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Prof. Dr. Ulrich Giese

Managing Director

Deutsches Institut für Kautschuktechnologie e. V. (DIK)

German Institute of Rubber Technology

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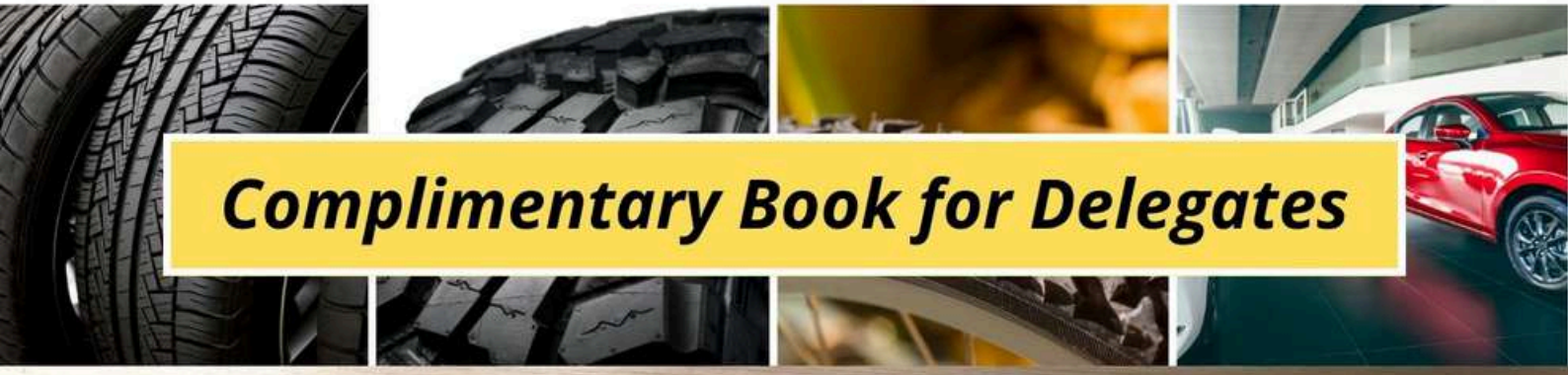

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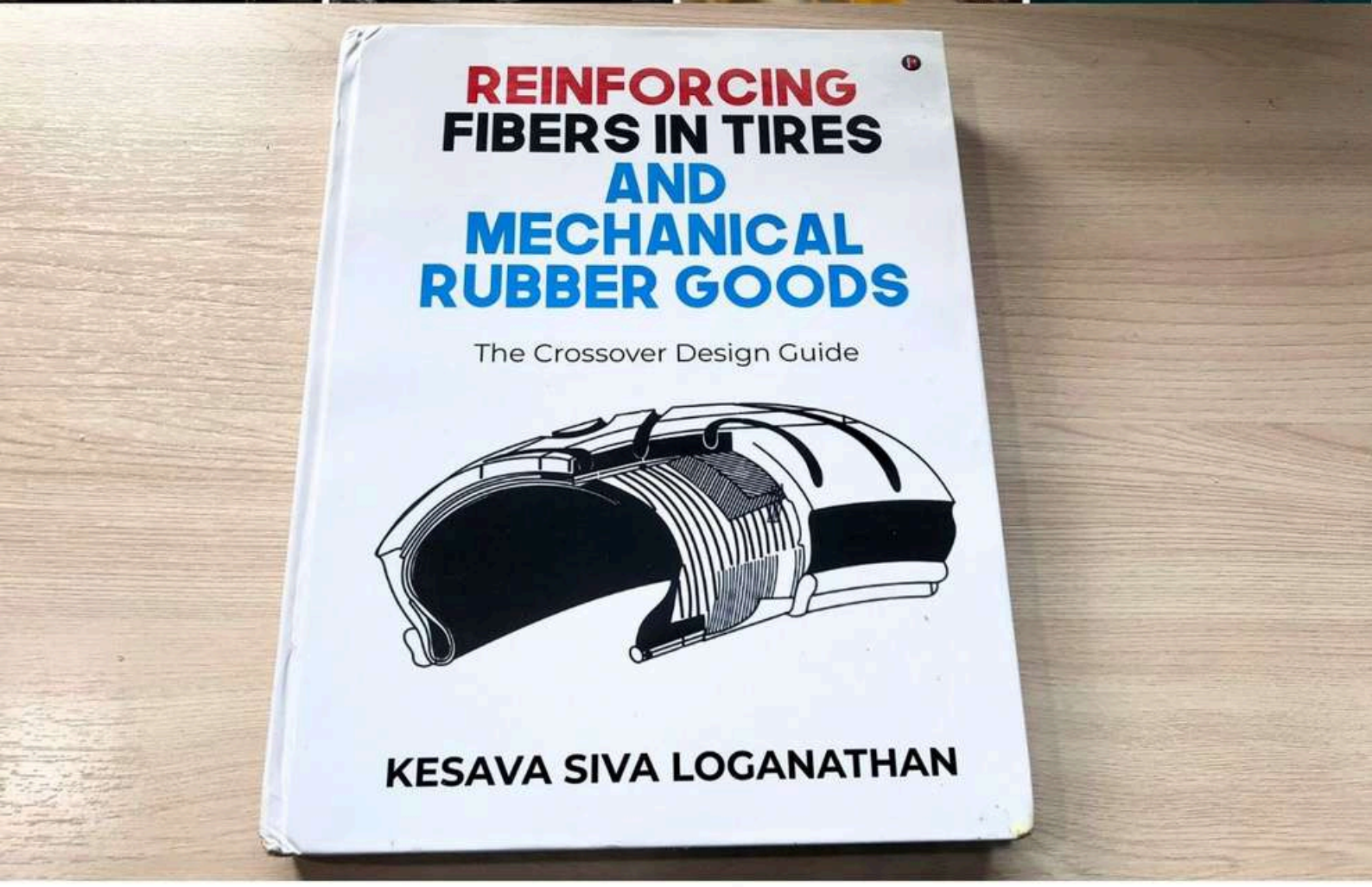

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Our Latex is available in various standardized specifications according to your company's requirement. Our latex is used by wide range of customers such as manufacturers of gloves, condoms, latex threads, rubber foam, adhesives, etc. Since 2021, **Production capacity** was expanded to **3,500 metric tons of concentrated latex per month** with 33 centrifuge machines.

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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

Prof. Dr. Ulrich Giese

Managing Director, Deutsches Institut für Kautschuktechnologie e. V. (DIK) | German Institute of Rubber Technology

In this edition of Rubber Review, TechnoBiz is privileged to present an in-depth cover story with Prof. Dr. Ulrich Giese, an eminent figure whose influence spans across the global elastomer and rubber technology community. As Managing Director of the Deutsches Institut für Kautschuktechnologie e. V. (DIK) – German Institute of Rubber Technology and as Head of the Elastomer Chemistry Department as well as full Professor for Applicated Polymer Chemistry at the Leibniz University of Hannover, Prof. Giese has devoted his career to advancing the scientific foundations and technological frontiers of elastomer materials. His leadership extends further through his role as Managing Director of DIK Prüfgesellschaft mbH (testing company), where he champions quality assurance, testing standards, and application-oriented research. Further he is the editor of the KGK Journal (scientific part), an international Journal for the industry.

Over the decades, Prof. Giese has made remarkable contributions to the understanding of polymer–filler interactions, silica–silane chemistry, reinforcement mechanisms, ageing processes, and structure–property relationships—areas that continue to shape modern rubber design, tyre technology, and industrial compound development. His pioneering work with advanced characterisation methods, including e. g. chemiluminescence, LC-MS, low field NMR-techniques, USAXS/SAXS (in cooperations), rheology, and microscopic analysis, has unlocked new insights into network behaviour, cavitation, dynamic damage, and lifetime prediction. More recently, with his team he has been instrumental in exploring additive manufacturing of elastomers and the integration of digitalisation and modelling into rubber processing, reflecting his commitment to future-oriented innovation.

Under Prof. Giese's guidance, DIK has evolved into one of the world's most respected independent R&D institutions for elastomer science, serving as a bridge between academia and industry. DIK's work spans fundamental research, sustainable material development, testing and certification, recycling technologies, and industry-driven innovation. Its collaborative approach and scientific rigour have made DIK a trusted partner for global companies, researchers, and institutions aiming to solve complex challenges and develop next-generation elastomer solutions.

Beyond scientific achievements, Prof. Giese is equally recognized for his dedication to nurturing young researchers, fostering interdisciplinary thinking, and strengthening international collaboration. His vision combines scientific depth with practical relevance—ensuring that research outcomes not only advance knowledge but also translate into real industrial value.

Through this exclusive interview, we explore Prof. Giese's professional journey, his scientific philosophy, the evolution of research at DIK, and his perspective on sustainability, digital transformation, and the future of rubber technology. His insights offer invaluable guidance for the global rubber community, inspiring both established professionals and the next generation of polymer scientists.


IRC 2025
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Professional Journey & Leadership

Could you share the key milestones and influences that shaped your journey into elastomer chemistry and eventually led you to DIK?

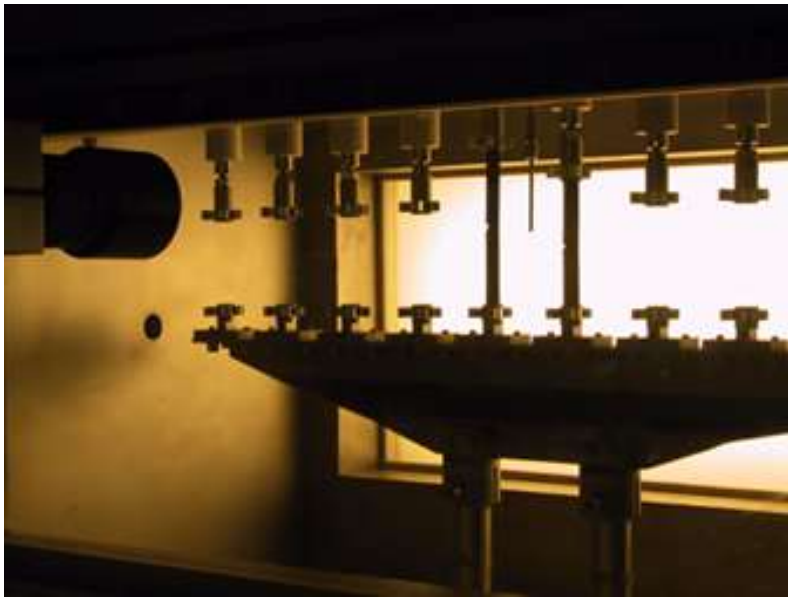
The PhD was carried out in analytical chemistry, with the main focus on gas chromatographic applications and the sampling of gaseous components for workplace air monitoring, at the University of Paderborn, Germany. Based on this specific knowledge, I started in 1989 at DIK on a project to develop a highly sophisticated sampling method and analytical approach for the complete determination of gaseous emissions from rubber manufacturing, including vulcanization. This project was ideal for learning the chemistry and composition of rubber compounds used in the tyre industry and in the manufacturing of technical rubber products. One of the most important topics was understanding the vulcanization process and the reactions of chemically active rubber components. During this time, I also started working in parallel on failure analyses of rubber products and materials, as well as on trace analyses of contaminations in polymer materials for medical and food-contact applications (e.g. leachables and extractables analyses). Overall, I had the opportunity to gain a thorough insight into many detailed aspects of rubber and polymer chemistry and technology.

How has your role evolved from researcher to Geschäftsführender Vorstand, and what guiding principles shape your leadership at DIK?

For more than 20 years, I worked as the leader of the chemical department at DIK, which was historically the largest department alongside elastomer physics, simulation, material modelling, processing, and material development. During this time, I learned a great deal from the former leader of the institute, Prof. Dr. R. H. Schuster. He initiated closer cooperation between DIK and the University of Hannover to make it easier to hire PhD students for research at DIK. In connection with an appointment procedure, I received a call from the university, so that in addition to managing the institute, I also have a second position as a professor of polymer chemistry.

What major priorities and long-term vision do you have for strengthening DIK's global role in elastomer research and innovation?

For strengthening DIK's national and global role in elastomer research and innovation, DIK needs a safe and strong financial background, which is only possible with the engagement of governmental institutions or through broad industrial cooperation, internationally as well, and with the support of societies in the rubber industry. Only on this basis is further growth of the institute and correspondingly attractive research for the rubber industry possible, in conjunction with increased training for young employees. Currently, DIK has approximately 25 to 30 PhD students. Their number depends on the availability of attractive research projects in line with the interests and needs of the rubber industry.

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DIK's Research Strategy & Capabilities

How do you define DIK's core research priorities today, and what criteria guide the selection of research topics across departments?

In the future, current topics such as digitalization of rubber processing, 3D printing, reduction of energy consumption in the rubber industry with optimization of the CO_2 footprint of rubber products, reduction of emissions, polymerization of rubbers from natural resources, nanocomposites with sensor and actuator functions, and simulation of rubber material behaviour over time have to be promoted more strongly. A further important point is the field of substitutes for certain hazardous chemicals.

What unique scientific or technical capabilities make DIK a leading center for elastomer research globally?

- Interdisciplinary work between chemistry, physics, simulation, material development, processing, and material modelling
- Long-term high level of experience in rubber technology, analytics, and physics
- Well-educated personnel at DIK
- Specialized research in topics such as digitalization, 3D printing, ageing, crosslinking, compounding, development of substitutes (critical chemicals have to be avoided), and development of sustainable crosslinking systems (recyclable materials, emission-free)

Could you highlight some recent DIK research projects that you consider especially impactful for industry or science?

- Digitalization of the extrusion process (Digit Rubber, sponsored by BMBF-VDI, Germany)
- Development of alternative antioxidants for 6PPD (sponsored by an industrial consortium)
- Development of sustainable elastomers through the use of lignin (sponsored by an industrial consortium)
- Effects and simulation of dynamic-mechanical load on the thermal-oxidative ageing behaviour of elastomers (sponsored by an industrial consortium)
- Friction and traction (sponsored by an industrial consortium)
- Qualification of metallic materials in a hydrogen atmosphere under cyclic loads (sponsored by N-Bank, Lower Saxony, Germany)
- Lightweight elastomers using nanofibrillated cellulose (sponsored by DLR, Germany)

"At DIK, our research is guided by industry needs, scientific excellence, and sustainability. Through interdisciplinary expertise, we transform challenges in digitalization, materials, and processing into practical innovations for the global rubber industry."

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Your Scientific Research: Filler Networks, Silica–Silane & Structure–Property Relationships

What originally motivated your research on polymer–filler interactions, and what key insights have emerged from your studies on reinforcement systems?

- More knowledge about mechanisms, especially coupling reactions
- Improvement of fracture behaviour
- Lightweight elastomers, using e.g. cellulose derivatives as fillers

How has your work on silica–silane chemistry influenced understanding of coupling, dispersion, and performance in elastomer compounds?

- Interdisciplinary work between chemistry, physics, simulation, material development, processing, and material modelling
- Long-term high level of experience in rubber technology, analytics, and physics
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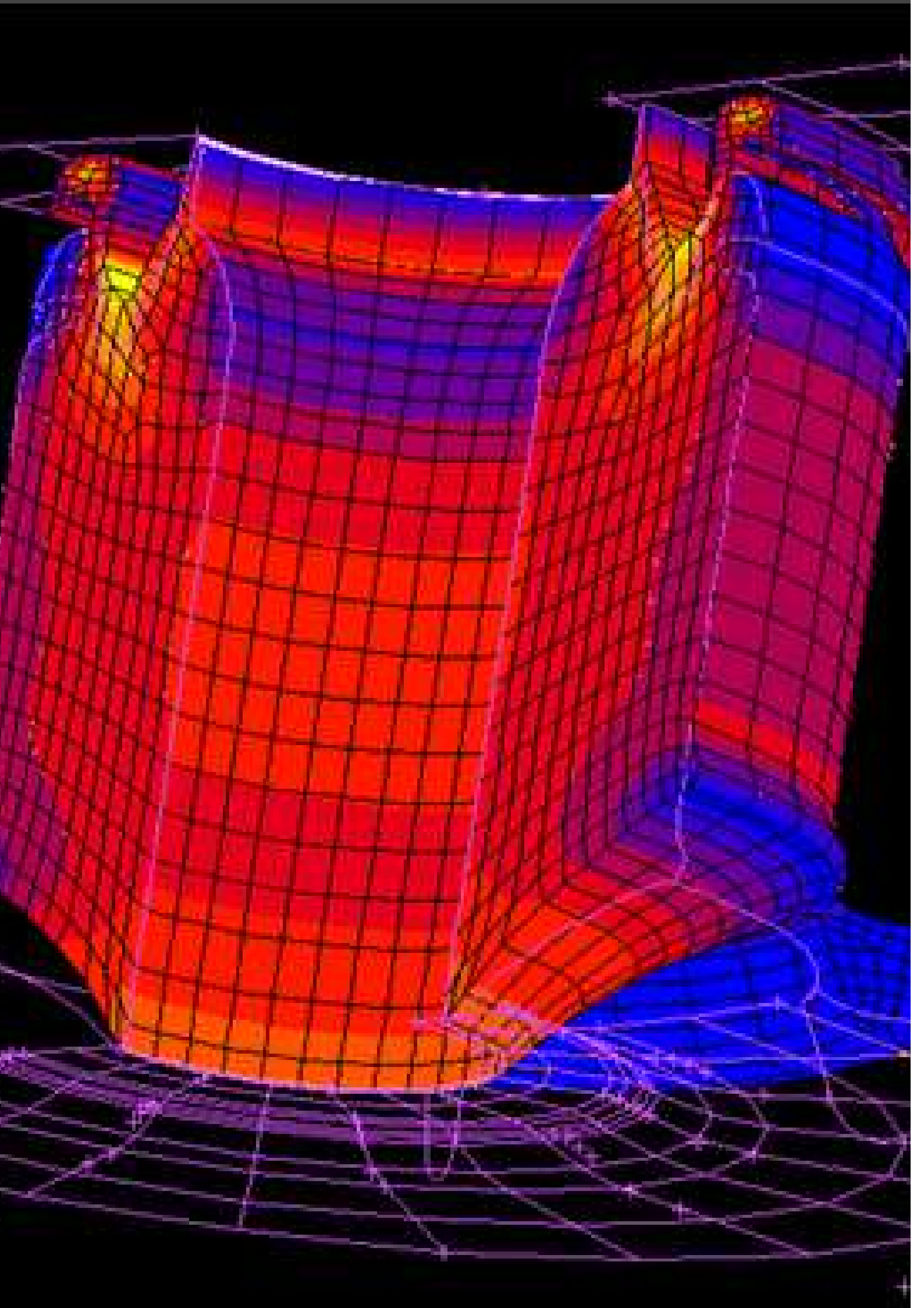
- Lightweight elastomers using nanofibrillated cellulose (sponsored by DLR, Germany)

"My research focuses on understanding polymer–filler interactions at a fundamental level—especially coupling reactions and filler networks—to improve fracture behaviour and enable lightweight, sustainable elastomer systems. Through interdisciplinary work and close industrial collaboration at DIK, these insights are translated into practical solutions for modern rubber compounds."



Advanced Characterization & Modelling

What important findings have emerged from your use of USAXS/SAXS, microscopy, and rheological methods to study elastomer microstructures and network behaviour?

The research using USAXS/SAXS was carried out in cooperation with ESRF (European Synchrotron Radiation Facility) in France and an industrial partner from the tyre industry. It was shown that USAXS/SAXS is a useful technique for studying the mechanisms of cavitation during stretching and deformation of silica-filled compounds, which represents a specific topic in understanding silica–rubber interactions. This knowledge can be used to improve tyre properties with respect to rolling resistance and abrasion behaviour.

Additional studies in an industrially funded project on the coupling reactions between silanes, silica, and rubber, using model vulcanization and LC-MS analyses, provided valuable information for compound optimization and improvement of processing.

How does DIK integrate modelling, simulation, and experimental techniques to improve understanding of ageing, fatigue, and lifetime prediction?

An ideal situation is to start a multi-client project with interested industrial partners and to include the departments of chemistry and simulation at DIK in such a project. In this way, the combination of different competencies at DIK is successful and unique, with all expertise brought together under one roof. Furthermore, the industrial partners additionally contribute to the project with their knowledge and experience.

What advancements in analytical or digital tools do you believe are still needed to study elastomers at deeper levels?

One of the most interesting trends in the rubber industry is the digitalization of manufacturing processes such as mixing, extrusion, injection moulding, and vulcanization. Important tools include databases of raw material properties, analytically measured parameters using inline analytical methods, and data on intermediate products (uncured compounds) as well as cured final materials. To use these data for successful control and self-adjustment of process parameters, a database in combination with an AI system is necessary.

Additive Manufacturing & New Processing Concepts

What motivated DIK's exploration of additive manufacturing for elastomers, and what progress or challenges stand out in this field?

Additive manufacturing of elastomers is a useful tool for saving costs on prototypes and special parts that are no longer commercially available. Challenges include the precision of the shape and the ability to build up the 3D geometry using uncured material, as well as the curing process.


Abzug 1

Which application areas show the most potential for 3D-printed elastomer materials?

See above question, and:

Rubber parts that have to be adjusted very precisely to complicated shapes, e.g. in medical applications (implants, shoes, prostheses).

Sustainability, Recycling & Circularity

What research is DIK conducting in devulcanization, recycling, and circular elastomer systems?

DIK has been working for more than 20 years on the topic of recycling, with changing intensity according to the interests of industry and politics. The use of rubber crumb and devulcanization are the main topics, as well as testing recycled materials from industry such as r-CB, etc. Currently, DIK is starting some research activities in the field of pyrolysis.

From a scientific viewpoint, what are the most promising pathways for creating high-quality recycled rubber materials?

Depending on the type of elastomer, different approaches have to be used. For truck tyre materials, devulcanization is very promising when using the right devulcanization agents and processes. Passenger car tyre materials are more difficult, and there is still no real solution, as is also the case for many elastomers used in technical applications. In these cases, the use of rubber powder currently appears to be the only viable option. The best strategy is to develop new crosslinking systems that lead to recyclable materials through reversible chemical reactions.

What barriers still need to be overcome to achieve fully circular rubber systems on a commercial scale?

The main difficulty is the currently non-reversible nature of crosslinking.

Industry Collaboration & Technology Transfer

How does collaboration with industry partners influence DIK's research agenda, and can you share an example of successful technology transfer from DIK to industry?

Because DIK is an independent institute that has no fundamental funding from the government, it is necessary for DIK to work on industrial projects and officially funded projects with topics that are of interest to the rubber industry.

Technology transfer to the rubber industry is ensured, for example, through exclusive or multi-client projects in which industrial partners are directly involved in the work. In officially funded projects, it is usually necessary to have a special industrial advisory council for the project. Furthermore, publications in journals of interest to the rubber industry, such as KGK Journal, as well as conferences, are additional means of technology transfer.

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16th Fall Rubber Colloquium

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What role do joint industry projects (JIPs) and collaborative research networks play in accelerating innovation?

Joint industrial projects have the advantage that the research is triggered directly by current topics from industry. As a result, this type of research is often at the forefront of innovation.

Future of Rubber Technology

What scientific breakthroughs do you believe will shape the next major advances in rubber technology?

- Digitalisation of manufacturing processes using AI and material databases
- Use of high amounts of raw materials from renewable resources
- Energy-saving mixing processes, such as tandem mixing or latex mixing
- New developments in recycling

How will global trends—such as electric mobility, sustainability expectations, and new reinforcement systems—reshape material requirements in the future?

- Global trends such as e-mobility require more progress in the development of new tyres with extremely low rolling resistance, damping materials for extremely high frequencies, and long lifetimes for all rubber parts used in the cooling and heating systems of batteries (charging and discharging, meaning a doubled required lifetime).

- New reinforcement systems should increasingly use renewable materials such as nanofibrillated or crystalline cellulose, rice husk silica, etc.

- Reshapable materials require reversible crosslinking systems, without sulfur and without peroxide. Avoiding sulfur systems also offers additional advantages, such as the avoidance of DPG and Zn, as well as other hazardous chemicals for the environment.

What new polymer architectures, crosslinking concepts, or nanomaterial systems do you consider especially promising for next-generation elastomers?

The main topic here is the synthesis of known polymers using alternative sources of monomers. The monomers have to be synthesized or isolated from renewable materials, avoiding fossil resources. Interesting nanomaterials are based on cellulose, polysaccharides, and types of graphene or carbon nanotubes (CNTs). All these fillers are very effective and can contribute to lightweight elastomers.

Especially CNTs and graphenes show high electrical conductivity, so they can be used not only as reinforcing materials. Additional applications include sensor or flexible electrode materials (e.g. for use in medical applications).

Personal Reflections & Message

Among your scientific contributions, which achievements stand out as most meaningful to you personally?

- Development of reversible crosslinking systems to enable reshaping and true recycling
- Improvement of lifetime under dynamic load
- New monomers from renewable resources

What message or advice would you like to share with young researchers and professionals entering the global rubber industry?

Young researchers and professionals entering the global rubber industry should focus on building strong fundamentals while staying open to new technologies and interdisciplinary thinking. Research into advanced crosslinking techniques, the development of new non-fossil monomers, and suitable substitutes for critical raw materials and additives will be essential for creating more sustainable and future-ready rubber products. At the same time, embracing the digitalization of manufacturing processes—especially through the use of inline analytical tools and data-driven methods—will enable better process control, higher efficiency, and faster innovation. Combining solid chemical understanding with digital skills and a sustainability mindset will be key to long-term success in the rubber industry.

"Next-generation elastomers will be shaped by renewable monomers, reversible crosslinking systems, and functional nanomaterials such as cellulose-based fillers and conductive CNTs or graphenes. For young professionals, combining strong fundamentals with sustainability thinking and digital skills will be essential to drive meaningful innovation in the global rubber industry."

Technical Article

Tyre Curing: A Heat Engineer's Perspective

Part - 2

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.

TEMPERATURE COEFFICIENT OF VULCANISATION

The factor by which the rate of vulcanisation increases when the temperature is increased through a constant rate (say 10°C) is called the temperature Coeff: of vulcanisation. A 'rule of thumb' estimation for this is 2., i.e., reaction doubles for every 10°C increase in temperature. But this coefficient is not constant for all compounds and temperature ranges.

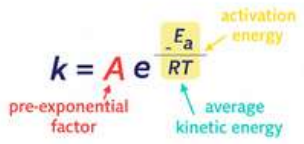
The general equation for reaction rate is $RT = 2^n$

Where, $n = \frac{(T_i - T_R)}{10}$

T_R = Initial temperature (141.7° normally)
T_i = New temperature

(E.G. : RT = 1 for Ti = 141.7°
2 for Ti = 151.7°
4 for Ti = 161.7°
0.5 for Ti = 131.7°, etc.)

This is a rule of thumb method. A more scientific methods is given by Arrhenius.
The reaction rate constant is defined by Arrhenius equation as



Where, K = Reaction rate constant
R = Universal gas constant
T = Absolute temperature

The exponent represents the ratio of activation energy and average kinetic energy-the meaning of the term is that as the ratio increases the value of k decreases or smaller the rate.

How do we relate this to tire curing...?

The heat engineer's job is to cure the tire as uniformly and economically as possible ..for that we should have a knowledge about the cure characteristic of the compound coming at the cool spot or point of least cure. The point of least cure (PLC) is that point in the tire where temperature reach is lowest compared to other locations-(the PLC need not be at the geometrical centre always..(imagine a cubical geometry-here geometrical centre is the point of least cure in case you heat it uniformly from all the sides-tire cross section with complex geometry needs a case by case study to find out the exact PLC).

Coming back to compound cure, get the cure using a Rheometer and fix the amount of cure required in the tire curing press. Normally tire manufactures follow 15-25% cure in press under pressurised condition- remember tire vulcanisation is a 3T process-that means it requires Time, Temperature and Tension (Pressure) to get a tire vulcanised in the designated mould.

Having decided the cure time of a compound in the laboratory condition, which is an isothermal one (Rheometer runs at steady set temperature), the heat engineer converts this time at steady temperature to the actual press condition where the tire is being heated under non-isothermal condition. The method used by the heat engineer to convert this to lab condition is called Equivalent approach. In simple terms it means that if we assume 1 minute at a reference temperature is called 1 equivalent, we need to calculate the equivalent at another random temperature and time.

For an example suppose the Rheometer equivalent is at say 150 degree Centigrade -that is 1 equivalent is heating the compound at 150C for 1 minute. If the tire is exposed to 2 minutes at 145 degree centigrade, how much equivalent it gained? this is calculated with the help of Arrhenius equation.

So once again look at the equation

$$K = A\, e^{-Ea/RT}$$

Converting to logarithm to base 10,

$$\log K = \frac{-Ea}{2.303\,RT} + \log A \quad \ldots\ldots\ldots\ldots (1)$$

On Differentiation

$$\frac{d\log K}{dT} = \frac{Ea}{(2.303\,RT^2)} \quad \ldots\ldots\ldots\ldots (2)$$

On integration

$$\log K_2/K_1 = \frac{Ea\,(T_2-T_1)}{2.303\,T_1T_2} \quad \ldots\ldots\ldots\ldots (3)$$

Where, K1, K2 are reaction rates for two temperature T1 and T2.

As an example, if we take

T1 = 160°C (433°K)
T2 = 170°C (443°K),

Ea = 22000 cal / mole (activation energy for vulcanization reaction)

on substituting the values in eq. (3)

$\log K_2/K_1 = 0.25$

$K_2/K_1 = 1.8 \cong 2.0$

Here you can observe the "doubling "of cure rate for each 10 Deg,C raise in temperature . This calculation used for converting any reference temperature equivalent to another random temperature and ultimately the total equivalent (amount of cure -so to say) the tire obtained in comparison to the lab cure.

How to decide whether cure is adequate?

When do we say that a tire is cured? There are different approaches. You may go by tensile strength or modulus or hardness that is time of cure which gives a desired property the maximum is termed as optimum cure time for that property ..How ever there is an empirical formula for NR stocks.

Optimum Cure =(4T+2S+M+H)/8, where T,S,M and H are the times to attain maximum tensile strength, the optimum set value, best modulus and best hardness value .

Heat Transfer and Vulcanisation

When we talk about vulcanisation, heat transfer is an important point

As we know , the one dimensional steady state heat transfer formula is the well-known Fourier's equation

Q = k A (T1- T2)/L

So many assumptions are made here like steady, One-Dimensional Flow, No Heat Generation etc

But in practical scenario, this formula is not applicable, instead we may go for unsteady state condition, which can be better model for tire heating.

Fourier's unsteady-state heat-conduction equation.

$$\frac{\partial T}{\partial t} = \alpha \nabla^2 T$$

Where

$$\nabla^2 T = \frac{\partial^2 T}{\partial x^2} + \frac{\partial^2 T}{\partial y^2} + \frac{\partial^2 T}{\partial z^2}$$

in Cartesian form

If we consider the simplest 1D case, that is If temperature varies only with X, then

$$\frac{\partial T}{\partial t} = \alpha \frac{\partial^2 T}{\partial x^2}$$

What is the physical meaning of this?

The left side, tells how fast the temperature at a particular location xxx is rising or falling with time.

The right-side measures how "curved" or "uneven" the temperature profile is in space. So, the curvature of the temperature curve controls the heat flow.

The material property α controls how fast heat spreads.

$$\alpha = \frac{k}{\rho c_p}$$

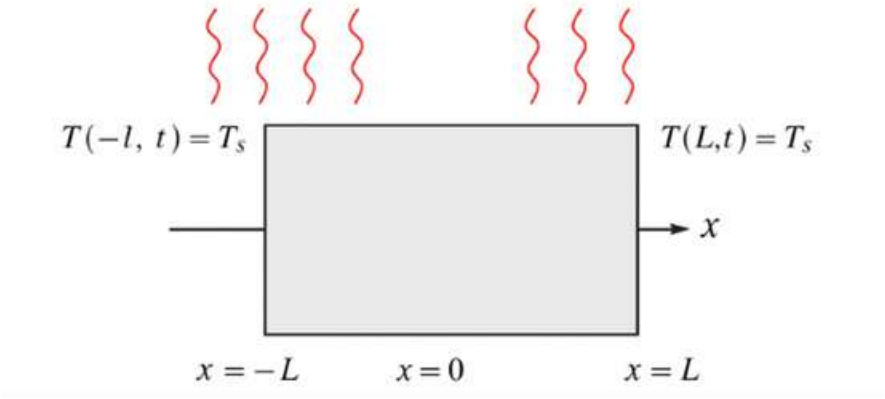
It is also called the diffusivity.

In the case of NR compounds.

But remember, in tire there can be a combination of stocks and also nylon or other fabric content too

But what do we do with this equation? we need to solve this PDE (Partial differential equation)

Assume a Slab is being heated from both sides and boundary conditions are as shown in fig.



The Ultra simplified solution to this PDE is as follows

$$T(0,t) \approx T_s + \frac{4(T_i - T_s)}{\pi} e^{-\frac{\pi^2 \alpha t}{4L^2}}$$

The solution tells how the temperature at any point rises over time because heat is diffusing from the hot surfaces into the colder interior.

By solving the heat equation, we can find the temperature at any point inside the rubber at any time.

In tire curing, this is essential because curing depends on the temperature history.
The centre of the tire must reach the optimum cure temperature, and this heating process is governed by the same 1-D heat equation

How is this related to tire curing?
A tire during curing is essentially a multi-layer heat diffusion problem:

- Heat enters from mould side (through steam jackets).
- Heat enters from bladder side (Steam/Hot water/Nitrogen)).
- Rubber layers conduct heat slowly (low thermal diffusivity).
- Thick regions like tread and bead base heat very slowly.

The temperature history T(x,t) determines:

- how fast curing occurs
- where cure is slow
- how much cure imbalance exists
- risk of under cure → centre not cured enough
- risk of over cure → shoulders too hot
- when optimum cure is achieved throughout

Simple model vs. Real tire
The above model gives a rough idea only.
But real tire is much more complicated

- Many layers (tread, skim, steel belts, carcass, inner liner)
- Different conductivities
- Curved geometry
- Heat from both bladder and mould
- Cure heat generation
- Temperature-dependent properties

Because of this complexity, tire companies use FEM

This solves the same PDE but in:
. 2D or 3D

continued in next issue

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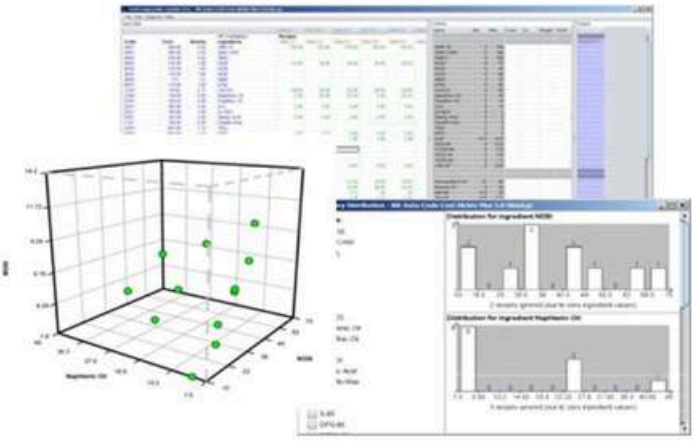
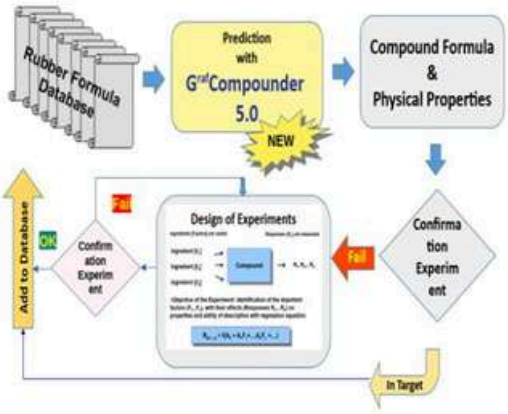
GrafCompounder 5.0

AI-Driven Innovation in Rubber Formulation





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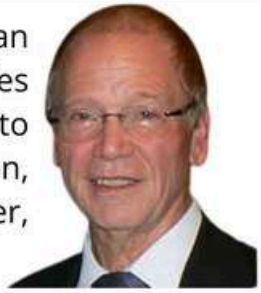

www.grafcompounder.de

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

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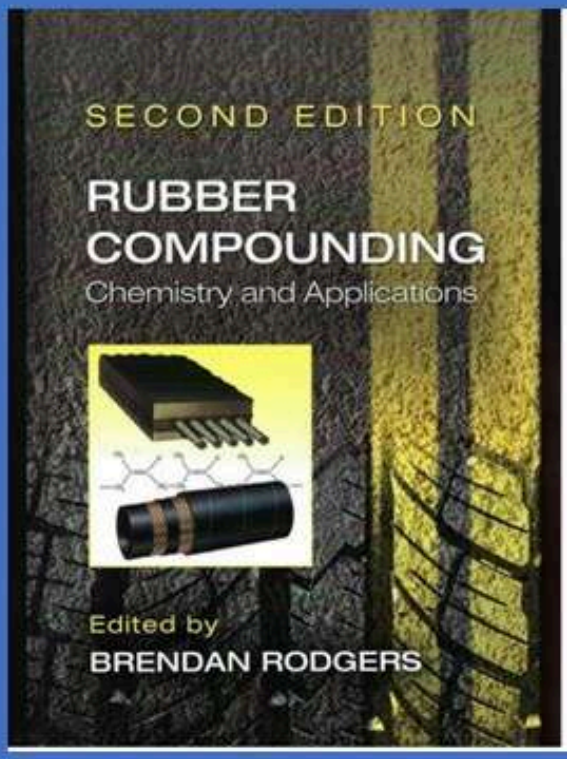

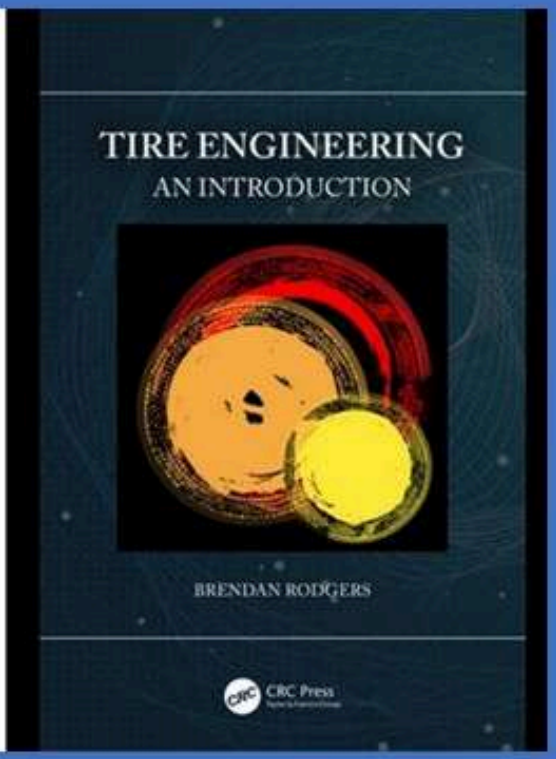

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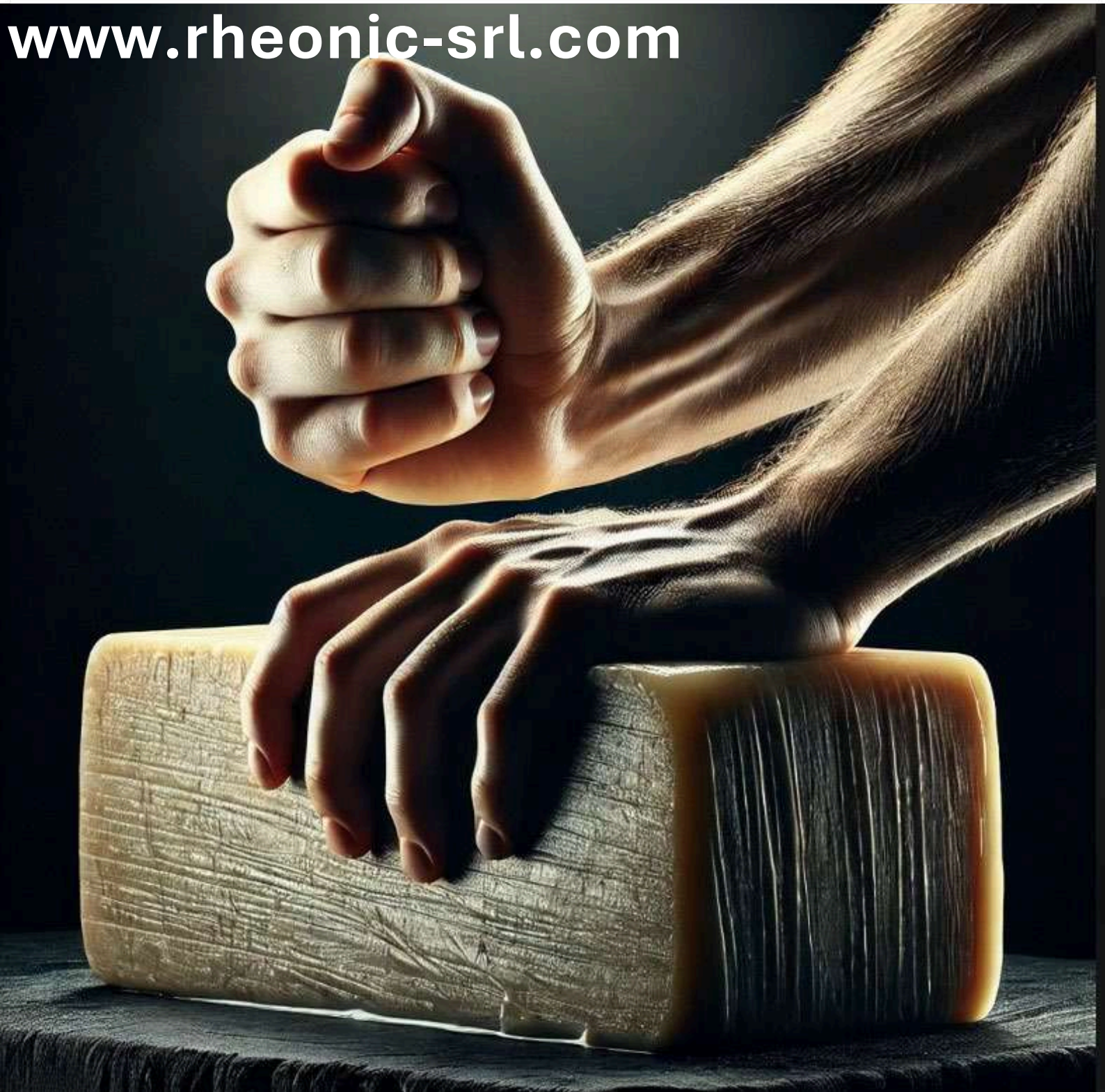
Formulation giving you headaches?

Rheonic is an Italian engineering company founded in 2015 with a clear mission: to provide consulting services and technical partnerships to the rubber industry in the following areas:

It

- Rubber compound formulation
- P rocess optimization through numerical simulation techniques
- Vulcanization cycle development
- Rheology and viscoelastic characterization



RUBBER Review

Issue-29 | 5-11 January 2026

IRMRI Spotlight

INDIAN RUBBER MATERIALS RESEARCH INSTITUTE

Formerly known as Indian Rubber Manufactures 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 Matrials and Products
2. Research & Development on Rubber & Allied Products
3. Reverse Engineering & Failure Investigation
4. Academic & Sponsored Research
5. ARISE - Incubation Centre
6. Training & Skill Development
7. Industrial Consultancy
8. Third Party Inspection
9. Tyre Testing Facilities - Centre of Excellence

INDIAN RUBBER MATERIALS RESEARCH INSTITUTE REGIONAL CENTRE'S

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Vasant Kunj
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irmra.nc1@irmra.org
Mob No.:+91 9716230295

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.

NRC Kolkata 2025 | Thought Leadership in Action

Dr. Debdipta Basu, Deputy Director, Indian Rubber Materials Research Institute (IRMRI), delivered an engaging invited lecture at NRC 2025, Kolkata, organized by All India Rubber Industries Association (AIRIA). His talk highlighted IRMRI's contributions to strategic rubber products for the Indian defence sector, supporting the Atmanirbhar Bharat mission. Emphasizing sustainability, indigenisation, and technology-led growth, the session fostered strong industry–academia interaction and kept the audience fully engaged.

ARISE - ASSOCIATION FOR RUBBER INNOVATION AND START-UP ENTREPRENEURSHIP

Promoted by INDIAN RUBBER MATERIALS RESEARCH INSTITUTE
Formerly known as Indian Rubber Manufactures 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.

ARISE - ASSOCIATION FOR RUBBER INNOVATION AND START-UP ENTREPRENEURSHIP

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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
Email: veerappan.karthikeyan@irmra.org
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
Location: 254/1B Road no 16 V, Wagle Industrial Estate, Thane, Maharashtra 400604 India

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Jiujiang DoWell Rubber Technology Co., Ltd.

DoWell Tech is dedicated to the R&D, production and sales of chemical raw materials, and provides expert advice on their application solutions for our global customers.

Our core products are primarily divided into **acrylic rubber (ACM)** and modified acrylic water-based adhesives. ACM products are classified into four major types of rubber products: i. e. active chlorine, carboxyl, double cross-linking and epoxy types, while the and water-based emulsion adhesive types are available in five different categories which are broadly used in industries such as automobile, new energy technology, electric power , and related electronics, and environmental protection.

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We pledge to be a model corporate citizen, a trusted partner, and an honest, reliable enterpriser that fosters long-term relationships with our customers worldwide while helping our customers to create value.

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7)Rubber preformer
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9)Silicone production line;
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USAGE

The production line is used to produce rubber sealing strip,hose,profile,water,stop and other products,widely used in automotive doors and windows,aluminum doors and windows,building curtain walls, container doors, ships, high-speed rail,roads and bridges and other fields.

FEATURES

1.German technology
2.High efficiency, energy conservation, environmental protrction, good stability.
3.The product vulcanize evenly and the vulcanization speed is quick.
4.Controlled by PLC,variable frequency speed regulation, stable operation , reduce manpower.

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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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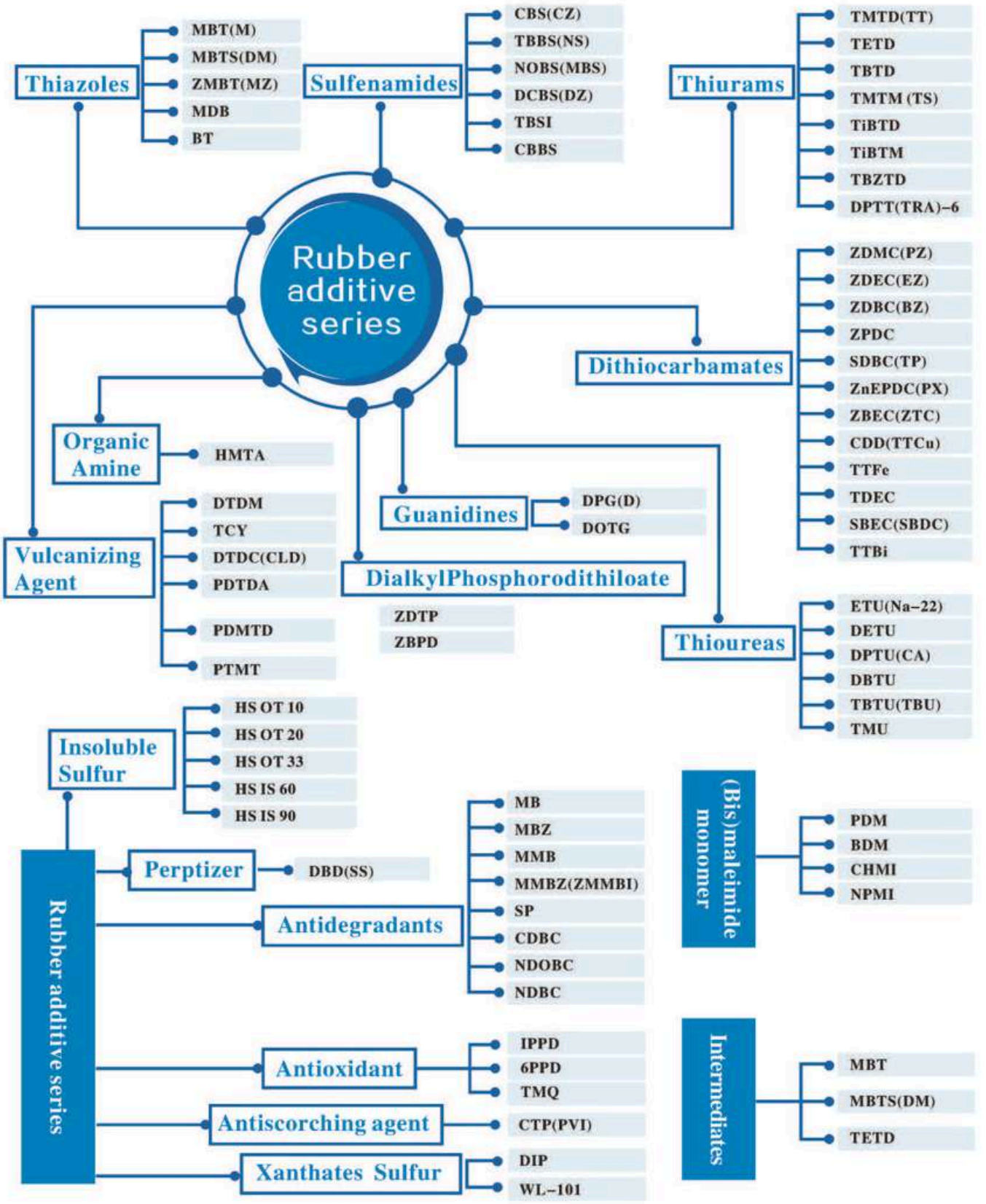

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QingDao Xiang Run Hao Import and Export Co., ltd (Former name is Qingdao RuiTongFa rubber machinery works, which is founded in 2003) is a professional manufacturer for rubber machinery and rubber moulds such as rubber injection machine, vacuum plate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

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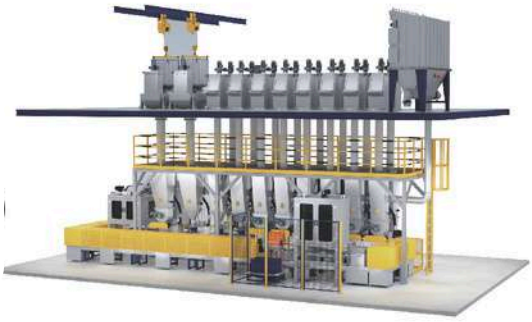

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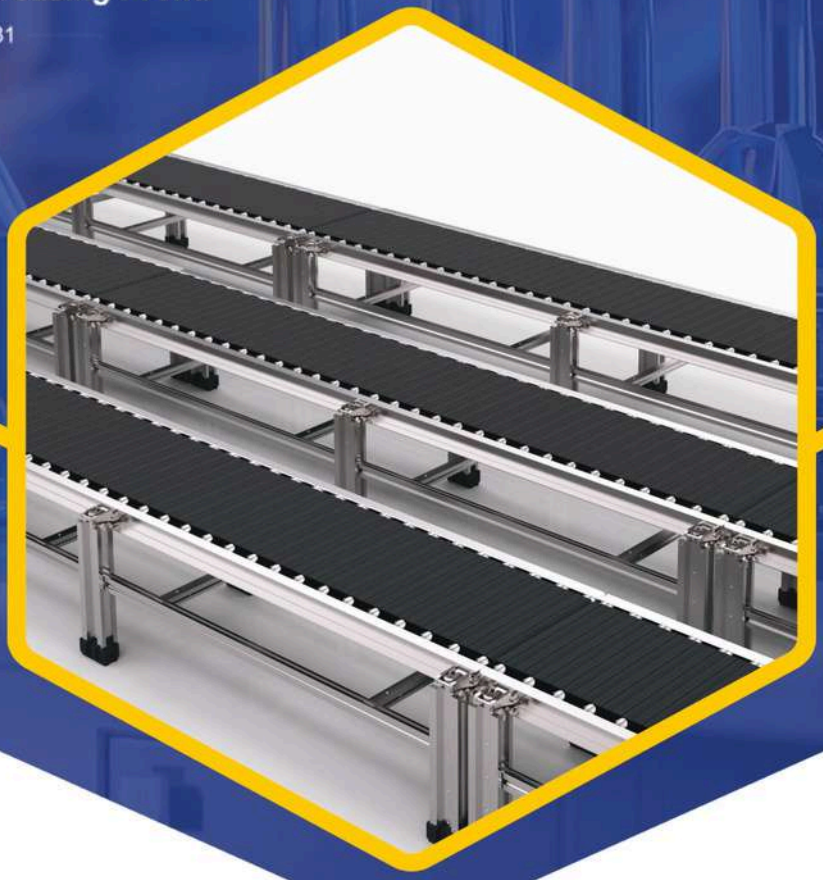

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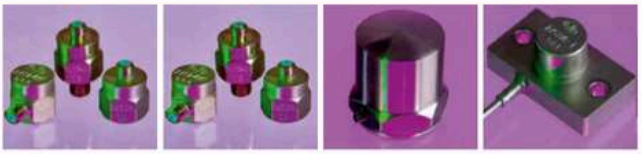

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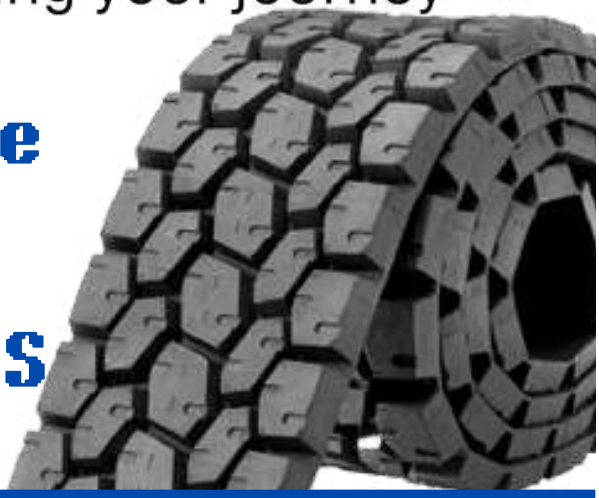

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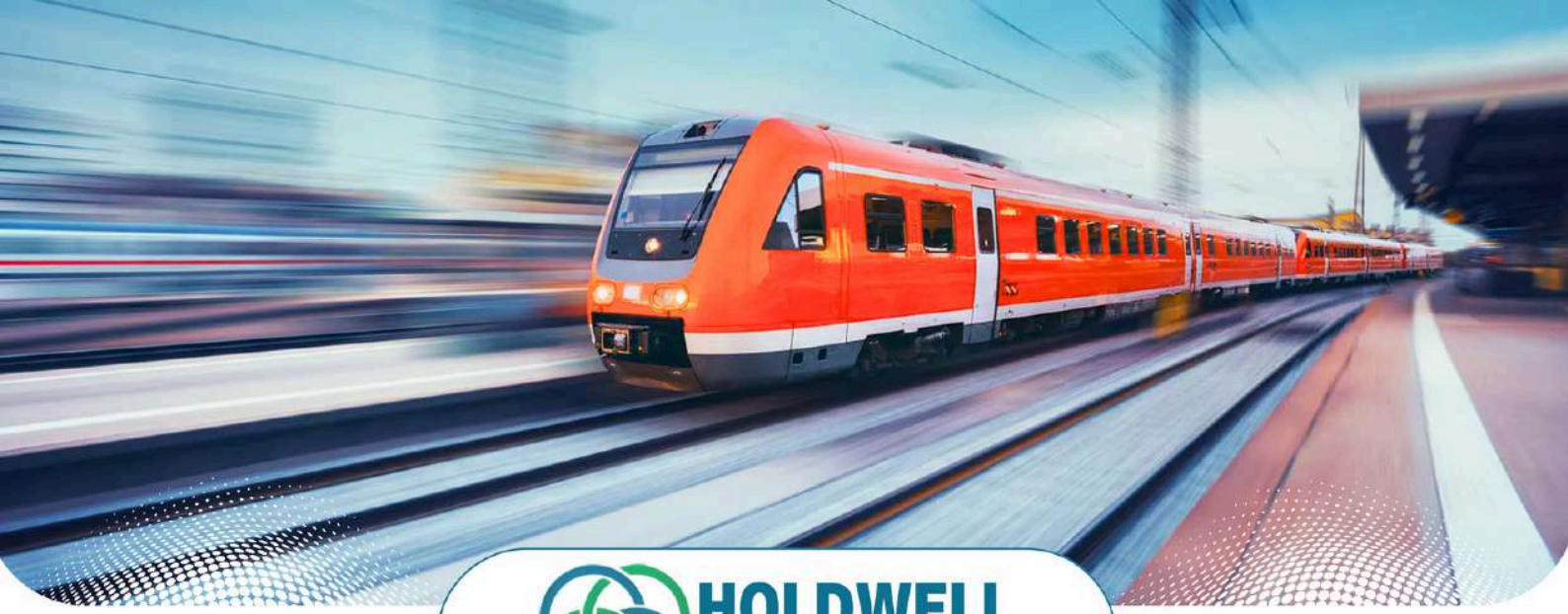

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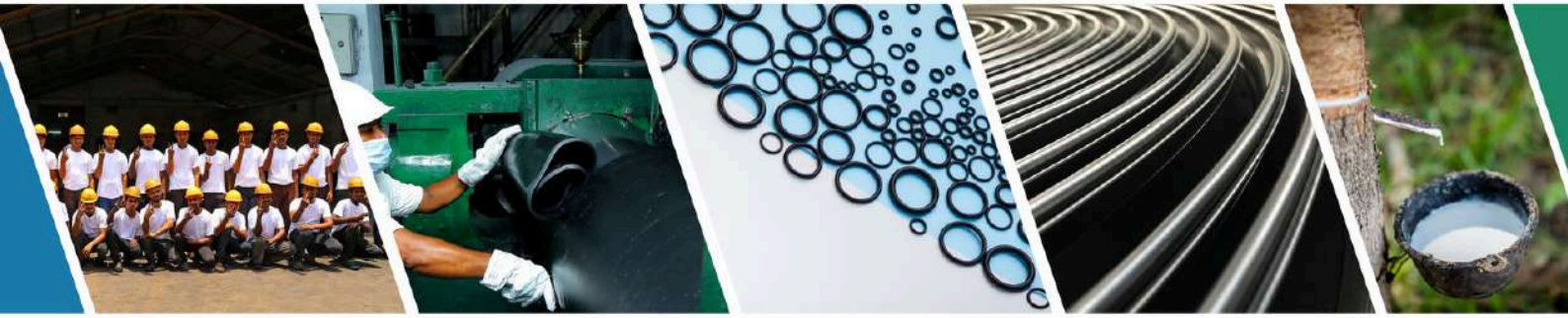

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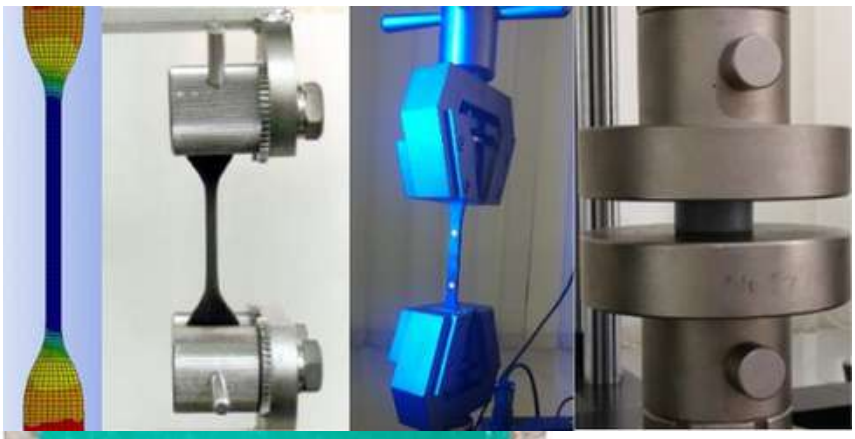

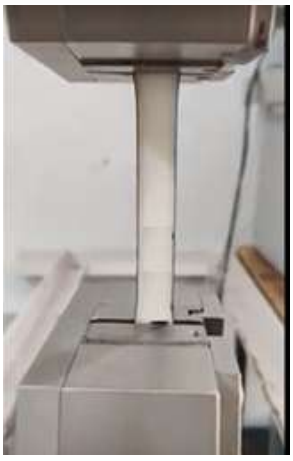

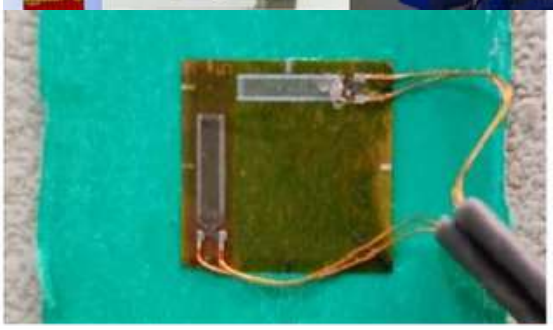

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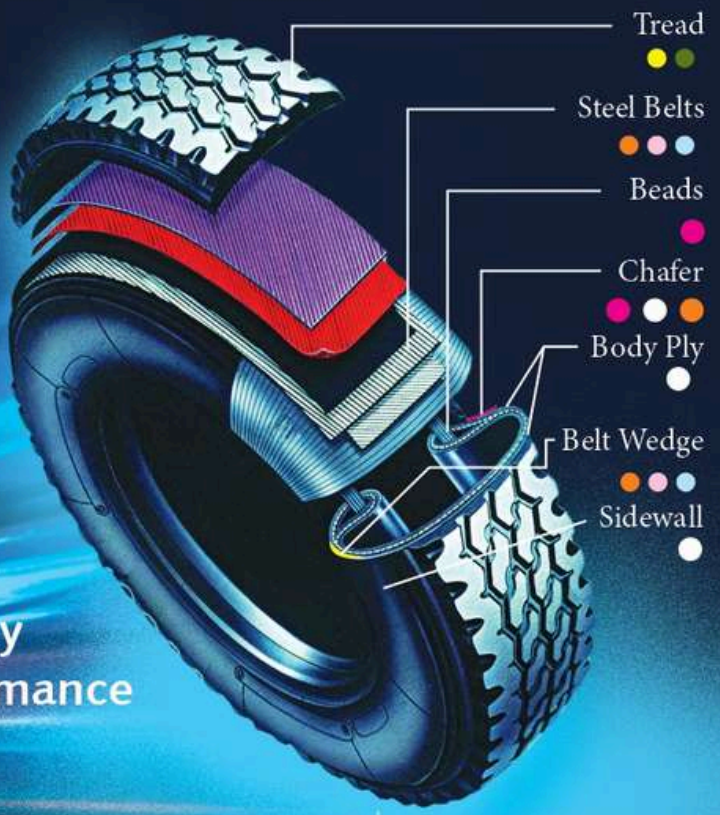

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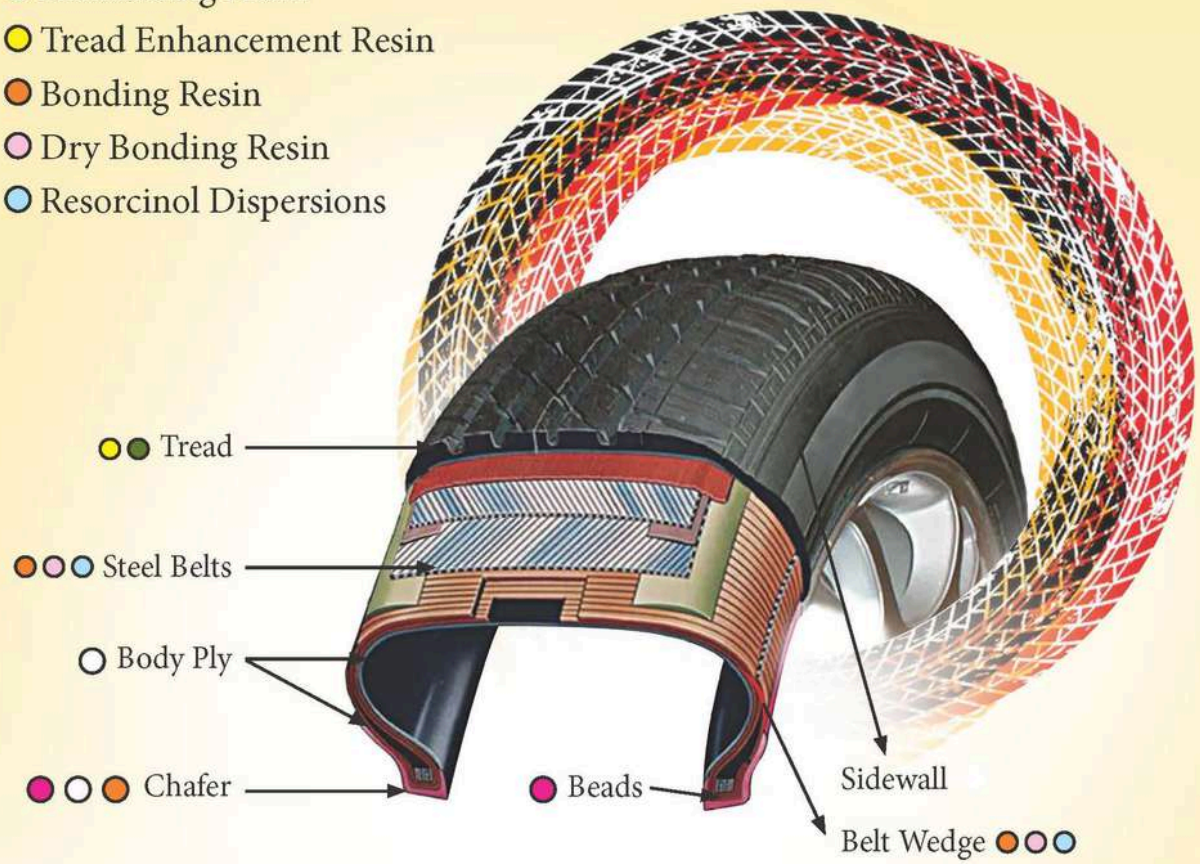

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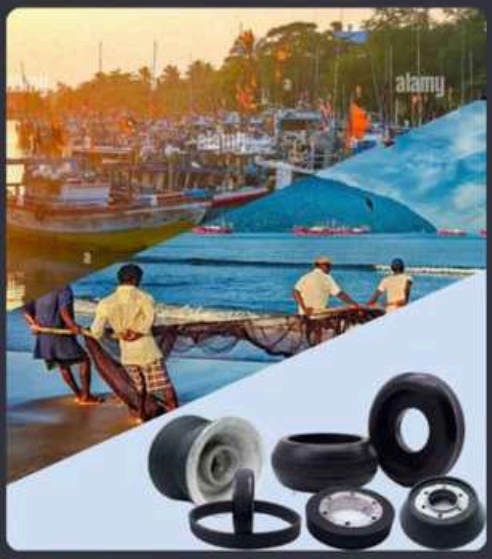

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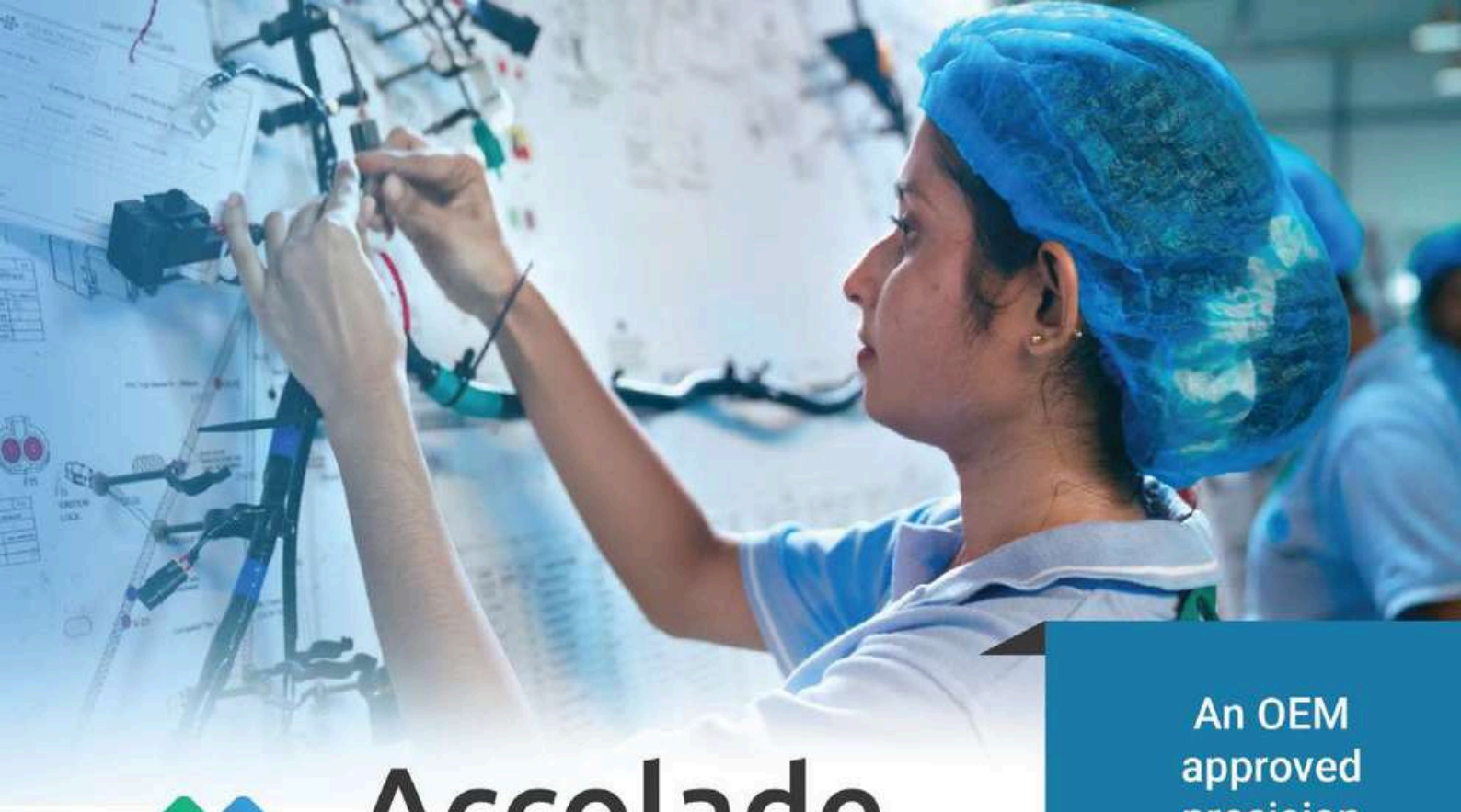

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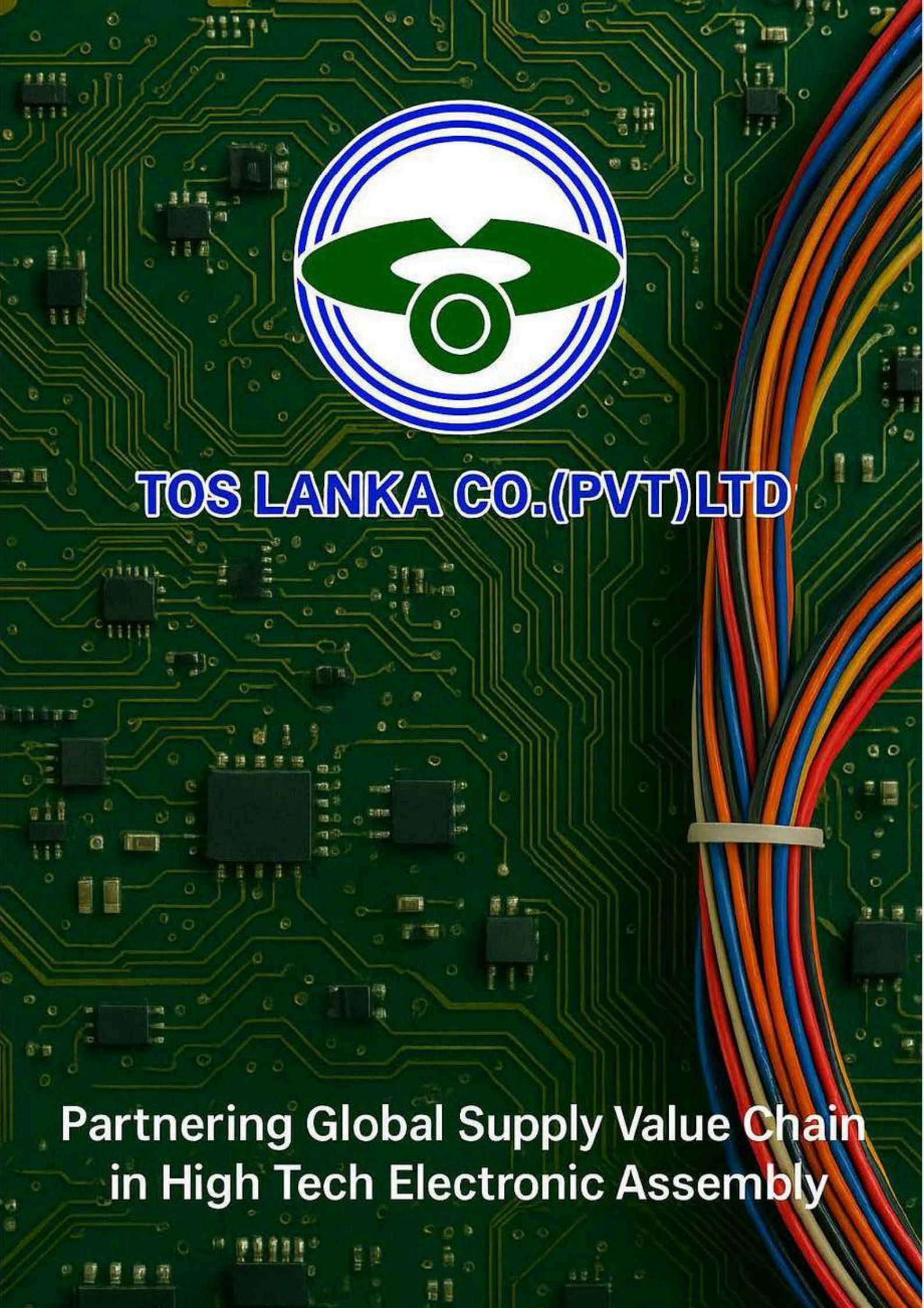
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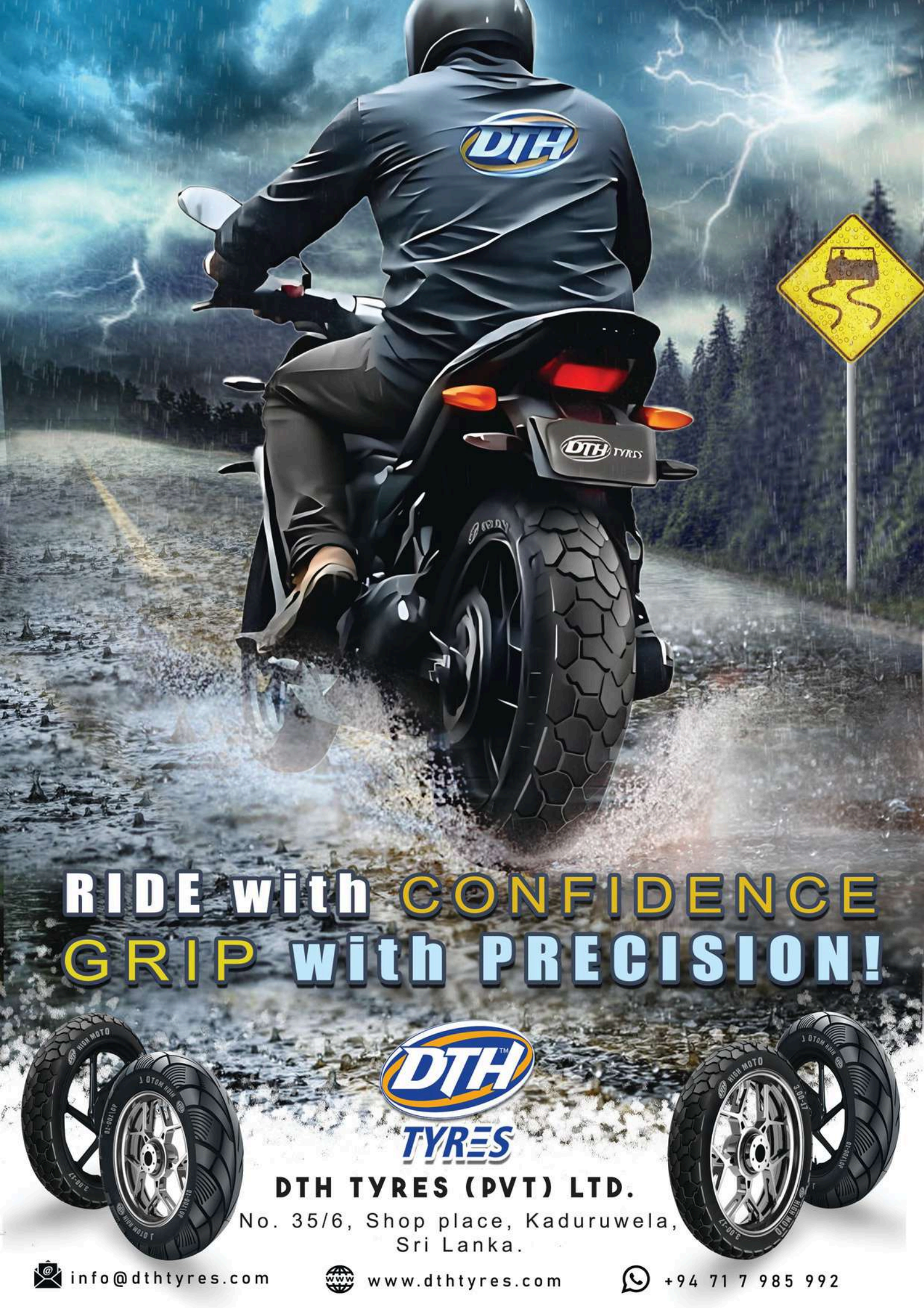
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RUBBER Review

PIRELLI: CYBER™ TYRE TECHNOLOGY GAINS WORLDWIDE RECOGNITION

Just one month after being recognized in the United States as the most innovative technology in the tyre sector (Autotech Breakthrough Awards), Pirelli Cyber™ Tyre has received three additional prestigious international accolades. The first in France, in the "Safety" category at the eighth edition of the Automobile Awards. The second from Autobest, an independent automotive jury representing 32 European countries. The third from U.S.-based market analysis firm Frost & Sullivan, which named Pirelli "Company of the Year" for the groundbreaking innovation of the Cyber™ Tyre - a technology that, as stated in the recognition, "demonstrates how digital systems can redefine even traditional automotive components."

AUTOMOBILE AWARDS

The French jury of the Automobile Awards, composed of 20 automotive industry experts, recognized Pirelli for its ability to enhance vehicle safety through the innovation delivered by Cyber™ Tyre technology. The Automobile Awards celebrate excellence in the sector each year, in line with key market trends. Among the most significant recognitions is the Safety Award, which this year went to the Pirelli Cyber™ Tyre—a technology that provides advanced warning of risks and makes driving safer and smarter. Thanks to sensors integrated into the tyres and connected to the vehicle's ECU, the system transmits real-time data from the road, enabling control systems to intervene promptly, for example by braking sooner or reducing stopping distances.

The information collected by sensor-equipped tyres, combined with V2X connectivity and Pirelli's proprietary algorithms that process data in real time, also allows communication of road conditions to infrastructure managers and, in the context of Smart Roads, alerts other connected vehicles to potential hazards, as well as providing useful insights for mobility management.

SAFETYBEST 2026

Autobest, founded in 2000, honors companies, technologies, and individuals driving the evolution of mobility each year. Among its most prestigious categories is the "SafetyBest" title, awarded this year to Pirelli "for the pioneering development of Cyber™ Tyre technology, an innovation of exceptional significance for automotive safety." This recognition celebrates solutions that raise road safety standards and is based on extensive tests and in-depth analyses conducted by the jury. It stands alongside other Autobest categories, including the annual election of the Best Buy Car, as well as CompanyBest, EcoBest, and DesignBest.

COMPANY OF THE YEAR

The Frost & Sullivan "Company of the Year 2025" recognition highlights companies that anticipate trends, bring innovative solutions to market, and generate tangible value. This accolade, granted in the "Global Smart Automotive Tyre Market" category, underscores Pirelli's role as a leader in innovation and a driver of the transformation underway in the industry, thanks to the development of cutting-edge technologies—foremost among them is Cyber™ Tyre, an intelligent system that integrates tyre data into vehicle control systems, connected ecosystems, and infrastructure.

"*These new recognitions confirm that the role of the tyre has changed. For over a century, the technologies inside it have been evolving, but its function has remained the same: conveying forces to the ground to ensure vehicle control. Today, the tyre continues to evolve, and to its primary purpose a new one has been added: thanks to Pirelli Cyber™ Tyre, it has begun to collect and transmit data, processed through algorithms developed by Pirelli. These enable new functionalities, both within vehicle electronics and in relation to road infrastructure, with development potential that looks toward smart cities and autonomous driving. Digitalization and connectivity are essential pillars for designing future mobility, and our technology—the first of its kind in the tyre world—has embraced them, as confirmed by these awards and by our collaborations with leading car manufacturer*s," said Andrea Casaluci, CEO of Pirelli.

COLLABORATIONS WITH CAR MANUFACTURERS

After two decades of development, Cyber™ Tyre technology is now being implemented on models from several carmakers, supported by a partnership with Bosch, enabling integration with onboard electronic systems such as ESP, ABS, and traction control. The first version debuted in 2021 on the McLaren Artura, the first production car to adopt the Cyber™ Tyre. In 2024, Audi introduced a track-focused version on the RS 4 Avant Edition 25 Years. The latest and most advanced variant of the technology hit the road this year on the Pagani Utopia Roadster, where the Cyber™ Tyre is fully integrated with the vehicle's control electronics. Also in 2025, an agreement was announced with Aston Martin, which will adopt Cyber™ Tyre on its upcoming models. Meanwhile, additional development collaborations are underway and will be announced soon, extending beyond the Prestige segment to include high-volume models in the Premium market.

PIRELLI CYBER™ TYRE

Pirelli Cyber™ Tyre is the world's first integrated hardware and software system capable of collecting essential data from tyre sensors—such as pressure, temperature, and acceleration—and processing them through proprietary algorithms. The system communicates in real time with the vehicle's electronics, integrating with ABS, ESP, and ADAS to enable new control functions, provide advanced warning of critical situations, and thereby enhance safety, efficiency, and driving comfort.

This technology goes beyond in-car features and extends to infrastructure, aiming to improve safety and quality, as demonstrated by the collaboration begun last June with the Region of Apulia. The project leverages Cyber™ Tyre by combining tyre data with images from onboard cameras to create a dynamic road map, reporting on the "health status" of roads and supporting maintenance planning to improve safety.

Thanks to Vehicle-to-Everything (V2X) connectivity, the Cyber™ Tyre communicates with infrastructure and other vehicles, facilitating smart roads, smart cities, and future developments in autonomous driving through real-time information on road conditions, risks, and signage. The Cyber™ Tyre represents a decisive step toward the mobility of the future, reaffirming Pirelli's innovative vision and delivering tangible benefits to drivers, manufacturers, and infrastructure managers—transforming tyres into truly intelligent, connected components.

The Nokian Tyres Romania factory reaches the target of one million tires in 2025

The Nokian Tyres factory in Oradea, Romania has produced its one millionth tire of the year on December 20th. The tire was produced according to the production target for the year.

"*I am very proud of our entire team for their hard work in reaching this milestone. It is a strong testament to our commitment to customers across Europe, enhancing our service level and delivering innovative products that ensure safety and comfort for drivers in all conditions*," says Nokian Tyres President and CEO Paolo Pompei.

The Nokian Tyres Romania factory was inaugurated in September 2024 and started tire deliveries in March this year. The factory focuses on manufacturing passenger car tires sold in the European market.

The millionth tire produced in Oradea this year is a Nokian Tyres Snowproof 2 winter tire. As the inventor of the winter tire, Nokian Tyres is known for its premium products designed for demanding winter conditions, and the Romania factory continues the over 90-year-old heritage of Nokian Tyres expertise of safe driving and sustainable tire manufacturing.

The company also launched two new products for the European market this year: the Nokian Tyres Seasonproof 2 all-season tire as well as the Nokian Tyres Powerproof 2 summer tire. The company will continue to launch new products for drivers in Europe produced in Romania.

The Nokian Tyres Romania factory is the world's first full-scale zero-CO2-emissions tire factory with all energy generated without fossil fuels and utilizing the most modern tire production technology. When fully completed approximately by the end of 2027 the factory will be the biggest Nokian Tyres production facility, repre

Hankook Tire's Daejeon Plant Receives International Sustainability Certification 'ISCC PLUS'

Global leading tire company Hankook Tire & Technology (hereafter Hankook Tire) announced that its Daejeon Plant has received the International Sustainability & Carbon Certification (ISCC) PLUS, a global certification system for sustainable materials.

ISCC PLUS is a voluntary international certification system that verifies the sustainability of bio-based and recycled materials, as well as supply chain transparency. This certification marks Hankook Tire's third ISCC PLUS achievement. The company previously received certification for its Geumsan Plant in 2021, which was the first in the tire industry, and its Rácalmás Plant in Hungary in 2023. The milestone underscores the company's continued ESG management efforts to expand manufacturing systems for products based on sustainable materials across its key global manufacturing hubs.

At the Daejeon Plant, Hankook Tire replaced fossil-based synthetic rubber with bio-circular polymers, significantly reducing the environmental footprint throughout the entire lifecycle, from raw material sourcing to product manufacturing, compared with conventional fossil-based materials. Through this achievement, the plant has met the stringent certification criteria of ISCC PLUS.

In particular, the high-performance rally tires Ventus and Dynapro, developed with up to 31 percent sustainable materials, including those certified under ISCC PLUS, will be supplied exclusively as the official rally tires for the 2025 season of the FIA World Rally Championship (WRC), one of the world's premier motorsports competitions sponsored by Hankook Tire. This demonstrates Hankook Tire's top-tier motorsports technology on the global stage.

With the certification of the Daejeon Plant, Hankook Tire has established a sustainable product manufacturing system spanning original equipment and replacement tires as well as motorsports, reinforcing its leadership in global ESG initiatives. Since last year, the company has been supplying the iON evo, a high-performance tire featuring the industry's first ISCC PLUS certification logo was imprinted on the sidewall, as an original equipment tire for the Porsche Taycan. Despite incorporating 45 percent recyclable and recycled materials based on the mass balance approach, the iON evo delivers performance that matches or exceeds conventional fossil-based products, meeting Porsche's stringent performance and sustainability standards.

In June of the same year, Hankook Tire also launched the new iON GT in the European replacement market, increasing the share of ISCC PLUS-certified materials to up to 77 percent based on the mass balance approach. As the first electric vehicle–dedicated tire to achieve "Triple A" ratings under the EU Tire Label for covering rolling resistance, wet grip, and noise, the iON GT has demonstrated world-class performance standards.

During IAA Mobility 2025, the world-renowned automotive exhibition held in Munich, Germany, in September this year, Hankook Tire unveiled a concept product development case featuring 81 percent sustainable materials. This demonstration strengthened iON's market position as an innovative brand pioneering the future mobility ecosystem.

In addition, Hankook Tire serves as the exclusive racing tire supplier for the ABB FIA Formula E World Championship, the world's premier electric vehicle racing series. Through its contributions to climate action and circular value chain development, the company earned the FIA's '3-Star Environmental Accreditation' last year. Building on this collaboration with the FIA, Hankook Tire is introducing the next-generation electric racing tire iON Race this year, which incorporates 35 percent sustainable materials and represents another step forward in advancing sustainable motorsports.

Hankook Tire is actively pursuing open innovation with global partners to further advance sustainable material substitution technologies. This year, the company has been promoting technical collaborations with ROTOBOOST to develop turquoise hydrogen-based carbon black and with Solvay to develop circular silica. Furthermore, Hankook Tire is actively participating in government-funded national research projects and domestic consortia to validate carbon-reduction technologies and expand the commercial viability of alternative materials.

Moving forward, Hankook Tire will continue advancing technological innovation based on its circular economy strategy, E.Circle. The company aims to reduce reliance on fossil-based resources, prevent natural resource depletion, and steadily lower carbon emissions, contributing to greater sustainability across the tire industry.

Magna Tyres Group acquires Telescope Tyres, strengthening presence in Australia

Magna Tyres Group (headquartered in the Netherlands) announces the acquisition of Telescope Tyres Group, a leading Australian tyre and service specialist with multiple branches across regional New South Wales. This acquisition marks another strategic step in Magna Tyres' ongoing global growth and commitment to strengthening its position in key markets worldwide.

Strategic expansion in Australia

Through this acquisition, Magna Tyres significantly enhances its presence in the Australasian market. Telescope Tyres' strong local brand, customer trust, and service expertise will complement Magna's international scale, product range, and operational excellence.

Key benefits of the acquisition include:

- Stronger regional presence in Parkes, Dubbo, Gunnedah and Cowra, New South Wales.
- Expanded service offering, combining Telescope Tyres' on-site, mechanical, and fleet solutions with Magna's global product portfolio.
- Operational synergies, enabling improved logistics, supply chain efficiency and service reliability across the region.
- Continued local leadership, ensuring customer continuity and community connection.

Telescope Tyres will continue operating under its existing brand in the near term, supported by Magna Tyres' global resources, systems and network integration.

Michael de Ruijter, CEO of Magna Tyres Group, said:
"*Australia is a vital market in our international growth strategy, and Telescope Tyres is a highly respected name with a strong local reputation. Their customer focus and service quality align perfectly with Magna's values. Together, we will build a stronger, more capable business that can serve customers with even greater efficiency and reliability*."

Nathan Johnston, Managing Director of Telescope Tyres Group, commented: "*Joining Magna Tyres marks an exciting new chapter for our company, our people and our customers. We are proud of our local heritage and long-standing relationships, and with Magna's global expertise and resources, we are well-positioned to deliver even greater value while staying true to who we are*."

Aldo Gismondi, Managing Director of Magna Tyres Australia, said: "*The Telescope acquisition strategically positions MTA on the East Coast given the acquisition of Fennell Tyres International on the West Coast of Australia in 2021 and brings consolidated revenue to 75-80m annually*."

The acquisition will close in January 2026. Telescope Tyres' management and employees will continue in their current roles. Magna Tyres will invest in technology, training and infrastructure to support sustainable growth. The combined entity will explore further opportunities to strengthen its network across Australia and New Zealand.

About Magna Tyres Group: Magna Tyres Group is a global tyre solutions provider specialising in Off-The-Road (OTR), industrial, agricultural and truck tyres. With operations in over 130 countries, Magna Tyres combines European engineering, robust supply capabilities and dedicated local service. **About Telescope Tyres Group:** Established in 1993, Telescope Tyres is a family-owned Australian business with service centres in Parkes, Dubbo, Gunnedah and Cowra. The company provides tyre sales, mechanical servicing, on-site fleet support and safety inspections across automotive, agricultural and heavy vehicle sectors.

SMX Converts Disposable Rubber into Verifiable, Monetizable Material

SMX is expanding its molecular marking and digital identity technology into industrial rubber gloves to solve a fundamental problem in waste management: material anonymity. Industrial gloves are not excluded from recovery systems because they lack value, but because once used, their composition and exposure history cannot be verified. Without reliable information on whether gloves are latex, nitrile, neoprene, blended compounds, or potentially contaminated, downstream handlers are forced to assume worst-case risk, leading to large-scale landfill or incineration.

SMX addresses this structural failure by embedding invisible molecular markers directly into rubber compounds during manufacturing. These markers persist through use, washing, shredding, and processing, allowing gloves to retain verifiable material identity even after disposal. This does not mean all gloves should be recycled. Instead, it enables accurate classification—an essential but often overlooked step in sustainability systems. With verified identity, waste streams can be segregated based on real data rather than assumptions. Disposal becomes intentional and documented, reducing liability and improving compliance. In suitable cases, selective recovery or downcycling becomes feasible, particularly for gloves used in controlled industrial or food-processing environments. Beyond waste handling, persistent identity creates feedback loops for manufacturers, guiding material redesign based on real recovery outcomes rather than claims. SMX's pilot programs aim to validate these workflows in real conditions. By eliminating anonymity, SMX enables accountability, informed decision-making, and practical circularity across materials long considered unrecoverable.

First Product, VOLTABOND™ 109 Latex Binder, Sets a New Standard for Durability, Energy Density, and Production Efficiency

Trinseo (NYSE: TSE), a specialty materials solutions provider, announced the launch of its Fourth-Generation SBR Binder Platform, engineered to power the next wave of electric vehicle (EV) and Battery Energy Storage System (ESS) applications. The new platform marks a significant milestone in Trinseo's strategy to enhance its global leadership in high-performance materials for the energy transition.

Developed through advanced polymer science and deep collaboration with global battery manufacturers, Trinseo's Fourth-Generation SBR Binder Platform addresses critical industry needs for higher energy density, greater durability, improved processability, and increased production efficiency. The platform delivers up to 30% higher peel strength compared to traditional SBR binder technologies, enabling stronger electrode adhesion, thicker coatings, and faster coating speeds—key to achieving higher-capacity cells and extending EV driving range.

The first product introduced under this platform, VOLTABOND™ 109 Latex Binder, combines these next-generation performance attributes with excellent rebound control and broad compatibility across both graphite and low-to-medium silicon anodes. Its versatility supports a range of cell designs and manufacturing conditions, offering flexibility for both EV and ESS applications.

"Our Fourth-Generation Binder Platform represents a leap forward in materials innovation for both EV and ESS markets," said Andre Hugentobler, Global VP Technology and Innovation. "It demonstrates how Trinseo's polymer expertise and global manufacturing capabilities enable our customers to accelerate the next wave of electrification—safely, efficiently, and at scale."

Combining top-tier performance with enhanced high-temperature stability and low internal cell resistance, the platform supports faster charging and dependable long-term operation. Produced locally in Asia-Pacific, Europe, and North America, the next-gen platform reinforces Trinseo's global supply resilience and responsiveness to regional battery manufacturing hubs.

"*This platform positions Trinseo to deliver differentiated solutions across multiple customer tiers and market segments*," said Arthas Yang, Senior Vice President, Latex Binders. "*It reflects our ongoing investment in high-growth, high-value markets and our commitment to advancing mobility and energy solutions.*"

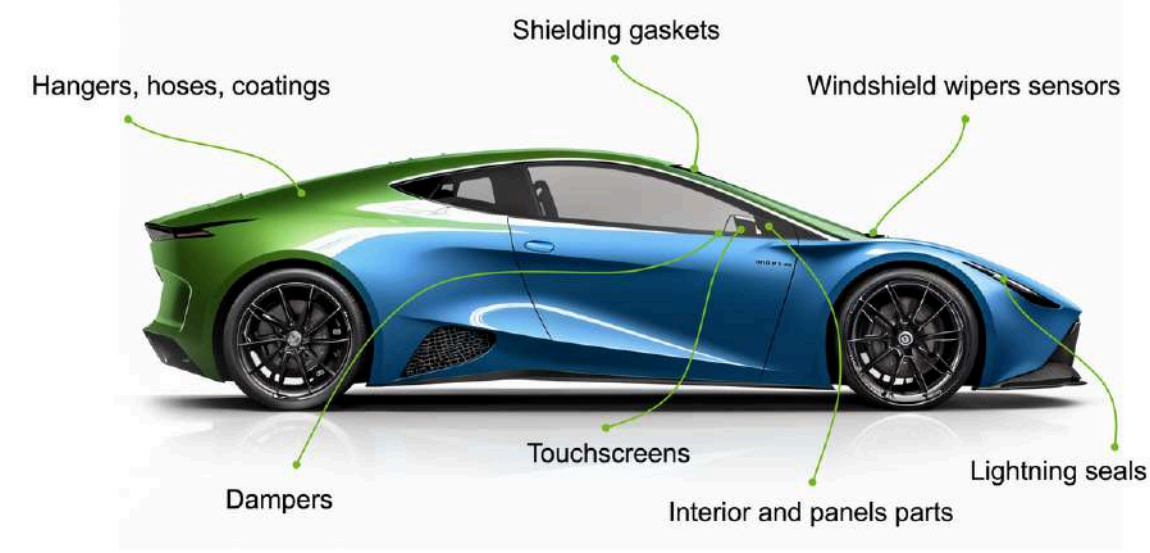
The Fourth-Generation SBR Binder Platform builds upon Trinseo's decades-long legacy in emulsion polymerization and performance binders, establishing a foundation for future product introductions that address diverse customer needs and pricing models across the global battery value chain.

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

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.

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.

Co-Creation Activities by Ethiopian Airlines Group and Bridgestone to Support Safe Aircraft Operations with Peace of Mind

Bridgestone Corporation (Bridgestone) announced that it has launched unique co-creation activities with Ethiopian Airlines*1, the largest airline in Africa, and Ethiopian Airports at Addis Ababa Bole International Airport (Bole International Airport). This initiative aims to reduce Foreign Object Debris (FOD) on airport surfaces to enhance safe aircraft operations with peace of mind. It is the first time that Bridgestone has continuously collaborated with both an airline and an airport on such co-creation activities.

Managing FOD at airports is essential to ensuring safe aircraft operations with peace of mind. Previously, FOD at Bole International Airport, the main hub for Ethiopian Airlines, caused tire-related problems that could affect flight schedules, highlighting an opportunity to improve operational efficiency through FOD management.

Bridgestone has a system to inspect and analyze all used tires returned from airline customers and accumulates FOD data specific to each airline. Utilizing its accumulated data and expertise, the company analyzed the FOD situation at Bole International Airport and proposed collaborative activities with Ethiopian Airlines and Ethiopian Airports to reduce FOD. Bridgestone continuously supported and strengthened regular FOD patrols by the airport staff through data analysis based on FOD distribution information, creation of hazard maps, recommendations for efficient FOD collection, and awareness activities regarding FOD impact.

As a result of ongoing collaboration, the incidence rate of aircraft tire issues caused by FOD has significantly decreased compared to the period before the initiative began. This improvement has led to better on-time performance and contributed to safe aircraft operations with peace of mind by Ethiopian Airlines. Furthermore, through increased utilization of retreaded tires*2, the initiative has enhanced productivity, economic value, and sustainability in aviation operations.

Going forward, Ethiopian Airlines Group and Bridgestone will continue to amplify the value of co-creation, contributing to the development of the aviation industry and society as a whole.

Comment from Retta Melaku, Chief Operating Officer of Ethiopian Airlines: "*At Ethiopian Airlines, the safety of our passengers, employees, and aircraft is a priority. We are pleased to collaborate with Bridgestone to further strengthen our efforts in reducing FOD at Addis Ababa Bole International Airport and ensure safe operations at the hub airport.*"

Comment from Getaneh Adera, Managing Director of Ethiopian Airports: "*We remain fully committed to upholding the highest safety standards at Bole International Airport at all times. This significant achievement in reducing FOD is the result of our strong commitment for safe operations and close collaboration with Bridgestone. Through our co-creation activities, we are pleased to have realized safer operations with enhanced productivity and economic value.*"

Comment from Jean-Philippe Minet, Managing Director of Bridgestone Aircraft Tire (Europe) S.A.: "*By combining the learnings and insights from Ethiopian Airlines' operational issues with our analysis technology and know-how, we have deepened our co-creation to propose customized solutions. We are delighted to contribute to safe aircraft operations with peace of mind and to improved operational productivity through the co-creation of efficient FOD reduction on airport surfaces. Through further expansion and evolution of this solution, we will amplify the value of our "Dan-Totsu Products" *3, trust with our customers, and value of the data for creating new value*."

With expansion and enhancement of solution for airlines, Bridgestone is committed to social and customer value based on co-creation, aligning with our corporate commitment, the "Bridgestone E8 Commitment," *4 which emphasizes "Efficiency: Committed to maximizing productivity through the advancement of mobility." and "Extension: Committed to nonstop mobility and innovation that keeps people and the world moving ahead."

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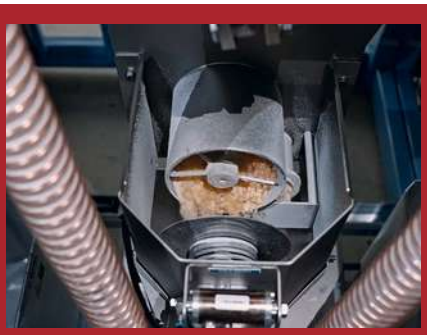

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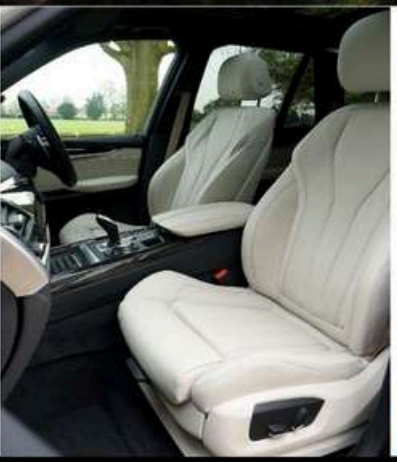

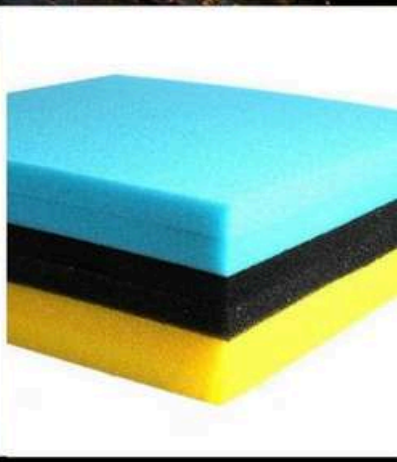

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Polyurethane Executive Dinner

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

POLYURETHANE TRAINING

1-2 April 2026
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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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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 or 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 Screeing)
- 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, calendering, 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.

A TechnoBiz Executive Forum on Tyre Science, Technology & Industry

CONFIRMED SPEAKERS

TechnoBiz Tyre Tech WEEK

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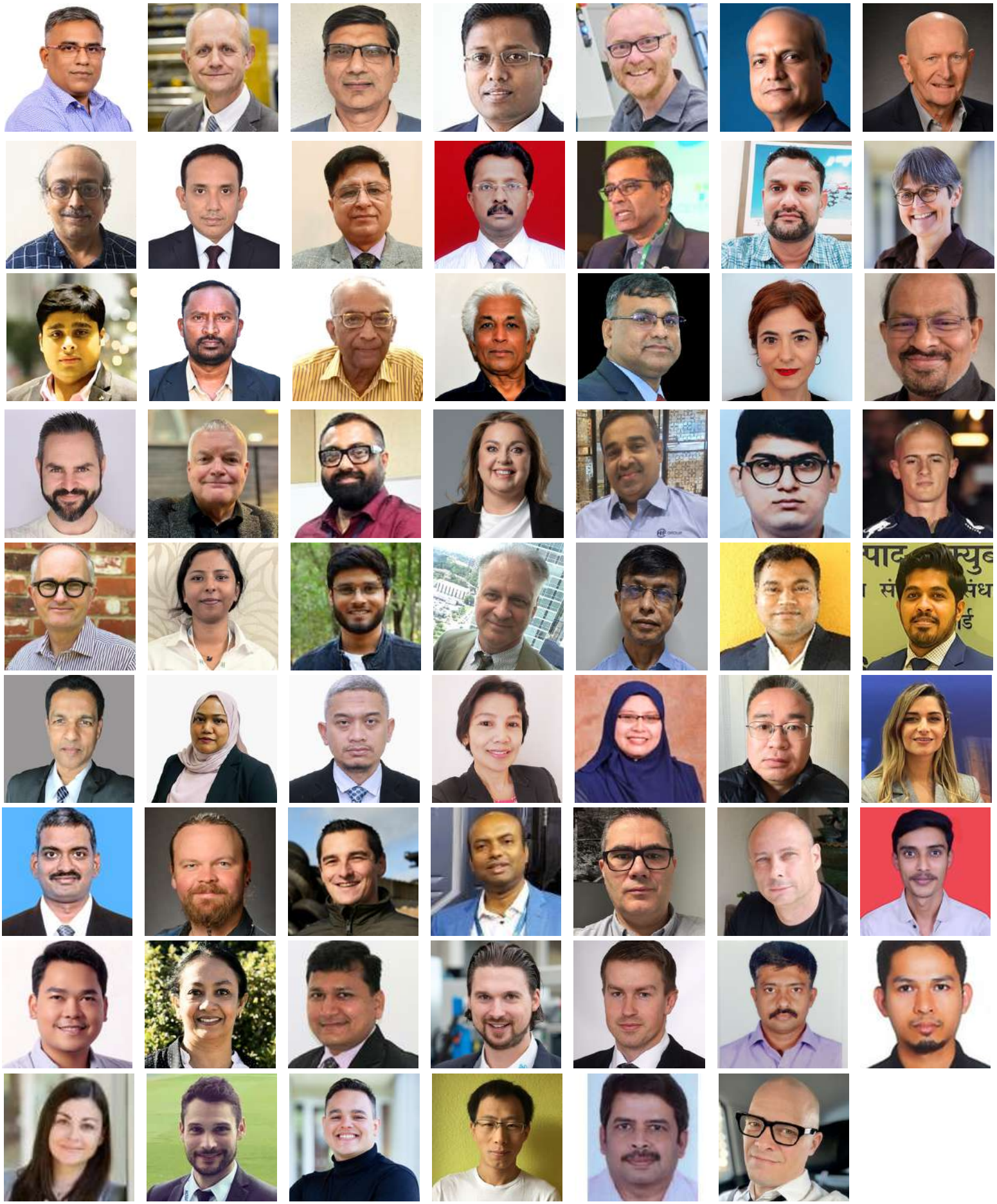

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CONFIRMED TOPICS

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 Stocek, 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

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More talks will be added

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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*
- **New Formulation Approaches for Improved Processing and Performance in Passenger Car Tire Tread Compounds** |*Dr. Dharmesh Chotalia, Business Director (High Performance Polymers), EVONIK India*

More talks will be added

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*)

Special Session - Dawnsun Exim Corporation

- **AI in Tyre Process** | Redomtech
- **Calender Gauge controlling** | Facts USA
- **How to improve RR** | OTSUKA-
- **Latest Tyre Testing** |inmess
- **How to use RFID in Tyres** | Fischer

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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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ETE

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

https://conference.technobiz.org

Contact us

Email: peram.technobiz@gmail.com
WhatsApp: +91-6300 544 718

TechnoBiz Tyre Tech WEEK

Edition - 2 | Hybrid Event

10-12 FEB 2026

CHENNAI, INDIA

GREEN PARK HOTEL

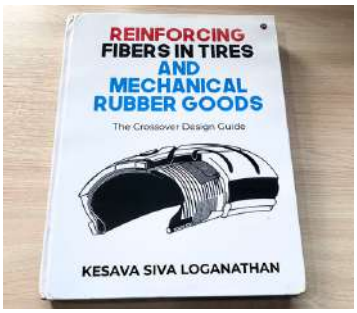



Tyre Research Poster Fair

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!

TechnoBiz Tyre Tech WEEK

Edition - 2 | Hybrid Event
10-12 FEB 2026 | CHENNAI, INDIA
GREEN PARK HOTEL

DELEGATE / SPONSORSHIP PARTICPATION

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

Hotel Green Park
N.S.K. Salai, Arcot Rd,
Vadapalani, Chennai
Tamil Nadu 600026, India
hotelgreenpark.com/chennai

Sponsorship Options (Tyre Tech Week 2026)

Option 1: Corporate Sponsor *(Rs. 200,000 | US$ 2500)*
- Recognition as a Sponsor in all signage / promotional materials
- Table-Top Booth in the Conference Area
- Display of Company Brochures at Display Zone
- 5 Delegate Passes - Complimentary
- Full Page Advert in the "Rubber Review" E-Magazine for 6 Months
- Social Media Promotion of Company Advert & Videos
- 30% OFF on the Registration Fee for Additional Delegates

Option 2 : Supporter (Rs. 100,000 | US$ 1500)
- Recognition as a Supporter in all signage / promotional materials
- Display of Company Brochures at Display Zone
- 2 Delegate Passes - Complimentary
- 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

PKR CONSULTANTS

PKR Consultants is authorized organization to process fee payments for delegate registrations and sponsorships from organizations based in India
GST: 37ALDPC9514F1ZB

Contact Person : Peram Prasada Rao, Project Manager
Tyre Tech Week 2026 | 10-12 Feb 2026, Chennai
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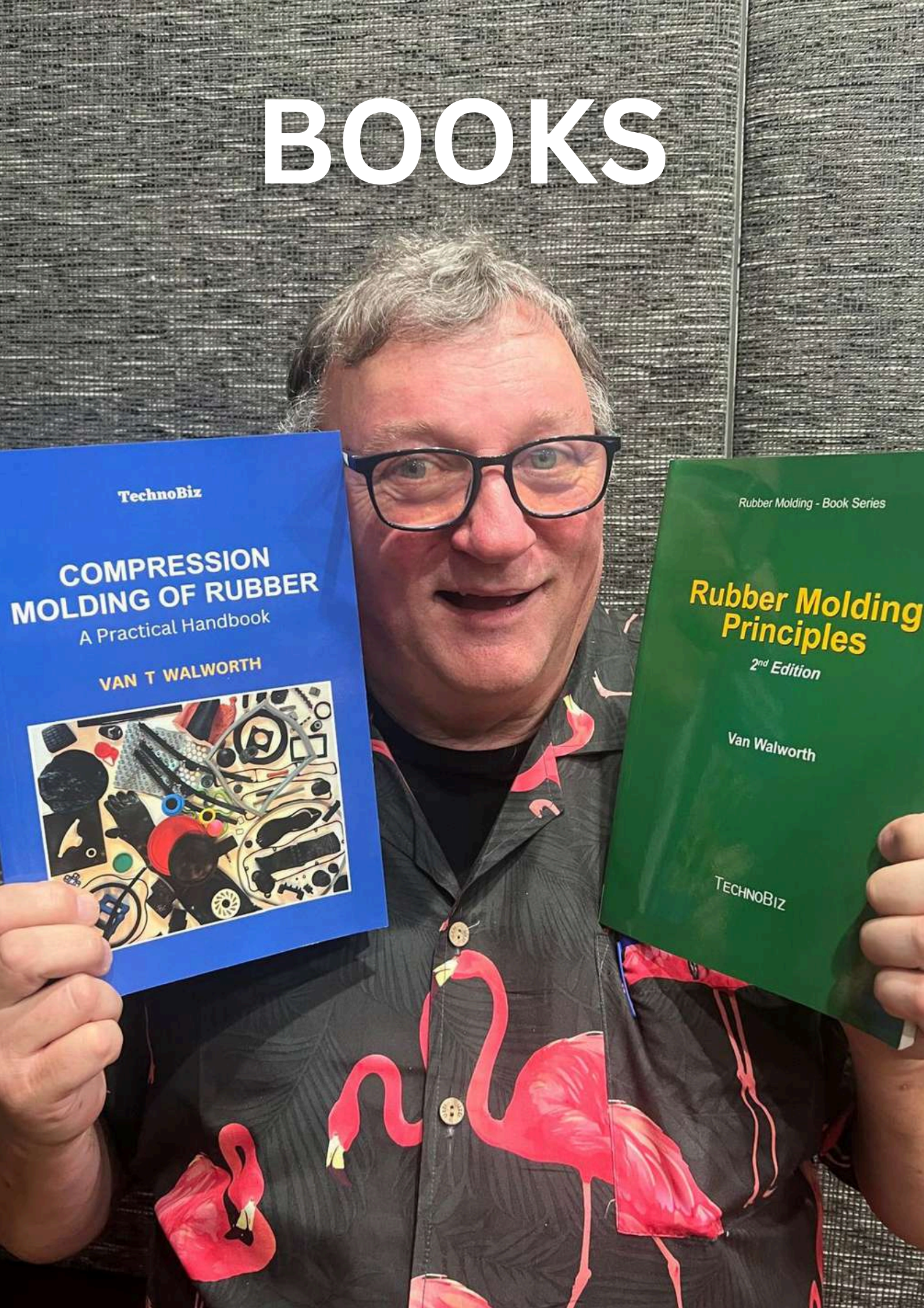
TechnoBiz
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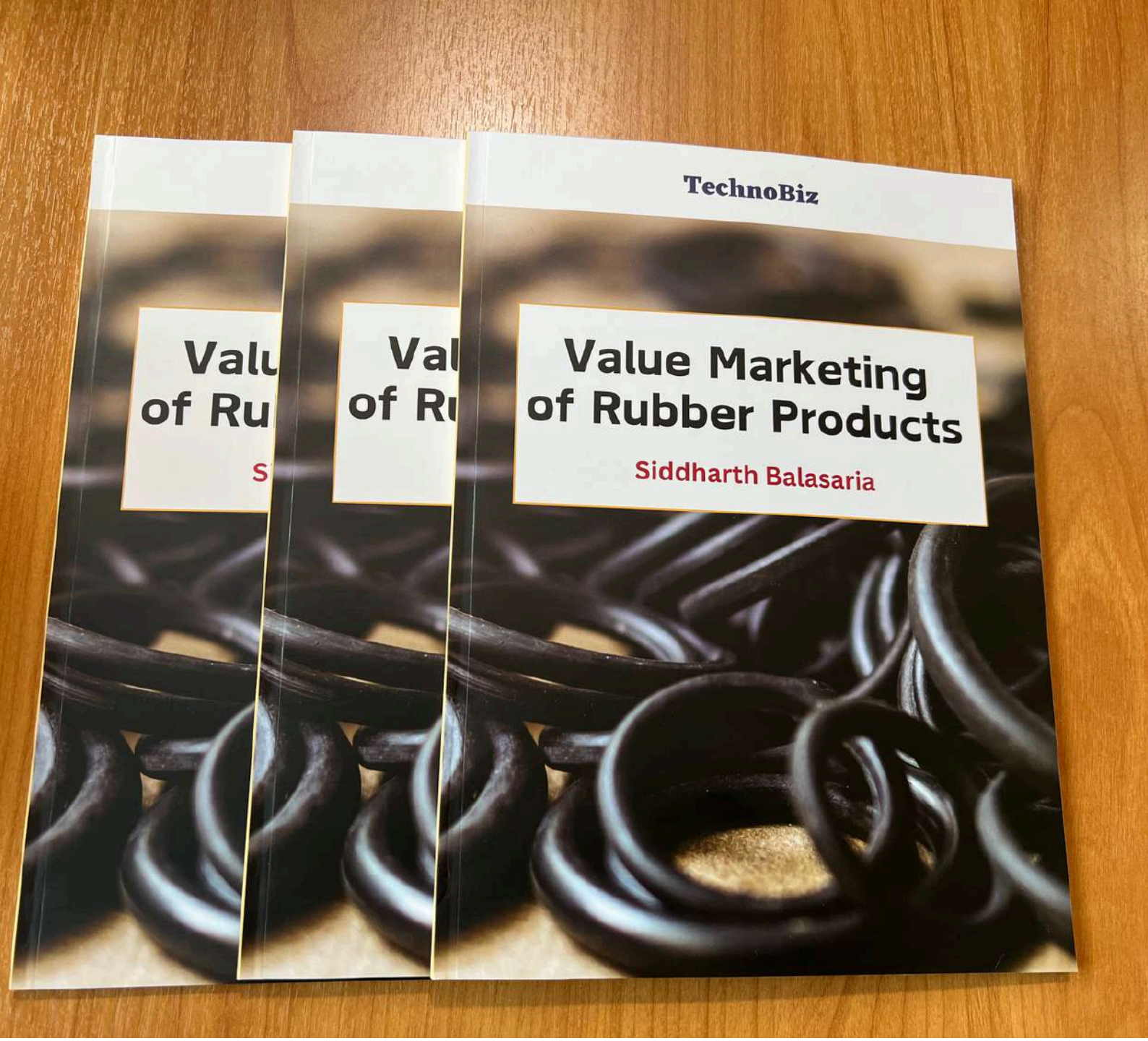

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Compression Molding of Rubber
A Practical Guide

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

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Book Contents

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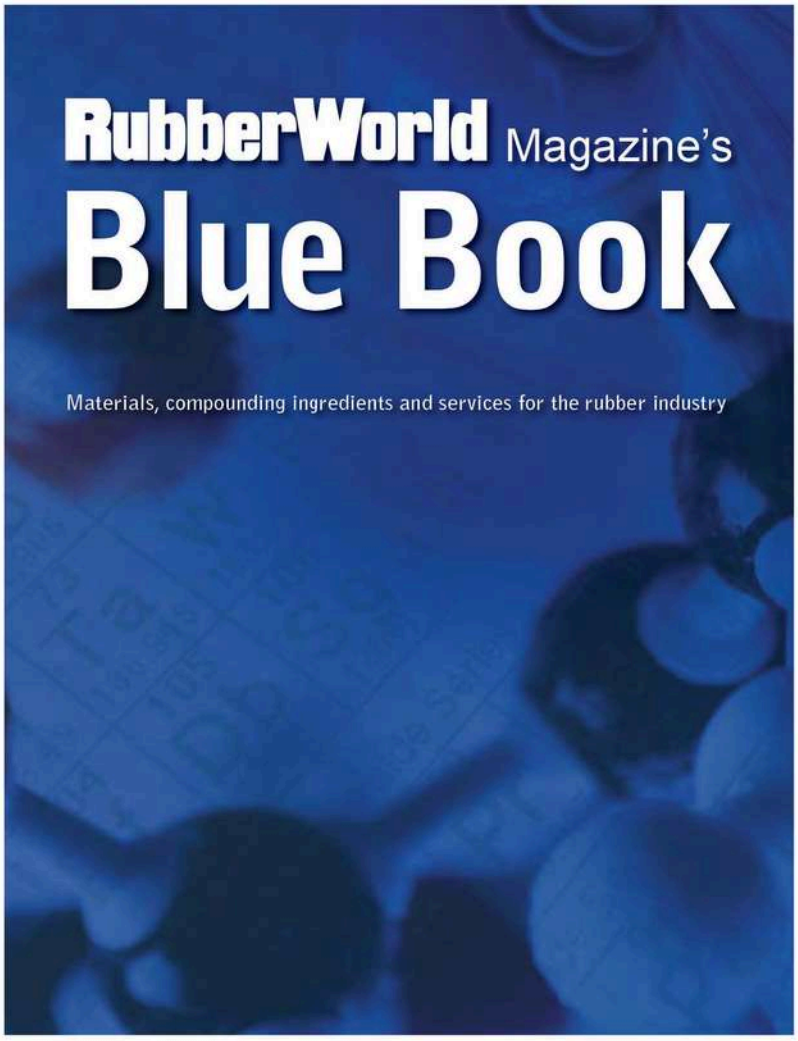
RubberWorld

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.



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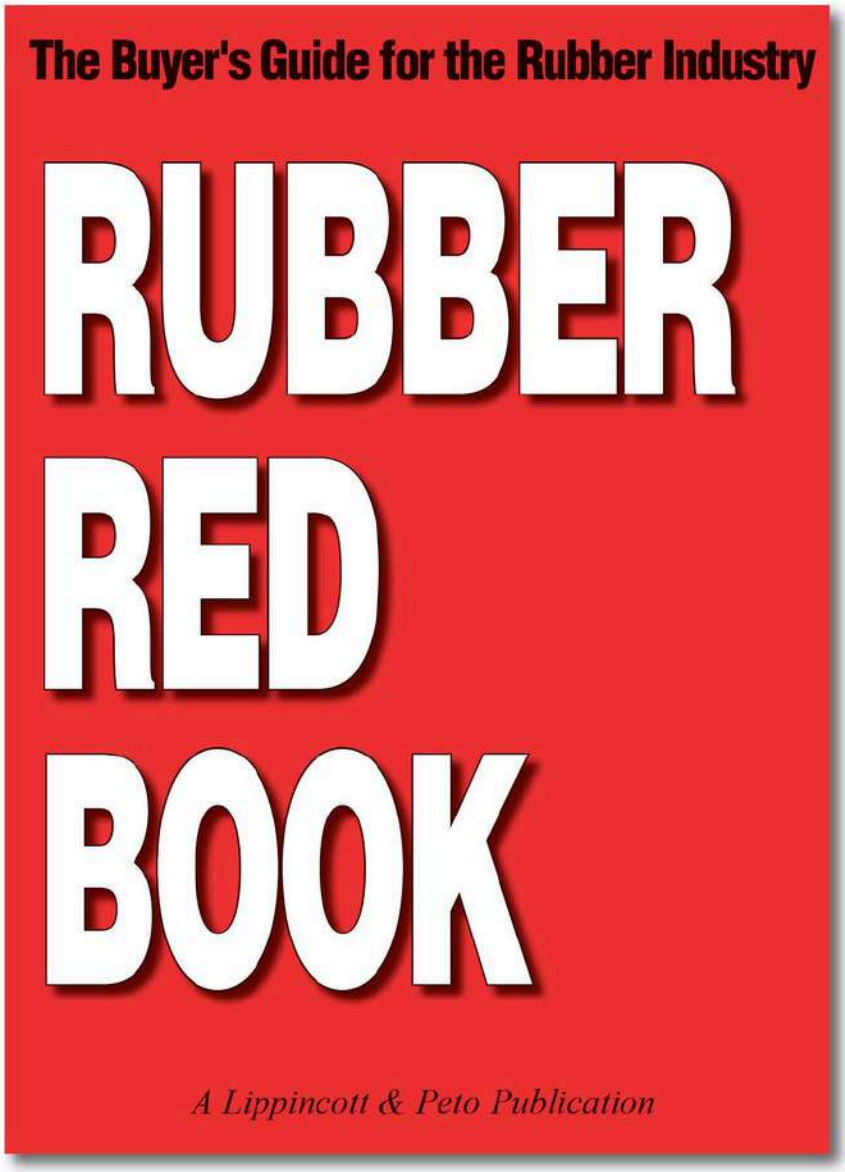
- Educational Courses in Rubber Chemistry and Technology
- Technical and Trade Journals

RUBBER RED BOOK listings for more than 1,200 rubber product manufacturers grouped by location and products.



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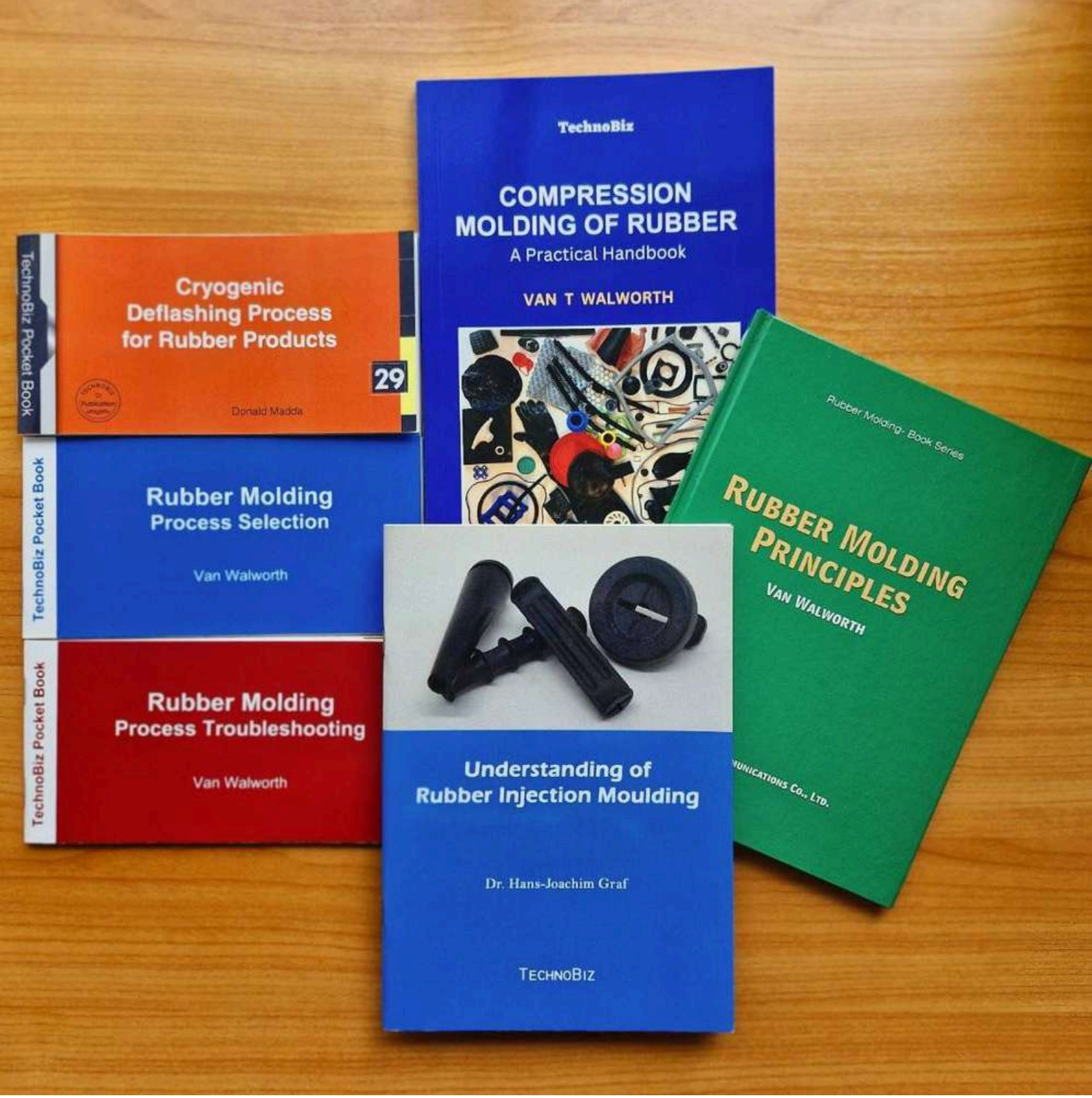

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Clariant

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DAP : Diammoniumphosphate

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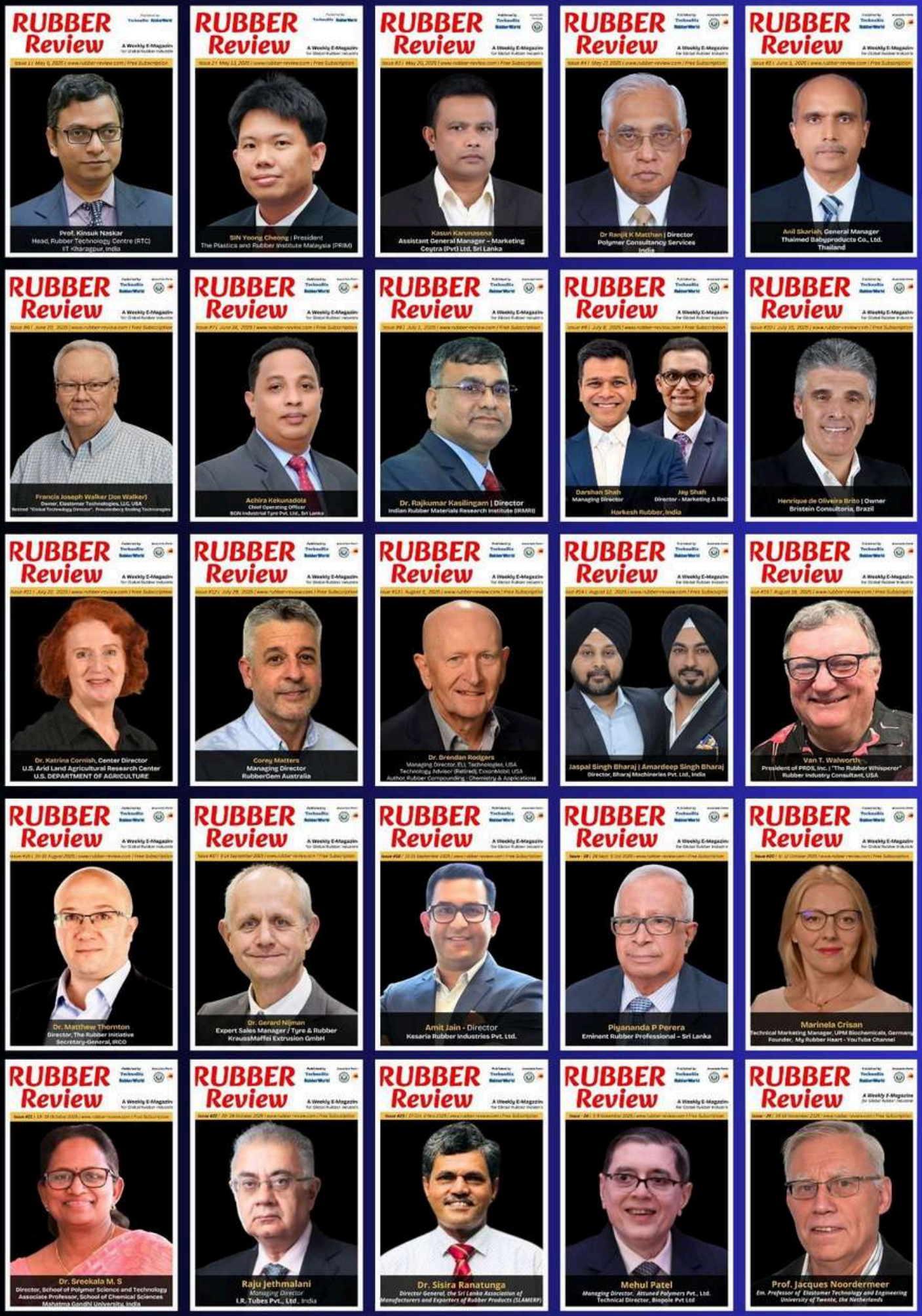

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