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**SURVIVAL**  
ULTIMATE TYRE SOLUTION

PO Box 11805  
Silver Lakes  
0054

14 November 2009

Celtic Freight  
10b Quality Road  
Isando  
Gauteng

Attention: Abri Potgieter

Re: Test Report-Survival Liquid Tyre Sealant

Dear Abri

Survival Tyre Sealant was installed on the 5<sup>th</sup> of August 2009 on site at Celtic Freight Workshop in Johannesburg. The installation was done on the following Horse and Trailers:

Horse Number: Horse number XVII with registration number AAB5637  
Trailer number: 164 A and 164 B with registration number AAB 3345

Annexure 1 illustrates the tyres installed with Survival which is attached hereto for ease of reference

The purpose of the test as agreed prior to installation was to prove the extension of life on the tyres installed with Survival in comparison with tyres not installed with survival. The second aspect was to compare the tyre pressures between the tyres installed with Survival and those not installed with Survival. The third aspect was the sealing of punctures

On the date of installation new retread tyres and new rims were made available for the test Horse and Trailer. The thread measurement at the time of installation was 19mm.

Inspections of the Horse and Trailers were done on the 16<sup>th</sup> of August, 16<sup>th</sup> of September and 16 of October 2009 and the data recorded for use in compiling the required reports. On the 16<sup>th</sup> of October the Horse had done a total of 23 577km since the date Survival was installed. When the inspections were done your own personnel were present at all times.

As can be seen in Annexure 2, 3 & 4 attached hereto that the tyres installed with Survival have a substantially better thread depth than the tyres not installed with Survival over the test period. This evident from the first inspection done on the 16<sup>th</sup> of August 2009 that the benefits are shown in a short period of time.

A graph showing the pressure measurements marked as Annexure 5 and 6 also clearly show the tyres installed with Survival have maintained far more consistent pressures than the tyres not installed with Survival

No conclusion can be drawn with regard to the sealing capabilities of Survival at this point in time as tyres have not been stripped for inspection were any sealed punctures could be seen

From the results seen thus far we believe the results clearly show the benefits of Survival. The average thread measurement of the tyres not installed with Survival is 10.93mm whereas the average thread measurement of the tyres installed with Survival is 13.28mm. This is an improvement thus far of 20.60%

We trust you will find this information informative and it will assist you in making a decision regarding the use of Survival Liquid Tyre Sealant in future and reducing the life cycle cost of your tyres

Kind Regards

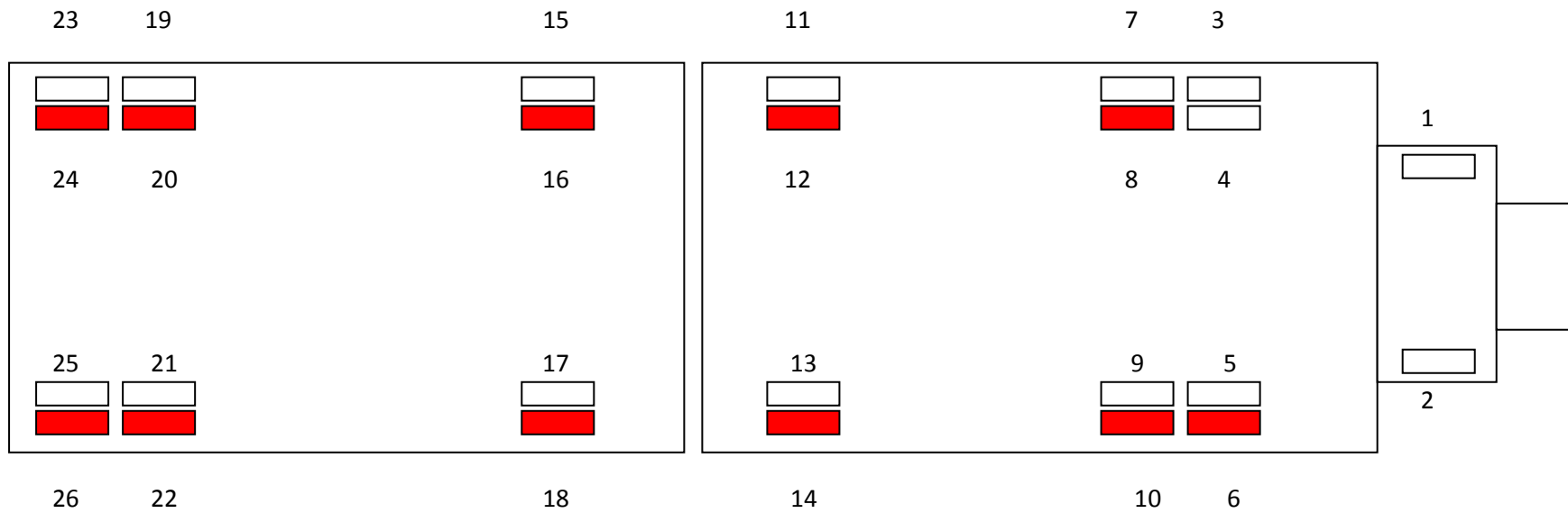
Franz Visser  
Corporate Sales Executive

Sally Fisher  
Corporate Sales Executive

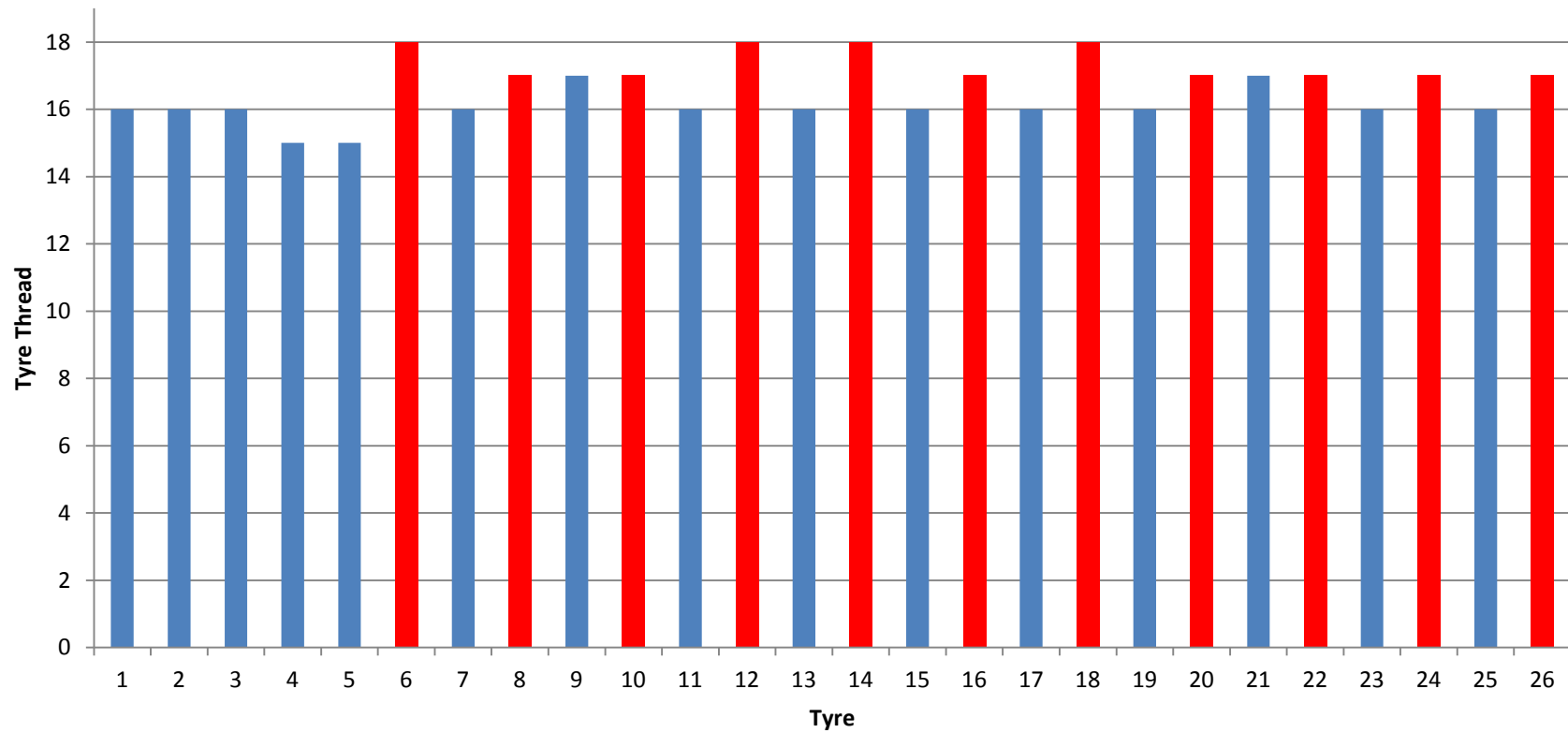
# ILLUSTRATION OF TRUCK AND HORSE

Red blocks illustrates the tyres with Survival Liquid Tyre Sealant

Number 1 – 26 : Position of tyre on the Truck and Horse



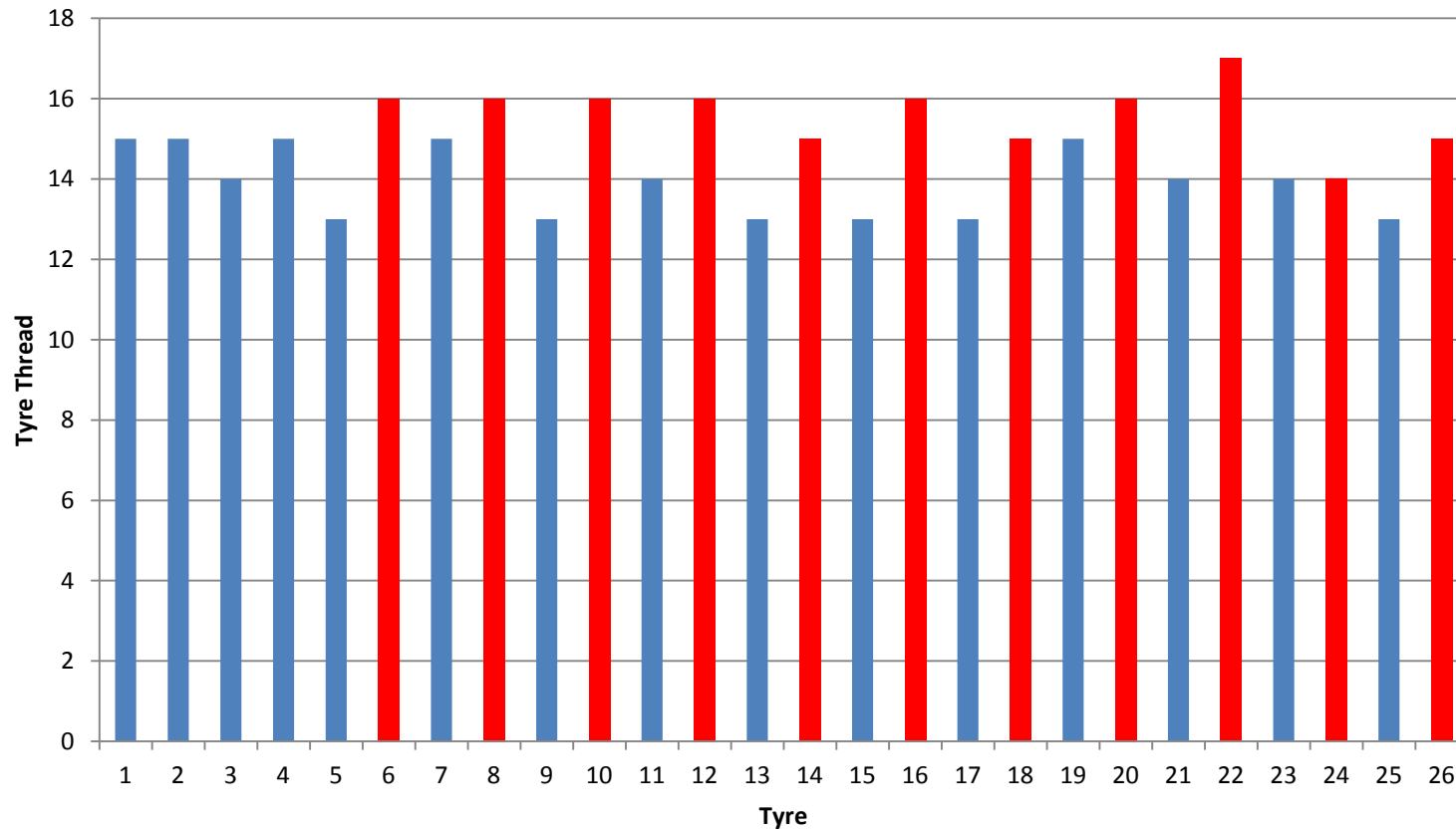
### Tyre Measurements date: 15 August 2009



Blue – Tyres without Survival Tyre Sealant

Red – Tyres with Survival Tyre Sealant

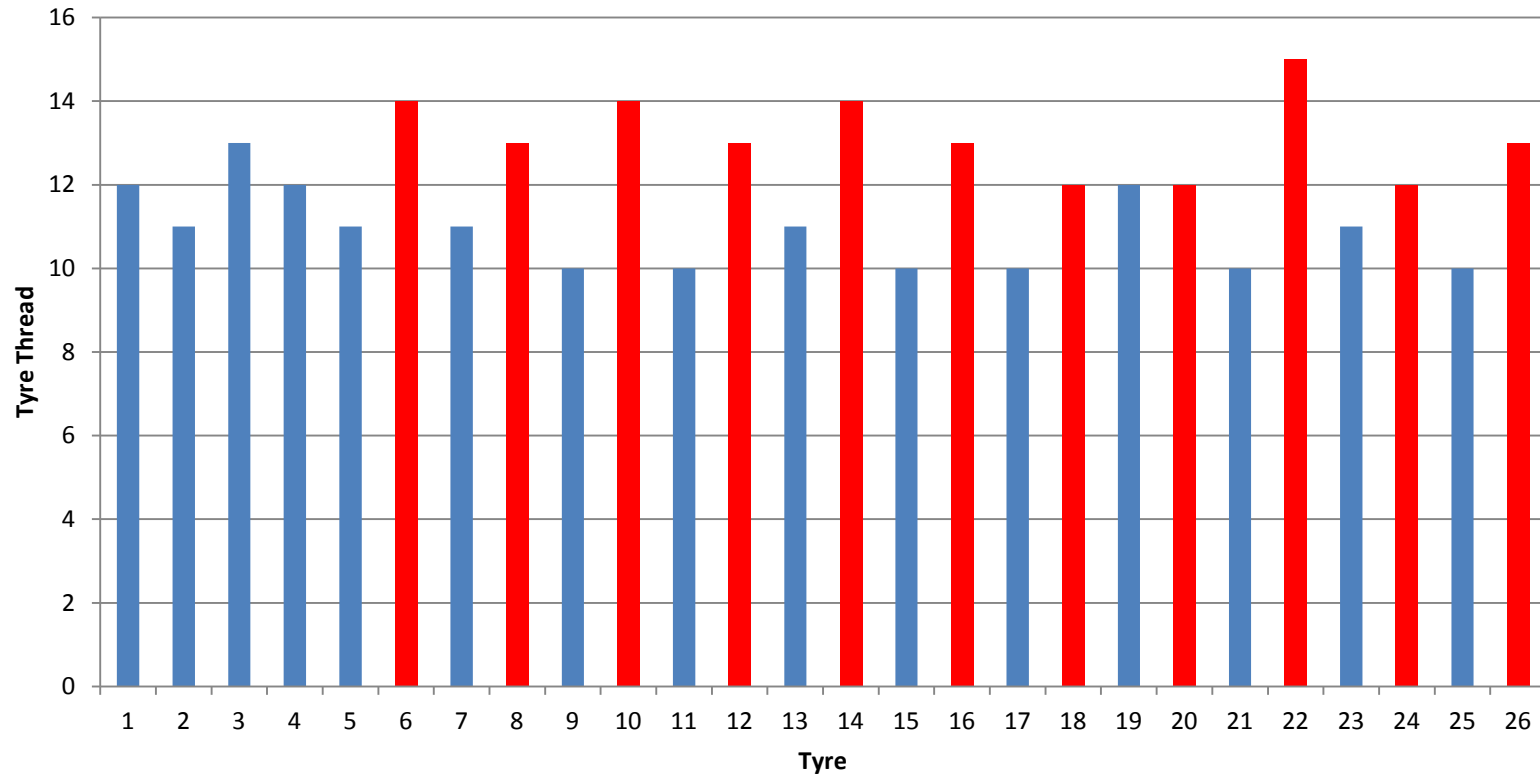
### Tyre Measurements date: 15 September 2009



Blue – Tyres without Survival Tyre Sealant

Red – Tyres with Survival Tyre Sealant

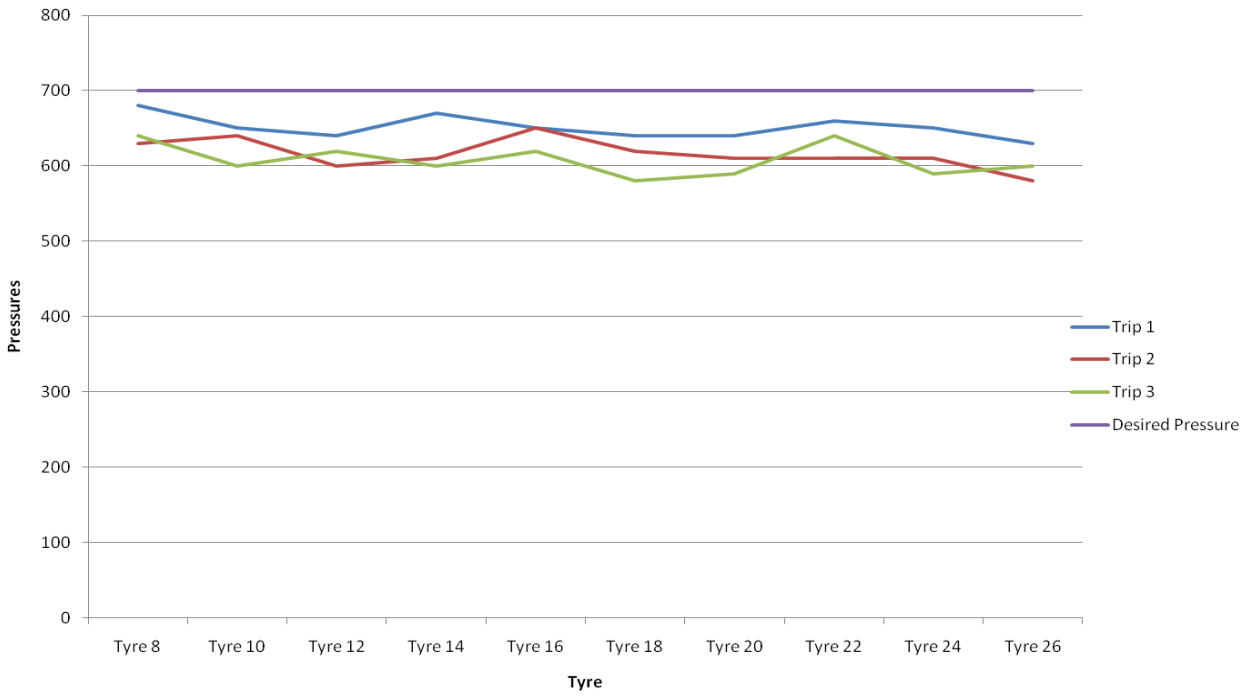
### Tyre Measurements date: 15 October 2009



Blue – Tyres without Survival Tyre Sealant

Red – Tyres with Survival Tyre Sealant

### Tyres Installed with Survival



### Tyres without Survival

