

This is what I know we did with the Superior Shield. We tested it on the outer skin of the HU-25 Falcon Jet. It was applied directly over a Tesa 6973 PV6 Label. The aircraft flew 190 some hours and the labels were not wind worn or damaged in any way, where as the labels that were not protected with the Superior Shield were worn away, (some completely). We had tested many off the shelf brands of clear coat, some provided protection to the label but showed visible erosion on its surface from wind and sand particles, causing the visibility of the protected label to become unreadable. We have conducted some UV test and so far they are all showing zero effect from UV. Don Roxby has a sample up in space right now or has done some testing on the last NASA mission doing further testing for exposure and UV degradation for the Superior Shield product.

We have also taken the product under water! We are using the Superior Shield on the Tesa Label that has been applied on the lower unit and gear boxes for our outboard engines for the small boats. Our original test was done in Baltimore Harbor. The labels stayed in the water for almost a year with the boats doing regular training and real world missions. On the periodic checks all we had to do was to wipe the surface clean of algae and the labels were still reading an "A" grade.

So we have tested the product in Minus 48 degrees at MACH .7 and taking into consideration the dirt particles, salt water spray, and UV exposure; and under water in Baltimore Harbor with brackish to salt water and with the boats being underway at fairly high speeds with no sign of erosion or wear. I believe the water temps ranged from 38 to 69 degrees (F) during these test.

Thanks,
Brett

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