

RUBBER Review

Published by
TechnoBiz
RubberWorld

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*A Weekly E-Magazine
for Global Rubber Industries*

Issue - 28 | 15-21 December 2025 | www.rubber-review.com | Free Subscription



Martin von Wolfersdorff
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***A TechnoBiz Executive Forum
on Tyre Science, Technology & Industry***

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WEEK

10-12 FEB 2026

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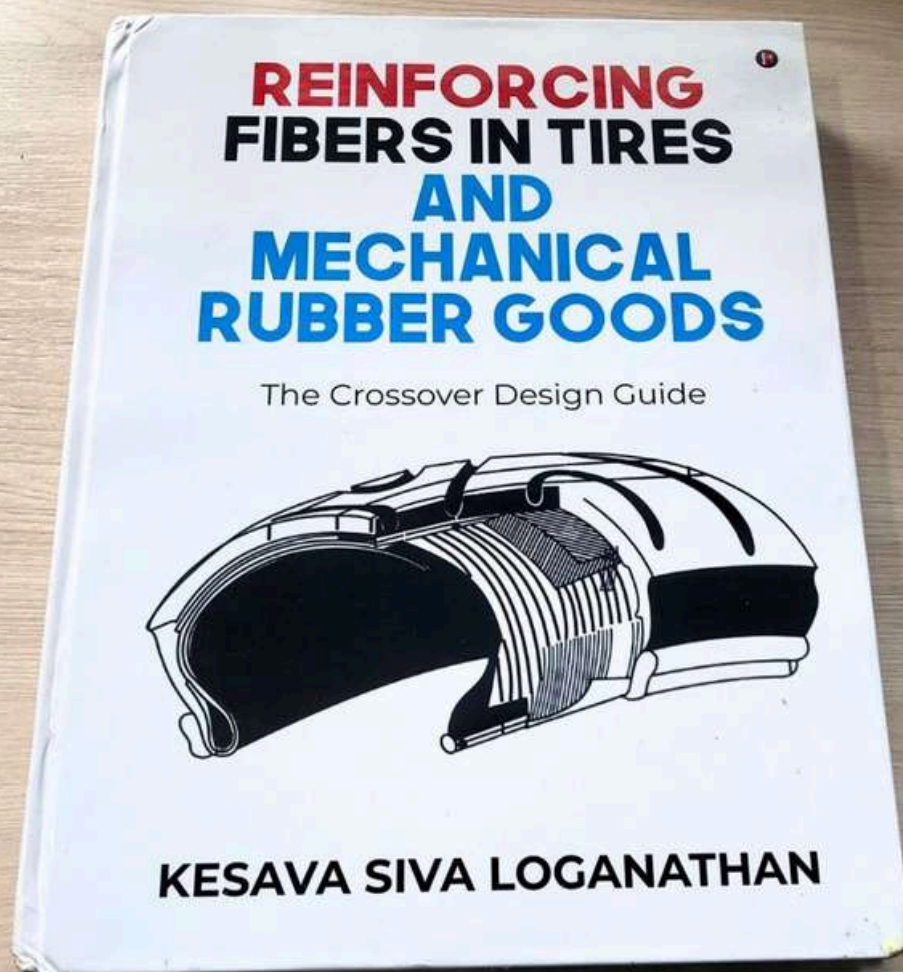
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Our company was established in 1987. We produce Concentrated Latex and Skim Rubber Block. Since then, our company has been growing significantly both in quantity and quality of our products. In 1987, we started the operation with only 4 centrifuge machines and with storage capacity of only 400 Metric Tons. At present time, we are producing concentrated latex with 33 centrifuge machines with storage capacity of up to 4,000 Metric Tons. Our biggest assets of the company are customer confidence on our product and skilled human resources. With these assets, we have received ISO 9001 : 2000 certification since 2004.



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We produce high quality rubber skim blocks. Our product is light color in natural yellow-brown and fully dried with no odor. Various rubber parts, car tires, and shoes manufacturers are our major customers for Skim Blocks.

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COVER STORY

Conversation with

Martin von Wolfersdorff

***Carbon Black Expert | Strategic Advisor
Wolfersdorff Consulting Berlin, Germany***

*In the rapidly evolving world of circular materials and sustainable manufacturing, few names resonate as strongly as **Martin von Wolfersdorff**. Founder of Wolfersdorff Consulting Berlin and widely regarded as one of the most influential voices in recovered carbon black (rCB) and circular carbon technologies, Martin has dedicated his career to bridging the gap between science, business, and storytelling.*

With a background in chemical engineering and more than 25 years of experience across global leaders such as Cabot Corporation, Americhem, and Huntsman, he has transformed himself from a corporate executive into a globally sought-after strategic advisor, market scout, and industry catalyst. His work spans across the tire, carbon black, pyrolysis, and polymer industries — helping companies navigate the complex transition toward sustainability, carbon neutrality, and circular economy business models.

*Martin's influence extends far beyond consulting. As co-founder of the **Recovered Carbon Black** Conference (Smithers), now recognized as the world's most important gathering for the rCB and tire-recycling community, he created a global platform that brings together scientists, recyclers, investors, and tire manufacturers to share knowledge, define standards, and shape the industry's future. His reports, such as *Prospects for Recovered Carbon Black 2024* and *Technology Forecast for Sustainable Carbon Black to 2041*, have become essential references for decision-makers worldwide.*

Equally notable is his ability to communicate complex ideas with clarity and passion. Through his dynamic presence on LinkedIn and YouTube, Martin has redefined how professionals in technical industries can use social media to build credibility, inspire collaboration, and humanize innovation. He blends data with insight, engineering with empathy — demonstrating that sustainability is as much about people and storytelling as it is about technology.

In this exclusive Rubber Review cover story, Martin shares his professional journey, his perspectives on the future of recovered carbon black, his reflections on the rCB Conference and its global impact, and his vision for how collaboration, leadership, and communication can accelerate the world's transition toward a truly circular materials economy.



Professional Journey & Industry Vision

You began your career in titanium dioxide and pigment chemistry before moving into carbon black and sustainability consulting. What motivated this shift, and how has it shaped your professional philosophy?

Yes, it is true, I spend 14 years in titanium dioxide, then 2 years in custom colour masterbatch and finally 2 years in rubber blacks, to complete the colour sphere. But, as often in our life, it was never a straight line or even meticulously planned by me. In the 14 years of working in titanium dioxide, I started working in England, then France, then Germany and finally England again. I evolved from Chemical Engineer to Applications Engineer Plastics & Anatase, then to Area Sales Manager Switzerland, Austria, Germany and Eastern Europe and finally to Strategic Marketing Manager Powder Coatings and Plastics. In that time, my two children Fleur and Maurice were born in Middlesbrough, England, and I realized that I need to change my work in order to evolve further.

I had the opportunity to work for a customer, Americhem Europe, as Commercial Director EMEA. This provided ample challenges and development for me and my first experiences in leadership. I loved to see the end products using our colour masterbatches, including PET bottles, automotive interiors, outdoor apparel and carpets!

After 7 years in England, my family wanted to go back to continental Europe, so I followed an opportunity to work with Cabot Corporation in the new head office in Schaffhausen, Switzerland, as Commercial Director Rubber Blacks Europe, leading a team of 13 colleagues and responsible for the biggest revenue stream of the company. As a team we could grow our business by 8% in the “lower for longer” recession. But my time with the company came to an end in 2014. I was among the first middle managers who were laid off for cost reduction. To be honest, this was very tough for me and I needed a lot of time to recover.

But from my work at Cabot, I kept one vision, the vision of a green carbon black! Back at Cabot I had tested a pyrolysis char and that sample was a really awful filler. I thought there must be a better way of doing this. The turning point came for me when my industry contacts Jean-Paul Bouysset and François Terrade mentored me and introduced me to early companies involved in “Carbon Black pyrolytic (CBp)”, later called “recovered Carbon Black (rCB)”. I attended the 2015 European Tyre Recycling Association Conference, where I met a lot of my current day-to-day contacts including New Energy in Hungary, Scandinavian Enviro Systems in Sweden, EuroEcoFuels in Poland (now CIRCtec) and also my consulting colleague Bogdan Brosteanu. From there on, I started scouting clients to my rubber industry contacts and helping clients to develop better rCB products.

There were many ups and downs, but I kept on surfing on the wave of the circular industry. I co-founded the Smithers recovered Carbon Black Conference in 2019, worked with high profile clients including Bridgestone in 2021 and Bridgestone and Michelin in 2022-23. In that time, I also started film production and marketing agencies for companies in my industry. I currently manage 2 corporate LinkedIn accounts, I produce films about carbon materials and multi-lingual webinars for my clients.

“My career was never a straight line—every shift taught me something new, and the setbacks ultimately led me to my strongest belief: circular solutions are not optional, they are the future.”



Frankly, I am immensely enjoying my work scouting circular, renewable and sustainable technologies to market. In the last 4 years, I started supporting yet another industry, the methane splitting industry. *Methane carbons* are purer than rCB, but can be anything from amorphous carbon, over carbon black to graphene, nanotubes and nanofibres. But this might be material for another article.

An important inspiration was my professional education in 2020 to become an EASC certified coach. Now I can cover consulting, mentoring and coaching as and when required by my clients.

Having worked with both established corporations and start-ups, how do you see the global carbon materials industry evolving toward innovation and circularity?

This is the million dollar question. And the reply is not straight forward. Sustainable materials have been an innovation engine in the western world. But western policy makers, especially in the EU, have made the growth of sustainable technologies complex and expensive. And now we are in a weak economy cycle in the western world, which also brings structural and permanent change to the rubber industry. While ecology stays a long term objective, western companies nowadays need to focus more on economies and, frankly, their survival. Circular technologies now need to deliver sustainability with economies of scale and affordable to their target markets.

Recovered Carbon Black (rCB): Quality, Standards & Market Growth

What defines high-quality recovered carbon black today, and how does it technically compare with traditional furnace carbon blacks used in tires and rubber?

The foremost important definition of recovered carbon black is that it is an engineered product, not an opportunistic one. This currently is reflected in a proposed change to the ASTM terminology for rCB. Of course, while engineered as best as we can, it clearly is not and will never be carbon black. It is a mixture of mixtures with its own market and industry.

How do pyrolysis design, process control, and post-treatment steps influence the final performance of rCB in compounding and end-use applications?

The real process starts way before the pyrolysis step, which is only one of about 15 processes in rCB production. rCB consists of 4 material groups, 2 influenced by the choice of end-of-life tyres (mix of carbon blacks and ash content) and the other 2 influenced by the pyrolysis process (organic volatiles and solid carbonaceous residues). In addition to composition, milling ensures dispersibility and pelletising ensures handling. All of these have to be mastered for sufficient in-rubber performance.

Despite major progress, tire-grade adoption of rCB is still limited. What are the biggest challenges (technical or perceptual) that must be overcome?

I think new material acceptance in tyres is a very complex system and challenges lie in product specification, classification, commoditisation and performance as well as in stable supply chains and supplier reliability. But it is coming! While tyre makers in early days could only put rCB in racing tyres, we now see public pictures of car tyres that include rCB as fillers.

“Recovered carbon black is not a substitute for furnace black; it is an engineered material with its own identity, rules, and market.”

Prospects for 2023
Recovered Carbon Black

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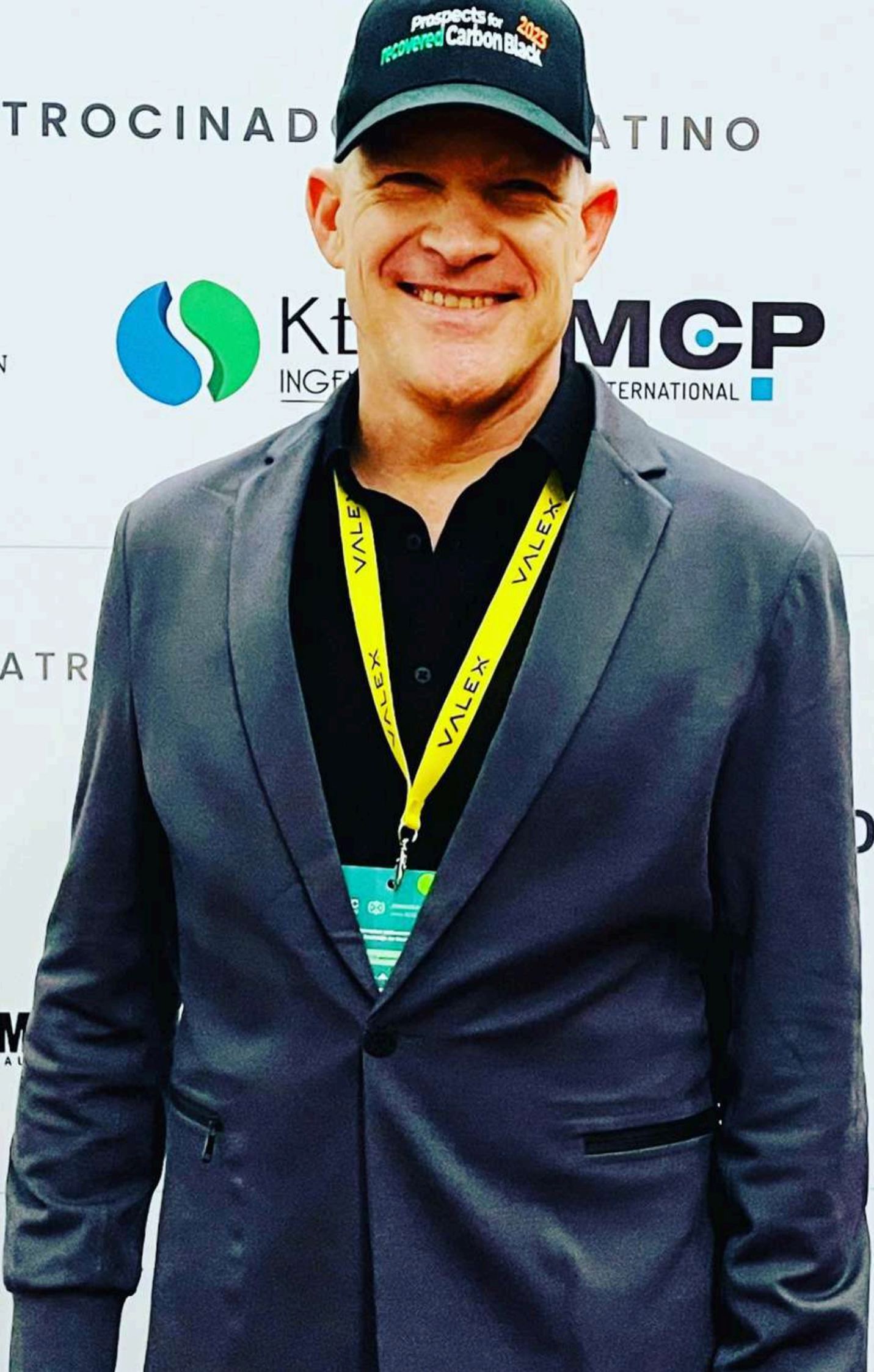


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How close is the industry to a universal standard for rCB through frameworks like ASTM D36 or ISCC+, and what parameters matter most for global acceptance?

Let's say we made a first step with the acceptance of ASTM standard D8632 "Standard Classification for recovered Carbon Black", which classifies rCB after ash content (feedstock control) and toluene transmission (pyrolysis control). What is still missing is an application performance test. I quite like the ASTM D8491 FT Rheology analysis and I hope that this could be added to the classification eventually. ISCC+ is an accounting system for mass balancing that is used for tyre pyrolysis oil but that is not relevant for rCB.

From your experience advising manufacturers and investors, what factors are now driving market growth, partnerships, and confidence in rCB worldwide?

I think nowadays, the question is no longer "if" rCB will materialise, but rather "when" volumes will become available. Markets are very different in the west and the east, with economy driving the business in the east and ecology driving the business in the west. I have been a scout and matchmaker for some collaborations including BB&G, Bridgestone and ENI Versalis. These collaborations require synergies in business objectives, timing and of course on the human level.

Tyre Pyrolysis: Technology, Commercialization & Future Outlook

How would you describe the current maturity of tyre pyrolysis technologies, and what differentiates successful commercial operators from those struggling to scale up?

I would say that the most mature and most simple pyrolysis technology, continuous rotary kilns, probably also is the most problematic technology for energy efficiency, sealing and nitrogen use. I see auger systems sit at the sweet spot and perhaps fluidised beds at the pinnacle of pyrolysis technology.

But, as previously said, the success of businesses depends on many more things than just the pyrolysis core unit. If I had to concentrate business success in one phrase, I would say it is driven by "application development" for the engineered products rCB and TPO. Very few companies really focus on this. But all successful companies built their foundations on application development, including Scandinavian Enviro Systems (30 years application development) and Bolder Industries (2,000+ laboratory formulations for rCB).

What innovations are showing real potential to improve both rCB and pyrolysis oil quality?

The front processes of a process chain are the most important. It is always more complex and more expensive to correct an issue downstream. For rCB & TPO production, we need to curate a chemically consistent stream of end-of-life-tyre feedstocks. The only way to do that in large scale is the use of automated tyre sorting systems connected to a database with tyre compositions. The sorting systems already exist, but the database yet has to be built.

Do you believe pyrolysis can evolve from a niche recycling method into a mainstream circular feedstock solution by 2035, and what milestones must the industry achieve to get there?

In Asia, tyre pyrolysis is way beyond niche recycling. But there is a huge difference between rCB & TPO producers and opportunistic "rookie" pyrolysis operators just producing TPO but not rCB. Circularity is not a self-executing system, it requires a lot of additional efforts. In my opinion, the only pathway is to making circular products like rCB & TPO both reliable and cost competitive.

BOSTON MARATHON
Hancock

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Consulting Practice & Collaboration

You've advised major corporations, recyclers, and investors worldwide. What common challenges do you see in turning circularity goals into business success?

In the end, it all come down to how all partners can make money. Risk mitigation is super important for investors and offtakers, while economies of scale and application development are important for tech companies. Scenario planning is key, as many projects span over several years, in which time market cycles and projections might change. And consulting support can definitely smoothen the journey on both sides.

How do you integrate technical expertise, market intelligence, and communication strategy within your consulting approach?

In my last 10 years of consulting, I created various business models including project based, hourly based and retainer based. The preferred business model of my clients is the consulting retainer, where I am booked for 12 months or longer at a defined service rate per month, for example 3 days per month. Clients often do not know what they don't know. For example, I could be asked for marketing consulting, but then I see that the company does not even have a business strategy or that their CEO requires coaching. A retainer then allows me to do tailored consulting. In the rCB industry, results generally do not come overnight and hence require long term consulting support. Most of my clients keep on working with me in the long term.

What distinguishes forward-looking innovators like Michelin or Bridgestone in their pursuit of sustainability compared to others?

Naturally, the #1 and #2 producers have a more global approach, but then they also have a much larger production network to transform. Smaller tyre producers are not sleeping. Today, we can already buy car tyres that include rCB from Pirelli and Hankook.

You also mentor start-ups in rCB and pyrolysis. What advice do you give entrepreneurs seeking to attract investment and credibility in this fast-growing field?

I wish I could give rCB & TPO entrepreneurs a universal formula for a "waste to wealth" journey. But the reality is that this business is complex and success depends on many local factors (ELT feedstocks, permits, customers, cost). To master all this, the entrepreneur's mindset will be pivotal to forging collaborations and a high performing team. Some important values for mastering all this are authenticity, accountability, transparency, empathy, passion and resilience. Resilience is an important trait of the CEO to pull his team through adversity and delays in funding.

Collaboration is key in this industry. What partnership models among recyclers, tire makers, and carbon black producers are proving most effective?

I believe the most effective collaborations are also the most difficult to build: Ecosystems of multiple partners along the value chain. The Michelin "Blackcycle" ecosystem was an inspiring EU-funded ecosystem with 13 partners including academia and institutes. It had only two shortcomings: It did not include rCB valorisation and it did not go commercial. Nowadays, large rCB companies seek vertical integrations into ELT collection in order to secure feedstock. The BB&G collaboration with Bridgestone and ENI Versalis for the production of SBR from TPO is also a good example of an industry ecosystem.

"Circularity only succeeds when every partner in the value chain can make money—and manage risk."




A vision

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Recovered Carbon Black Conference & Its Global Impact

You co-founded the “Recovered Carbon Black Conference” with Smithers in 2019. What motivated you to launch this platform, and what impact did the inaugural event have?

The roots of the recovered Carbon Black conference community actually are in a workshop at the Smithers Carbon Black World Conference 2018 in Düsseldorf. Back then, the carbon black industry did not yet see any synergies with rCB & TPO. Carbon black leaders were reluctant to hear presentations on the topic. Only Pieter ter Haar (back then with Pyrolyx) and I were allowed to co-present one paper. And Smithers asked me to run a conference workshop for the rCB community. The workshop room only had 30 chairs and over 70 delegates came. I organised a speaker panel of prominent rCB experts including my mentor François Terrade, the rCB testing expert Chris Norris (back then with ARTIS), Serge Da Silva (Alpha Carbone), Pieter ter Haar and Scott Farnham (Kal Tire). What really build the community was that I passed on the microphone to the audience and interviewed key players including Tony Wibbeler from Bolder Industries.

In 2019 Smithers asked me to be business partner of the “recovered Carbon Black Congress”. I arranged a compelling agenda starting with a keynote from Michelin’s François Masson and presentations from rubber companies including Hexpol and Semperit, rCB companies including Alpha Carbone, Windspace, Scandinavian Enviro Systems and Ecolomondo as well as equipment companies including NEUMAN&ESSER, Hosokawa and Netzsch. The inaugural rCB Congress had 160 participants, a very good foundation for building the rCB community.

Over the years, how has the conference helped bridge the gap between technology developers, producers, and end-users — and elevate rCB from a niche to a recognized sustainable material?

We started slow, the second edition of the rCB Congress had to be online because of COVID. In 2021, Smithers renamed the event to “rCB Conference”. And over the years, the rCB Conference built a growing community. In 2024, we branched out and created the rCB Asia and rCB Europe conferences in order to take care of the different business environments in the regions. rCB Europe nowadays is a community of 300 and rCB Asia a community of 200 colleagues. Participants of any background can be sure that they can meet their key business partners at the rCB conferences. The Smithers rCB conferences are now an even larger forum than the Smithers Carbon Black World conference. Most furnace carbon black producers are attending the rCB conferences. The carbon black industry now has realised that rCB & TPO can be opportunities from them to make their products more sustainable. Furnace carbon black producers including Birla Carbon and Epsilon Carbon have integrated into recovered Carbon Black.

Have you observed any significant collaborations or investments that trace their origins to the rCB Conference?

I am sure that many of the current collaborations were forged or progressed at the rCB conference series, but due to confidentiality it is difficult to name examples. In addition to the conferences there are Expos with table top stands, where companies can have a permanent team of representatives. These Expos are buzzing in the coffee breaks but also during the conference.

“The rCB Conference didn’t start as an event—it started as a conversation, and that conversation became a global community.”



Looking ahead, what future role do you see for the event in shaping standards, partnerships, and innovation across the global rCB value chain?

I believe that over the last 6 years, the Smithers rCB conferences have built the largest global community on the topics of tyres, rubber, carbon black and sustainability. This community is powerful and will indeed contribute to industry progress with partnerships and innovation. However, it is not the only event in the space. "rCB" has found its way in many other conference titles thanks to the success of the rCB conferences. We will keep on improving and optimising the rCB conferences so that they continue to be the most relevant platform for our industry by bringing key people together through top notch conference topics in an enjoyable format.

Sustainability, Leadership & Personal Philosophy

You often describe "tyre-to-tyre circularity" as a long-term goal. What practical steps are needed to make it commercially viable?

I believe tyre-to-tyre circularity is important because tyres are one of the largest commodity markets for materials and it is preferable to keep material flows within one market. The practical steps are complex, but I see 3 major steps. Tyres are built by design to be indestructible and yet we need to decompose them in an energy and cost efficient way for circularity.

The first step for circularity is product performance, as tyre companies cannot sacrifice on that. The second step is cost competitiveness. In the absence of supporting policies and consumer choice, sustainable materials need to be competitive with prime materials. For circular materials including rCB this means that we have to create economies of scale. The third step is in building reliable global supply chain services. Tyre carbon blacks are often contracted with vendor managed and owned inventory services (VMOI), which enables tyre companies to secure supplies and reduce working capital by only paying for actual consumption. It hence is a competitive advantage to collaborate with carbon black producers that have an established supply chain. Cirtec's collaboration with Birla Carbon is a good example.

As a certified coach, how do you combine technical consulting with leadership development and mentoring for professionals in the sustainability space?

It is not that often that I am doing actual coaching in my daily work, but I have coached a very bright and young CEO in the rCB business. Being aware of the importance of soft factors and having a toolbox of coaching tools available is helpful in my consulting work. Our mindset programs our behavior. Yet companies fail to work on their values and their business culture, which really set the scene both for their teams internally and their collaborations externally. There is a huge upside available for companies that work on clear values and strong corporate culture.

What personal principles or values such as empathy, integrity, and collaboration guide your approach to leadership and client relationships?

My core business values are love, growth and joy. The first one might surprise you, but for me it is a container value for respect, integrity, care, passion, empathy and more. Growth is key to all businesses. Nowadays, there are ample growth opportunities for businesses through the inclusion of A.I. into their processes. And I believe that for being the best in what you do, you need to deeply enjoy your work and the contact with your business partners.

Thank you!

See you in Lima for the Jornadas de Caucho / R
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Barcelona for the rCB Conference 20
23

LinkedIn and Youtube 😊

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Social Media, Storytelling & Influence

You've built a strong digital presence on LinkedIn and YouTube, turning complex technical topics into accessible stories. How did you develop your communication style, and why does it work?

I am now almost 20 years on LinkedIn and I was invited by one of the consultants working with my company back then. I quickly realised the potential of LinkedIn for the business and I started reaching out to existing and potential new customers as well as to the customers of my customers in order to create market pull. My company did not like my activity on LinkedIn, because it was not in their control. LinkedIn back then was more seen as a career portal than a business portal. But I could win my company millions of additional revenue through LinkedIn.

You might be surprised that I do not have rigid content publishing plans and I also do not deeply delve into performance analytics, neither on LinkedIn nor on YouTube. I simply enjoy publishing about topics that I like and find interesting in a positive and supportive way, that can advance my industry. I also love to interview my business contacts and partners. My inspiration is to not only publish for industry colleagues, but also to the general public for *edutainment* around my topics of tyres, circularity and sustainability.

In 2026, I want to share more about myself, my motivations, reflections and inspirations, which I think is key for the "social" aspect in social media.

I believe my social posts work well, because I am approaching topics with a supportive, positive style and I always add expert value with my personal opinion, rather than 1:1 copying texts from press releases.

What advice would you give to engineers and scientists who want to share their knowledge confidently and build professional visibility online?

I would recommend to start posting consistently, in a positive and value adding manner. Storytelling is important and enjoyable for both writer and reader. Storytelling also helps convincing A.I. engines and algorithms of your expertise, much more than just factual content. But do not limit your activity on posting yourself. Add expert insight through thoughtful comments on relevant industry posts and also contact interesting industry contacts with direct messages.

How can industry professionals use social media not just for promotion but to educate, collaborate, and strengthen community engagement?

I think that "edutainment" is a good formula for social media posts. Of Course we all want to promote something in order to make money. But nobody wants to be sold something. This means we have to use our personality to win people over. Everybody likes fresh content with personality that is also providing valuable information.

If you had to share three key principles for building a strong, authentic personal brand on social media, what would they be?

The three key principles I recommend for building a strong, authentic personal brand on social media are: (1) Show your personality. (2) Post consistently. (3) Comment and reach out actively. And as a bonus (4) Use images & video to underline your message.

Technical Article



Tyre Curing: A Heat Engineer's Perspective

Part - 1

Simon Jacob, Managing Director
TopNotch Tyres and Rubber Consultancy Pvt. Ltd



Mr. Simon Jacob is a senior professional in the global tyre and rubber industry with over three decades of experience. A B.Tech Chemical Engineering graduate, he worked 36 years with a leading Indian multinational tyre company, holding senior roles in Technology and R&D and contributing significantly to product development, process optimisation, and technology advancement. He is the Managing Director of TopNotch Tyres and Rubber Consultancy Pvt. Ltd., Cochin, providing specialised technical consultancy, including tyre technology, compound development, R&D support, and guidance for greenfield and brownfield tyre manufacturing projects worldwide. He currently serves as Chairman, Indian Rubber Institute (IRI), Kerala Chapter.

Tyre vulcanization - commonly called curing—is one of the most important steps in tyre manufacturing. Although there are many research papers that discuss the chemistry and kinetics of vulcanization, this article looks at the process from a heat engineering point of view. Whether it is a small two-wheeler tyre or a giant OTR tyre, whether it is bias or radial, tube-type or tubeless, the basic curing principles remain the same.

A Brief Look Back

The story of vulcanization begins in 1839, when Charles Goodyear accidentally dropped a mixture of raw rubber and sulphur on a hot stove. The rubber transformed into an elastic, strong material—what we now call vulcanized rubber. Almost at the same time in the UK, Thomas Hancock made similar discoveries. Goodyear's life was filled with struggle, but his accidental invention laid the foundation for the modern tyre industry. The name "vulcanization" comes from Vulcan, the Roman god of fire—a fitting symbol for a heat-driven process.

What Exactly Is Vulcanization?

Vulcanization is the process of converting soft, sticky raw rubber into a strong, elastic material by creating cross-links between polymer chains. These links form a three-dimensional network, giving the rubber its:

- Elasticity
- Strength
- Heat resistance
- Durability
-

Although sulphur is the most common cross-linking agent, modern compounds use a long list of ingredients:

- Accelerators - to speed up the reaction
- Activators - to make accelerators work
- Secondary curatives - to fine-tune properties

Depending on the recipe, sulphur can form mono-sulfidic, di-sulfidic or poly-sulfidic cross-links.

There was a time when 7-8 PHR of sulphur was used in the mix and typical cure time was as high as 8 hrs at a temperature of 140 degree centigrade. Later with more efficient vulcanization system, the dosage of sulphur could be reduced to 2 or 3 PHR and cure time to less than sixty minutes. The sulphur dependent cure systems may be conventional (CV), efficient (EV), and semi efficient (Semi-EV). The cross-link type varies depending on system.

For example, in CV, polysulphides are around 65% whereas in EV, mono sulphides contribute 75%.

It is quite surprising that a very small amount of sulphur—typically 1.5 to 3 PHR (Parts per Hundred Rubber)—can create such a large network. This becomes clear when we think in terms of moles rather than weight: sulphur atoms are small and extremely reactive, allowing them to form many bridges with only a small dosage.

The atomic weight of sulphur is only 32 g per mole. This means 32 grams of sulphur contain 6.02×10^{23} sulphur atoms (Avogadro's number). So even if we add only 2 PHR (i.e., just 2 grams per 100 g of rubber), the number of sulphur atoms present is extremely large.

A typical rubber polymer chain has a very high molecular weight, often 100,000 to 500,000 g per mole or more. This means 100 grams of rubber contains only a small number of polymer molecules — but each molecule is very long.

Few polymer chains- Millions of times more sulphur atoms!!! So even a tiny weight of sulphur provides more than enough reactive atoms to form bridges between polymer chains.

The Kinetics of Vulcanization

Vulcanization—the process of cross-linking rubber polymers, typically with sulphur and an accelerator system, to improve elasticity and durability—is a complex series of reactions, not a single elementary step. Therefore, a simple, universally applicable rate equation is difficult to derive from the stoichiometry alone. However a general rate equation which is available in all basic chemistry text book is:

$$\frac{dx}{dt} = k(a - x)^n$$

If we use a more user-friendly equation in connection with vulcanisation and concentration of sulphur etc

$$\frac{dC_x}{dt} = K(C_0 - C_x)^n \quad (1)$$

Where

- C_0 = initial concentration of free sulphur
- C_x = amount of sulphur that has reacted by time t
- K = rate constant
- n= order of reaction (typically between 0 and 3)

This equation states:

- The rate of vulcanization depends on how much unreacted sulphur is still available.
- Higher reaction order means stronger dependence on sulphur concentration or reactive sites.

Now let us integrate equation (1) - (vulcanization of tire is considered to be a first order reaction)

Using separating the variables method

$$\frac{dC_x}{(C_0 - C_x)^n} = K dt \qquad \int \frac{dC_x}{(C_0 - C_x)^n} = \int K dt$$

The RHS becomes

$$\int K dt = Kt + \text{constant}$$

Left side depends on the value of n.

Let us handle each case.

For n=1

$$\int \frac{dC_x}{C_0 - C_x}$$

Let $U=C_0-C_x, dU=-dC_x$

So:

$$\int \frac{dC_x}{C_0 - C_x} = - \int \frac{du}{u} = - \ln |u| = - \ln(C_0 - C_x)$$

Thus:

$$- \ln(C_0 - C_x) = Kt + C$$

At $t = 0, C_x = 0$.

So:

$$- \ln(C_0) = C$$

Substitute back:

$$- \ln(C_0 - C_x) = Kt - \ln(C_0)$$

Multiply by -1:

$$\ln(C_0 - C_x) = -Kt + \ln C_0$$

Now solve for t:

$$t = \frac{1}{K} [\ln C_0 - \ln(C_0 - C_x)]$$

or

$$t = \frac{1}{K} \ln \left(\frac{C_0}{C_0 - C_x} \right)$$

Similarly for a second order reaction(n=2), we can derive

$$t = \frac{1}{K} \left[\frac{1}{C_0 - C_x} - \frac{1}{C_0} \right]$$

$$t = \frac{1}{K(n-1)} \left[\frac{1}{(C_0 - C_x)^{n-1}} - \frac{1}{C_0^{n-1}} \right]$$

By measuring how sulphur content decreases with time, both K and n can be calculated experimentally.

But when it comes to tire vulcanization, we encounter many difficulties like, the thickness of cross section is high, the heating of the vulcanizate is non-isothermal or non-uniform etc. So in order to find the reaction rate at varying temperature and time the Arrhenius reaction rate equation is applied. *Before we move on, let us have some basics in mind*

As we are all aware, vulcanization is a chemical reaction and all the classic rules of chemical reactions are applicable here also-for example the temperature effect, rate of reaction or speed of reaction etc. are governed by certain rules. Speed of reaction varies from reaction to reaction – certain reactions are instantaneous like gun powder catching fire, the other extreme is the natural process of coal formation which may take millions of years!! The rate of chemical reaction is analogous to velocity of a moving body – it is the portion covered by a body in a given time. Or more precisely, instantaneous velocity is the ratio of

$$\frac{\Delta S}{\Delta t}$$

as $\Delta t \rightarrow 0$.

Similarly,

in a chemical reaction, if we “Count” the number of molecules partaking, we will get an idea about the rate of reaction. “Counting” of molecules is practically impossible and chemists employ the method of concentration of reacting substances.

We know that chemical reactions occur only when two molecules collide. But, all collisions will not result in a reaction. The reaction occurs only when the energy of colliding molecules is not less than a certain quantity, E_a , called the activation energy. With these basic ideas in mind, let us briefly examine a vulcanization reaction.

Part-2 in Next Issue

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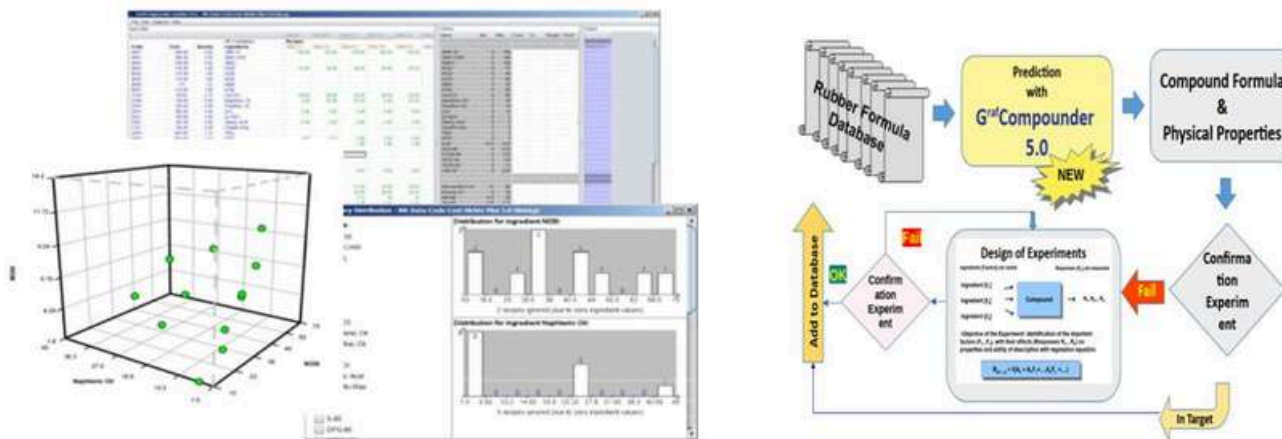
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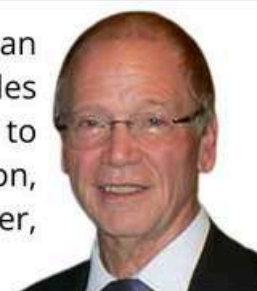


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www.grafcompounder.de

For a demonstration, please contact: **Dr. Hans-Joachim Graf** (h-jg_consulting@t-online.de)

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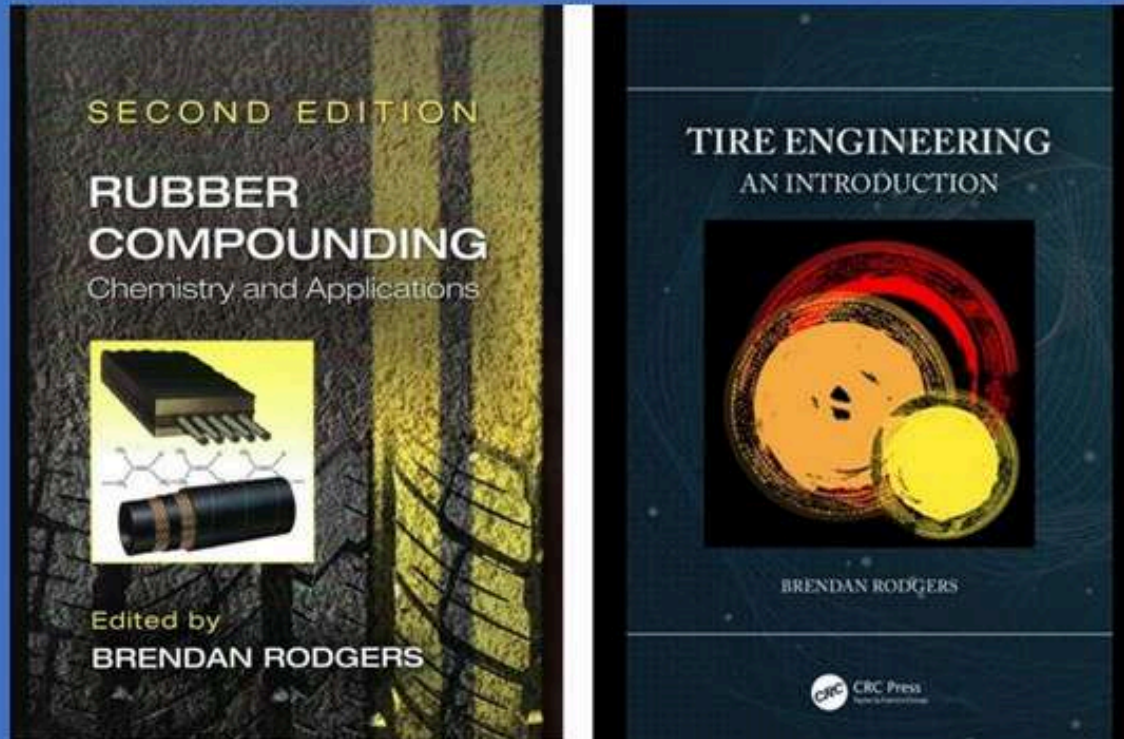
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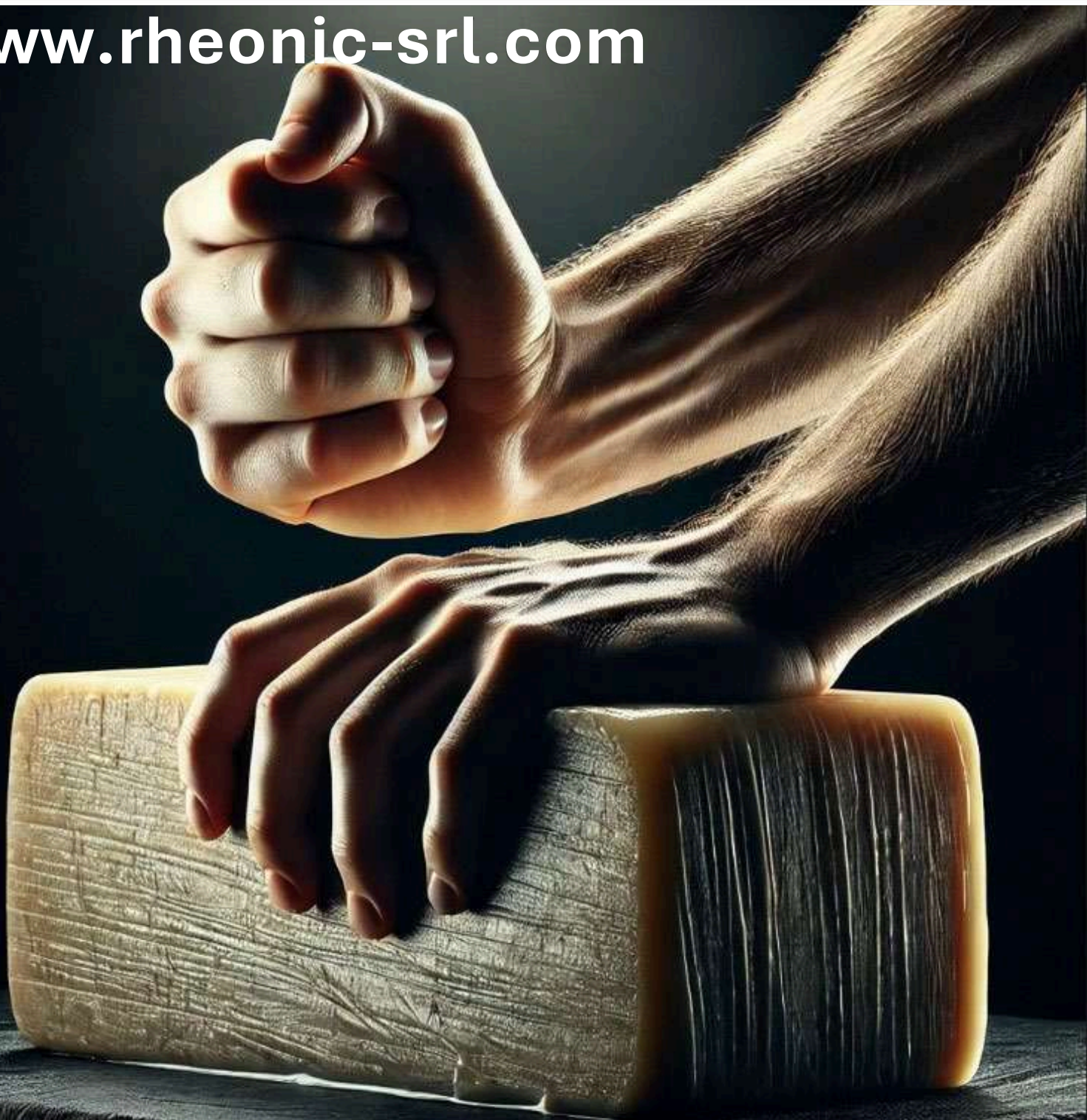


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IRMRI

Spotlight





INDIAN RUBBER MATERIALS RESEARCH INSTITUTE

Formerly known as Indian Rubber Manufacturers Research Association (IRMRA)

An Autonomous Institute, Under DPIIT, Ministry of Commerce & Industry, Govt. of India
254/1B Road No 16V, Wagle Industrial Estate, Thane West, Maharashtra 400604.
Email: info@irmra.org / www.irmri.org / 022 6787 3200 (19 Lines)

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.

It is an autonomous institute under the Department for Promotion of Industry and Internal Trade, Ministry of Commerce and Industry, Govt. of India.

IRMRI Facilities Covers

- 1 Testing of Polymeric Materials and Products
- 2 Research & Development on Rubber & Allied Products
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- 4 Academic & Sponsored Research
- 5 ARISE - Incubation Centre
- 6 Training & Skill Development
- 7 Industrial Consultancy
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- 9 Tyre Testing Facilities - Centre of Excellence

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Registrations Open for IRMRI's One-Year Online Course in Rubber Materials Science & Technology

IRMRI (Indian Rubber Materials Research Institute), under the Ministry of Commerce & Industry, Government of India, has opened registrations for its One-Year Online Certificate Course in Rubber Materials Science & Technology (RMST). The program offers comprehensive learning on rubber science, compounding, processing, product manufacturing, testing, latex, tyre technology, and more. It is ideal for engineers, R&D professionals, QC staff, production supervisors, sales teams, students, and anyone seeking foundational rubber industry knowledge. Eligibility requires either 10+2 with one year of industry experience or a Diploma/Graduate degree in Engineering or Science. The course includes online live classes twice a week, a flexible learning format, and an industry-oriented curriculum. Registration and brochure links are provided, along with contact details for further information.

One-Day Seminar on Sustainability & Circular Economy for the Rubber Industry Successfully Concluded in Mumbai

ARISE Incubation Centre, promoted by the Indian Rubber Materials Research Institute (IRMRI) and jointly organized with the Bureau of Indian Standards (BIS), successfully conducted a One-Day Seminar on “Standardization on Sustainability and Circular Economy for the Rubber Industry” at Mirage Hotel, Mumbai. The seminar served as an important platform to discuss the growing role of standards in enabling sustainability, circular economy practices, and responsible growth within the rubber sector.

The event was graced by eminent dignitaries from BIS, including Mr. Chinmay Dwivedi, Scientist ‘E’ / Director & Head (PCD), Dr. Rajkumar Kasilingam, Chairman – PCD 13 & PCD 29, and Mr. Rajat Gupta, Deputy Director – PCD 13 & PCD 29. The leadership of ARISE Incubation Centre—Mr. Paul Vannan, Dr. Bharat Kapgate, and Mr. V. Karthikeyan, Acting CEO—also participated actively, reinforcing ARISE’s commitment to supporting innovation, standardization, and sustainability in the rubber industry.



The programme commenced with a traditional lamp lighting ceremony, followed by a series of expert technical presentations by speakers from India and abroad. The sessions covered a wide range of critical themes including sustainability frameworks, circular economy implementation, ESG guidelines, life cycle assessment (LCA), recycling technologies, energy efficiency, and the evolving role of standards in the rubber and tyre industries.

Key presentations addressed recycled rubber classification, ESG and sustainability assessment guidelines, sustainable raw materials and their impact on tyre LCA, recovered carbon black applications and standardization needs, circular economy solutions using waste tyres, scrap management strategies for rubber MSMEs, global perspectives on green rubber standards, energy conservation through induction heating, guidelines for declaring sustainable additives, carbon credit trading opportunities, and rice husk ash-based sustainable fillers for green tyres. These sessions provided both strategic insights and practical guidance for industry stakeholders.

The seminar witnessed the participation of over 100 delegates representing sectors such as recycled carbon black, zinc oxide manufacturing, tyre recycling, ESG, LCA, MSMEs, and sustainability-driven enterprises. High levels of interaction and discussion across sessions reflected the industry's strong interest in adopting standardized, transparent, and future-ready sustainability practices.

ARISE Incubation Centre sincerely thanked all sponsors for their generous support, and expressed appreciation to the speakers and participants whose active contributions made the seminar a meaningful success and a significant step forward in advancing sustainability and circular economy initiatives within the rubber industry.



ARISE - ASSOCIATION FOR RUBBER INNOVATION AND START-UP ENTREPRENEURSHIP

Promoted by INDIAN RUBBER MATERIALS RESEARCH INSTITUTE

Formerly known as Indian Rubber Manufacturers Research Association

An Autonomous Institute, Under DPIIT, Ministry of Commerce & Industry, Govt. of India

B-88, Road No 24U, Wagle Institute Estate, Thane West, Maharashtra

Email: arise@irmra.org Web: www.ariseindia.net.

ARISE Incubation Centre:

ARISE – Association for rubber Innovation and Start up Entrepreneurship Incubation Centre Promoted by Indian Rubber Materials Research Institute has swiftly developed as a pivotal platform for fostering innovation and entrepreneurship in the rubber and allied industries. With a mission to nurture start-up ecosystems, ARISE is helping aspiring entrepreneurs transform their innovative ideas into viable businesses, especially in the niche domain of rubber products and technologies.

Vision and Objectives

ARISE aims to be the breeding ground for future industrial leaders by providing startups and innovators with the resources, mentorship, and industry-specific expertise they need to succeed. The centre is particularly focused on promoting in rubber and allied industries, encouraging sustainable solutions, and fostering technological advancements that cater to both domestic and global markets.

The centre operates with the primary goal of bridging the gap between academia and industry, by enabling innovation-driven enterprises to evolve from ideation to commercialization. By aligning with national missions like 'Make in India' etc. ARISE plays an active role in building a self-reliant and globally competitive ecosystem.

Support Ecosystem at ARISE

ARISE offers a comprehensive support system, which includes

- **Mentorship and Networking:** The centre facilitates connections with industry experts, academicians, and business leaders, offering startups invaluable mentorship. Startups benefit from the extensive network IRMRI has built over the years, including collaborations with global companies, research institutions, and government agencies.
- **Access to Cutting-Edge Facilities:** ARISE - Promoted by IRMRI, startups at ARISE gain access to advanced R&D labs and testing facilities, enabling product development, innovation, and validation. This is a significant advantage, particularly for startups focusing on rubber technologies, which can quickly iterate and refine solutions.
- **Capacity Building through Training Programs:** ARISE offers a series of workshops and training programs covering diverse aspects of entrepreneurship such as financial management, legal compliances, intellectual property rights, business development, and marketing strategies. These programs will make ensure that entrepreneurs are well-equipped with the necessary skills to navigate the challenges of running a business.
- **Funding and Investment Opportunities:** Recognizing that financial backing is a critical component for the growth of startups, ARISE helps entrepreneurs connect with potential investors and funding agencies. The centre also advises startups on availing government schemes, grants, and subsidies designed for MSME's.
- **Industry Collaborations:** ARISE promotes partnerships between startups and established players in the rubber industry. These collaborations offer startups an opportunity to pilot their innovations, gain market insights, and even secure early customers.

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B-88, Road No 24U, Wagle Institute Estate, Thane West, Maharashtra

Email: arise@irmra.org Web: www.ariseindia.net**ARISE Impact**

The centre has already started creating a tangible impact through its flagship Entrepreneurship Development Programme - Conducted from 20th August 2024 till 20th September 2024, the EDP has provided participants with critical insights on topics like HR compliances, funding opportunities, sales strategies, and legal frameworks. This structured training has enabled aspiring entrepreneurs to refine their business models and align their startups with market needs. Participants were motivated to take their ideas forward and register as incubatees under ARISE, thanks to the visionary leader Dr. K Rajkumar, Director, IRMRI, who has been a driving force behind this initiative.

Moreover, ARISE has succeeded in fostering a vibrant entrepreneurial spirit among its participants by regularly inviting experts from sectors such as MSME Mumbai, legal professionals, founders, and chartered accountants to offer personalized guidance and share their experiences. This multi-disciplinary engagement ensures that startups at ARISE are not only technically sound but also business-savvy, ready to scale up their innovations.

ARISE - Future Outlook

ARISE is poised to play a significant role in shaping the future of the Indian rubber industry. With a commitment to fostering innovation and sustainable business practices, ARISE incubation centre is expected to expand its reach by onboarding more startups and diversifying into other sectors allied to rubber.

As the world shifts towards greener technologies, ARISE is well-positioned to lead the way in promoting sustainable and eco-friendly rubber solutions. With its robust infrastructure, expert mentorship, and industry collaborations, ARISE is a beacon of hope for entrepreneurs looking to make a mark in the competitive world for the industries of rubber and allied materials.

In summary, ARISE represents more than just an incubation centre—it's a platform for empowerment, providing entrepreneurs with the tools, resources, and network they need to succeed. Through its visionary leadership and robust support ecosystem, ARISE is truly nurturing the next generation of innovators and business leaders in the rubber industry.

For Details, Please Connect with

V.Karthikeyan, Business Development Manager, IRMRI

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9361324212, 7045086164.





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.

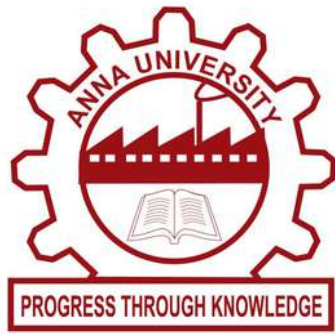
Uses and Benefits: The Q-Sun Xenon Test Model Xe-3 measures color fading, gloss retention, surface degradation, mechanical strength, and flexibility in materials such as rubbers, plastics, coatings, paints, leather, and textiles under UV light, moisture, and temperature cycles, by ASTM and ISO standards. 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

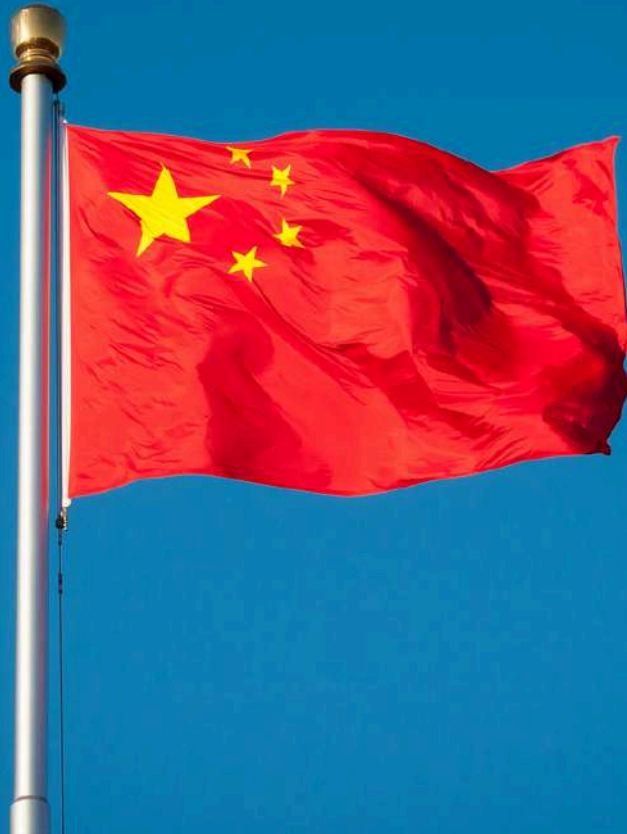
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公司介绍 Company introduction

Wuxi Double Elephant Rubber & Plastics Machinery Co., Ltd (DE) affiliated with Jiangsu Double Elephant Group, covering an area of 100, 000 square meters , with over 40 years of history , is a modernized technology enterprise which is engaged in R&D, manufacture and sales and after-sales service in the field of Rubber & Plastics Machinery .

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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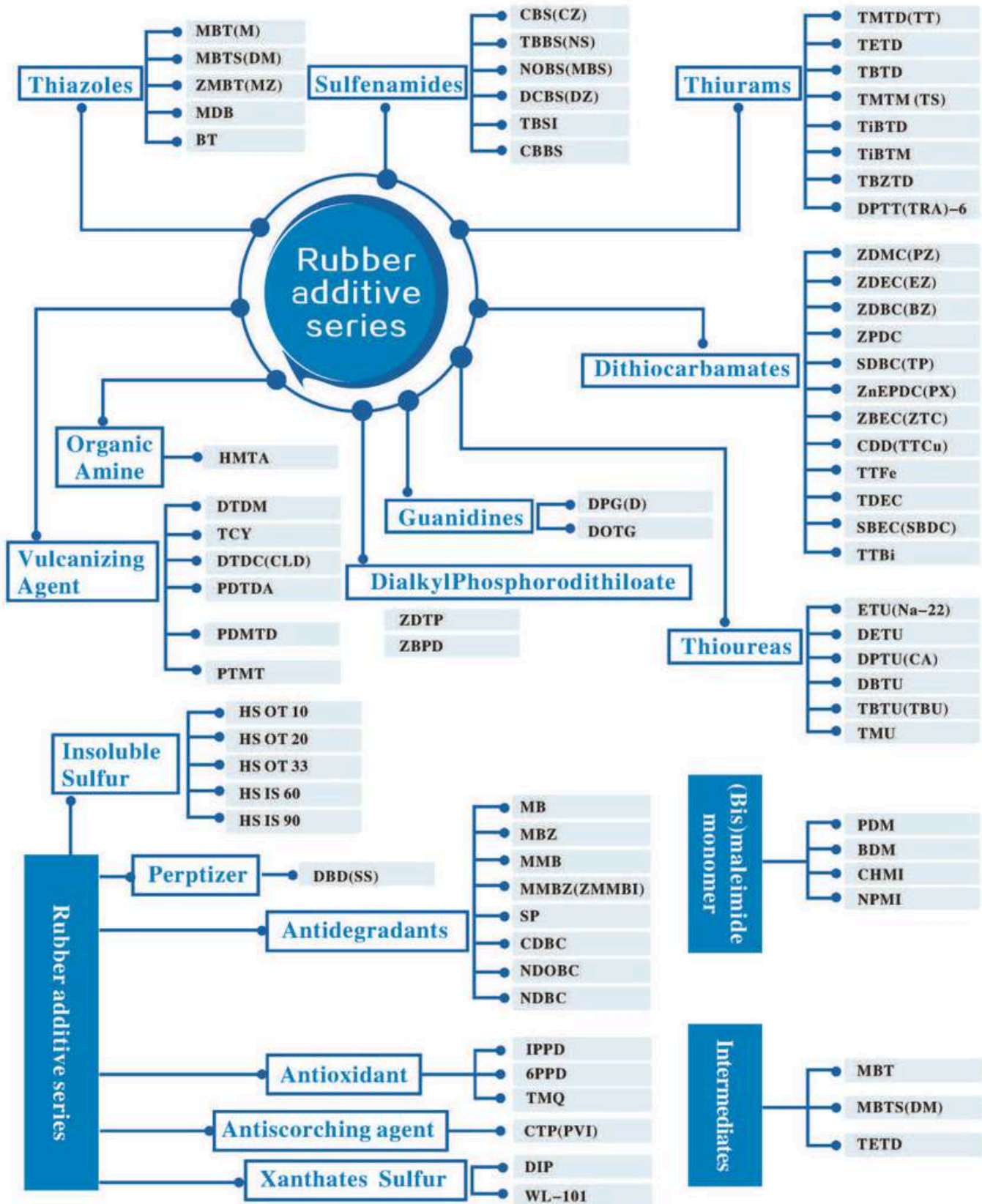
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About Us

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 etc.

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

Through many year's development, constant research and innovation, 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 customers requirements and production samples. We wish to co-operate with all customers on the basis of equality and mutual benefit.



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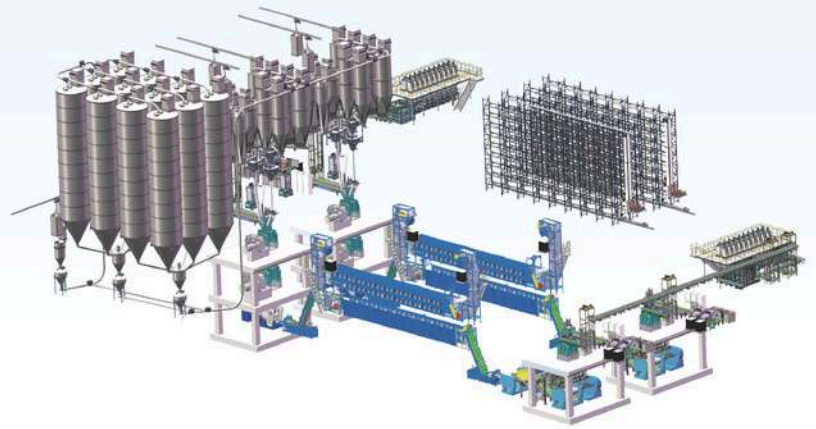
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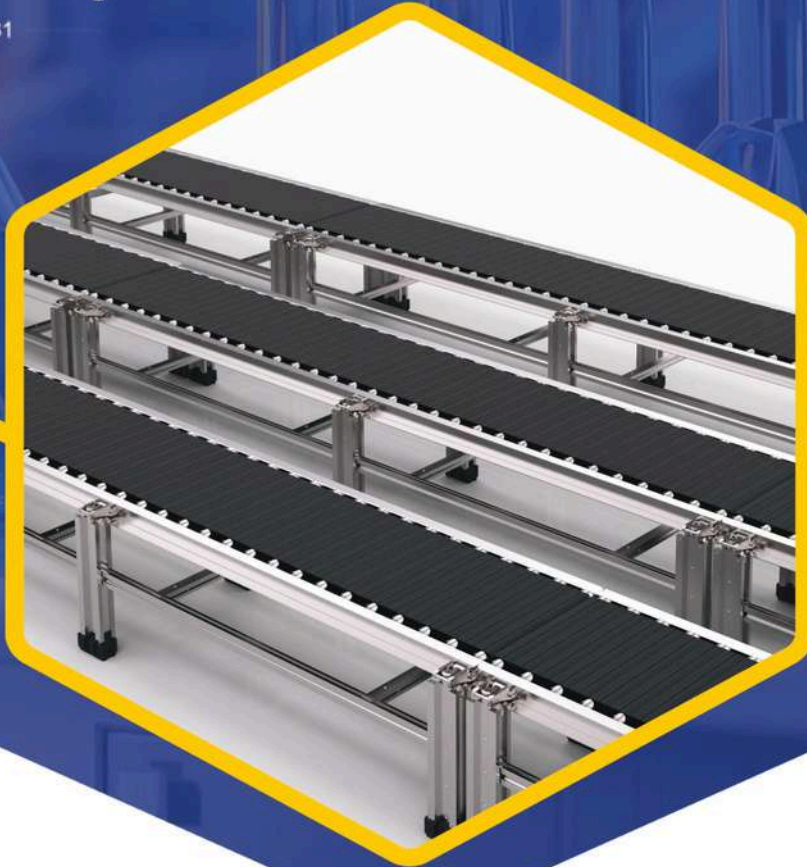
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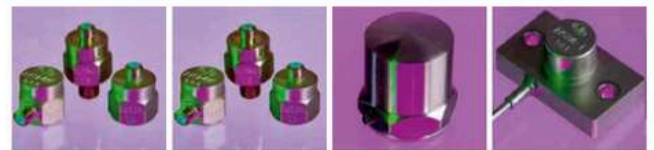
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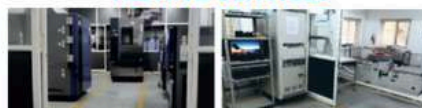
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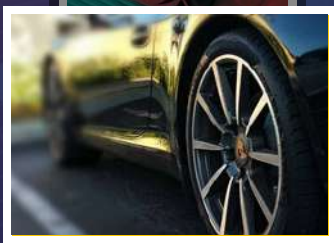
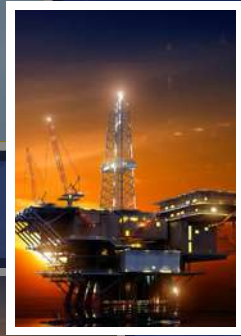
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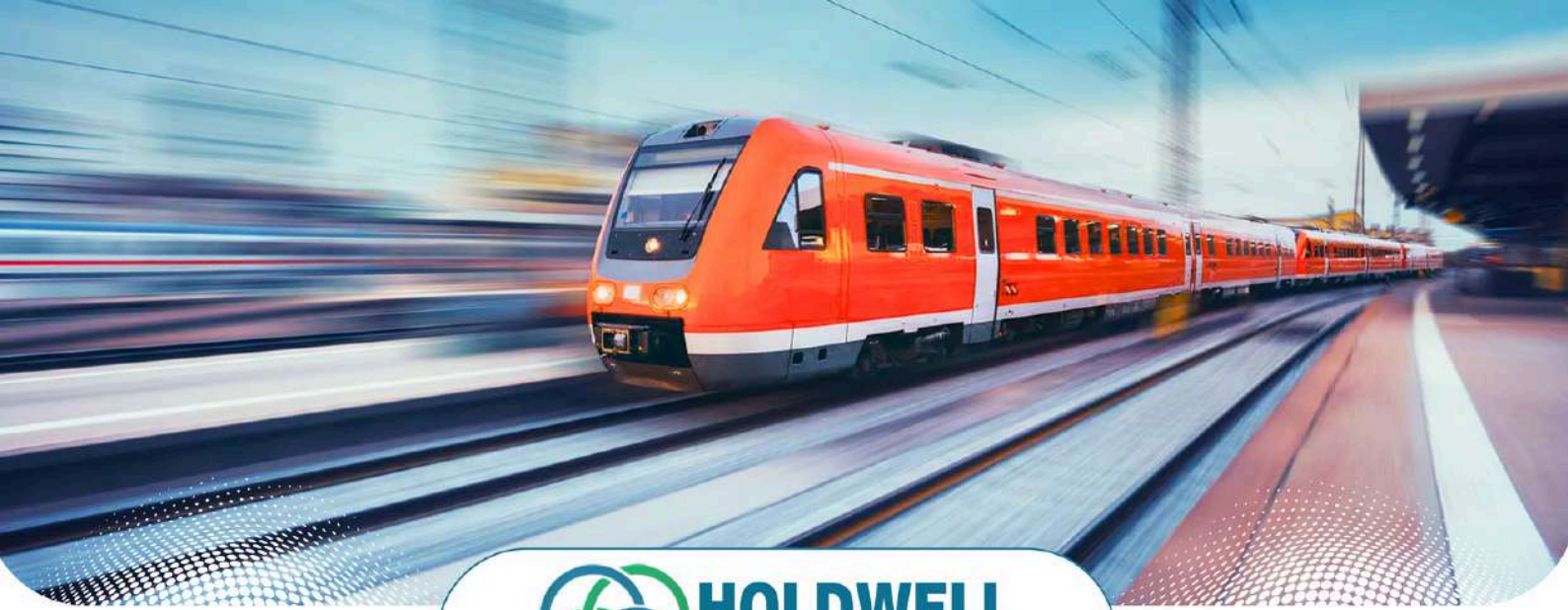
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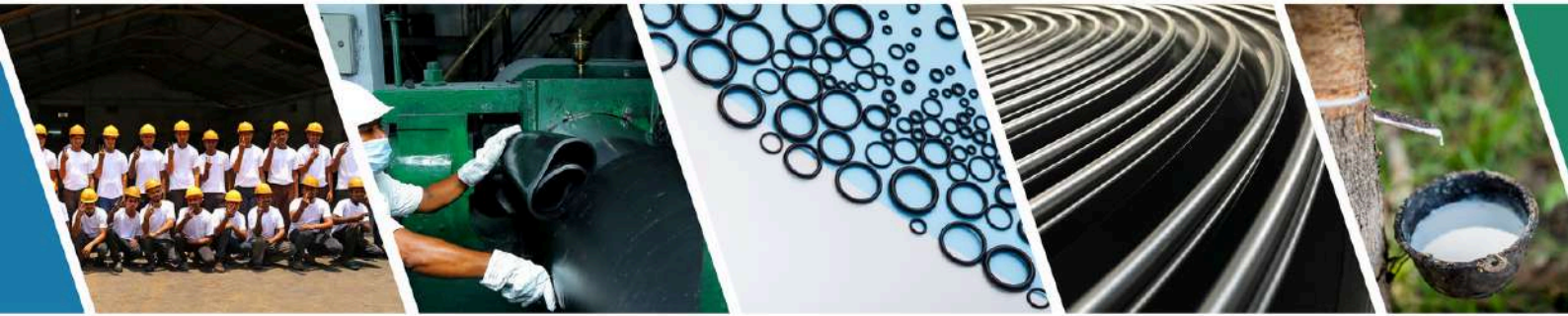


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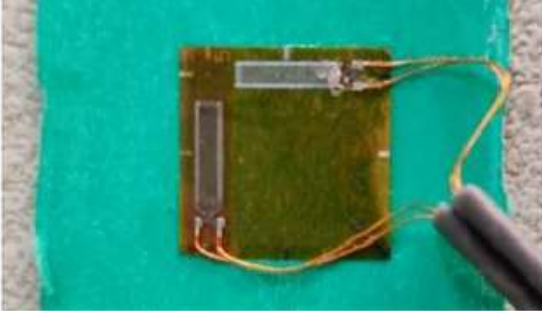
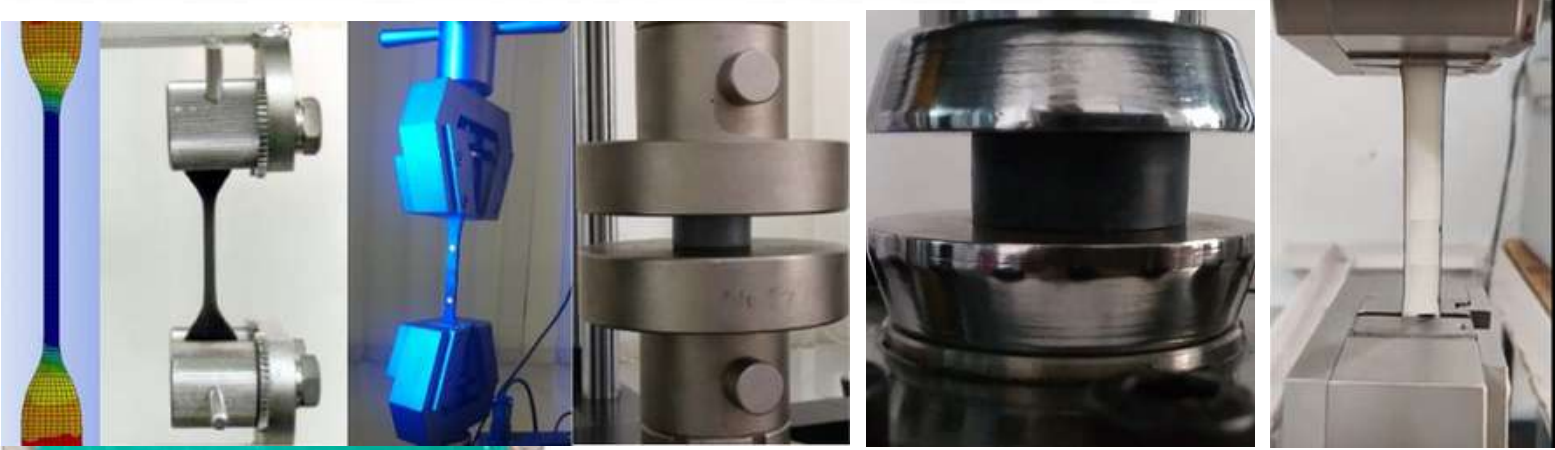
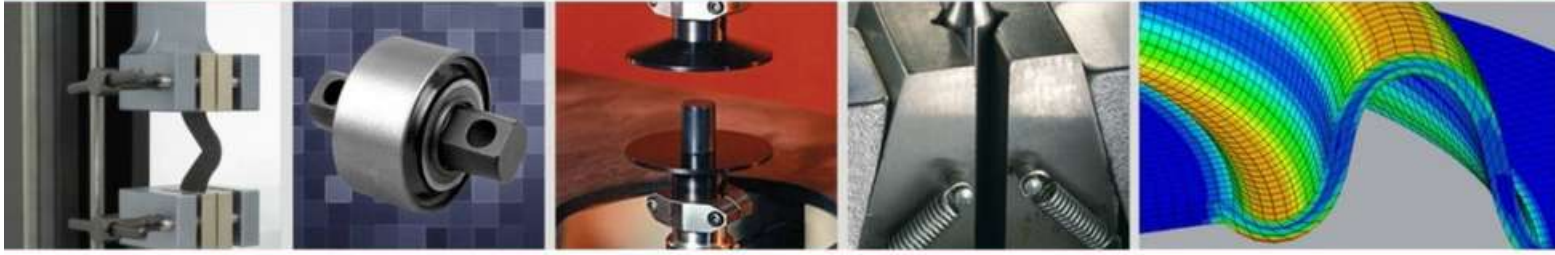
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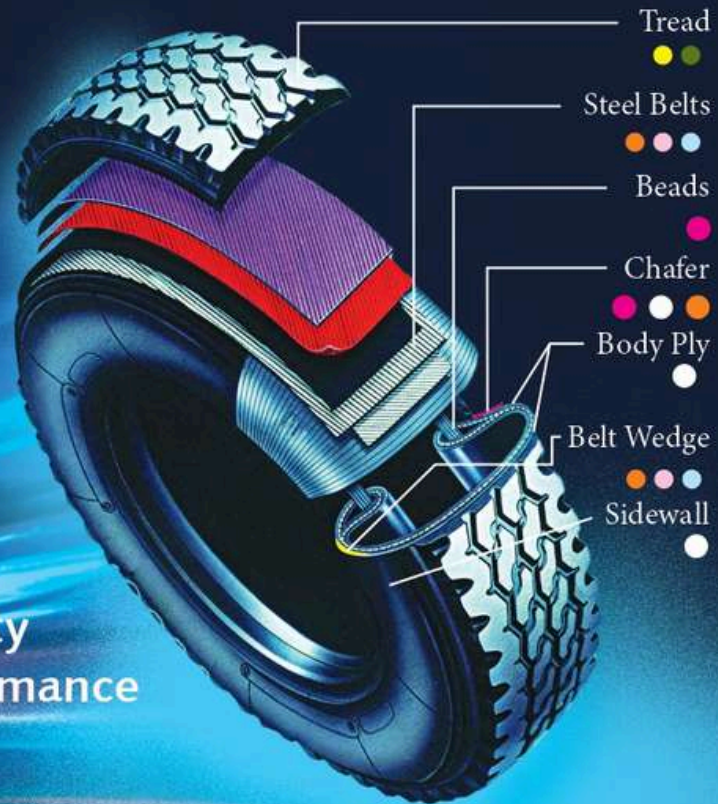
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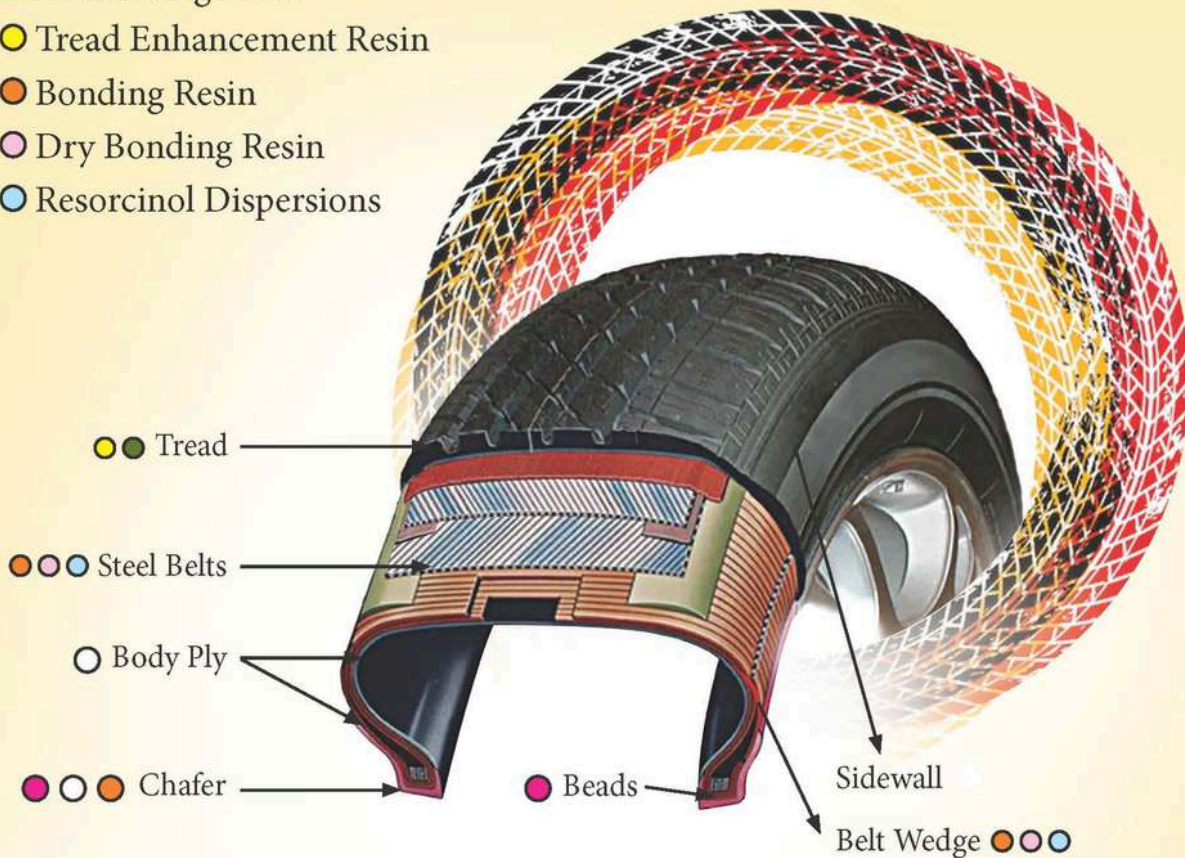
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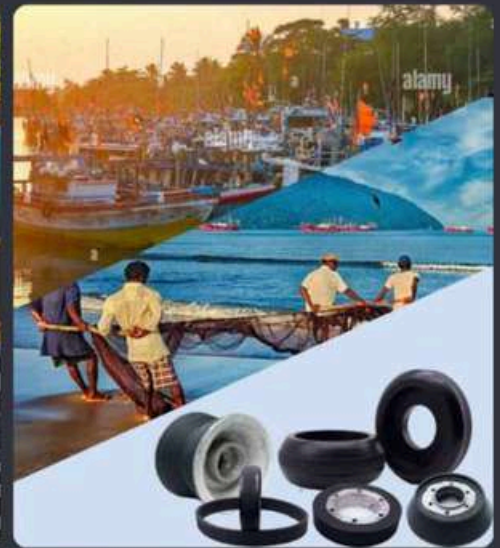
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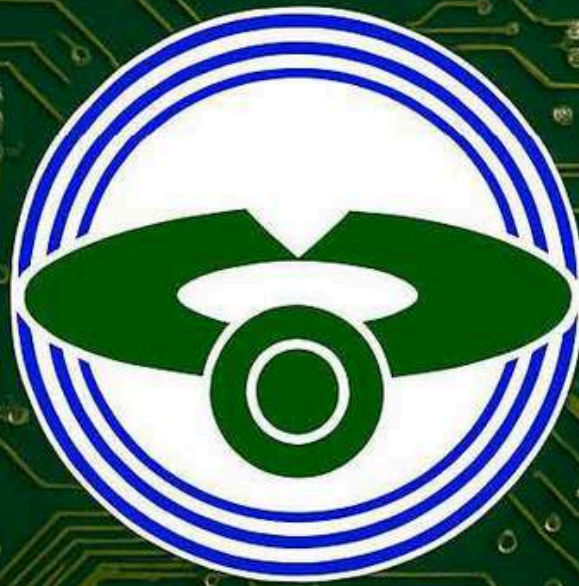
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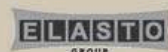
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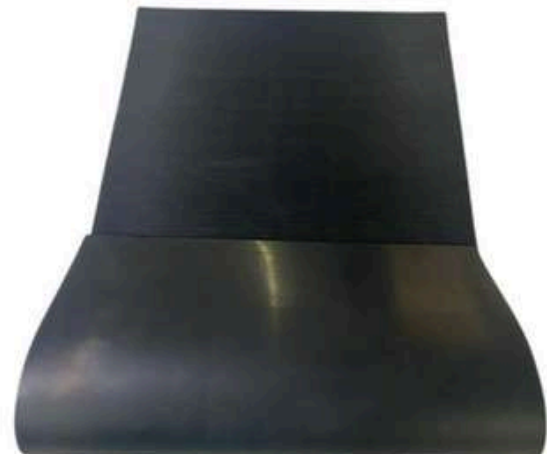
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RUBBER BUSINESS NEWS

RUBBER Review

Christian Kötz Appointed CEO of Continental



Hanover, Germany, December 17, 2025. At its meeting today, the Supervisory Board of Continental AG appointed *Christian Kötz* as new chief executive officer and chairman of the Executive Board effective January 1, 2026. Nikolai Setzer will step down from the Executive Board by mutual agreement on December 31, 2025, after more than 16 years as a board member and five years as CEO. This step comes as planned on the back of the significant progress made with Continental's realignment and transformation into a pure-play tire company.

Following the spin-off of Aumovio and the signing of the agreement to sell the Original Equipment Solutions (OESL) business area, Continental's transformation is well underway. Internal preparations for the sale of ContiTech, which is scheduled to take place in 2026, have also been largely completed. The market outreach phase has been concluded, and the structured sales process will begin in January 2026. These milestones set the stage for the final step in Continental's transformation.

Wolfgang Reitzle, chairman of Continental's Supervisory Board: *"Nikolai Setzer has been instrumental in shaping Continental, realigning the organization and paving the way for three strong, independent companies. For this, he has the thanks of the entire Supervisory Board as well as my personal gratitude. With this handover, we are consolidating responsibility for the tire business, the realignment and the remaining tasks of the group functions in one role. Christian Kötz is one of the most distinguished managers in the global tire industry. With his extensive experience and passion for Continental, we firmly believe he is the right choice to lead the company successfully into the future."*

"In recent years, we have succeeded in transforming a diverse portfolio of businesses into three strong, independent champions. After 28 years at Continental, now is the right time for me to hand over responsibility to Christian Kötz. I'm extremely grateful for the journey we've all shared and proud of what we've all achieved together. I firmly believe that the tire business, ContiTech, Aumovio and OESL have a promising future ahead," said Nikolai Setzer in Hanover on Wednesday.

Christian Kötz: *"I would like to thank the Supervisory Board for its trust and am excited about this new responsibility. Continental has been my professional home for three decades. Together with the Executive Board team and all colleagues throughout the company, we will complete the realignment and continue the success story of our tire business."*

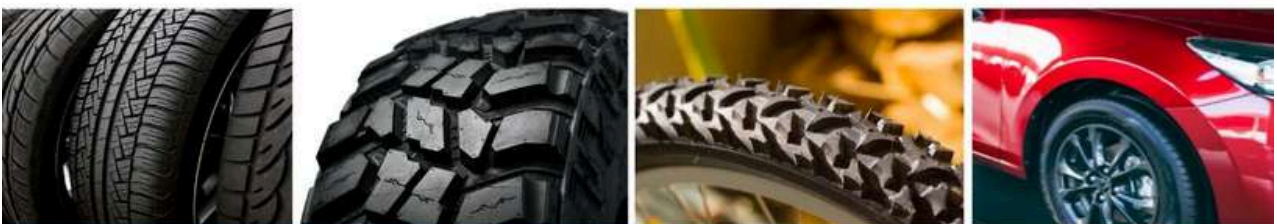
Christian Kötz has held various roles in Continental's tire business since 1996. He has been a member of the Executive Board since 2019 and previously led key areas within the Tires group sector, including the replacement business for passenger-car tires (EMEA), the original-equipment and commercial-vehicle-tire business units, as well as global R&D for passenger-car tires. His many years of close and trusted collaboration with Nikolai Setzer will help ensure a seamless transition.

Alongside Christian Kötz and Philip Nelles, who has been the head of the ContiTech group sector since 2021, Roland Welzbacher has been a member of the Executive Board since August 2025 and has served as chief financial officer since October 1, 2025. Ulrike Hintze joined the board as CHRO and director of labor relations on July 1, 2025. As the Executive Board drives the tire business forward, it will complete the company's realignment and, following the sale of ContiTech, integrate the remaining group functions with the tires organization.

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Apollo Tyres achieves A- leadership rating in Carbon Disclosure Project



Apollo Tyres is proud to announce that it has achieved an A- leadership rating in the Carbon Disclosure Project (CDP) for both Climate Change and Water Security -- a significant milestone that positions the Company among high-performing global leaders in environmental transparency and action.

Apollo Tyres began its CDP journey in 2020, reinforcing its commitment to environmental accountability and alignment with internationally recognised frameworks such as Taskforce on Climate-related Financial Disclosures (TCFD) and the Science Based Targets initiative (SBTi). The CDP provides a globally standardised platform for companies, cities, states and regions to measure and disclose their environmental impacts across key themes including Climate Change, Water Security and Forests.

With approximately 25,000 companies worldwide disclosing through CDP as of 2025, the achievement of an A- leadership rating highlights Apollo Tyres' strengthened position within an increasingly competitive global sustainability landscape.

The Company's environmental performance has shown a clear upward trajectory:

- 2020: received its inaugural CDP Climate Change score of D
- 2023: expanded disclosures to include water security, earning a B-
- 2025: achieved an A- rating in both Climate Change and Water Security, reflecting robust leadership practices and continuous improvement

Speaking on the rating, Rajeev Kumar Sinha, Chief Manufacturing Officer, Apollo Tyres Ltd, said *"Reaching an A- rating underscores our dedication to environmental stewardship and our progress toward a low-carbon, water-secure future. We remain committed to driving meaningful action and transparency across our operations."*

This A- leadership rating recognises Apollo Tyres' ongoing work to enhance governance and oversight of environmental issues, strengthen risk and opportunity management, advance emissions reduction efforts, set science aligned environmental targets, deepen stakeholder engagement across its value-chain.

Apollo Tyres committed to achieving net zero emissions by 2050, aiming to fully balance its greenhouse gas emissions across its value chain. To progress toward this long-term goal, the company will disclose absolute-based emission commitments for near-term soon. This approach forms the foundation of Apollo Tyres' broader decarbonisation roadmap toward its 2050 net-zero ambition.

OCSiAl Opens New Laboratory in Europe to Power Smarter Silicone Applications for a More Connected World

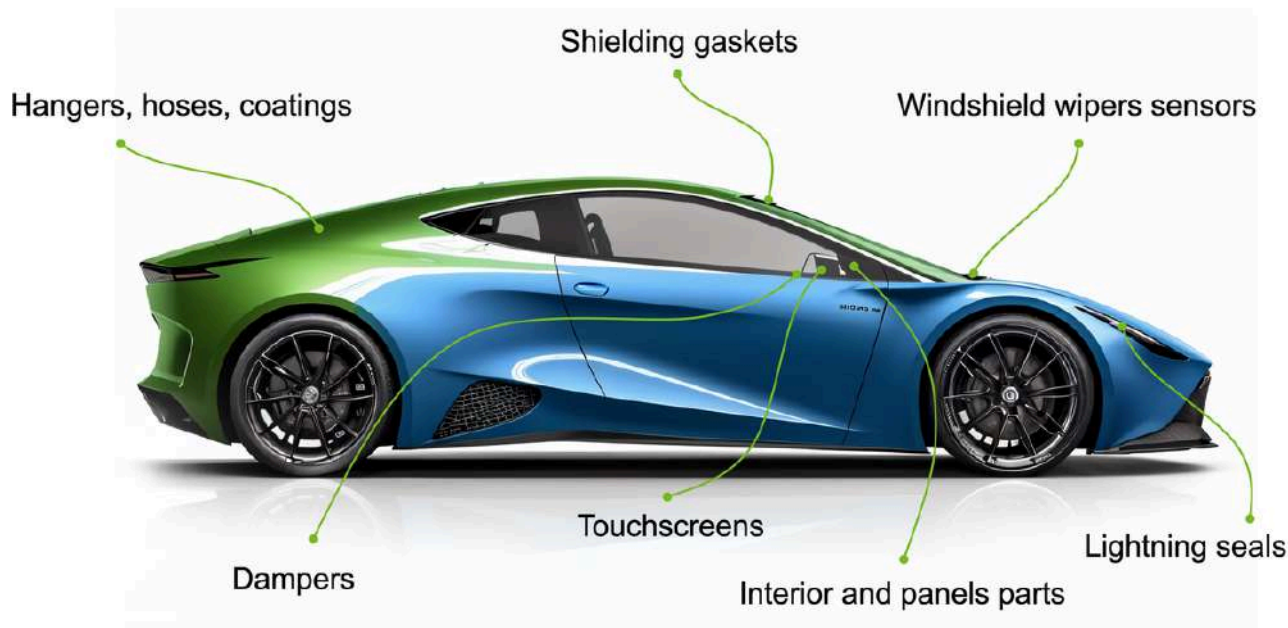


- *OCSiAl's new silicone laboratory in Serbia brings a complete innovation chain from formulation to pilot production to accelerate nanotube-based silicone development.*
- *Graphene nanotubes enable a new class of conductive, durable, flexible silicones—from EV components to wearable sensors and antistatic robotic parts—delivering performance that traditional fillers can't match.*

The silicone industry is moving toward smarter, safer, and more energy-efficient materials. OCSiAl, the global leader in nanotechnology and the producer of TUBALL™ graphene nanotubes, has opened a new laboratory for liquid silicone rubber (LSR) and room-temperature-vulcanizing (RTV) systems and added a product line for silicones to its rapidly expanding production site in Serbia—built to keep pace with the fast-rising global demand for graphene nanotubes.

The silicone laboratory is fully equipped for formulation, curing, molding, and electrical testing. The lab focuses on developing graphene nanotube solutions for silicone systems across industries, leading the shift toward electrification and intelligence. The demand for graphene nanotubes continues to rise, and the company is steadily and responsibly expanding its capacities in every direction. This includes both production and R&D facilities, ensuring that everything delivered to the end customer meets the highest standards—standards set by the graphene nanotubes themselves.

Silicones in mobility



In the silicone industry, graphene nanotubes make it possible to create materials that are permanently conductive while still being flexible, soft, and colored as silicone should be—a combination long considered incompatible. In automotive applications, this means unlocking the whole conductive spectrum, from antistatic to EMI-shielding silicones that maintain elasticity and durability even under extreme mechanical and thermal stress. Beyond mobility, robotics benefit from antistatic protection granted by graphene nanotubes, ensuring consistent precision in sensitive components, such as silicone finger prostheses compatible with touchscreens, featuring electrical resistance between 5 and 200 Ω —without skin contamination and without releasing carbon onto the surface. Wearable and wellness devices gain reliable conductivity and comfort, enabling accurate, real-time body data monitoring.

With accelerated research, stronger partnerships, and a fourfold increase in graphene nanotube production capacity next year, OCSiAl aims to make graphene nanotubes an accessible standard for advanced materials worldwide, helping European and USA manufacturers design lighter, smarter, longer-lasting products that will shape future technologies.

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Michelin, IFPEN, and Axens Announces Successful Progress in BioButterfly™ R&D Project: the most mature technology to produce Biobased Butadiene from Bioethanol.

- **Mature Technology:** BioButterfly™ is currently the most advanced technology for producing biobased butadiene from bioethanol, with a favorable carbon footprint. The industrial demonstrator launched in July 2023 in Bassens confirmed the robustness of the process using both first and second-generation bioethanol.
- **Validated Industrial Applications:** The biobased butadiene was successfully used to synthesize BR and SBR rubber, meeting high-quality specifications for demanding industrial applications, particularly in the tire sector.
- **Commercialization by 2026:** The R&D phase is on track to be completed in the coming months, with technology homologation to follow shortly after. This milestone paves the way for global commercialization, supported by partners Michelin, IFPEN, and Axens.

Michelin, IFPEN, and Axens are pleased to announce significant advancements in the BioButterfly™ project, supported by ADEME, Région Nouvelle Aquitaine and Bordeaux Metropole, which aims to produce bio-based butadiene from bioethanol. Following the startup of the first industrial-scale demonstrator in July 2023, the project has achieved several key milestones, reinforcing the viability of this innovative technology.

The BioButterfly™ project has successfully tested on the demo-plant both bioethanol and advanced bioethanol (second generation ethanol) as feedstocks for producing bio-based butadiene, guaranteeing a 100% bio-sourced origin. The performance of both sources has been confirmed, demonstrating the flexibility and adaptability of the process to utilize diverse bioethanol inputs.

In a significant development, the butadiene produced at the demonstration plant has been used to synthesize butadiene rubber (BR) and styrene-butadiene rubber (SBR) in a polymerization unit. The process was successful, marking a crucial step in validating the application of bio-based butadiene in the production of synthetic rubbers.

The butadiene produced has been confirmed to meet stringent polymer grade specifications, ensuring its suitability for high-quality. This achievement underscores the potential of bio-based butadiene as a sustainable alternative to its fossil-based counterpart production with a more favorable carbon footprint.

The R&D phase of the BioButterfly™ project is on track to become the most advanced technology on the market, developed via a demonstration plant to de-risk the scale-up and bring operational feedback to the future plant owners. The partners are focused on achieving technology homologation by mid-2026, paving the way for the commercialization of this groundbreaking process.

The successful progress of the BioButterfly™ project highlights the commitment of Michelin, IFPEN, and Axens to fostering a sustainable and bio-based synthetic elastomer industry. The partners are dedicated to continuing their collaboration to bring this innovative technology to market, supporting the global transition to renewable resources.

VMI Around the World in 80 Years



Between the start of April and the end of November 2025, VMI celebrated an extraordinary milestone, one that few companies achieve: 80 years of successful innovation, service and growth- all round the world. From a small workshop in the rural peace and quiet of Gelderland, in the Netherlands, VMI has grown to be a global player, with operations on almost every continent, and a key role in driving growth and quality improvement across the Tire, Rubber and other industries worldwide.

Around the World in 80 Years

This was the theme for the year, with celebrations in every major location, attended by country management, members of the Board and the company's employees. The celebrations began on April 1st, when every part of the company came together online, before moving into large-scale events and parties in Yantai (China), Stow (US), Itatiaia (Brazil), Leszno (Poland) and Vadodara (India), with a special highlight of the campaign being an epic Family Day in Epe, in which over 3000 people took part.

A tribute to our people

This event, bringing together not just people who work for VMI but their wider families, as well, perfectly illustrates what was so special about the whole campaign. It was about global presence, for sure, celebration of just how far VMI has travelled in scale and reach- and yet it was supremely a tribute to our people. To all those special human beings who helped build the company over 8 decades, to the families who supported them every step of the way, and to the rich and inclusive culture that makes VMI unique.

Harm Voortman, VMI's CEO, comments: *"VMI is a global business, but we are also truly local in every country where we operate. We pride ourselves on being professional, rigorous and always working to the highest standards, but also welcoming, open and friendly to everyone"*.



Innovation is now and always the key

Around the World in 80 Years, above all, celebrates decade after decade of continuous, relentless innovation. VMI has been built on a strong foundation of exceptional ideas, great insights, original thinking, an uncompromising commitment to R&D and a constant stream of great products, designed to enhance and support the markets and customers we work with.

This was also the year when VMI received the gold EcoVadis award, celebrating yet another special achievement: recognition as one of the most sustainable and environmentally responsible manufacturers of them all.

As Mike Norman, Chief Commercial Officer, comments: *"This great milestone has been reached and VMI is already looking forward to new challenges, new achievements and more celebrations- with innovation as the key to success in the future, just as it has been for the past 80 years"*.



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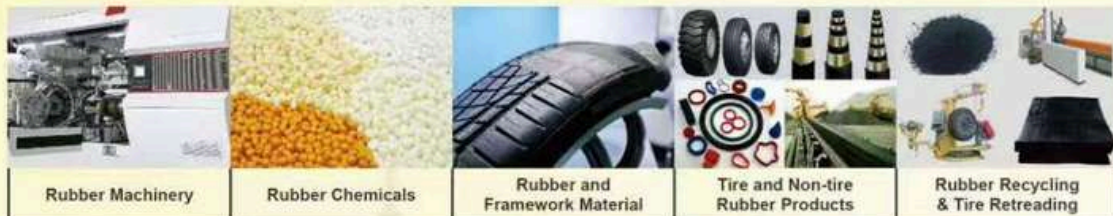


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**A TechnoBiz Executive Forum
on Tyre Science, Technology & Industry**

TechnoBiz
Tyre Tech
WEEK

10-12 FEB 2026

CHENNAI, INDIA | GREEN PARK HOTEL

Edition - 2 | Hybrid Event



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**Why You Must Join
Tyre Tech Week 2026**
*(Please Scan QR Code to learn
about highlights & benefits)*



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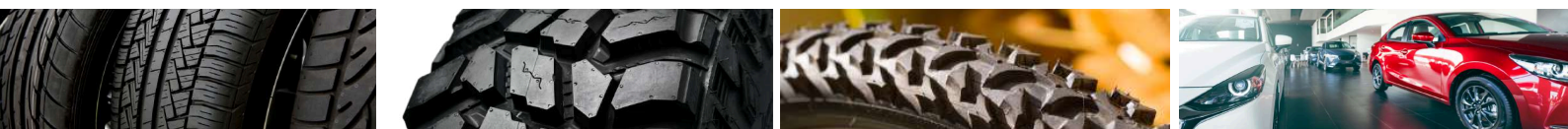
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Key Components of Tyre Tech Week 2026

- Technical Presentations on materials, design, EV tyres, manufacturing, and sustainability.
- Leadership Sessions offering strategic insights and industry perspectives.
- Educational Sessions for both technical and non-technical participants.
- Panel Discussions/ Round Table on EV tyres, sustainability, and Indian regulations.
- Tyre Manufacturing Clinic for practical troubleshooting and Q&A.
- Smart Tyre Manufacturing Theatre (Technology Videos Screening)
- Research Poster Fair showcasing new tyre science and innovations.
- Table-Top Expo featuring advanced materials, machinery, and testing systems.
- Networking Opportunities with industry leaders and solution providers.

Why You Should Attend Tyre Tech Week 2026

- Stay updated on the latest tyre technologies, EV trends, and sustainability innovations.
- Learn from global experts sharing high-impact technical and leadership insights.
- Gain knowledge across the full tyre value chain—from materials to manufacturing to recycling.
- Join interactive sessions like panel discussions, the Tyre Clinic, and the Research Poster Fair.
- Network with industry leaders, researchers, suppliers, and decision-makers.

TechnoBiz RoundTable | Panel Discussions:

The panel discussions at Tyre Tech Week 2026 will bring together experts from across the tyre value chain to address key priorities for the Indian tyre industry, focusing on:

- EV Tyres for India: Design, Materials & Performance Challenges
- Sustainable Materials, Circularity & Tyre Recycling: Roadmap for India
- Evolving Indian Tyre Regulations: BIS Standards, Rolling Resistance, Wet Grip & Labelling

These focused sessions foster practical insights, policy dialogue, and collaboration to support the industry's technological advancement, sustainability goals, and global competitiveness.

TechnoBiz Clinic - Tyre Manufacturing

As part of Tyre Tech Week 2026, TechnoBiz will host a special Clinic Session on Tyre Manufacturing, offering an open platform for interactive discussion and problem-solving. Participants can ask questions related to any aspect of tyre manufacturing—from materials and processes to quality control and technology. Expert speakers and industry professionals will engage in practical, experience-based discussions to share insights and workable solutions.

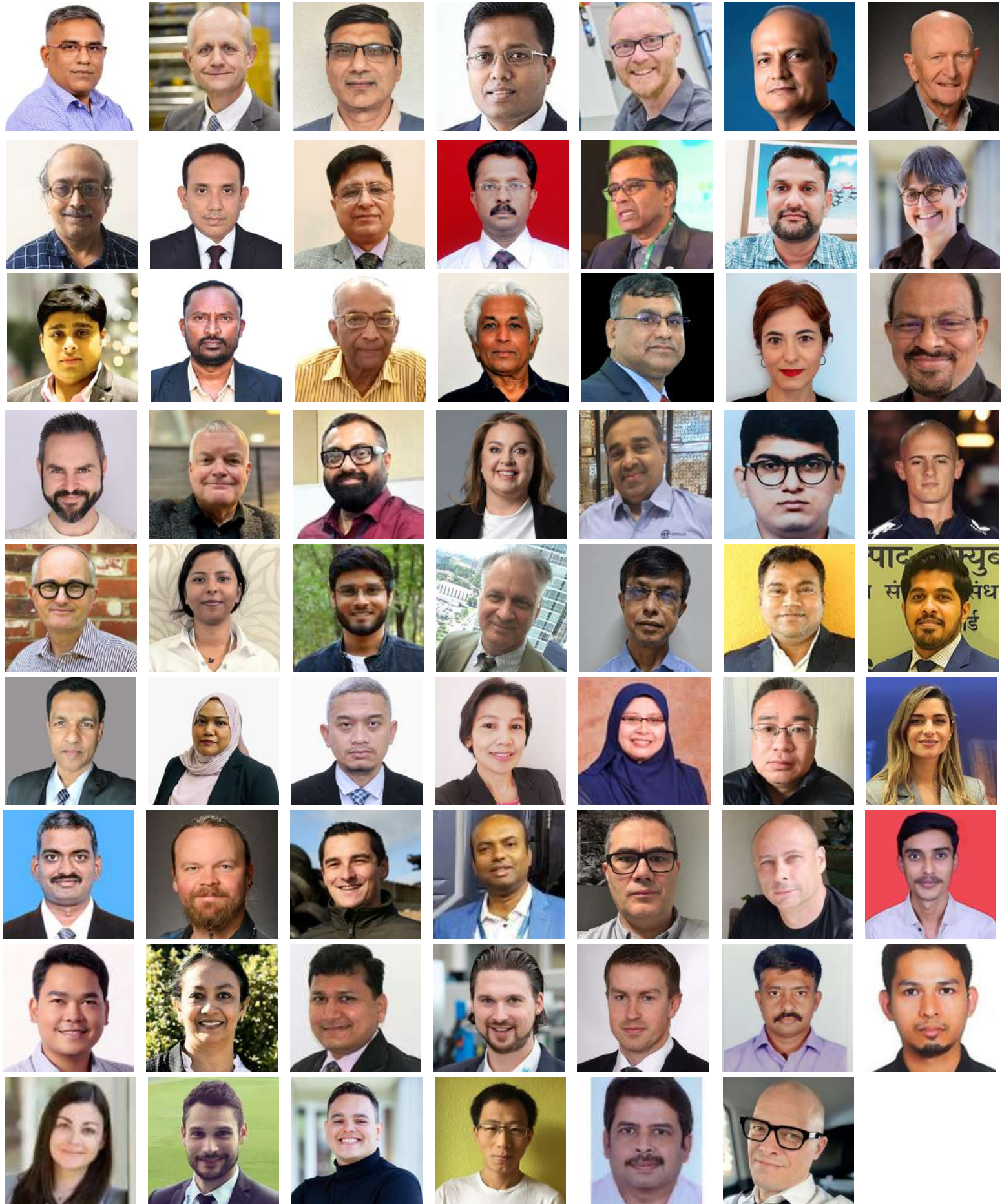
To guide the conversation, the Clinic will focus on three key areas of tyre manufacturing:

1. **Tyre Compounding & Materials** – Mixing practices, raw material selection, dispersion challenges, batch consistency, and rheological behavior.
2. **Component Preparation & Tyre Building** – Extrusion, calendaring, bead and ply preparation, splicing, and green tyre building challenges.
3. **Curing, Quality Control & Troubleshooting** – Vulcanization issues, mold performance, defect analysis, uniformity testing, and field-return investigations.

**CONFIRMED
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CONFIRMED TOPICS

Keynote Talk

- **Digital Transformation and Data Advancement in Tyre Industry** | Amarnath SKP, Vice President (R&D), Apollo Tyres Ltd, India

Invited Talks

- **Bangladesh Tyre Industry: Market Trends, Investments, and Future Outlook** | Md. Miraj Rahman, Director, Rupsha Tyres & Chemicals Ltd, Bangladesh
- **Covering agents for Silica Reinforcement of NR/SBR** | Prof. B. Kothandaraman, Emeritus Professor, Department of Rubber & Plastics Technology, Madras Institute of Technology, Anna University, India
- **Low Rolling Resistance & EV-Optimized Tyres** | Madan Saini, CEO, NIROM Inc., India
- **Reverse Engineering of Tyre Compounding Formulations Using Advanced Analytical and Field Evaluation Techniques** | Sabarinadha Prasad, Managing Director, Revotech Treads Pvt., Ltd., India
- **Thermal Management of Tyres to Improve Heat Resistance and Prevent Premature Wear** | C. Jayachandran, Business Development Manager - Asia, Akron Rubber Development Laboratory, Inc (ARDL)
- **Latest Developments in Green TMQ and 6PPD Replacement for Rubber & Tyre Industries** | Dr. Mahaveer Singh Chouhan, R&D Manager (RheinChemie), LANXESS India Pvt. Ltd.
- **Development of Silica-Ceramic Reinforced Liquid Silicone Rubber Composites for Advanced Tyre Applications** | Prof. Pulla Sammaiah, SR University, India
- **Recent Advances in Organic Fiber Tyre Reinforcements** | KS Loganathan, Rubber & Tyre Industry Consultant
- **Driving Sustainability in Synthetic Rubber: Pathways to a Greener Tyre Industry** | Marjolein Groeneweg, Global Marketing & Sustainability Director, Synthos Group
- **Functionalized Emulsion-SBR for Better Silica Dispersion and Tyre Performance** | Atif Ansari, Research Scholar, Rubber Technology Centre, IIT Kharagpur, India
- **Exploring Agro-Waste in Tyre Tread: Waste-to-Wealth Approach** | Dibyendu Dey, Research Scholar, Rubber Technology Centre, IIT Kharagpur, India
- **Precision Dosing: Driving Quality & Sustainability in Tyre Manufacturing** | Luca Mariuzzo, Sales Director, Lawer S.p.A., Italy
- **Euro 7 and Tyre Wear: New Indoor Testing Requirements for C1-C3** | Michael Müller, Senior Sales and Key Account Manager, ZF Test Systems, Germany
- **Optimizing Rubber Curing with Active ZnO Technologies** | Joe Jose Thoppil, Technical Consultant, Florate Polychem, India
- **Tyre Testing & Compliance Regulations: India and International Requirements Driving Technology Upgradation** | Sudershan Singh Gusain, General Manager (Technical Training and S&R), Bridgestone India Private Ltd

- **Building a Sustainable Tyre Industry: Learnings from FLEXIBILITY - the Innate Trait of a Tyre. Lessons from 50 Years in the Rubber Industry** | V Srinivasan, Partner, 6T Services
- **Responsible Tyre and Rubber Industry: Driving Standards for a Sustainable Future** | Dr. K. Rajkumar, Expert Member, ISO TC 45 Committee; Former Director, IRMRI
- **Cured Tyre Defects: Causes, Diagnosis, and Control Strategies** | N Srikrishnan, Tyre Industry Consultant
- **Graphene in Tyre Engineering: Real-World Lessons from Innerliners, Bladders, and Tread Compounds** | Dr. Brendan Rodgers, ELL Technologies, USA
- **Advanced Extrusion Head Design for Multi-Compound Tyre Treads** | Dr. Gerard Nijman, KraussMaffei Extrusion GmbH, Germany
- **Process Stability and Variation Control in Tyre Component Extrusion** | Dr. Gerard Nijman, KraussMaffei Extrusion GmbH, Germany
- **How data mining can help you solving tyre component extrusion issues** | Dr. Gerard Nijman, KraussMaffei Extrusion GmbH, Germany
- **DMA, Life-Prediction, and Time-Temperature Superposition for Tyre Performance Predictor Analysis** | Toby Samples, President & CTO, Akron Rubber Development Laboratory (ARDL), USA
- **High-speed, Large-FOV 3D Surface Scanner for Tyre-Road Interaction and Bitumen Mapping** | Francesco Laus, Director, Laus Engineering Ltd., UK
- **Upgrading Reclaimed Carbon from Tyre Pyrolysis for Tyre Rubber Applications** | Tanumoy Das, Manager Technical Services, CABOT India Pvt., Ltd.
- **The Balance between Tire Rolling Resistance and Tire Durability** | Dr. Brendan Rodgers, ELL Technologies, USA
- **Advancements in Silica Technology and Optimized Dispersion for Rubber Compounds** | Sujoy Bhattacharyya, Assistant General Manager (Technical Sales), TATA Chemicals Ltd., India
- **Performance and Sustainability in the Modern Tyre Sector** | Dr. Fabio Bacchelli, Head- Global Technical Support, Versalis SpA, Italy
- **Advanced Rubber Nanocomposites for High-Performance and Sustainable Tyre Applications** | Prof. Honey John, Cochin University of Science and Technology, India
- **Advanced Release Agents & Coating Technologies for Modern Tyre Manufacturing** | Ranjit Nandurkar
- **Rethinking Tire Wear Particle Collection: Why Simplified Laboratory Studies Are Essential for Emission Reduction** | Dr. Radek Stoczek, Tomas Bata University, Czech
- **Beyond Carbon Black and Silica: The Reinforcing Potential of Lignin for Future Tyre Compounds** | Dr. Amit Das, Scientist, (IPF) Leibniz Institute of Polymer Research Dresden, Germany

TechnoBiz reserves the right to make changes to presentation topics due to unavoidable circumstances

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CONFIRMED TOPICS

- **Engineering EV Tyres for Load, Noise, and Energy Efficiency: Design Innovations and Challenges** | Dr. Brendan Rodgers, ELL Technologies, USA
- **Electrical Curing: The Next Frontier in Sustainable Tyre Manufacturing** | Anil Nair, Director of Business Development, HF GROUP, Germany
- **Nano ZnO-Based Bead Filler Compounds: Heat Reduction and Performance Prediction via FEA** | Prof. Abhijit Bandyopadhyay, Department of Polymer Science & Technology, University of Calcutta, India
- **Innovations in Carbon Black and Nano-Carbons for Tyre Performance Enhancement** | Dr. Amit Chakrabarti, General Manager (R&D), PCBL Chemical Ltd, India
- **Material Innovations & Testing Regulations Shaping Next-Generation Tyres** | Dr. Bharat Kapgate, Deputy Director, Indian Rubber Materials Research Institute (IRMRI)
- **Balancing Performance and Environmental Impact - Holistic Validation of 6PPD Replacements for Tyres** | Pravin Kumar, Independent Consultant, Smithers
- **The Science of Tyre Wear: Chemical and Physical Mechanisms Driving Tread Degradation** | Nick Molden, Founder & CEO, EMISSIONS ANALYTICS,
- **Ultra-Low Rolling Resistance Tread Formulation for PCR Tyres: Materials and Design Strategies** | Yu Xueyong, Material & Compound Consultant, Jining Junhong Rubber Technology Co., Ltd., China
- **Cost-Effective Tyre Compounding Using Modified Kaolin Technology** | Yu Xueyong, Material & Compound Consultant, Jining Junhong Rubber Technology Co., Ltd., China
- **Better Sorting, Better Recycling: How Automation, Traceability & Data Are Shaping the Future of Tyre Recycling** | Arthur Wagner, CEO, REGOM, France
- **Compound Formulation Design for Silica-Reinforced Rubber** | Dr. Kannika Sahakaro, Associate Professor, Prince of Songkla University, Pattani Campus, Thailand
- **Role of Life Cycle Assessment in Tyre industry** | Yogesh Jadhav, Research Scholar, BITS Pilani K K Birla Goa Campus, India
- **New Technology for Efficiency and Material Saving in Tyre Production (TRP / Two-Roll Plasticizer)** | Manuel Bessler General Manager, Uth GmbH, Germany
- **Sustainable Rubber Compounding Strategies for Next-Generation Tyres** | Prof. Bagdagul Karaagac, Kocaeli University, Turkey
- **Effect of Thermal and Thermo-Oxidative Aging on Tyre Rubber Compounds** | Aruna Aravindakshan, Associate Manager - Compound Development, Apollo Tyres Global R&D Centre Asia
- **AI as critical enabler of added value across the tire lifecycle** | Arthur Mayer, Zephyr Research Partners LLC, USA
- **Process Additives - overcoming the stick to slip challenges "Managing polymer interface interaction** | Colin Clarke, Director Technical Sales, Schill+Seilacher "Struktol" GmbH, Germany
- **Peptiser Selection & Mixing Strategies for High-Performance Natural Rubber Compounds** | Colin Clarke, Director Technical Sales, Schill+Seilacher "Struktol" GmbH, Germany
- **Recent Advances in Rubber Devulcanization: Technologies, Challenges, and Future Outlook.** | Dr. Vaishak Nambiathodi, Mahatma Gandhi University, India
- **Epoxidized Palm Oil as a Performance Modifier in Green Tyre Tread Compounds for Improved Wear, Skid, and Rolling Resistance** | Dr. Nur Raihan Mohamed, Universiti Teknologi MARA (Perlis Branch), Malaysia
- **Rubber Reinforcement with Bio-Fillers for "Green Tire" Application : Chemistry & Practice** | Prof. Nadras Othman, Universiti Sains Malaysia
- **Integrating 100% Bio-Based Process Oils into Tire Compound Formulations: A Sustainable Approach** | Muge METINOZ, R&D Director, Skyhem Chemicals, Turkey
- **Latest Trends in Mixer Design & Process Control for Improving Silica Mixing** | Ajesh KP, Manager Mixing Process Development, Kobelco Industrial Machinery India Pvt., Ltd.
- **Rubber for future Mars Tyre** | Dr. Rafal Anyszka, Assistant Professor, Lodz University of Technology, Poland
- **Modified Stearin Fraction from Crude Palm Oil as Bioprocessing Oil in Tyre Tread Compound** | Dr. Mohamad Irfan Fathurrohman, PT. Riset Perkebunan Nusantara, Indonesia
- **Silica-Reinforced Natural Rubber for Energy-Saving Tyres: From Mixing Optimization to Rolling Resistance Reduction** | Dr. Wisut Kaewsakul, Walailak University, Thailand
- **Stabilizing Silica-Filled Natural Rubber: Suppression of Mixing-Induced Degradation** | Dr. Ammarin Kraibut, Prince of Songkla University, Pattani, Thailand
- **Effect of Vegetable Oil in Natural Rubber Compounds** | Vivek KT, Senior Product Manager, Raj Petro Specialities Pvt. Ltd., India
- **The True Cost of Tyre Manufacturing: Raw Materials, Regional Differences & the Price of Sustainability** | Aki Nurminen, Solution Manager, Black Donuts Engineering Inc., Finland

Special Session - University of Twente

- **How to Reach a Fully Sustainable Compound?**
 - Bio-oils and Resins (Dr. Pilar Bernal Ortega)
 - Re-think Sulfur Curing (Dr. Fabian Grunert)
 - Alternative Coupling (Prof. Dr. Anke Blume)
 - Recycling of Rubber (Dr. Javier Araujo Morera)
- **How to Predict In-Rubber Properties in the Best Way?**
 - Prediction of Wear Behavior (Prof. Dr. Anke Blume)
 - Use of Machine Learning (Dr. Dengpeng Huang)

TechnoBiz reserves the right to make changes to presentation topics due to unavoidable circumstances

More talks will be added

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SPECIAL SESSIONS

University of Twente, Netherlands Session on
**"Science of Sustainable Tyre Compounding:
Design, Curing & Predictability"**

Session Agenda

Introduction ETE, University of Twente (Prof. Dr. Anke Blume)

How to Reach a Fully Sustainable Compound?

- Bio-oils and Resins (Dr. Pilar Bernal Ortega)
- Re-think Sulfur Curing (Dr. Fabian Grunert)
- Alternative Coupling (Prof. Dr. Anke Blume)
- Recycling of Rubber (Dr. Javier Araujo Morera)

How to Predict In-Rubber Properties in the Best Way?

- Prediction of Wear Behavior (Prof. Dr. Anke Blume)
- Use of Machine Learning (Dr. Dengpeng Huang)

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Smart Tyre Manufacturing Theatre

At Tyre Tech Week 2026 in Chennai, TechnoBiz is organizing a special session titled "Smart Tyre Manufacturing Theatre", showcasing video demonstrations of advanced tyre manufacturing technologies. We invite interested technology suppliers and solution providers to submit short videos (maximum 5 minutes) highlighting innovations in mixing, tyre building, curing, automation, digitalization, and quality control. This is an excellent opportunity to present your solutions to global tyre professionals. For participation details, please contact Peram Prasada Rao. Participation fee is 200 US\$/Video

Training Program

**Advanced Rubber Extrusion:
Design, Rheology & Troubleshooting**

13 Feb 2026, Chennai, India

Instructor : Dr. Gerard Nijman



- *Module 1* – Principles of Rubber Extrusion
- *Module 2* – Rubber Rheology and Process Engineering
- *Module 3* – Process Layout of a Rubber Extruder
- *Module 4* – Die Design and Flow Optimization
- *Module 5* – Process Control and Line Setup
- *Module 6* – Extrusion line layout; Cooling or Vulcanization, Booking and Finishing Operations
- *Module 7* – Common Extrusion Defects and Root Cause Analysis
- *Module 8* – Practical Case Studies & Troubleshooting Workshop

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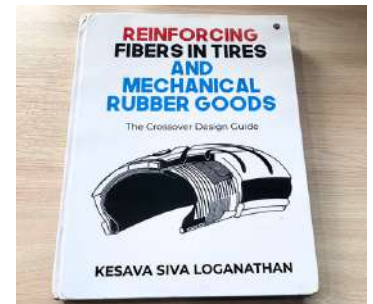


Tyre Research Poster Fair

TechnoBiz is pleased to introduce the “**Tyre Research Poster Fair**” as part of Tyre Tech Week 2026, offering researchers a platform to showcase their latest work in tyre science and technology. Interested researchers are invited to submit proposals including the poster topic and a brief summary by email to Peram Prasada Rao (peram.technobiz@gmail.com) by 20 December 2025. Each researcher may submit up to two proposals based on their recent research. TechnoBiz will handle printing and display arrangements for all confirmed posters. Final posters must be prepared in high-resolution PDF format (size: 95 cm (W) × 120 cm (H)). Researchers who wish to attend the event in person can register with a nominal fee of USD 200 / ₹10,000, which includes lunch, refreshments, and access to all oral presentations.

Free Reference Book

Delegates who register for Tyre Tech Week 2026 before 10 January 2026 will receive a complimentary copy of the book “*Reinforcing Fibers in Tires and Mechanical Rubber Goods – The Crossover Design Guide*” by Kesava Siva Loganathan. This valuable reference offers deep insights into tire reinforcement design and applications. Limited copies available—register early to secure yours!



TechnoBiz Clinic : Tyres Mfg

As part of Tyre Tech Week 2026, TechnoBiz will host a special Clinic Session on Tyre Manufacturing, offering an open platform for interactive discussion and problem-solving. Participants can ask questions related to any aspect of tyre manufacturing — from materials and processes to quality control and technology. Expert speakers and industry professionals will engage in practical, experience-based discussions to share insights and solutions.

TechnoBiz Knowledge Test

All participants of Tyre Tech Week 2026 are invited to join the TechnoBiz Knowledge Test on “**Tyre Technology**,” which will be conducted on the second day of the event. This one-hour test evaluates participants’ understanding of tyre materials, design, compounding, and performance technologies. The top scorer will receive a ₹10,000 cash prize and a Certificate of Excellence from TechnoBiz. A great chance to test your knowledge and gain recognition among tyre professionals!



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DELEGATE / SPONSORSHIP PARTICIPATION

Delegate Registration Fee / Person Tyre Tech Week 2026 (10-12 Feb 2026)

In-Person Participation

- Indian Delegates: Rs. 30,000
- Overseas Delegates: US\$ 700

Online Participation

- Indian Delegates: Rs. 50,000
- Overseas Delegates: US\$ 1200

Training - Rubber Extrusion (13 Feb 2026)

In-Person Participation

- Indian Delegates: Rs. 15,000
- Overseas Delegates: US\$ 400

Online Participation

- Indian Delegates: Rs. 30,000
- Overseas Delegates: US\$ 800

Delegate Registration Form



Remarks: GST 18% applies on above fees . Discount is Available for Group and Early-Bird Registrations from the same organization . Delegate Registration Fee subjected to increase one week before schedule. 10% discount for speaker recommended delegates.

Event Venue



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Sponsorship Options (Tyre Tech Week 2026)

Option 1: Corporate Sponsor (Rs. 200,000 | US\$ 2500)

- Recognition as a Sponsor in all signage / promotional materials
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- 30% OFF on the Registration Fee for Additional Delegates

Option 2: Supporter (Rs. 100,000 | US\$ 1500)

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- Social Media Promotion of Company Advert & Videos
- 20% OFF on the Registration Fee for Additional Delegates

Remarks: GST 18% applies on above fees

Sponsor Registration Form



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Contact Person : Peram Prasada Rao, Project Manager
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*30-31 March 2026
Kuala Lumpur
Malaysia*

*Putra World Trade Centre
10am-6pm*

APBA CONFERENCE

*30-31 March 2026
Kuala Lumpur, Malaysia
World Trade Centre, 10am-6pm*

Sustainable PU Industry FORUM

*1 April 2026
Kuala Lumpur, Malaysia
Seri Pacific Hotel | 9am-5pm*

Polyurethane Executive Dinner

*30 March 2026
Kuala Lumpur, Malaysia
Seri Pacific Hotel, 7pm-10pm*

POLYURETHANE TRAINING

*1-2 April 2026
Kuala Lumpur, Malaysia
Seri Pacific Hotel | 9am-5pm*

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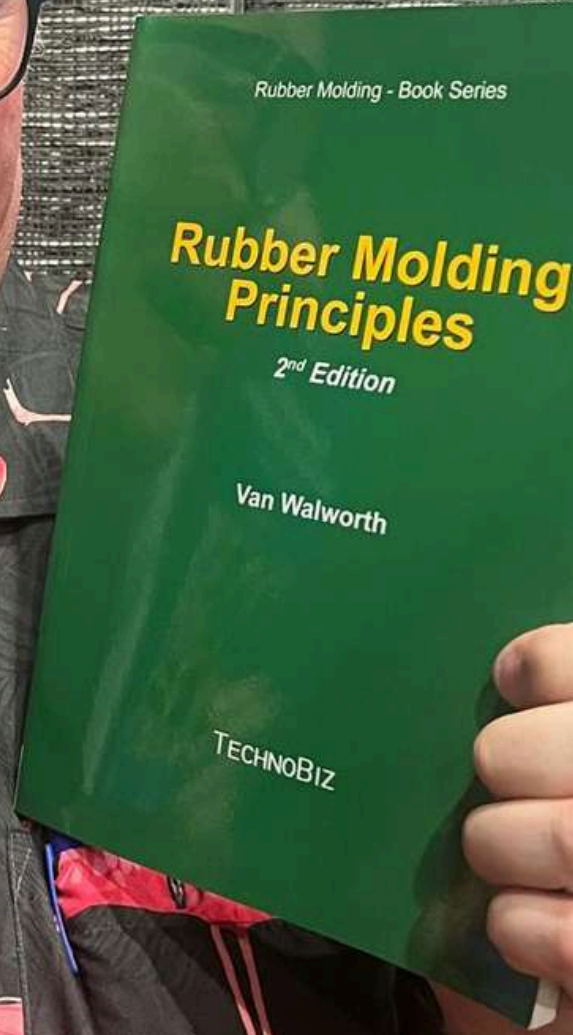
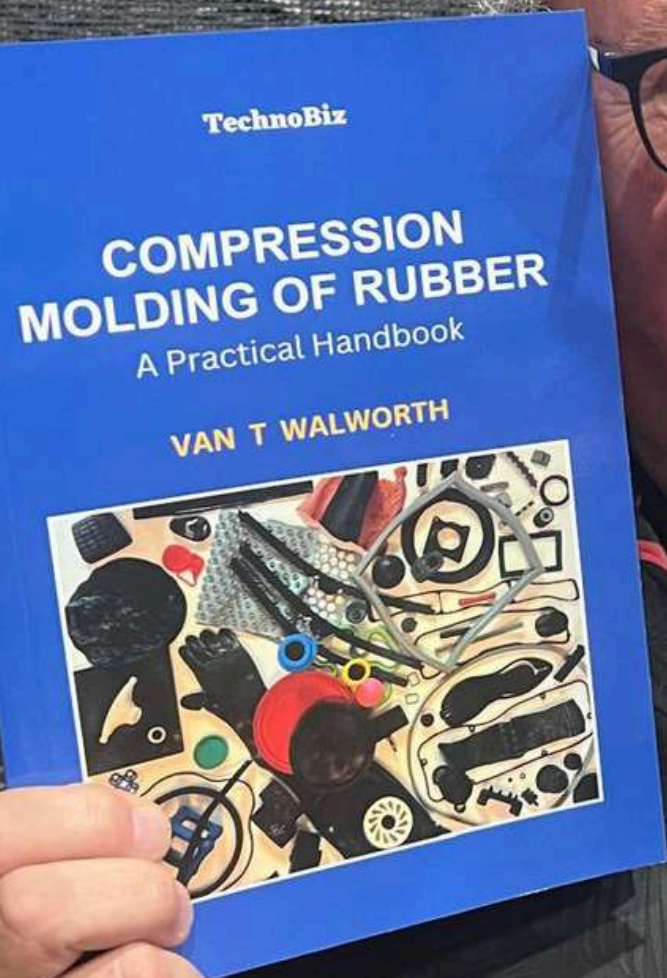
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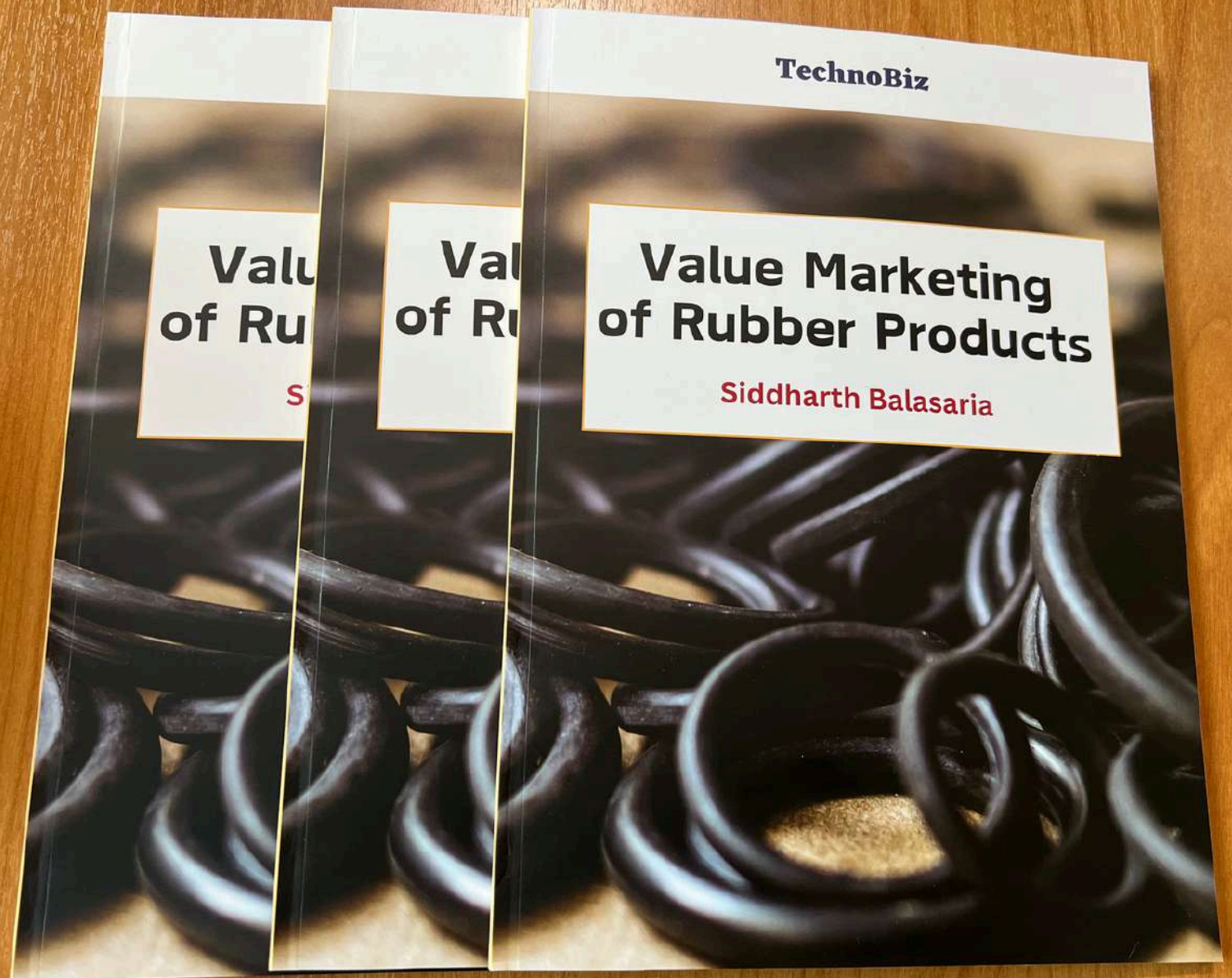
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BOOKS

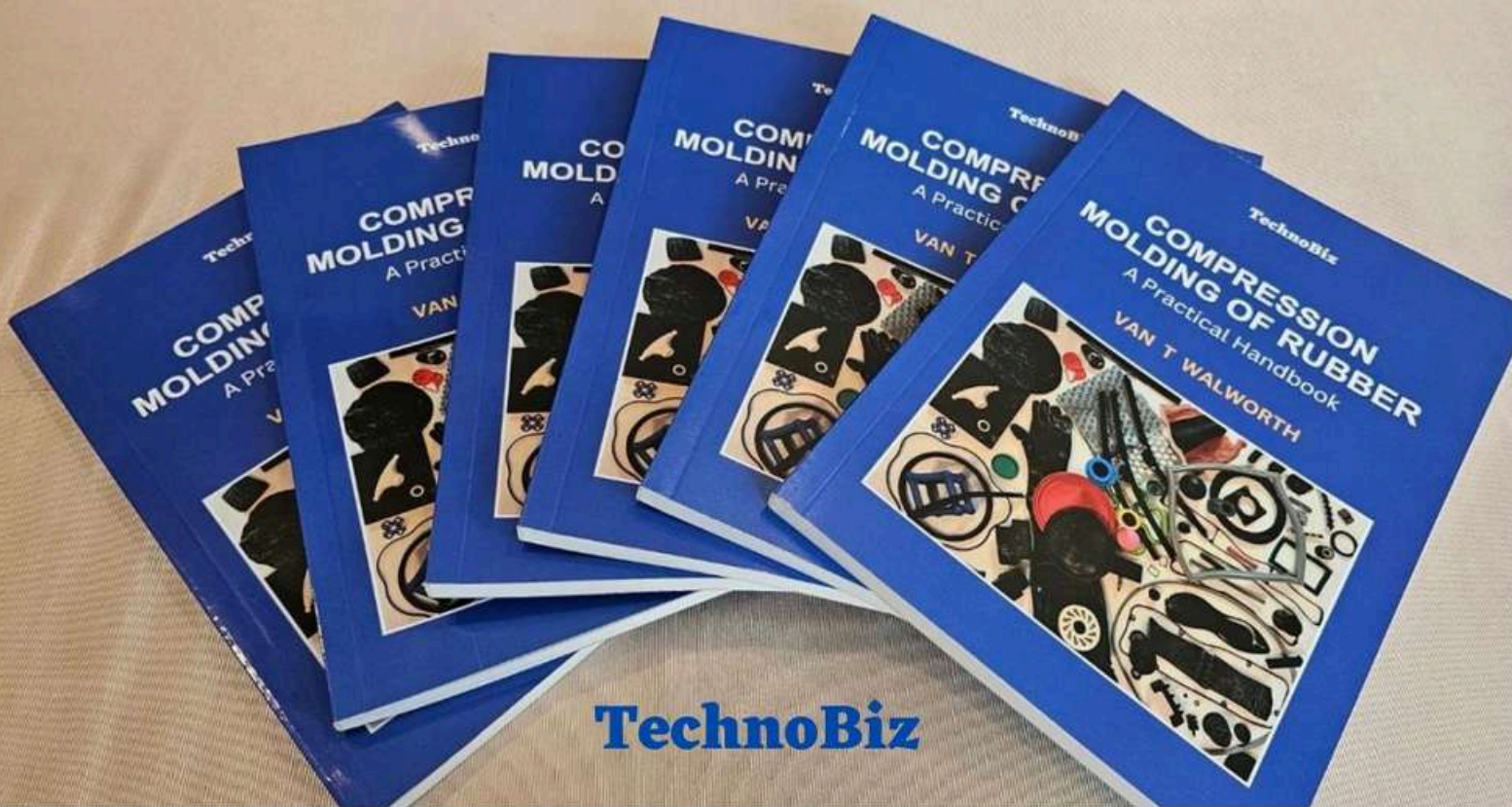




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Compression Molding of Rubber A Practical Guide

Author : Van Walworth | **Pages :** 180 | Soft Bound
ISBN : 978-616-92264-44 | **Publisher :** TechnoBiz | **Year :** 2024
Book Price : 159 US\$ + Shipping



Book Contents

Chapter 1: Introduction to Compression Molding of Rubber
Chapter 2: Rubber Flow & Behavior of Rubber in Compression Molds
Chapter 3: Rubber Molding Presses Used in Compression Molding
Chapter 4: Compression Molding Parting Line Options
Chapter 5: Compression Mold Alignment & Registration
Chapter 6: Compression Molding Tear-Trims, Over-Flows, and Vents
Chapter 7: Compression Molding Preform Considerations
Chapter 8: Compression Molding Using Vacuum
Chapter 9: Basic Rubber Compression Mold Design
Chapter 10: Compression Molding Process Troubleshooting
Chapter 11: Compression Molding Process Considerations

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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.

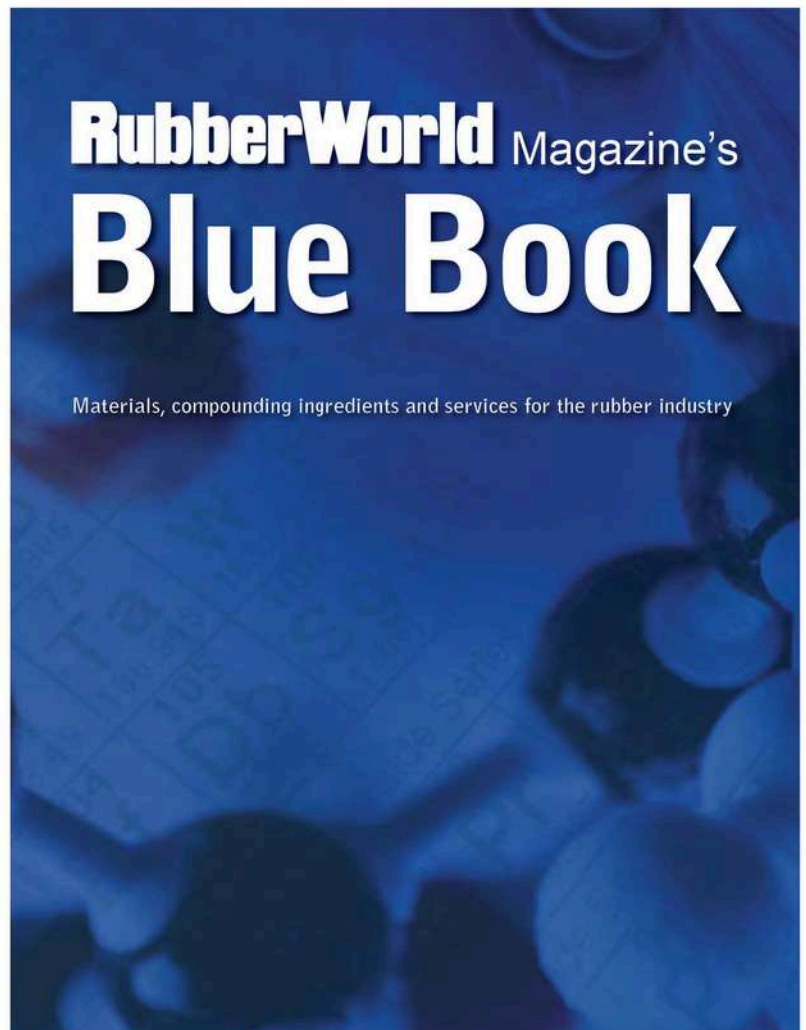
Additionally, services for the rubber industry included in the Blue Book:

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- Instrumentation and Testing Equipment Suppliers
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