

FOAMED POLYURETHANE BICYCLE TIRE PERFORMANCE STUDY

EXECUTIVE SUMMARY

PREPARED .

BY

HBT AGRA Limited

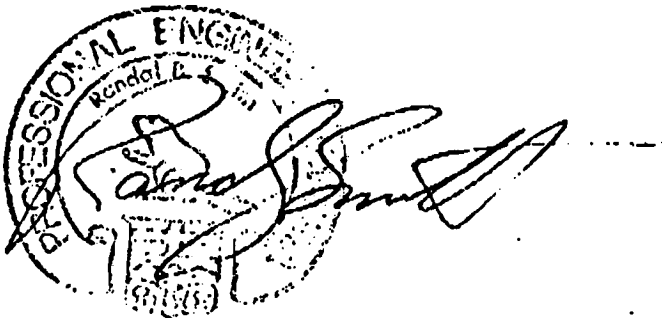
March 1993

Conclusions

For the performance tests completed, the foamed polyurethane bicycle tires compared favourably with the pneumatic tires. The major benefit of these tires appears to be their increased tire life and wear resistance. An added benefit is the increase in safety and convenience as tire failure due to puncture is not a factor.

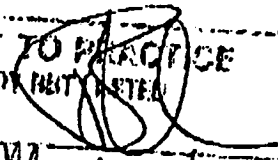
Yours very truly,

HBT AGRA Limited



Randal B. Smith, P.Eng
Materials Division

Reviewed by:

PERMIT TO PRACTICE HANDWRITING TESTED	
Signature	
Date	March 12/93
PERMIT NUMBER: P-4546	
The Association of Professional Engineers, Geotechnical Division	



R.W. Forfylyw, P.Eng
Manager, Materials Engineering Division

RBS/bb
CA-10600.RBS

FAX TRANSMITTAL (2 of 2)
May 14, 1997

TO:
NU-TECK
P.O. Box 4016
Englewood, CO 80155
Attention: KAI
Fax: 303-761-3595

FROM:
COBBWORKS
117 Washington St. NE, Ste. 1
Olympia, WA 98501-1140
Attention: MIKE
360-352-7168

Product Evaluation

Manufacturer: Nu-Teck Corporation, Airless Tires
Model: 26" x 2.0 On/Off-Road
Testing Period: March 1, 1997- May 1, 1997

We received 2 samples of the 26" x 2.0 On/Off-road airless tires in late february to test for applicability to community bicycle programs. Although more extensive tests are needed, initial tests have provided encouraging results. We mounted one of the samples on the rear wheel of a bicycle ridden by an avid bicycle commuter in town, who is also the President of the Board at Olympia Community Bikes (OCB). The other sample is mounted on the rear wheel of the OCB "Show Bike," which is a primped-up community bike used for contribution solicitation (it's actually ridden from business to business for presentations). The show bike also gets displayed at all the community fairs, expos, and events that OCB is involved with.

Both tests have provided similar data. The ride is slightly harsher, but not much more than a hyper-inflated pneumatic (of which I am a fan; efficiency being the impetus). Installation is easy. I have learned the required finesse techniques after 3 installations. This contradicts popular rumors.

When a Nu-teck tire is held in hand, one is struck by the surprisingly minimal weight, especially when one considers the elimination of the inner-tube weight (not to mention tire levers, spare tube, patch kit, pump, and possibly a valve adapter).

Durability is a parameter that we are currently testing. Initial results are good. A few harsh skids have not left big flat spots, but time will tell.

I can't help but be excited about the potential Nu-teck tires have to increase street time for community bikes, while greatly reducing the money and people-hours required to maintain them. At this time, I think that Nu-teck tires could be a big factor in making community bike programs in the United States sustainable. Not only is the initial flat tire a big problem with community bikes, but problems stemming from ignored flats: ruined tubes and tires, ruined rims. We will continue to test with hopes of large-scale implementation.

Sile - Nutteck #5

January 27, 1997

Nu-Teck Corp.
P.O. Box 4016
Englewood, CO 80155

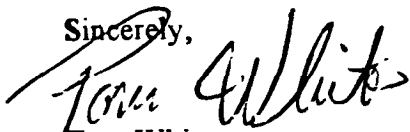
Re: Nu-Teck Tires

To Whom It May Concern,

Since mid-January I have been riding on a pair of your hundred-pound road tires. I ride fifty to sixty miles each and every day in the Seattle area, which exposes my equipment to rather harsh treatment. I must say that I am overwhelmed by your product. I had seen your ad in our local sports magazine back in September, and although I was interested, I held out from ordering because I hadn't heard anyone talking about them or seen them in any local shops. After a week of near-daily flats, I finally took the plunge, and it's been heaven ever since: no pumps, spare tubes, patch kits and **no flats**. I like the lively feel of your rubber and have had no problems whatsoever with traction. I do most of my riding in the morning, and it's wonderful not to be concerned about a flat tire making me late for work.

Last week I put your tires through an especially rough ordeal. I was riding along a country road early in the morning at about twenty miles per hour. An oncoming motorist was passing someone across a double-yellow line and hit me head-on while going 50 mph. Through some miracle, I was able to walk away from the accident. Although my beloved Cannondale was reduced to shards of aluminum and steel, and the front wheel was in five pieces, your tires were as good as new. I found myself installing them on my new Cannondale that evening, and riding on them again the next morning. I am very impressed with these things.

Sincerely,



Tom White

120 -124th Street SW, #B-3
Everett, WA 98204
(206) 745-6734

file - Nu-teck #4