

Reference No. 6
Valley Pike VOCs
EPA ID No. OHN000510489

Mullins Rubber Products Inc.



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Mullins Rubber Products was founded by William D. Mullins in 1939 and today employs over 75 people with over 60,000 sq. ft. of manufacturing at their Dayton, Ohio complex.

Mullins Rubber manufactures center bonded rubber bushings for virtually every heavy duty O.E. suspension manufacturer in the world.

Today Mullins products are preferred worldwide within the heavy-duty suspension market.
[Click here to learn the history of Mullins Rubber.](#)



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In 1939 William (Bill) D. Mullins started a small re-cap shop in an old building in East Third Street in Dayton, Ohio. Someone, long before, had painted it yellow, thus the name. Bill was 30 years old, and had worked in other re-cap shops most of his life.

The good looking guy on the right is our founder, Bill Mullins. The elderly gentleman kneeling is his father, the current owners grandfather. Next is Bill's brother Jim, and the man on the left is lost to posterity, though he worked for Bill for many years.

In 1942, Bill bought a 130 acre farm on Valley Street in Dayton, moved the family into the farm house, and the re-cap operation into one of the barns. He changed the name to "Mullins Tire and Rubber Company".

For the next 12 years the re-cap business and the family grew. By 1954, cheap two and four ply tires were available, and most small re-cap operations in the country shut down. Bill saw it coming and had started to move into molded goods, getting closer to where we are today.

The business grew slowly, and for the next several years we molded anything and everthing that came along, gaining experience and knowledge about the molding industry as we went.

In the mid 1960's we began molding heavy duty truck trailer suspension bushings, and have been doing so ever since. We bring 60+ years in the rubber industry, and 40 years of specialized experience in suspension bushings.

Today the sons and grandson of Bill Mullins carry on the Mullins tradition of service and quality. We also have fathers and sons, brothers and sisters, and soon grandsons carrying on their own tradition of service and quality in our plant and office. We've come a long way from "The Yellow Front Tire Shop", but we always carry a bit of it with us.

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Mullins Rubber Products specializes exclusively in Heavy Duty Truck/Trailer Suspension Bushings. We develop all of our own compounds, and do all of our own mixing. Thus, our bushings work, and work better than any other bushings in the world.

In order for rubber to vulcanize or "cure", it must first be mixed with a variety of chemicals and ingredients to give it the physical properties needed to meet customer specifications. These ingredients consist of:

Carbon black - for reinforcement and hardness.

Various processing oils - to blend the carbon black with the rubber, and for low temperature properties.

Sulfur - as a vulcanizing agent.

Zinc Oxide and Stearic Acid - which serve as catalysts and activators.

Accelerators - to speed the curing process, and set the cure.

Antioxidants and Antiozants - To give flex and fatigue protection.

There are many other materials that can be used as fillers, extenders, or reinforcing agents in rubber. It depends on what you want from your "compound" (the mixed rubber). We want good suspension bushings so we stay away from fillers and extenders.

Mixing is done by either internal mixers or rubber mills. The picture above is one of our take-off mills, being run by Russ Maye, one of our senior mixers, and Assistant Foreman of our mill room. We depend on people like Russ to give us quality material.

We mix over 3,000,000 pounds of rubber a year, and all of it must pass our rigid Quality Control checks for cure properties, tensile, elongation, and hardness, before it is released for molding.

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One of the things that make Mullins bushings superior to any competition, is the adhesion of the rubber to the steel or nylon liner.

Every piece of steel starts here with a vapor degreasing. This removes oil, sludge and grime. Roy Taylor, the foreman of the Adhesive Department, is show here removing a basket of steel inserts from one of our degreasers.

Roy and his crew, then grind or shot blast metal inserts to remove the scale and turn up "bright metal". After that, one of our specially designed adhesives is applied to the insert, and it's ready for molding.

Incidentally, the only test of adhesion is a destructive one. We take a steel plate with a hole slightly bigger than the steel insert, using a hydraulic press we strip the rubber from the insert by pressing it through the hole. This is the best adhesive test we have found.
