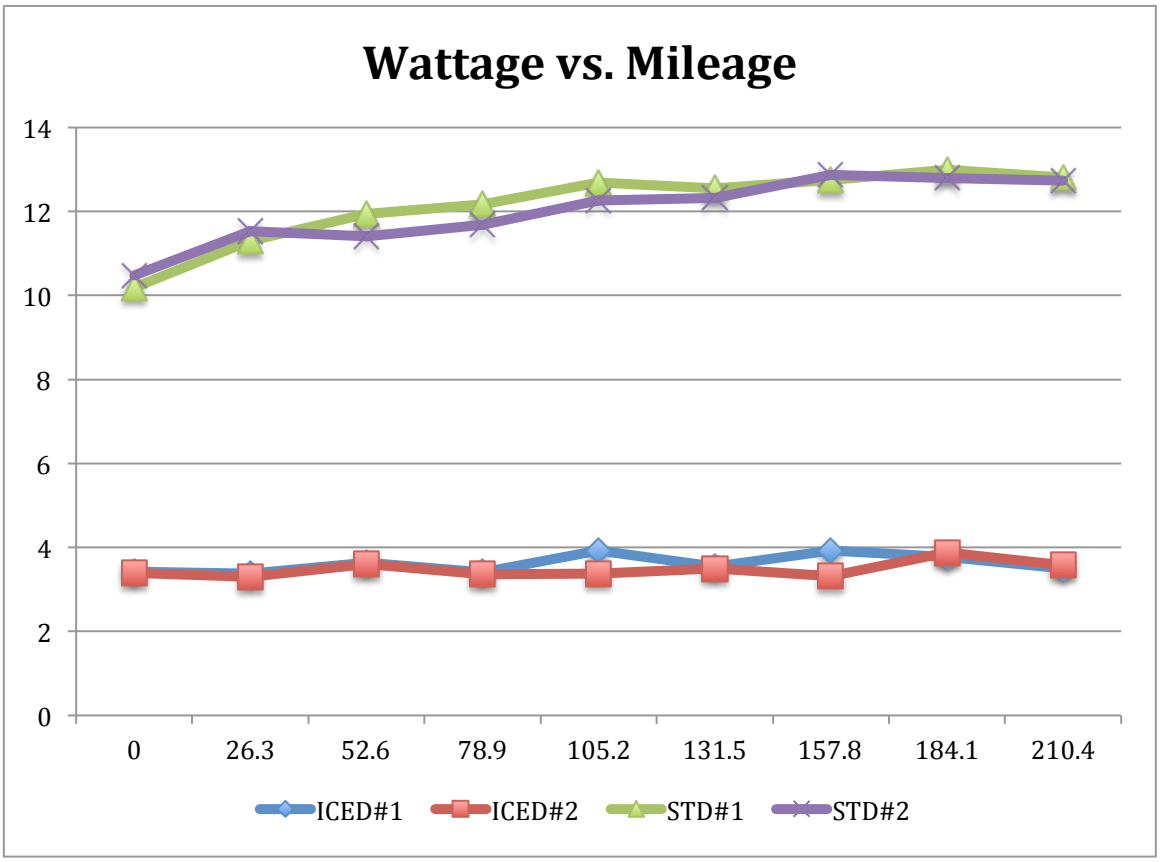
Field Test – Road Bikes Dry Conditions

Objective: Determine the change in friction of chains treated using a standard lubrication compared with the ICE Friction Technology coating, over 200 miles of dry condition road cycling.

Summary:



Test Method:

- **Four SRAM PC 1091R 10-speed chains were acquired for the testing.**
  - **Two chains were designated for standard lubrication and two for ICED coating.**
- **All four chains were initially tested using the ICE Friction Technology chain test device with an accuracy of +/- 0.04W.**
  - **Chains were tested for 5 minutes, recording the friction level every 5-seconds.**
  - **The recorded level is the average of the last minute of testing**
- **Four road bikes with identical new SRAM cassettes were used for the road riding. Bikes and chains were matched for the entire test.**
- **A 26.3-mile road route was used for all eight recorded loops totaling 210.4 miles.**
- **All eight rides were done with dry weather/road conditions.**
- **Standard lubrication chains – The factory lubrication was not stripped from the two standard lubrication chains. ProGold-ProLink lubrication was applied to the entire chain ensuring that each chain roller was lubricated. The lubrication was allowed to soak into the chain overnight. Any excess lubrication was removed from the chain-rings, cogs, front derailleur, and jockey wheels with a clean rag prior to the ride. Prior to re-lubrication, but after friction testing, the chain was wiped with a clean rag to remove any road grit and remaining old lubrication.**
- **ICED Chains – Two chains were subjected to the standard ICED treatment of first stripping the factory lubricant and then applying the ICED lubrication cocktail using heated ultrasonic immersion. Between rides no lubrication or cleaning was done on the ICED chains.**
- **Post Ride Testing – Following each ride all chains were tested for 5 minutes recording the friction level every 5 seconds. The recorded friction level is the average of the last minute.**