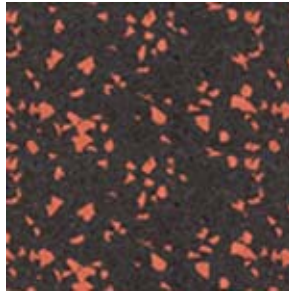


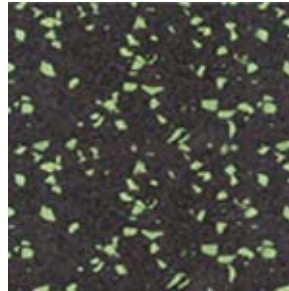
Tire Veneer Color Chart



10499-10999 Black



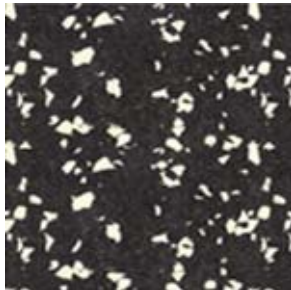
10500-10900 Red



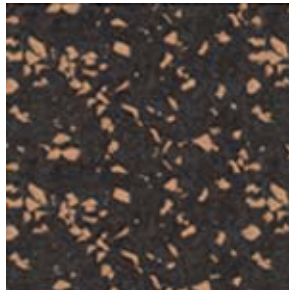
10501-10901 Green



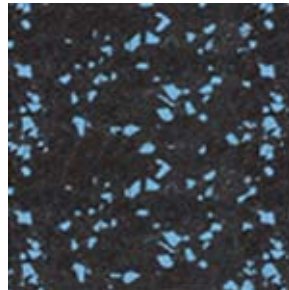
10502-10902 Gray



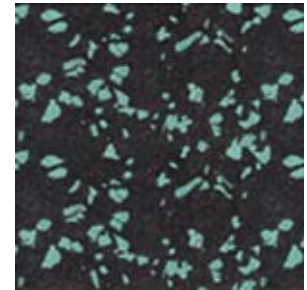
10503-10903 White



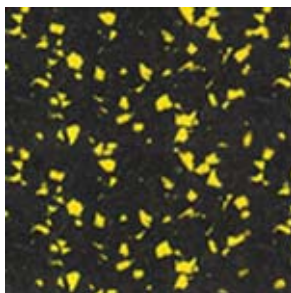
10504-10904 Brown



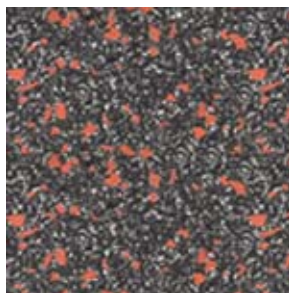
10505-10905 Blue



10506-10906 Teal



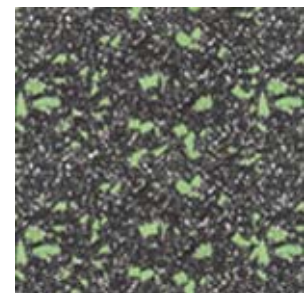
10507-10907 Yellow



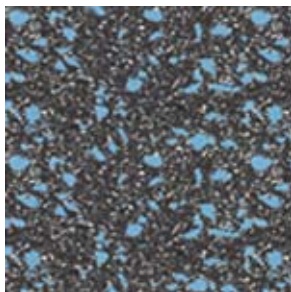
10508-10908 Redspec



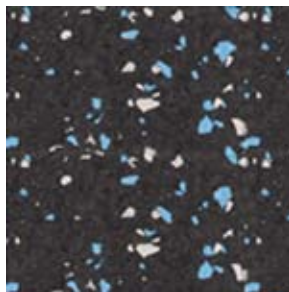
10509-10909 Grayspec



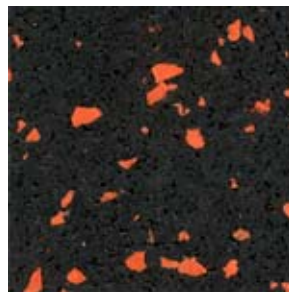
10510-10910 Greenspec



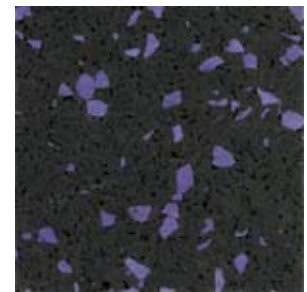
10511-10911 Bluespec



10513-10913 Blue/Gray



10514-10914 Orange



10515-10915 Purple

Tire Veneer Introduction

Rubber tires play an essential role in modern life. Since tires wear out relatively fast, recycling tires began some time ago as re-treading, which is the retention of the tire interior and application of new tread to the exterior. This has helped to recycle some of the millions of tires discarded annually.

In the retreading process, the old tread is removed by grinding and the resulting dust is termed buffings. These buffings are non-laminated polymerically bound black SBR rubber. To give more aesthetic appeal to the material, colorful virgin EPDM rubber granules are added along with a urethane binder. The homogenized mixture is approximately 80% black rubber and 20% colored rubber although this percentage can be varied. The percentage of black rubber indicates the post-consumer content. Heat and pressure convert the mixture into either a block 37" square by 6" thick or a cylinder approximately 48" in dia. by 49" long.

A knife slices the block into sheets in thicknesses such as, 1/4", or 3/8". The sheets are then die cut to exactly 18" or 36" square and become tiles. The cylinder is peeled like a veneer log. A knife slices material from the cylinder to produce sheets that can be up to 80' long.

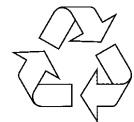
Tire Veneer is easy to clean and maintain. The material will resist stains, chemicals, weather, impact and punctures. It is also non-corrosive. The non-skid, resilient surface reduces noise.

Tire Veneer is often used as a resilient interior and exterior environmentally responsible flooring material. It is also used for a variety of other applications such as consumer products, vibration dampeners and furniture surfaces. Tire Veneer has many exterior applications such as sports & recreation, animal housing, truck beds and any high traffic area.

Tire Veneer cuts with a utility knife, saw, router, die cutter, laser or water jet. It can be installed bonded or unbonded to any flat, clean, hard and dry surface. Tire Veneer will not shrink, buckle, warp or crack. It is readily available in several thicknesses, in tiles or rolls and 15 standard color patterns. Custom color patterns and combinations of colors are available upon request. All coloration penetrates throughout the material.

Tire Veneer is a completely safe, non-toxic material that causes no harm to the environment during its manufacture or use. By making a recycled material look and feel desirable, Tire Veneer takes a step forward, transforming an environmental problem into an appealing solution.

All inquiries are welcome.

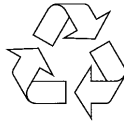


TIRE VENEER SPECIFICATIONS

1. **PRODUCT NAME – TIRE VENEER**
PRODUCT No. – GMRM105V
CSI Division – 9

2. **MANUFACTURER**

Yemm & Hart Ltd
1417 Madison 308
Marquand MO 63655-9153
Tel: 573-783-5434 Fax 573-783-7544
Email: yemmhart@earthlink.net
Web: www.yemmhart.com



3. **PRODUCT DESCRIPTION**

Tire Veneer is the trade name of a tough, resilient, non-toxic rubber tile and sheet material made from recycled automobile tires SBR (Styrene Butadiene Rubber) and virgin EPDM (Ethylene Propylene Diene Monomer) rubber particles.

Tire Veneer is auto tire buffings from the tire retreading process and colorful (non-UV stabilized) EPDM rubber particles, blended together with a urethane binder and molded into blocks or cylinders. These shapes are sliced into thin sheets. Further processing of sanding the surface, die and water-jet cutting and color imprinting can be provided when specified.

4. **APPLICATIONS**

Tire Veneer is ideal for interior and exterior flooring applications where a resilient non-skid material is required. Reception areas, trade shows, showrooms, sports & recreation and livestock are some of the many flooring uses. Tire Veneer is also used as a furniture veneer, cove base/wainscoting, self-healing tack & cutting surface, vibration dampening, noise reduction, truck/trailer beds, livestock flooring and other industrial purposes.

5. **INSTALLATION**

Tire Veneer for flooring is adhered with a special 2-part epoxy adhesive or a trowel grade adhesive. For vertical and curved applications, contact cement is the recommended adhesive.

6. **WARRANTY**

Yemm & Hart Ltd guarantees Tire Veneer against manufacturing defects for a period of **2 YEARS**.

7. **SPECIFICATIONS**

Tire Veneer is readily available in these sizes:

18" x 18	(457.2mm x 457.2mm)
36" x 16"	(914.4mm x 914.4mm)
36" x 20' -80'	(914.4mm x 6m to 24.3m)
48" x 20' -80'	(1219.2mm x 6m to 24.3m)

Tire Veneer is readily available in these gauges:

4mm	(close to 5/32" which = 3.9mm)
6mm	(close to 15/64" which = 5.9mm)
8mm	(close to 5/16" which = 7.9mm)
9mm	(close to 11/32" which = 8.7mm)
9.5mm	(3/8")

Tire Veneer is also available in thicknesses of 1/2" (12.700mm) and 3/4" (19.050mm)

Tire Veneer cylinder yield (for minimums):

4mm	580' (177m)
6mm	385' (117m)
8mm	290' (88m)
9mm	260' (79m)
9.5mm	250' (76m)

Tire Veneer is offered in 60 Lb density, 47 and 45 Lb density are available by quotation. Tire Veneer tiles in most colors with a 60 grit sanded finish. Tiles can also be produced with an unsanded skived finish. Tire Veneer rolls are offered in most colors with an unsanded finish. Rolls can also be produced with a 60 grit sanded finish.

8. **TRANSPORT**

Tire Veneer tiles are shipped in cartons on pallets. Rolls are shipped strapped to pallets. All packaging is reusable & recyclable.

9. **MAINTENANCE**

Clean Tire Veneer with a broom, damp mop or vacuum cleaner. A mild detergent can be used to sanitize and remove more persistent stains.

10. **CAUTIONS**

Prices and availability may change without notice. Tire Veneer can be batch sensitive and it is not impervious to moisture. Customer is responsible for determining the suitability of this product for their applications.

YEMM & HART

GREEN MATERIALS
 1417 MADISON 308 MARQUAND MO 63655-9153 USA
 TEL 573-783-5434 FAX 573-783-7544 www.yemmhart.com

TIRE VENEER

Price List

Tire Veneer is up to 100% post-consumer recycled SBR rubber from Automobile Tires

Colored EPDM rubber may be added for design and effect. EPDM rubber is NOT recycled.

SBR = Styrene Butadiene Rubber, EPDM = Ethylene Propylene Diene Monomer

Tire Veneer is an excellent interior and exterior resilient surfacing material.



Options: Combined EPDM colors and altered percentages

Tiles	Rolls	Colors	Tiles	Rolls	Colors	Tiles	Rolls	Colors	Tiles	Rolls	Colors	
10499	10999	Black	10505	10905	Blue	10510	10910	Greenspec **	10515	10915	Purple *	
10500	10900	Red	10506	10906	Teal *	10511	10911	Bluespec **	10516	10916	Lipstick Red *	
10501	10901	Green	10507	10907	Yellow *	10512	10912	Whitespec **	10517	10917	Raspberry *	
10502	10902	Gray	10508	10908	Redspec**	10513	10913	Blue/Gray **	10518	10918	Tan *	
10503	10903	White (eggshell)	10509	10909	Grayspec**	10514	10914	Orange *	10519	10919	Gold *	
10504	10904	Brown *	* By quote in 60# Density			** Available in 60# Density only						

Post-Consumer Content of Black SBR	100%	90%	80%	(read down)
Percentage of Colored EPDM Rubber	0%	10%	20%	

64# Density

36" Square Cut Tiles:

	Minimum		Prices are per Tile		
5/32 inch	36	< these	\$22.07	\$24.59	\$25.97
1/4 inch	23	are the	\$26.30	\$30.60	\$33.08
3/8 inch	15	block	\$34.07	\$35.55	\$38.45
1/2 inch	10	yields	\$41.18	\$44.66	\$48.78

- > For less than minimum when in stock add 10%
- > For untrimmed tiles subtract \$4.50 per tile
- > Interlocking Tiles cover 7.5 SqFt (excluding tabs)
- > Interlocking Tiles Quickship 1/4" 20% Blue & Tan 3/8" 10% Blue, Gray & Tan (no minimum on these)
- > No Interlocking Tiles on 4 mm or less, either density

48" Wide Rolled Rubber Rolls

	Log Yield		Prices are per Square Foot		
5/32 inch	30 ft	550 ft	\$0.96	\$1.25	\$1.49
1/4 inch	30 ft	350 ft	\$1.55	\$1.98	\$2.28
3/8 inch	30 ft	220 ft	\$2.31	\$2.45	\$2.81
1/2 inch	30 ft	150 ft	\$3.03	\$3.39	\$3.87

Quickship - 2 weeks or less -

1/4" rolls in Black, 10% Red, Green, Blue, White & 3/8" rolls in Black, 10% Red, Gray, Blue, White, Lipstick and Tan

60# Density

	Minimum	Log Yield	Prices are per Square Foot		
3 mm (by quotation only)	15 ft	800 ft			
4 mm (5/32" = 3.9mm)	15 ft	580 ft	\$0.96	\$1.02	\$1.14
6 mm (15/64" = 5.9mm)	15 ft	385 ft	\$1.46	\$1.55	\$1.70
8 mm (5/16" = 7.9mm)	15 ft	290 ft	\$1.92	\$2.07	\$2.25
9 mm (11/32" = 8.7mm)	15 ft	260 ft	\$2.24	\$2.37	\$2.61
9.5 mm (3/8")	15 ft	250 ft	\$2.31	\$2.48	\$2.73

- > 36" wide rolls in Std Colors
- > For square cut tiles add \$3.90 per tile
- > For interlocking tiles add \$5.40 per tile
- > Add to 20% Color for specs 20%

Prices and availability may change without notice.

Payable by check drawn on US bank, COD or major credit cards.

Molded crumb rubber weight calculation formula: L" x W" x T" x 0.03427 = #

Tiles and Rolls are palletized and shipped LTL freight class 55.

Quantities of 3 or less tiles can be shipped rolled or flat via courier.

Customer is responsible for determining suitability of these products for their applications. Thank you for considering recycled!



Credit Card Fee	up to 5%
COD Fees	\$5 +
Pallets	\$50
Cartons	\$25

Tire Veneer Accessories - For a complete installation

VOC Compliant Adhesive for Tire Veneer

	Coverage *	Ship Wt	Size	Price
Chemrex CX-941	60 sf/gal	27 Lbs	2 gallon unit	\$108.00
Polyurethane-based waterproof structural adhesive		57 Lbs	5 gallon unit	\$248.40

This adhesive is manufactured by -
BASF Construction Chemicals, LLC -Building Systems
889 Valley Park Drive
Shakopee, MN 55379
Customer Service: 800-433-9517
Technical Service: 800-243-6739
<http://www.buildingsystems.BASF.com>

* Coverage is based upon substrate and trowel notch size

A high grade of contact cement is ALSO an excellent adhesive for bonding
Tire Veneer to any substrate or curved surface.

A bond test with any adhesive is recommended before the installation process begins.

Floor care for Tire Veneer - For a complete installation

	Coverage	Ship Wt	Size	Price
Taski Vision Mat (strippable)	1000 Sq Ft / gal	14 Lbs	1 gallon unit	\$50.80
		57 Lbs	5 gallon unit	\$251.24

4 coats recommended
Apply with roller

A test of any finish product on the adhered material is always
recommended before the installation process begins.

Tire Veneer Installation

Where to Install: Tire Veneer tiles or rolls may be installed as flooring on any clean, dry hard interior or exterior surface.

Installation Costs: Tire Veneer tile or roll installation time and skill required is comparable to that of vinyl sheet flooring. Installation time will be approximately 0.016 man-hours per square foot on a typical roll installation. Installation times probably will increase if more than one color is used and/or if the walls of the space are not straight and square. Tire Veneer tile installations are similar to carpet tile installations, the main factor being whether the tiles are installed bonded or unbonded.

Comparisons: Tire Veneer tile or roll flooring differ from typical vinyl flooring in that the material is not as flexible and cannot be heat formed to corners as in typical vinyl flooring.

Acclimation: The material must be at room temperature before installation. A full pallet of rolled material, depending upon the outside temperature can take as long as 5 to 7 days to acclimate if left on the pallet. If possible, the tiles or rolls should be positioned near where they will be installed to allow for faster acclimation; rolls should be unrolled.

Handling: Rolls or palletized material are heavy and will require mechanical assistance to move.

Alignment: Tire Veneer tiles are marked for which side goes down in the adhesive. Tire Veneer rolls can be installed with either side up. Due to a roll's weight the inner surface of the roll is normally placed up and in unbonded installations, double-faced carpet tape is used to keep the ends from curling up.

Cutting Rubber: Tire Veneer may be cut and installed similar to carpet. Cutting perimeter details and around permanent fixtures can be achieved using a utility knife or similar razor-blade type tool. Tire Veneer may be drilled, punched, laser cut, water-jet cut and rough-cut with hand or power saws. Tire Veneer may also be die cut to specific shapes.

Edging: Tire Veneer tiles are die-cut ready to install. Rolls come pre-edged, however it is always advisable to check the edges before installing. The material requires considerable cutting pressure and cuts best one sheet at a time using a metal straight edge.

Expansion Joints: When applying bonded Tire Veneer tiles or rolls over concrete expansion/control joints, it is advisable to make a knife cut directly over the expansion joint so that when movement does occur in the concrete subsurface, it will not affect the adhesive bond or cause the material to buckle.

Rubber Odor: All products made with SBR rubber, including automobile tires, have a distinct rubber odor. This odor eventually off-gasses leaving no detectable odor. Under ideal conditions, the Tire Veneer, upon arrival to the job site, should be unpacked immediately and the tiles or rolls laid out near where they are to be installed. This will allow them to off-gas or "breathe". The more time available for this the better. Recognizing that ideal conditions rarely exist, after installation, increasing the room temperature as high as possible overnight will accelerate the off-gassing process.

Tire Veneer Installation, continued

Bonded and Unbonded Installations: Subsurface preparation for Tire Veneer sheet or tiles should be clean, smooth and free of debris that would telegraph through the material and appear as bumps. Subsurface preparation for use with adhesives requires stripping of wax or other old surface treatments. Uneven joints, cracks and holes in the subsurface should be repaired using a high quality underlayment leveling compound.

Recommended Adhesive: Based upon numerous tests and field reports, Yemm & Hart recommends for Tire Veneer, Nordot #78H 2-part epoxy adhesive for the most successful installation. A trowelable alternative is Nordot #113. A bond test is always recommended before the installation process begins. The adhesive is available from Yemm & Hart:

Additional Adhesive Options: Experience has shown that a high quality contact adhesive such as 3M Scotch Grip 1357 Neutral High Performance Contact Adhesive provides the excellent results for installing Tire Veneer to any substrate including radius or curved surfaces. For temporary adhesion solutions double stick carpet tape is readily available.

Finishing: Yemm & Hart recommends Taski floor care products manufactured by Lever Industrial Co @ 800-827-5487.

Tire Veneer Maintenance and Care

Planning: All indoor flooring installations should have a commercial quality floor sealer/finish applied, preferably before traffic is allowed. When this is not possible, soil from foot traffic or other construction debris should be cleaned off with a cleaner/degreaser and vacuum. Sealer/finish should be applied as soon as possible for unbonded installations. Sealer/finish should be applied on bonded installations only after allowing adhesive to set properly according to manufacturer's instructions. Sealer/finish is not recommended for outdoor installations.

Sealing: There are two basic types of sealers, strippable and non-strippable. The strippable variety is the easiest to apply and safest to work with. Apply sealer following label instructions for a clear, durable surface which dirt cannot penetrate. Sealer makes an adequate finish coat. It is not necessary to apply sealer often unless it becomes worn from neglect.

Finishing: For greater beauty, protection and ease of maintenance, we recommend a coat of wax or flexible finish be applied over the sealer following the label instructions. Renew the wax or flexible finish as necessary.

Stripping: Removes floor finish and sealer and should only be done when renewal of finish or sealer no longer produces satisfactory results. Follow label instructions. A power scrubber or buffer may be used on fully bonded installations following the sealer/finish manufacturer's instructions for stripping off old floor finish.

Maintenance: Tire Veneer flooring installed indoors with a sealer/finish applied, should be cleaned and maintained in accordance with the sealer/finish manufacturer's recommendations for rubber floors. Otherwise, maintenance of the floor by damp mopping with a neutral cleaner is acceptable. A power scrubber or buffer may be used on fully bonded installations following the sealer/finish manufacturer's instructions for cleaning. When burnishing, a compatible restorer is recommended for lubrication. Tire Veneer flooring installed outdoors may be cleaned with a mild detergent, nylon bristle scrub brush and water. Ensure all soap residue is rinsed from the Tire Veneer flooring before allowing to dry. Power washing using medium pressure nozzles may also be utilized for outdoor installations.

General Precautions: Care should be exercised when moving or relocating equipment over Tire Veneer flooring to prevent damage to the floor. Do not scrub or strip fully bonded floors until at least 4 or 5 days after installation so that the rubber flooring will have become well seated in the adhesive. The use of pads, wide casters/rollers, furniture/equipment cups, may prevent excessive indentation. The performance and guarantee of the products used in preparation, testing, installation and maintenance of rubber flooring, during and after installation, remain with the manufacturer of said product, not Yemm & Hart.

Recommendations: Yemm & Hart recommends Taski floor care products manufactured by Lever Industrial Co @ 800-827-5487

Tire Veneer Fire Testing Data

ASTM

The following are ASTM E-648 test results for similar materials tested.

This test method is a procedure for measuring the critical radiant flux of horizontally mounted floor-covering systems exposed to a flaming ignition source in a graded radiant heat energy environment in a test chamber. The specimen can be mounted over underlayment, a simulated concrete structural floor or otherwise mounted in a typical and representative way.

This measures the critical radiant flux at flameout. It provides a basis for estimating one aspect of fire exposure behavior for floor covering systems. The imposed radiant flux simulates the thermal radiation levels likely to impinge on the floors of a building whose upper surfaces are heated by flames or hot gasses or both, from a fully developed fire in an adjacent room or compartment. The method was developed to simulate an important fire exposure component of fires that may develop in corridors or exits of buildings and is not intended for routine use in estimating flame spread behavior of floor covering in building areas other than corridors or exits.

Sample was Compression Molded Recycled Rubber 1/4" thick (6.35mm), unadhered - backed by 1/4" (6.35mm) thick reinforced cement board and 1/4" (6.35mm) thick millboard. The samples were held in place in stainless steel frames as described in the ASTM standard.

Test 1: Maximum Flame Travel - Full length time to flame out 75 minutes - Watts/cm² = Less than 0.11

Test 2: Maximum Flame Travel - Full length time to flame out 74 minutes - Watts/cm² = Less than 0.11

Test 3: Maximum Flame Travel - Full length time to flame out 78 minutes - Watts/cm² = Less than 0.11

Caution: These numerical values are not intended to reflect the hazards presented by this or any material under actual conditions. The products of combustion were not analyzed, nor does the ASTM E-648 Test Method require it.

COMPARABLE PRODUCT TESTING

The data shown below relates to comparable product filed in compliance with Article 15 Part 1120 of the New York State Uniform Fire Prevention & Building Code. CSI Number: 09300

Halogen content: , Fluorine - .00%, Chlorine - .00%, Bromine - .00%, Iodine - .00%

No flame spread rating class established, no source. No critical radiant flux class established. no source

Number of samples tested: 5 - LC50: 13.200 - 95% Confidence interval: 11.800 - 14.800

Furnace temperature at 1% sample mass loss: 302.0 - Furnace temperature range of most rapid mass loss: 362.0 - 553.0

Mean furnace temperature at spontaneous flame: 404.0 - Residue (sample average): 27.000

From a single run at or near LC50 test sample mass - - -

Maximal concentration of carbon monoxide in the exposure chamber: 17900.0

Furnace temperature at the point of maximal carbon monoxide: 628.0

Maximal concentration of carbon dioxide in the exposure chamber: 7.93

Furnace temperature at the point of maximal carbon dioxide: 553.0

Minimal concentration of oxygen in the exposure chamber: 12.10

Furnace temperature at the point of minimal oxygen: 628.0

Number of times the exposure chamber temperature exceeded 45C: 0

Average duration of exposure chamber temperature in excess of 45C: 0 sec

Eye condition of test animals: all apparently normal

Physical description of test LC50 sample used: Recycled Rubber - Compression Molded

Notes & Observations: For all 5 samples: Heat generated by flaming of sample reflected the measurement.

The information accumulated herein is believed to be accurate but is not warranted to be whether originating with the company or not. Recipients are advised to confirm in advance of need that the information is current, applicable and suitable to their circumstances. Since the use of this material is beyond our control, no guarantees are expressed or implied and Yemm & Hart Ltd assumes no liability.

YEMM & HART

GREEN MATERIALS
 1417 MADISON 308 MARQUAND MO 63655-9153 USA
 TEL 573-783-5434 FAX 573-783-7544 www.yemmhart.com

TIRE VENEER

Typical Properties

Tire Veneer Typical Properties

<u>Material History</u>			
Feed Stock	Up to 100% Post Consumer Crumb Rubber (except when noted)		
Primary Source	Tire Retreading Industry		
<u>Component Material Name</u>	<u>Recycled %</u>		
Styrene Butadiene Rubber (SBR), Black	100%		
Ethylene Polypropylene Diene Monomer (EPDM), Colored	0%		
Urethane Binder	0%		
<u>Properties for SBR</u>	<u>ASTM Method</u>	<u>Units</u>	<u>Value</u>
Durometer Hardness	D2240	Shore D	60
Thermal Conductivity (heat flow)	C518		2.32
Thermal Conductivity	C177	btu-in/hr-ft ²	0.075
Freeze/Thaw		-40°C x 40 cycles	No Change
Accelerated Weathering		2,500 hours	No Change
Electrical Conductivity			1.1 x 10.2
Tensile Strength	D638	psi	2,000
Compressive Strength	D695	100 psi	5% – 15%
Compression Endurance		4-9 ton x 10,000 cycles	No Deterioration
Abrasion Resistance	Tabor Abrader	1kg x 2,100 cycles	0.5150 g loss
Coefficient of Friction	D1894	dry/wet	0.57/0.72
Chemical Resistance		Unaffected by most acids and chlorine	
Life Expectancy	If properly installed and maintained, at least 20 years.		
Flash Point		°F	650-800

Tire Veneer meets CLASS 2 for flame spread.

All information given herein is offered in good faith as representative of the characteristics found in materials listed herein. Physical property measurements are typical values only and are subject to normal variations in test method and product manufacture. No guarantees are expressed or implied and Yemm & Hart Ltd assumes no liability.

YEMM & HART

TIRE VENEER

GREEN MATERIALS
1417 MADISON 308 MARQUAND MO 63655-9153 USA
TEL 573-783-5434 FAX 573-783-7544 www.yemmhart.com

Material Safety Data Sheet

SECTION 1 - PRODUCT IDENTIFICATION & EMERGENCY INFORMATION

SUPPLIER: **YEMM & HART LTD** EMERGENCY TELEPHONE NO: **573-783-5434**
CHEMICAL NAME: **Styrene Butadiene Rubber** REGULAR TELEPHONE NO: **573-783-5434**
CHEMICAL FAMILY: **Rubber/Synthetic Polymer** PERCENTAGE (%) **80-100** CAS NUMBER: **N/A**
TRADE NAMES: **Tire Veneer**

SECTION 2 - TYPICAL CHEMICAL & PHYSICAL PROPERTIES

APPEARANCE: **Rubbery Solid** ODOR: **Slight rubber odor**
BOILING POINT: **N/A** MELTING POINT: **N/A**
VAPOR PRESSURE - mm Hg 20C: **N/A** SPECIFIC GRAVITY gr/cc (WATER = 1): **1.02**
VAPOR DENSITY (AIR = 1): **N/A** PERCENT VOLATILE BY VOLUME (%): **N/A**
SOLUBILITY IN WATER % BY WEIGHT: **Insoluble** EVAPORATION RATE (BUTYL ACETATE = 1): **N/A**
FORMULA: **N/A** pH: **N/A** VOC: **N/A**

SECTION 3 - POTENTIALLY HAZARDOUS INGREDIENTS

MATERIAL: **N/A** PERCENTAGE (%): **N/A** TLV-TWA VALUES ADOPTED BY ACGIH: **N/A**

SECTION 4 - HEALTH HAZARD DATA

EFFECTS OF OVEREXPOSURE: **Problems not expected** THRESHOLD LIMIT VALUE: **N/A**

SECTION 5 - EMERGENCY FIRST AID PROCEDURES

EYE CONTACT: **Flush thoroughly with water. If irritation persists, call a physician.**
SKIN CONTACT: **If hot material contacts skin, flush with cold water and secure treatment of thermal burn.**
INHALATION: **Problems not expected.**
INGESTION: **Problems not expected when ingested, if uncomfortable seek a physician.**

SECTION 6 - FIRE AND EXPLOSION HAZARD DATA

FLASH POINT: **650° F (343° C) (ASTM D56)** AUTOIGNITION TEMPERATURE: **650° F (343° C)**
FLAMMABLE LIMITS IN AIR % x VOLUME - LEL: **N/A** UEL: **N/A**
EXTINGUISHING MEDIA: **Carbon dioxide, foam, dry chemical and water fog.**
SPECIAL FIRE FIGHTING PROCEDURES: **Water or foam may cause frothing. Use water to keep fire exposed materials cool. Use standard chemical fire fighting procedures. For fires in enclosed areas, firefighters must use self-contained breathing apparatus. Prevent fire control or dilution runoff from entering streams, sewers or drinking water supply.**
UNUSUAL FIRE AND EXPLOSION HAZARDS: **Exposure to fire can generate highly toxic fumes. Dust may be flammable when finely divided and suspended in the air.**
NFPA HAZARD ID: HEALTH: **1** FLAMMABILITY: **1** REACTIVITY: **0**

SECTION 7 - REACTIVITY DATA

STABILITY (THERMAL, LIGHT, ETC.) - STABLE: **Yes** UNSTABLE: **No** CONDITIONS TO AVOID: **Extreme heat**
INCOMPATIBILITY (MATERIALS TO AVOID):
HAZARDOUS DECOMPOSITION PRODUCTS: **Carbon monoxide, hydrocarbons**
HAZARDOUS POLYMERIZATION - MAY OCCUR: WILL NOT OCCUR: **X** CONDITIONS TO AVOID: **None Known**

SECTION 8 - SPILL OR LEAK PROCEDURES

STEPS TO BE TAKEN IF MATERIAL IS RELEASED OR SPILLED: **Sweep up and collect as harmless organic waste.**
WASTE DISPOSAL METHOD: **Recycle, landfill or incineration in accordance with regulations.**

SECTION 9 - SPECIAL PROTECTION INFORMATION

EYE PROTECTION: **When cutting, drilling or sanding** PROTECTIVE GLOVES: **When handling hot material**
RESPIRATORY PROTECTION (SPECIFY TYPE): **When cutting or sanding, approved dust respirators must be worn.**
VENTILATION: **Use adequate ventilation when cutting or sanding.**
OTHER PROTECTIVE EQUIPMENT: **N/A**

SECTION 10 - SPECIAL PRECAUTIONS

HANDLING: **Thermo degradation products of Styrene Butadiene Rubber may include carbon monoxide and hydrocarbons.**
STORAGE: **Store in a cool area.**
PRECAUTIONARY LABELING: **N/A**

SECTION 11 - TOXICOLOGICAL DATA - Acute toxicology

TOXICITY: ORAL (RATS), DERMAL (RABBITS), INHALATION (RATS): **Nontoxic - Based on testing of similar products and/or components.**
EYE & SKIN IRRITATION (RABBITS): **Non-irritating - Based on testing of similar products and/or components.**

The information accumulated herein is believed to be accurate but is not warranted to be whether originating with the company or not. Recipients are advised to confirm in advance of need that the information is current, applicable and suitable to their circumstances. Since the use of this material is beyond our control, no guarantees are expressed or implied and Yemm & Hart Ltd assumes no liability.