

BF

The BFGoodrich Company
Chemical Group
6100 Oak Tree Boulevard
Cleveland, Ohio 44131
216-447-6000

January 24, 1983

Chardon Rubber Company
373 Washington Street
Chardon, Ohio 44024

Attn: John Cross, V.P. Materials

Dear Mr. Cross:

Currently GEON® 83463-002 is being used for applications per General Motors specification FBMS 2-8 Type VF only.

Also, we are submitting the aluminum slider panels in for weathering. If you need any further information, please feel free to contact me.

Sincerely,



J. A. Simmons
Product Engineer
GEON Specialty Compounds
Suspension PVC

JAS:cw

BCC: S. Washko, Cleveland Sales

CHARDO 00587

TO	FIELD POINT OR DEPT. & BLDG. NO.	DATE YOUR LETTER
S. J. WASHKO	CLEVELAND SALES OFFICE	
FROM	FIELD POINT OR DEPT. & BLDG. NO.	DATE THIS LETTER
M. B. MARTINEAU-PIELA	DETROIT SALES OFFICE	12/23/81
SUBJECT		

CHARDON RUBBER - GEON 83463 TRANS 002 APPROVAL

Talked with Kathy Stimac, Ford Textile Lab Engineering. Her group would welcome another source, however, wants the manufacturer (BFG) to get the approval. They want sources that will sell to other companies.

Neither Kathy nor her boss, John Greenup, have had any contact with a Chardon Rubber representative recently. Maybe Chardon is working with truck engineers? The truck group is independent from the material lab.

We have kept a low profile on trying to get this particular compound approved so as not to rock the boat for Chardon Rubber. Now it appears we will need to submit to Ford the following:

1. Data from testing Geon 83463 Trans 002 against Ford specification ESB-M4D 284C. We may have generated most of this data depending what we have supplied Chardon Rubber.
2. Florida aging samples.
3. Six plaques of Geon 83463 - 6" X 6" X .125.

Shelby, it looks like we'll need this approach in order to get Chardon Rubber an approved source. Let me know if they are talking to truck engineers and who they are talking with. I'd like to do everything I can to help here.

MBMP/mm

cc: J. A. Simmons
L. L. Loudin
L. A. Micou
D. B. Prout

d-12/21/81
t-12/22/81
08700

SPEEDIMEMO

BF Goodrich

TO	JOEL SIMMONS Shelbyville		LOCATION	CLEVELAND OFFICE	PHONE
	FROM	JOE GALLO		LOCATION	ALTC
		SUBJECT		Chardon Rubber - F3463-002 Weatherometer Aging OF AUTO. TRIM	
					5/3/82
MESSAGE	Eight of the following AUTOMOTIVE TRIM samples have been				
	Exposed Exposed in the Atlas Weatherometer for 1600 hrs. per				
	Ford Spec. ESB-M4D 2P4C: (Project: 3741-344				
	4 - 6 inch splices (111-55-45-1) Plastisol Coated Ends				
	4 - 9 inch splices (111-55-45-2) Bottom ends NOT Plastisol Coated				
FOLD	3 - various sizes (original)				
	These samples given to Joel Simmons for delivery to customer 5/3/82.				
	SIGNATURE				
	No delamination of Clear top coat after 1600 hrs. Exposure.				
	WRITTEN REPORT WILL FOLLOW. Joe Gallo				
REPLY					
SIGNATURE					DATE

BFG-4516-R 10/77

PERSON RECEIVING THIS COMMUNICATION — RETAIN THIS COPY FOR YOUR RECORDS.

CHARDO 00589

BFG TECHNICAL DOCUMENT

BFG CHEMICAL CO.

REPORT

APPROVED BY			
PAGE NO.			
LOCATION	DATE	LOC. NO.	
T. R. Mass	3/23/83	111-56-10	
REQUESTED BY	LOCATION	PROJECT NO.	GROUP FILE NO.
J. A. Simons	Cleveland	4131-0106	
SUBJECT -			
CHARDON RUBBER - WEATHEROMETER AGING OF ANODIZED BLACK ALUMINUM SAMPLES			

INTRODUCTION

Chardon Rubber submitted to the laboratory two anodized black aluminum samples for Weatherometer aging (500 hours) per the Ford Specification ESBM4P-B under FLTM B01-1. These are black aluminum extrusions used in the slider window application at Ford. Chardon Rubber cannot run this test and we agreed to run the test for them.

CONCLUSIONS

- 1.) Neither of these two samples were judged to meet the Ford ESBM4P-B specification of no fading permitted after 500 hours exposure in the Weatherometer.
- 2.) Based on the "Evaluation Procedure 1" in the current edition of the AATCC Technical Manual under Colorfastness these samples were graded as "1-2", on the "Gray Scale For Evaluating Change in Color", after 500 hours exposure in the Weatherometer.

DISCUSSION

The two extruded aluminum samples were only identified as sample number 1 and number 2. The samples were approximately 8" long. Before aging a 1 1/2" piece was cut from each of the samples to be used after aging as controls. The two samples were then aged in the Atlas Weatherometer for 500 hours in accordance with the Ford Laboratory Test Method B01-1. The two samples were placed in the test chamber so that opposite faces of the extrusions were being exposed towards the UV light of the Weatherometer.

After the 500 hours exposure was completed, the samples were removed and judged in terms of their color change using the AATCC Color Chart. A very significant color change was observed for both samples and it was concluded that they do not pass the Ford Specification ESBM4P-B.

Because of the subjectiveness of this test the samples will be forwarded to Chardon Rubber for their appraisal.

T. R. Mass

T. R. Mass

TRM:jem

cc: G. A. Small
P. F. V. Lloyd
A. S. Pazur
F. C. DeWolf
R. A. Wenzler

R. J. Meyer/Int'l. (2)
CTF-ALTC (1)
A. Shaidle/F. W. Hovey (Kitchener)

cc: *Shelly Washko*
John Cross (Chardon Rubber)

CHARDO 00590