Exhibit 1

TG1C
AL 2011 versus AL 6061

Purpose of anodization

Natural protective layer of aluminum, alumina (Al_2O_3), is not thick enough to prevent corrosion. Anodization consists on increasing the alumina (aluminum oxide) film through electrolyze.

Equation of the chemical reaction : $2\ Al + 3\ H_2O \bullet \ Al_2O_3 + 3\ H_2$

Different types of anodization :

- Hard anodization : to obtain thick film (25µm to 100 µm)
- Sulfuric anodization : thickness 5 to 40µm
- Chromic anodization : few µm

)ifferent Aluminum Series

Both TG1B and TG1C for Chrysler have a valve stem and a nut made of aluminum 2000 series (2011). The corrosion resistance of the 2000 series is inferior to the corrosion resistance of the 6000 series (6061). This resistance is mostly linked to the amount of copper found in the alloy.

Elements In %	Si	Fe	Cu	Zn	Bi	Pb	Mn	Mg	Ti	Cr	Others	Al
2011	0.40	0.7	**5.0 to 6.0**	0.30	0.2 to 0.6	0.2 to 0.4	-	-	-	-	0.15	Rest
6061	0.40	0.7	**0.15 to 0.4**	0.25	-	-	0.15	0.9	0.15	0.04 to 0.35	0.15	Rest

Environment Corrosion Test

Salt Fog Test from PF-10923

4.5 Salt Fog (DUT non-operational)

4.5.1 Test requirements

A. Setup: Wheel units to be non-operational but will contain battery, valve (2 with and 3 without valve cap installed), and mounting nut. Test as unit mounted to rim or similar fixture. Salt fog to be directed at the complete unit from both sides (inside and outside rim).
B. Five (5) wheel units will be tested, 2 with cap and 3 without valve cap. (DUT number based on DC-10611)

4.5.2 Test Procedure

Test to be run per DC-10611, complete device to be exposed to salt fog. **(Duration 96 hours).**

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Where do we stand today?

- Continental plans to switch within one year the TG1C nut and valve stem to Al 6000 series.
  - However, this new alloy carries an additional cost.
  - Continental will have more data concerning timing and costs within 3 months

- Chrysler and Continental must work together to define and update the PV plan for the change.

- Based on initial tests and validations (salt fog), Continental has identified that with the same anodization thickness (7.5µm) , Al 6000 series has a better resistance to salt fog than 2000 series. For a given length of test and under the same conditions the resistance to corrosion of the Al 6000 series is more than double.

- For an A/B comparison, Continental proposes the salt fog to be extended to 500 hours.