

## FINDINGS ACT

We, a commission consisting of:

V. Kim, Chief Mechanic of AR,  
A. M. Akhmedov, Manager of Diesel Sector No.8,  
R. Uokbayev, Senior Mechanic of TORO-Service ZGSO, and  
A. Semizbayev, Chief Tyre Fitter of TORO-Service,

have drawn up this expert findings statement on the process of tyre sealant testing at AR. In November 2007, a tyre sealant manufactured by Tyre Protector (UK) was tested for one month at the Diesel Sector No. 8 of ARO. Testing was carried out using dump trucks

- TORO50+ s/n 171 – front right and front left tyres;
- TORO s/n 320 – front right tyre; and
- TORO s/n 191 – rear left tyre.

For a month, the tested tyres were monitored as follows:

1. Visual examination
2. Gauging of tyre pressure and temperature
3. Review of the process shift operation (hours worked)
4. Comments by drivers of TORO 171, 320, and 191 crews.

Upon completion of the one-month testing period, having analysed the tyres with the sealant and without it, the following has been found:

During 30 days, TORO 171, 320, and 191 were never taken to the repair shop for tyre pumping.

At the same time, the dump trucks in whose tyres no sealant was installed were taken to the repair shop once every three days on the average, as air seeped through the rubber seal due to micro-cracks of wheel rims, wheel disks, and also due to excess heating of tyres, while those were not observed at all on TORO 171, 320, and 191.

*Signed by:*

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A. M. Akhmedov  
Manager of Diesel Sector No.8

R. Uokbayev  
Senior Mechanic of TORO-Service

A. Semizbayev  
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