



Newburgh Terminal
1281 River Rd.
Newburgh, NY 12253

Date: October 5, 2007

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

Dear Mark:

We operate a fleet of tankers and tri-axle trailers running at 120,000 lbs. in a 24/7 operation. Downtime is something that costs us a lot of money. In order to maximize our payload capacity we have converted all of our tankers and the majority of our tri-axle tanks to the wide-based Michelin X-One tires. Although these tires have many advantages, they are very prone to pickup nails, screws, and other debris. Proper tire pressure is also very critical in obtaining maximum life out of these tires.

I cannot emphasize strongly enough the money we have saved over the past year in tire repairs alone. Since we started using Ride-On (of which I was very skeptical) over a year ago, we have had to repair very few tires. The mileage has also increased per tire, and in some cases two-fold. Where we were getting 30,000 miles per tire prior to using Ride-On, we now have doubled the mileage and the tires are wearing evenly and are still on the tankers with more than 60,000 miles. In addition we have gauged our tires and confirmed that they run cooler. Although switching cap vendors has helped, I believe that proper tire pressure and the resulting cooler tires are the primary reason for reducing the number of peeled caps.

In summary I firmly believe that any US Fleet running wide-based tires would benefit from the use of Ride-On.

Thank you,

A handwritten signature in cursive script that reads "Bill Jackson".

Bill Jackson
Central Fleet Operations