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Translation

Ref.: Minutes about testing the tyre repair set (PREMIUM-SEAL Repair) the 23.03.2004

Preparation for testing the tyre repair set

As preparation a tyre of the size 265/70 R 16 was mounted on an appropriate light metal rim. The tyre showed a ca. 10 mm long cut damage on the tread. After mounting caused by the tyre damage a pressure loss of 0,05 bar per minute was measured. The tyre was at first after assembly balanced at the company VIBORG in Stuttgart-Wangen. Subsequently one liter of the yellow-green fluid (PREMIUM-SEAL Repair) was applied through the valve shaft. The tyre was filled with 2,4 bar. At the cut damage immediately the outflow of the yellow-green fluid could be seen. The tyre was mounted on the left front side at the automotive Mitsubishi Pajero with the official label: WN-I 1860.

Measuring drives

During the first measuring drives the signer accompanied the test car with his car (in front of the test car or behind it). After a distance of 40 km the valve was sealed. The following measuring drives were carried out by Mr. Beck and Mr. Hartl from PREMIUM-SEAL. The following air pressures after corresponding distances were found:

Reading at start60.418 (distance 0)	tyre pressure	2,4 bar (cold tyre)
Distance 3 km	tyre pressure	2,45 bar
Distance 15 km	tyre pressure	2,55 bar
Distance 40 km	tyre pressure	2,6 bar
Distance 259 km	tyre pressure	2,55 bar
Distance 303 km	tyre pressure	2,45 bar (tyre nearly cold)

The measuring drives were carried out on federal roads, highways, autobahn and cities. The ambient temperature was 6-7° C, partly it was raining.
After the distance of 295 km a test drive carried out by the signer himself up to 135 km/h (reading of the speedometer) showed nearly vibration-free riding with good riding comfort, there was no detraction felt. Starting with 135 km/h (reading) heavy vibrations at the steering wheel were felt.

Check after measuring drive

The first check in the diffusion tank of the company VIBORG showed that the tyre and the valve were tight. After disassembly of the valve it was found that the valve was clean and well functioning. After disassembly of the tyre the yellow-green fluid could be seen in the tyre. The aluminium rim was cleaned with a cloth without problems in ca. 30 seconds. The tyre was hosed with water. This cleaning took ca. 2 minutes. After cleaning no residues were noticed neither on the tyre neither on the rim. As the company VIBORG Stuttgart affirms the tyre is vulcanizable after cleaning.
To summarise it can be said that the cut damaged tyre after using PREMIUM-SEAL Repair fluid was tight during the measuring drives of totally ca. 303 km and the following tightness measurement in the diffusion tank of the company VIBORG Stuttgart.

Photo 1 test car automotive Mitsubishi Pajero, official label WN-I 1860
Photo 2 damaged tyre before mounting, cut damage on the tread, ca. 10 mm long
Photo 3 mounting of the damaged tyre
Photo 4 air outflow through the cut damage
Photo 5 filling with PREMIUM-SEAL Repair fluid
Photo 6 after filling with air yellow-green fluid flows out of the cut damage
Photo 7 mounting of the prepared wheel before the measuring drives
Photo 8 tightness check in diffusion tank after measuring drives
Photo 9 fluid in the tyre after disassembly
Photo 10 cleaned light metal wheel after disassembly
Photo 11 tyre is hosed with water

PREMIUM-SEAL Repair

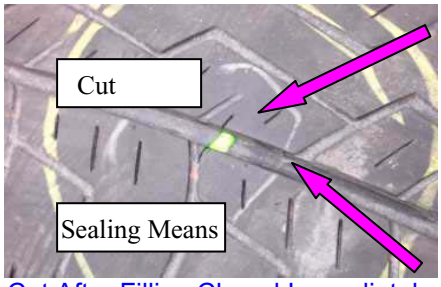
DEKRA tested

Measuring of the Cut

DEKRA-Surveillance of Mounting

Cut is Marked

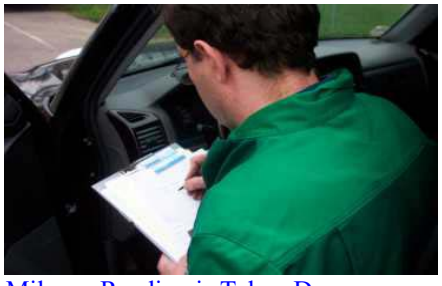
Filling PREMIUM-SEAL-Repair



Cut After Filling Closed Immediately
Sealing Means Comes Out

DEKRA-Surveillance of Mounting

Valve is Sealed



Mileage Reading is Taken Down

Pressure Control During Test Drive

Disassembly After 303 km Test Drive

Leakage Control in Diffusion Tank

Valve Absolutely Clean

Inner Surface Completely Sealed

Simply Flash, Water Soluble

Tyre Vulcanizable