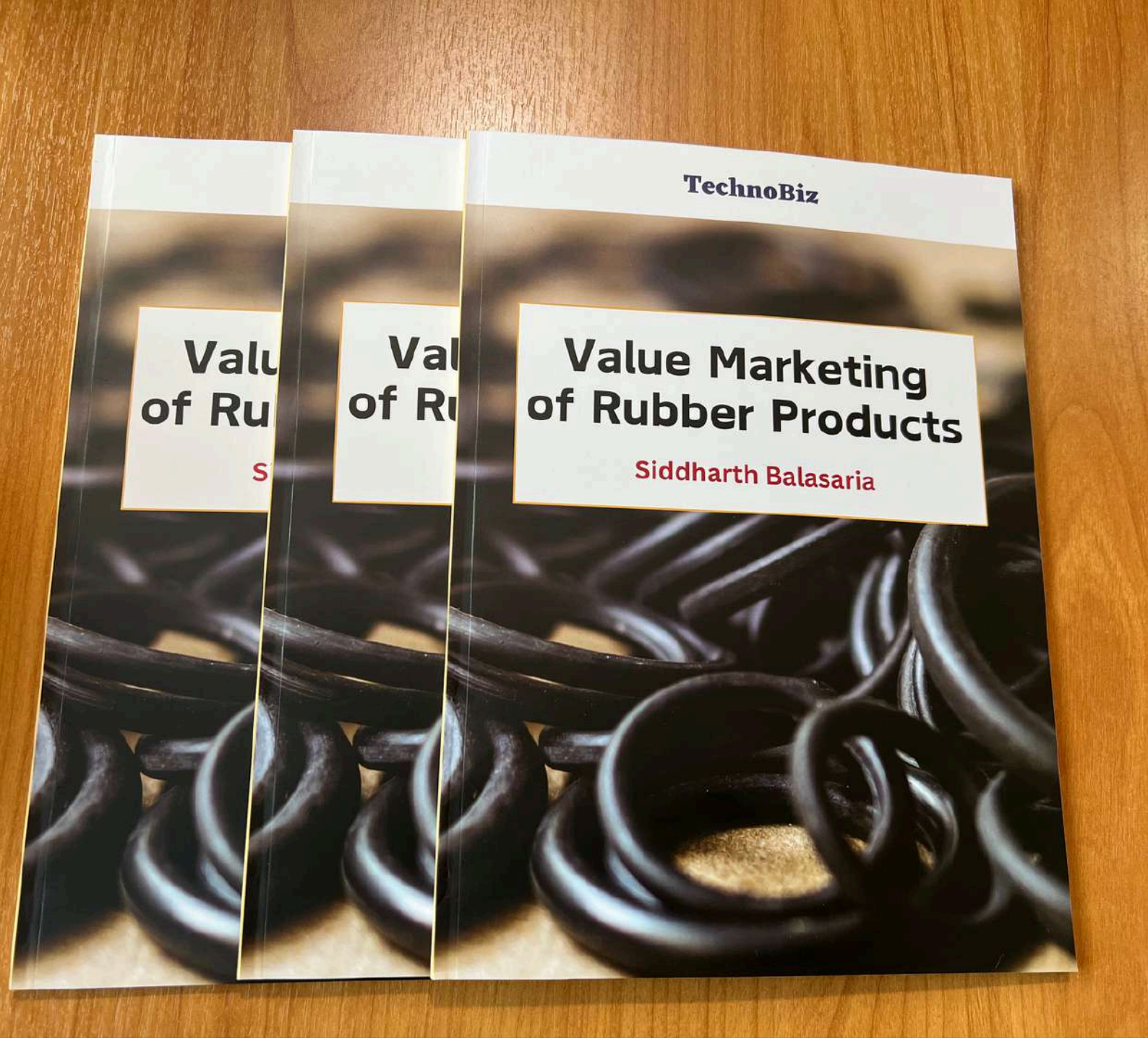

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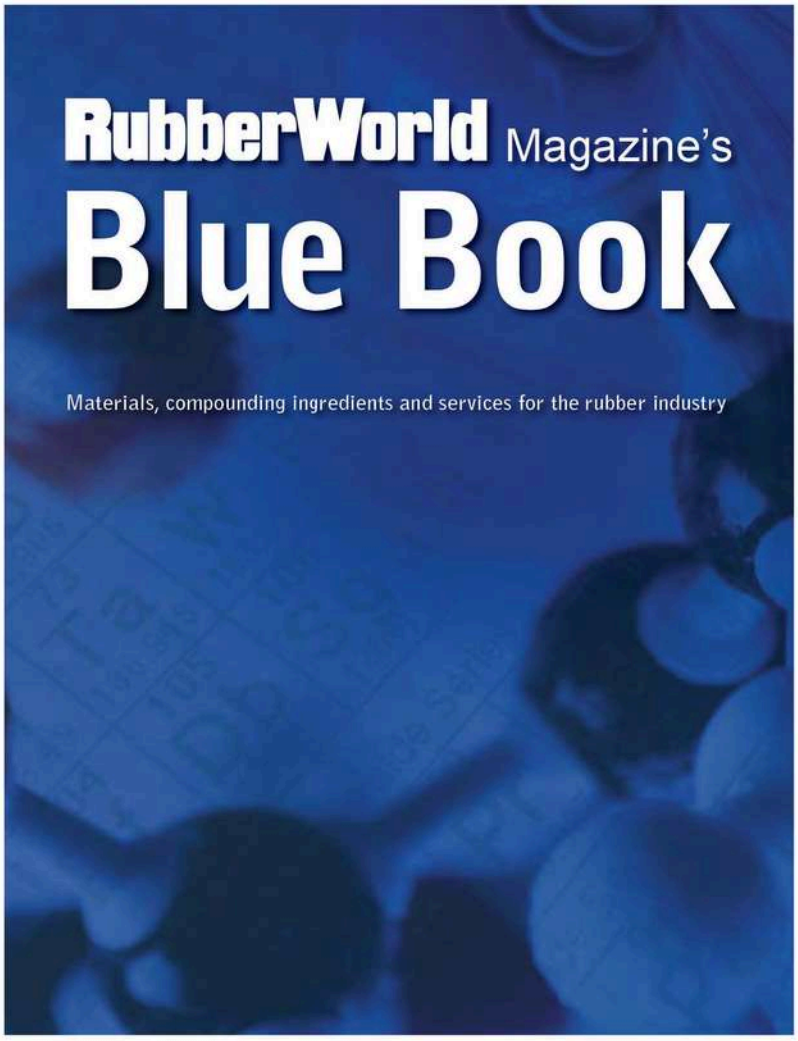
RubberWorld

PRINT EDITION AND ONLINE
Long regarded as the industry's single most important reference for technical information, the Blue Book contains detailed information on every raw material used by the rubber industry-including chemical additives, extenders, elastomers and latexes, fillers and reinforcing materials, carbon black and coloring materials, to name a few.



The latest, most current information on more than 10,000 materials and ingredients is listed. And, to help you locate the best materials at the lowest possible cost, more ingredients are listed by chemical name as well as trade name.

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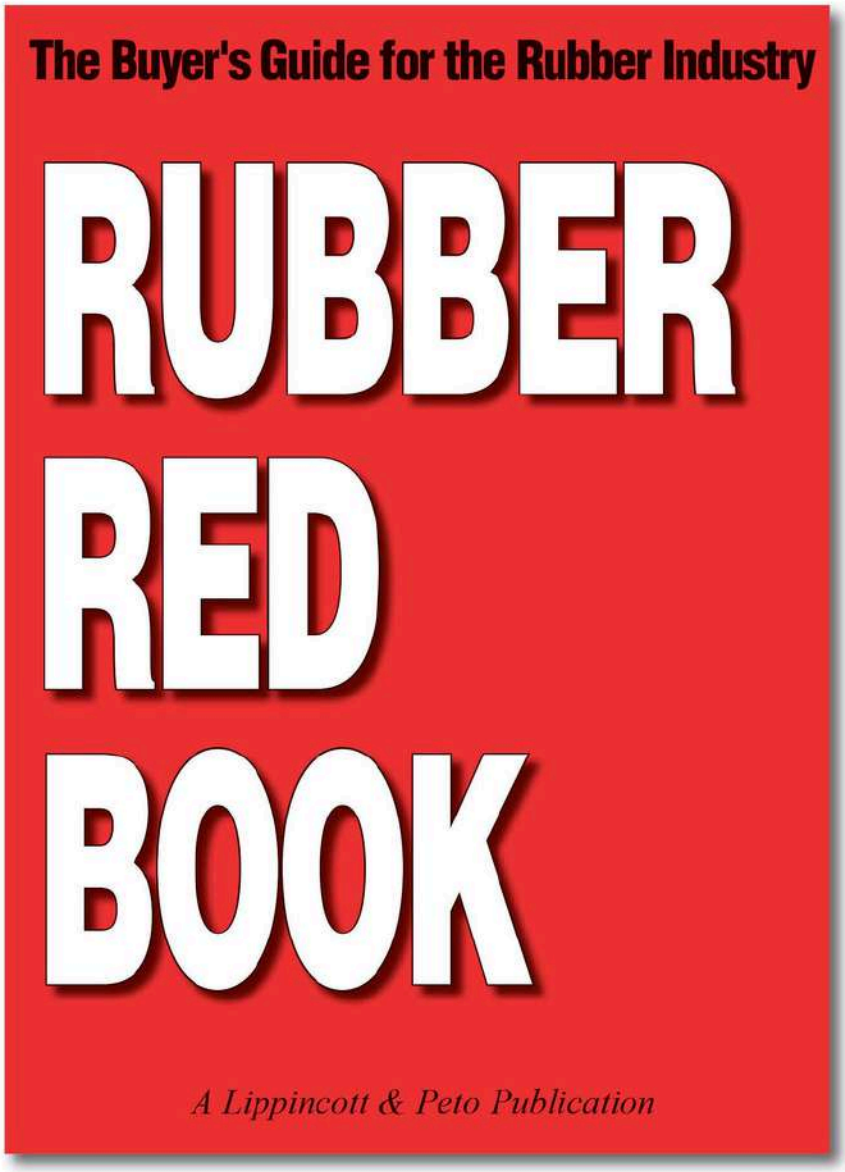

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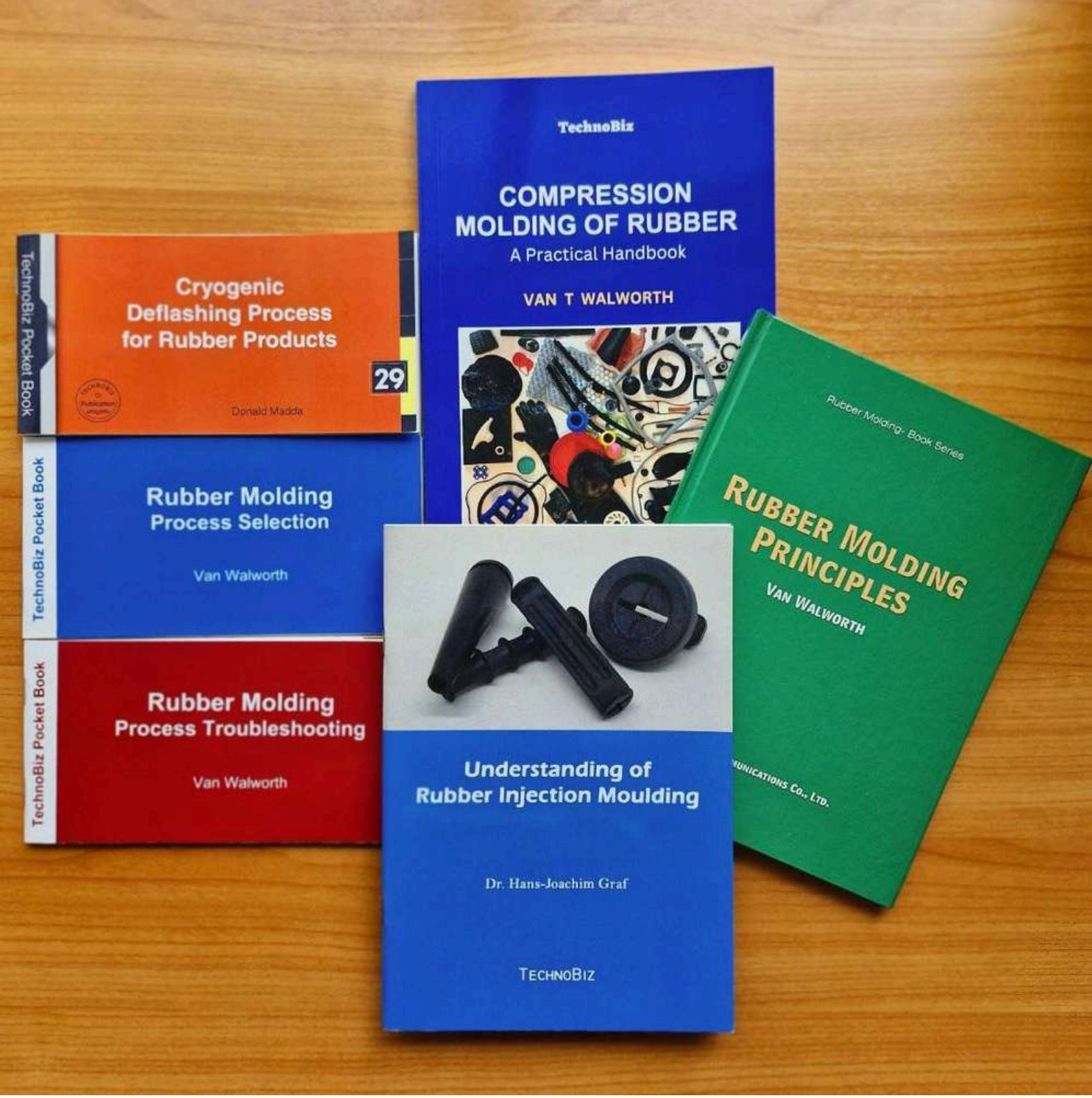

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