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06.04.2025

Niso Tech AB,
Plogvägen 3,
467 30 GRÄSTORP,
Sweden
Attn: H. Bengte Nilsson

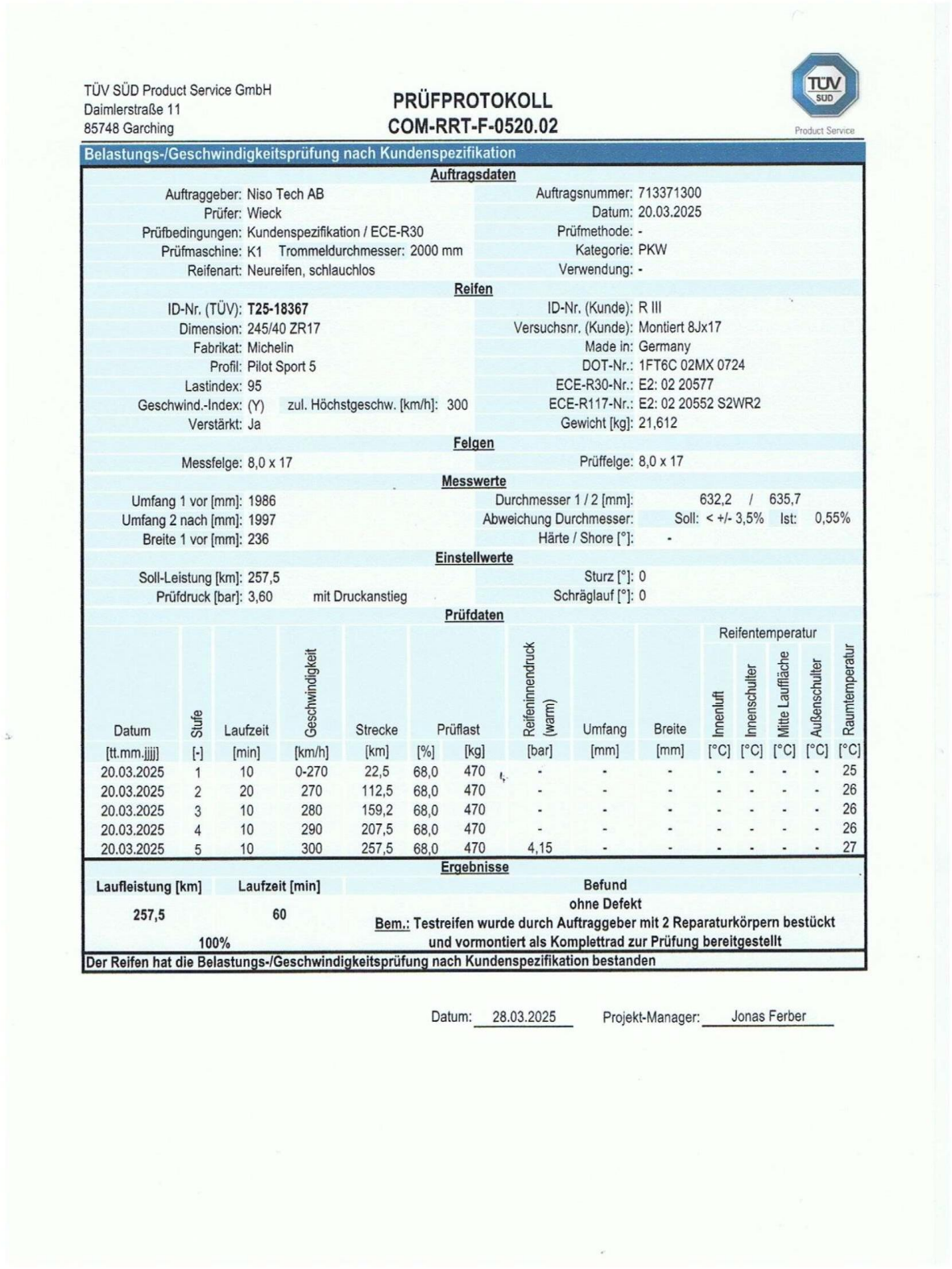
Test order / expert opinion

(translation from original German text)

Concerning	:2 tires with 2 prepared repair points each
Make	:Michelin
Tire Dimension	:25540ZR17 95 Y XL
Tire version	:Pilot Sport 3
Data	See attachment, protocol TÜV Süd Tire I = date of manufacture 0724 Tire II = date of manufacture 0724
Mounted on	BMW Alloy Wheel 8Jx17
Delivered	After inspection by TÜV Süd on 20.03.2025
commissioned	Mr B. Nilsson, Niso Tech
Expert	Preparing tires for high-speed test at TÜV Süd The tires were repaired with 2x string repair 3x with liquid patch, repaired hole approx. 5mm. 1x without liquid patch, repaired hole 5mm. The string material used was produced in 2020 and 2022

Below TÜV report of the 2 tires

TÜV ECE Test
Tire 1



TÜV SÜD Product Service GmbH
Daimlerstraße 11
85748 Garching

PRÜFPROTOKOLL
COM-RRT-F-0520.02

TÜV SÜD Product Service

Belastungs-/Geschwindigkeitsprüfung nach Kundenspezifikation

Auftragsdaten

Auftraggeber:	Niso Tech AB	Auftragsnummer:	713371300
Prüfer:	Wieck	Datum:	20.03.2025
Prüfbedingungen:	Kundenspezifikation / ECE-R30	Prüfmethode:	-
Prüfmaschine:	K1 Trommeldurchmesser: 2000 mm	Kategorie:	PKW
Reifenart:	Neureifen, schlauchlos	Verwendung:	-

Reifen

ID-Nr. (TÜV):	**T25-18367**	ID-Nr. (Kunde):	R III
Dimension:	245/40 ZR17	Versuchsnr. (Kunde):	Montiert 8Jx17
Fabrikat:	Michelin	Made in:	Germany
Profil:	Pilot Sport 5	DOT-Nr.:	1FT6C 02MX 0724
Lastindex:	95	ECE-R30-Nr.:	E2: 02 20577
Geschwind.-Index:	(Y) zul. Höchstgeschw. [km/h]: 300	ECE-R117-Nr.:	E2: 02 20552 S2WR2
Verstärkt:	Ja	Gewicht [kg]:	21,612

Felgen

Messfelge:	8,0 x 17	Prüffelge:	8,0 x 17

Messwerte

Umfang 1 vor [mm]:	1986	Durchmesser 1 / 2 [mm]:	632,2 / 635,7
Umfang 2 nach [mm]:	1997	Abweichung Durchmesser:	Soll: < +/- 3,5% Ist: 0,55%
Breite 1 vor [mm]:	236	Härte / Shore [°]:	-

Einstellwerte

Soll-Leistung [km]:	257,5	Sturz [°]:	0
Prüfdruck [bar]:	3,60 mit Druckanstieg	Schräglauf [°]:	0

Prüfdaten

Datum	Stufe	Laufzeit	Geschwindigkeit	Strecke	Prüflast		Reifeninnendruck (warm)	Umfang	Breite	Reifentemperatur				Raumtemperatur
										Innenluft	Innenschulter	Mitte Lauffläche	Außenschulter	
[tt.mm.jjjj]	[-]	[min]	[km/h]	[km]	[%]	[kg]	[bar]	[mm]	[mm]	[°C]	[°C]	[°C]	[°C]	[°C]
20.03.2025	1	10	0-270	22,5	68,0	470	-	-	-	-	-	-	-	25
20.03.2025	2	20	270	112,5	68,0	470	-	-	-	-	-	-	-	26
20.03.2025	3	10	280	159,2	68,0	470	-	-	-	-	-	-	-	26
20.03.2025	4	10	290	207,5	68,0	470	-	-	-	-	-	-	-	26
20.03.2025	5	10	300	257,5	68,0	470	4,15	-	-	-	-	-	-	27

Ergebnisse

Laufleistung [km]	Laufzeit [min]	Befund
257,5	60	ohne Defekt
100%		Bem.: Testreifen wurde durch Auftraggeber mit 2 Reparaturkörpern bestückt und vormontiert als Komplettrad zur Prüfung bereitgestellt

Der Reifen hat die Belastungs-/Geschwindigkeitsprüfung nach Kundenspezifikation bestanden

Datum: 28.03.2025 Projekt-Manager: Jonas Ferber

TOV SOD Product Service GmbH
Daimlerstraae 11
85748 Garching

TEST REPORT
COM-RRT-F-0520.02

Load/speed according to customer specification

Order data

Client: NisaTech OFF
Priifer: Wieck
Principle conditions:KuSpecification / ECE-R30
Priif machine: K1 Drum diameter: 2000 Mm
AUTOMOBILE Tire Type: New tyres, tubeless

Order number: 713371300
Date: 20.03.2025
Priif method: •
Category:
Use: -

ID-No. (TOV): **T25-18366**
Dimension: 245/40 ZR17
Assembled 8Jx17 Make: Michelin
Profile: Pilot Sport 5
0724 Load index: 95
Quick.-Index: (Y) Ab. Maximum speed. [km/h]: 300
S2WR2 Strengthened: Yes

ID-No. (Customer): •
Experiment no. (Customer):
Made in: Germany
DOT-No.: 1FT6C 02MX
ECE-R30No.: E2: 02 20577
ECE-R117-No.: E2: 02 20552
Weight [kg]: 21,867

Measuring rim: 8,0 x 17
Priiffelge: 8,0 x 17

Measured data

Circumference 1 before [mm]: 1986
Scope 2 according to {mm]: 1997
Breile 1 before [mm]: 237

Diameter 1 / 2 [mm]: 632,2 / 635,7
Deviation diameter: Debit: < +/. 3,5% Is: 0,55%
Hårte / Shore [°]:

Settings

Debit-Achievement [km]: 257,5
Priority printing[bar]: 3,60 with Pressure Approach

Lintel [']: 0
Schråglauf [°]: 0

Primary data

Date		Runtime		Slrecke		Priiflast		Circumference		Tyre treatment 8Ride
[tt.Mm.yyyy]	[·]	{min}	[km/h]	[km]	[%]	[kg]	[bar]	[mm]	[mm]	
20.03.2025	1	10	0-270	22,5	68,0	470				25
20.03.2025	2	20	270	112,5	68,0	470				25
20.03.2025	3	10	280	159,2	68,0	470				26
20.03.2025	4	10	290	207,5	68,0	470				26
[illegible]	5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]

Results

Mileage [km]
257,5
100%

Runtime [min]
60

Findings
without Defect
Bern.: Test tire was attacked by orderwith 2 repair corps
and pre-assembled as a complete wheel made available for testing

The riding has passed the belastunas/speed criifuna according to customer soezification

Date: 28.03.2025 Project Manager: Jonas Ferber

1.General findings

Tread, tread & general condition: New tyres

General condition:

- 2 new tires supplied and prepared for high-speed test according to ECE 30 to TÜV Süd
- Mounted on original BMW Alu wheels 8Jx17 EH2+ and balanced
- Personally delivered and the order content discussed.

Material used:

Safety Seal Plus repair kit from NISO TECH

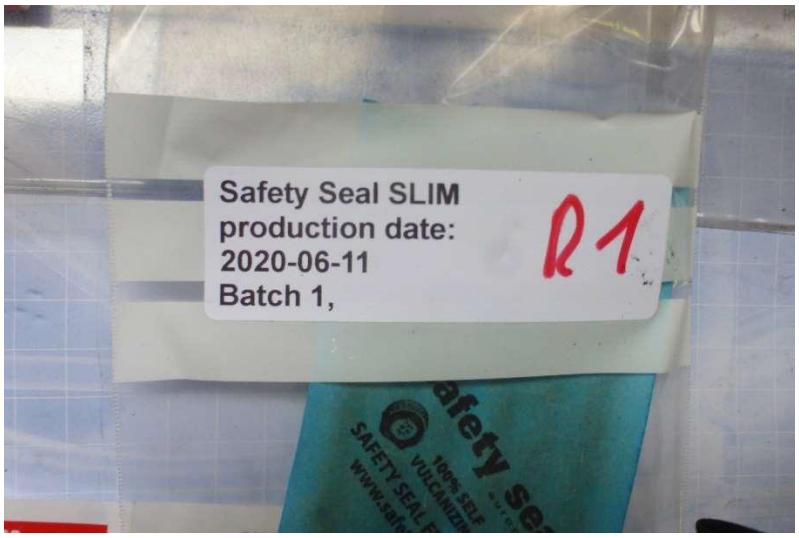
Liquid Patch

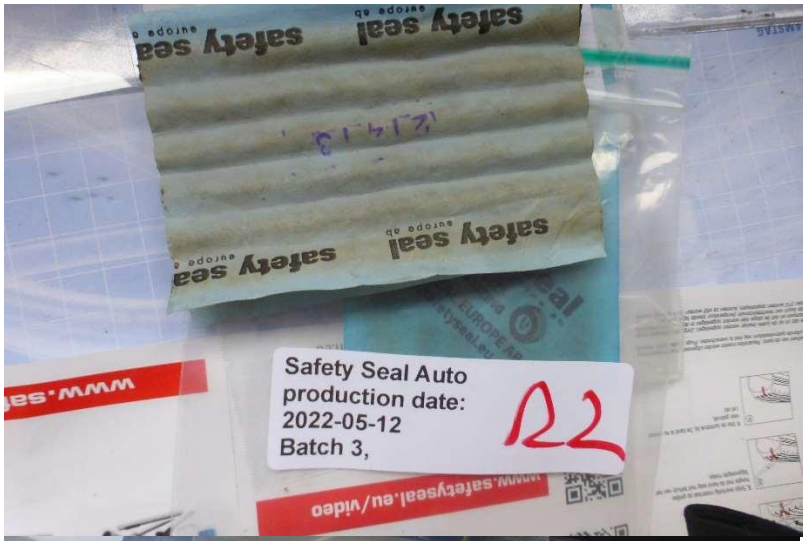
Primer Cleaner for Inner Liners

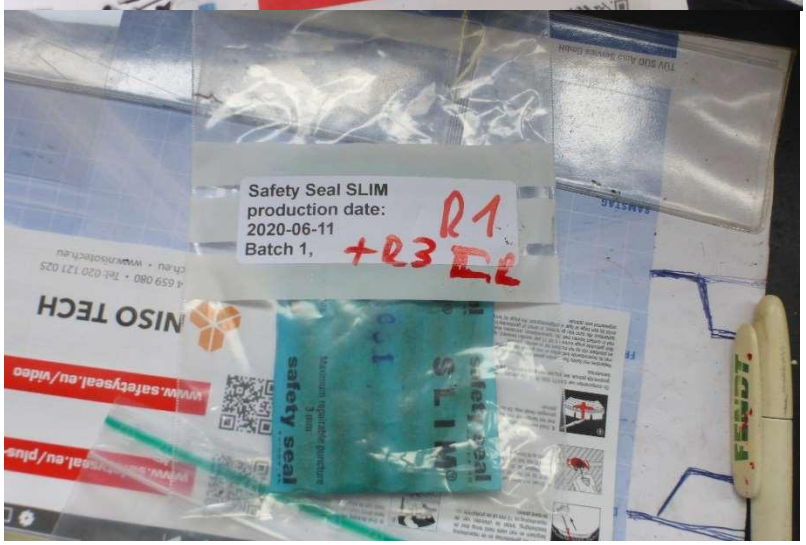
String material safety seal europe 11845 self vulcanizing

Contents of the set case complete with awls

The repair bodies used with an older date of manufacture were approved by Niso Tech and were documented and fitted according to the manufacturer's instructions.







Applied GUIDELINE for the repair of pneumatic tyres BMVBW/S 33/36.25.07- 00 of 8.2.2001, VkBl p. 91 (excerpt):

Excerpt

3.1 In principle, every tire must be removed from the rim for repair. Except for tires on commercial vehicles with a maximum design speed of no more than 40 km/h.
4. Repair Execution: In general, the punctured tire channel must be filled with raw rubber and a patch applied to the inside of the tire. A pre-vulcanized rubber body in conjunction with a repair patch can also be used to fill punctures in the tread area.

Documentation of the repair carried out with safety Seal 11845 self vulcanizing

Tire I with 2 repair points

All repair areas were prepared with a hole channel with a diameter of approximately 5 mm and an angle of approximately 90° to the tread.
The hole channel was not milled out; the repair was carried out according to the manufacturer's instructions.

The repair material with the date of manufacture 11.06.2020 was used

The repair material was inserted into the hole using the awl included in the repair kit, and the hole was sealed with the repair material.

The remaining external protrusions of the repair material were trimmed flush after the repair was completed.

Finally, the liquid patch was applied according to the manufacturer's instructions, in accordance with the RILI for the repair of pneumatic tires.

Repair point 2 on tyre 1 180° opposite repair point 1

All repairs were carried out in accordance with the specifications of the repair material manufacturer. Only the positioning of the hole channels was done in different areas of the tire.

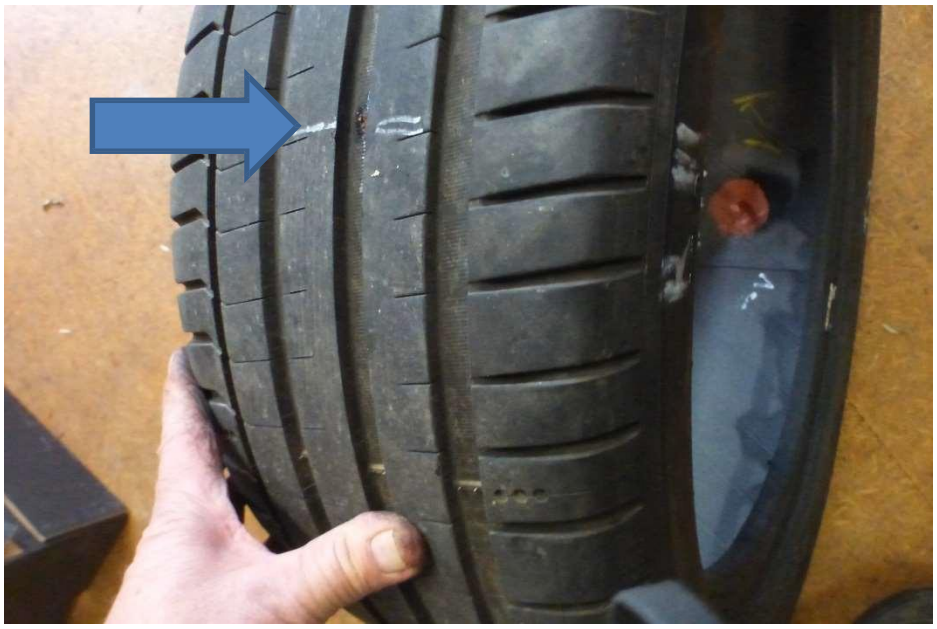
Repair point in the tread base of tyre 1 approx. 180° opposite repair point 1
Material Manufacturing date is given as 12.05 2022

Tyre II with repair points No. 3 and No.4

In the case of tire II, the hole channel of repair 1 was installed in the tread and a diameter of approx. 5mm. The repair site was positioned in the outermost repairable area of the tread.

Location of the repair site in the outer area of the tire tread

Repair site 4 was incorporated without liquid patch.
Reason: there are states in which a liquid patch is not mandatory. For this reason, the high-speed test was carried out with tyre 2 with a repair area without plaster.

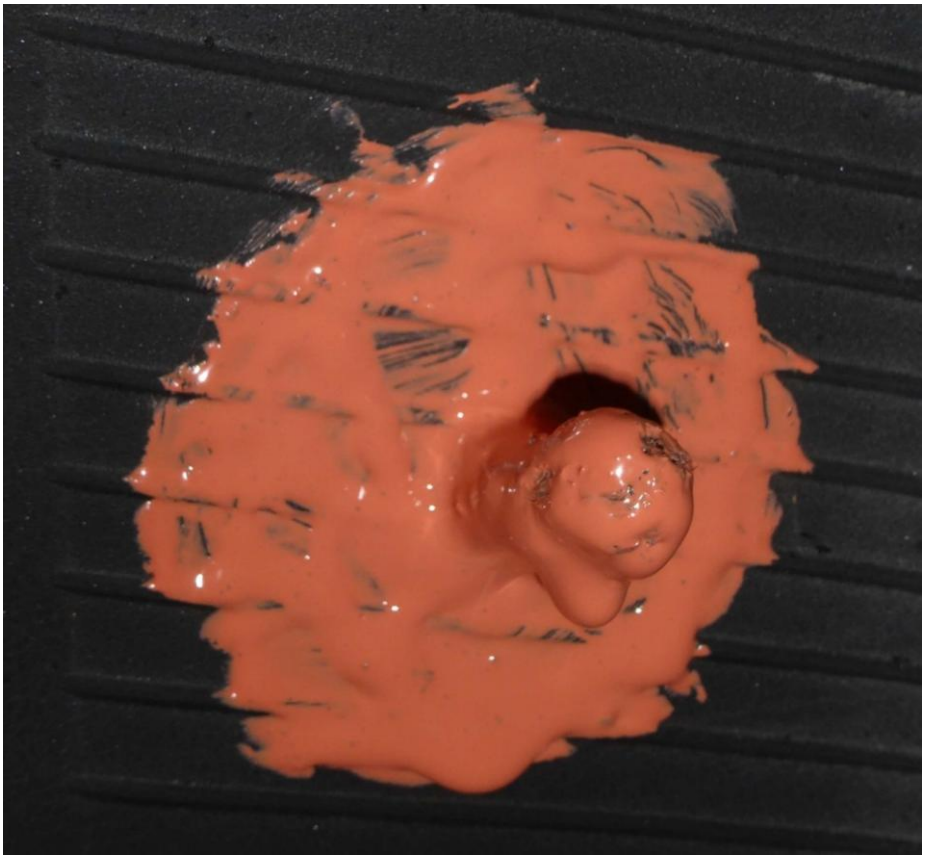


Repair points on tyres 2. The repair point is visible approx. 180° from the Repair site 4

Illustrations of different repair sections

Cleaned repair site with inserted Safety Seal string. Date of manufacture 11.06.2020

The hole channel has been closed with Material Safety Seal self Vulcanizing / String



Liouid Patch was added and the repair area was sealed inside

General findings before the high-speed test

Both tires were mounted and balanced on original BMW 8Jx17 EH2+ aluminum rims for the high-speed test.
The complete wheels were then subjected to a leak test at 3.5 bar inflation pressure.
This leak test was reviewed after 8 days. No air leaks were detected.
The tires were transported to Garching for the high-speed test according to ECE R30, which NISO TECH had agreed upon with TÜV Süd.

The high-speed tests according to ECE R30 were conducted on March 20, 2025, by TÜV SÜD Product Service GmbH. The test report and the general conditions are attached in Report 1.

General findings after the high-speed test

Result of the test and assessment of the 2 prepared car tyres of the Size 245/40 R 18 95Y after high-speed test by TÜV SÜD, Garching

The result was documented by the protocols of TÜV Süd. In summary, the following can be stated:

1. High-speed test according to ECE R 30 at a maximum speed of 300 km/h passed, no tire failure.
2. No external abnormalities such as dents, etc. were visible.
3. No irregularities were visible inside the tire.
4. No tire failure occurred, neither on the tires treated with liquid patch nor on the repair area that was not treated with liquid patch.

Summary:

1. All repairs were made according to the manufacturer's instructions and specifications. Repair 4 was tested without liquid patches.
2. The tires passed the ECE R30 high-speed test with the repair patches installed without any issues.
3. After the high-speed test, both tires showed no defects or safety-related defects at the repair sites.
4. Both tires showed no defects at the various repair sites that could lead to tire failure.

The results of the tests showed that the two differently performed repairs, with and without liquid plaster, passed the high-speed test according to ECE R30.

In this test, all test criteria for the speed index Y = max. 300 km/h were met by TÜV Süd Product Service GmbH, as shown in the attached report.

Immenstadt 06.04.2025

signed Michael without signature, since electr.