



OTTMAN & ASSOCIATES, INC.

April 3, 2000

Mr. Mark Farkhan
Inovex Industries, Inc.
45681 Oakbrook Court, Unit 102
Sterling, Virginia 20166

RE: "Ride-On" Tire Protection System (TPS)

Dear Mr. Farkhan:

The environmental organization of Ottman & Associates, Inc. (O&A) has reviewed the chemical constituents of the tire sealant known as "Ride-On" with the intent to categorize the product with regard to its impact on the environment. Based on the chemical make-up of the product, O&A has summarized the following: The ingredients that comprise this material would not adversely impact the environment if disposed of in quantities normally found in fleet applications. For example, a municipal wastewater treatment plant would not be adversely impacted if a fleet was to clean and flush with water, up to 175 medium truck tires (11R22.5) containing "Ride-On" TPS into a city sewer system. Medium truck tires (i.e. 11R22.5) would normally be treated with approximately 30 to 40 ounces of Ride-On TPS tire sealant per tire.

Please be mindful that regulatory permits vary for municipal treatment plants, however, thought here is that "Ride-On" would not in small volumes, elevate Chemical Oxygen Demand (COD) and nutrient levels to a disposition that would constitute a non-compliance issue. Additionally, the chemical constituents of "Ride-On" has been reviewed by a licensed Class B Wastewater Operator in Florida (David Gardner). His conclusions of the potential environmental impact on a municipal wastewater treatment plant, parallels those statements addressed in this document. Florida has one of the U.S.'s strictest wastewater disposal regulatory requirements.

In order to establish the hazardous characteristics (if any) of "Ride-On", O&A submitted this product for laboratory analysis. An area of concern for this material was Flashpoint. Test results indicated that Flashpoint was above 250°F and therefore would be defined by the EPA Resource Conservation and Recovery Act (RCRA) as a non-hazardous material. Retreaded tires that contain this sealant and which may reach this Flashpoint index would not cause the sealant to ignite. If however, the temperature inside the tire would exceed 250°F, in all probability the rubber would melt before the sealant would ignite. In conclusion, there are several inorganics that comprise this sealant and would act as a fire retardant as opposed to an accelerator.

~~~~~ "SPECIALISTS IN ENVIRONMENTAL SERVICES" ~~~~~

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It was a pleasure working with you on this product and should you have questions, do not hesitate to call (863) 686-0608. Thank you for allowing Ottman & Associates, Inc. the opportunity to address your environmental concerns.

Respectfully submitted,  
Ottman & Associates, Inc.

A handwritten signature in black ink, appearing to read "Kevin E. Ottman". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Kevin E. Ottman, C.E.I.  
President

KEO/lem