

Islamic Republic of Iran
Organization for investment economic and technical assistance of Iran

"Summary of technical-economical prefeasible study"

The name: Heavy vehicle tire

Sector: industry
subsector: Rubber and plastic products

ISIC code: 2511412361

The owner of:

Counselor plan:

The ADDRESS:
Kermanshah-Ravansar

Date of P.F.S:
September 1403

Manager of Iran Investment Opportunities
SHAHRIG Engineering Company

shahrig.comwww.



Project's location:

According to preliminary studies, it is suggested to implement this project in Kermanshah province, Ravansar city, 5 km from Ravansar road to Kermanshah, located in Ravansar industrial town. Advantages of being in industrial towns, such as tax exemptions, has made this place suitable for the implementation of the project.

1-1- Province:

Kermanshah province, with an area of 24,640 square kilometers, is the 17th largest province in Iran. Kermanshah province, which covers 1.5% of the country's area, is one of the western provinces that share a border with Iraq. This province is bordered by Kurdistan province from the north, Lorestan and Ilam provinces from the south, Hamadan province from the east, and Iraq from the west. Kermanshah city is the capital of Kermanshah province. According to the latest changes in 1390, Kermanshah province consists of 14 counties, 31 cities, 31 districts and 84 villages.



1-2- the County:

Ravansar city, which is known as Oramanat gate, is located in the northwest of Kermanshah and in the south of Paveh city.

Ravansar city has two central parts and Shaho part, of which Ravansar city is the central part. The city of Ravansar is located in a mountainous region on the slopes of "Yalevar" or "Shahu" mountain. Other mountains in this region are Mah Zard, Anjireh, Tageh Che Remi and Shur.



1-3- the project:

The location of the current project is in Ravansar city, 5 km from Ravansar road to Kermanshah, in Ravansar industrial town. This town is 55 km from the center of the province and 5 km from the nearest city.



1-4-access to the infrastructures:

No.	Needed infrastructures	distance to the project	The supply infrastructures
1	water	0 km	Ravansar city
2	electricity	0 km	Ravansar city
3	gas	0 km	Ravansar city
4	Telecommunications	0 km	Ravansar city
5	High way	0 km	Ravansar city
6	Sub way	0 km	Ravansar city
7	airport	70 km	Kermanshah Shahid Ashrafi Airport
8	port	640km	Mahshahr port
9	Rail way	64km	Kermanshah

1- Technical Specifications of plan:

2-1 –product:

As the last moving member of the power transmission system, the tire plays an important role in controlling the car. So choosing tires and maintaining them are important factors for the best performance of this member of the system.

Radial tires and bias tires are two types of conventional tires. In the type of bias tires, the extension of the threads of the central layer of the tire makes a diagonal angle and the placement of the layers is crosswise. The thread material of the layers is made of nylon and steel wires are not used in the tire body except in the collar area.

In the radial type, the extension of the threads of the layer makes an angle of 90 degrees with the center line of the tire. In other words, the extension of the threads are placed in the radial direction. In order to create movement stability in radial tires, layers with the width of the tread area and a diagonal angle with respect to the center line of the tire are used with the name belt or belt. The material of the belt is thread or steel wire, which is called radial thread in the thread type, and radial wire (steel belt) in the steel type.



2-2- Tire ingredients:

Various chemical, natural and mineral materials are used in tire construction, each of which plays a special role in the performance of the tire as well as in its production process. The main components of tires are as follows:

Rubber

In terms of preparation and production, rubbers are divided into three categories:

Natural Rubber: Natural rubber is obtained from the sap of a special tree that grows in tropical regions and countries such as Malaysia and Thailand. One of the most famous brands of natural rubber is Standard Malaysian Rubber or SMR (Standard Malaysian Rubber).

1) **Synthetic Rubber:** Synthetic rubber is also a petroleum derivative and a product of petrochemical factories. Butadiene rubber (BR) and styrene rubber (SBR) can be mentioned as types of synthetic rubber.

2) **Reclaim Rubber:** The name of this type of rubber is self-explanatory of its nature, which is produced through the recycling process.

Each of the different components of the tire contains different ratios of natural and synthetic rubber, which ratio depends on the required physical properties. For example, natural rubber has high heat resistance and excellent

adhesion, and for this reason, it is used more in the inner parts of the tire, such as layers.

Soot

Adding carbon black to rubber increases the wear resistance of the tire and also improves its mechanical properties. The structure of rubber is such that there are empty spaces between its molecules and soot is placed in these spaces. Sometimes, in addition to soot, non-soot fillers such as calcium carbonate or kaolin are also used.

Wire

In order to create sufficient strength in the part of the tire that is placed on the rim and is called collar (willow), steel wires are used. In addition to having a copper or bronze coating, these wires are also covered by a rubber mixture and after being twisted for several rounds, they form a set of collar wires with a square or trapezoid cross section.

Also, steel wires of specific diameter and thickness are used in the belt of radial wire tires and in the layers of all-wire cargo tires.

Protectors

Oxygen and ozone in the air can cause destruction and erosion of tire components. To deal with the harmful effects of these factors, special chemicals such as oxidants, waxes and anti-ozonants are used in the rubber mixture.

Other chemical agents

In order to produce and produce better and easier rubber compound in different cycles and stages of the production process, other materials such as oils, accelerators, sulfur (as a curing agent) etc. are used.

It should be noted that the amount of use of each of the above components depends on the type and structure of the tire, road traffic conditions, weather conditions and various other factors. For example, the weight percentage of each of the components of a radial riding tire is as follows:

Natural and synthetic rubber.....	42-46%
thread	3-5%
soot	22-26%
wire	11-15%
Other chemicals	12-15%

3-2 Plan needs

3-2-1-Space and infrastructure required:

For the space required for this project, the land located in the industrial town will be used. The estimate of the space and infrastructure costs of the project has been calculated with the surveys conducted in Ravansar industrial town and other industrial towns in the region, the results of which are in accordance with the table below.

Specifications of the plot					
the cost			Unit price (Rials)	area square) (meter	Dimensions (meter) × (meter)
plural (million rials)	needed (.M.R)	Expenses – incurred (.M.R)			
1,580,000	1,580,000	0	10,000,000	158,000	A plot of land in Ravansar industrial town

According to the land required for the project, the following costs have been estimated for landscaping and construction.

The cost of landscaping in the plan						
total sum (.m.r)	required (.M.R)	expenses done (.M.R)	unit cost (riyal)	unit	amount of work	description
353,920	353,920	-	3,200,000	square meters	110,600	Leveling and excavation
151,680	151,680	-	40,000,000	square meters	3,792	wall painting
12,000	12,000	-	3,000,000,000	number	4	entrance door
252,800	252,800	-	8,000,000	square meters	31,600	green space
65,250	65,250	-	15,000,000	m	4,350	Tabulation , - channeling
420,000	420,000	-	20,000,000	square meters	21,000	paving and asphalt
32,500	32,500	-	50,000,000	number	650	light
1,288,150	1,288,150	0	(M.R) General Assembly			

Buildings in plan					
plural million) (riyals	needed (.M.R)	expenses done million) (rials	unit price (riyal)	area square) (meter	description
14,640,000	14,640,000	0	200,000,000	73,200	Production hall and facilities
4,550,400	4,550,400	0	180,000,000	25,280	warehouse hall
324,000	324,000	0	240,000,000	1,350	Office building
8,500	8,500	0	170,000,000	50	guard building
19,522,900	19,522,900	0	-	99,880	General Assembly (M.R.)

3-2-2-Equipment and machinery:

The conducted investigations show that the supply of equipment and machinery for domestic tire manufacturing companies has been made from foreign suppliers. In this way, among the main supplier companies in this field, we can mention Continental of Germany, Matador of Slovakia, Marangoni of Italy, Dunlop of South Africa and Fredstein of the Netherlands. It should be

noted that most of the tire manufacturing companies in Iran, including Barz Industrial Group, Kavir Tire, Dena, Artaville Tire and Yazd Tire, have purchased their machines from the aforementioned suppliers.

In this project, the required machines from the German Continental company have been considered, and the amount of investment required in this section is presented below.

total sum (M.R)	Required expenses				expenses done (M.R)	Explanation
	total cost Required (M.R)	Currency costs		expenses Riyali (M.R)		
		Rial equivalent Currency cost	expenses Currency (Euro)			
5,591,651	5,591,651	5,591,651	11,160,000	0	0	machinery and equipment
838,747	838,747	0	0	838,747	0	Other machinery and equipment needed
279,582	279,582	0	0	279,582	0	Other overhead costs
6,709,980	6,709,980	5,591,651	11,160,000	1,118,329	0	The total cost of machinery

3-2-3- Raw materials and intermediate components:

The raw materials used for one year of the nominal capacity of this project include synthetic rubber, natural rubber, reinforcing fillers, various chemicals and steel. The price of raw materials is considered based on telephone inquiries with material supplier companies. Next, the required cost of supplying raw materials for one year of full capacity production can be seen in this section.

Specifications and cost of raw materials, auxiliary and packaging for the product							
The annual cost of providing materials (.M.R)	Unit price of raw materials (Rials)	The amount of raw materials consumed at 100% capacity	The annual production rate of the product at %100 capacity	Consumption factor per ton of product	unit	description	
4,620,000	800	5,775	50,000	%11	ton	synthetic rubber	Radial rubberAll Steel
26,460,000	1,400	18,900		%36	ton	Natural rubber	
6,641,250	550	12,075		%23	ton	Reinforcing fillers	
29,768	6,3	4,725		%9	ton	Various chemicals	
15,435,000	1,400	11,025		%21	ton	Steel	
53,186,018	total sum						

The cost of energy consumption

Estimation of required energy									
Annual consumption cost (.M.R)	The cost of each consumption unit is in Rials	Annual consumption	Number of working days per year	Work shift per day	Working hours per day	Amount of consumption	unit	description	row
32,124	12,000	2,676,960	330	3	8	338	kw/h	electricity	1
16,936	20,000	846,806	330	3	8	107	m2/h	gas	2
1,594	70,000	22,770	330	3	-	23	m3/day	water	3
58	7,000	8,250	330	-	-	25	liters/day	Diesel fuel	4
600	50,000,000	-	-	-	-	12	the moon	Communication	5
238	30,000	7,920	330	-	-	24	liters/day	gasoline	6
51,549	total (m.r.)								

3-2-4-management and human resources:

According to the production plan in this project, the assumption of shift work is 3 8-hour work shifts in 300 working days per year. Based on this, the manpower required in different departments has been estimated as follows.

Salaries and wages of administrative personnel						
Total annual salary million) (riyals	Monthly salary riyals/per) (person	All personnel	Number of personnel per shift (people)	Number of shifts	side	row
12,000	1,000,000,000	1	1	1	CEO	1
8,400	700,000,000	1	1	1	Administrative Manager, Finance	2
12,000	250,000,000	4	4	1	Financial and administrative personnel	3
7,200	600,000,000	1	1	1	Furniture Manager	4
12,000	250,000,000	4	4	1	Personal Frosh	5
6,000	250,000,000	2	2	1	Accountant	6
3,600	150,000,000	2	2	1	Origin	7
2,880	120,000,000	2	2	1	service worker	8
10,800	150,000,000	6	2	3	guard	9
74,880	-	23	-	-	plural	
52,416	Job benefits. Insurance and 70% bonus					
127,296	The total number					

Salaries and wages of production personnel							
Total annual salary (M.R)	Monthly salary riyals/per) (person	All personnel	Number of personnel per shift (people)	Number of shifts	Skill level	side	row
8,400	700,000,000	1	1	1	specialist	production manager	1
16,200	450,000,000	3	1	3	specialist	shift supervisor	2
12,000	250,000,000	4	2	2	specialist	Quality control expert	3
6,000	250,000,000	2	2	1	specialist	Laboratory expert	4
6,000	250,000,000	2	2	1	specialist	Planning expert	5
21,600	300,000,000	6	2	3	specialist	technical technician	6
180,000	250,000,000	60	20	3	expert	working expert	7
216,000	150,000,000	120	40	3	unskilled	The work is simple	8
12,000	250,000,000	4	2	2	unskilled	pile up	9
10,800	150,000,000	6	2	3	unskilled	the driver	10
489,000	-	208	-	-	plural		
489,000	Job benefits and insurance and bonus (١٠٠٪)						
978,000	Total						

- Number of skilled personnel required:60
- number of non- skilled personnel required:130

- number of expert personnel required 18

3-1- ownership of land:

In this project, it is considered that the cost of purchasing the land where the project will be implemented will be provided from the applicant's place.

According to Article 3 of the rules and regulations for the establishment of production and industrial units published by the Environmental Protection Organization in 1401, the units of the current plan are required to be located in towns and industrial areas outside the approved boundaries of the cities and outside the scope of the plan.

Therefore, Ravansar Industrial Town is a suitable place to implement the project and does not conflict with environmental laws.

3-2- Intellectual property and incentives:

The design under consideration does not require special and complex technical knowledge in the production process. In this case, the technology and technical knowledge needed for the project can be provided by using suitable machines and hiring skilled workers. It is also worth mentioning that considering that the project will be implemented in the industrial area, there will be no problem in providing the infrastructure, licenses and franchises of the factory.

3-3-legal permission:

Due to the fact that no license has been obtained for the implementation of this project, below is the list of required licenses for the project.

The list of unobtained licenses and the estimated time required to obtain a license				
Time forecast Required	License specifications	Issuing organization	License name	row

two months	According to the specifications Investment provided in the plan	Investment organization and Iran's technical and economic assistance	Foreign investment license	1
a month	Production of heavy tires with a capacity of 80 thousand tons per year	Ministry of Industry Mining and trade	Establishment license	2
A month later Exploitation experimental	Production of heavy tires with a capacity of 80 thousand tons per year	Ministry of Industry Mining and trade	butterfly Exploitation	3
a month	According to construction specifications Mentioned in the plan	Industrial estates company	The end of the building	4

2- Market study and Competition:

Tires are one of the important and necessary components to have a safe and comfortable driving. The history of rubber entering Iran has a history of 60 years. During this time, various companies have entered this field, and many reputable brands are still heard in the tire sales market. There has always been a close competition between Iranian rubber factories for the production of high-quality rubber. In the following, we will examine some domestic rubber factories.

•Kian Tire (Alborz Tires)

Kian Tire Company started its activity in the field of tire production in 1958 with the investment of B.F. GOODRICH Company. In 1978, Kian Tire's name was changed to Alborz Company. This factory is one of the oldest tire manufacturing companies in Iran, which has been trying to improve the quality of its products since the past. It is currently a manufacturer of various types of passenger, cargo, agricultural and industrial tires..

•Iran Tire

Iran Tire Company started its activity in 1965 under the name General Tire and Rubber Iran and started producing different sizes of bias and radial tires. This brand now produces all kinds of passenger tires, agricultural tires, truck tires, all kinds of tubes, etc. According to the analytical report of Iran Tire Manufacturing Company (PTyre), in 1402, the company was able to produce a total of about 28 thousand tons, of which 20 thousand tons belonged to radial wire tires and 7,700 tons belonged to bias tires.

•Dana rubber

Dena Rubber Factory started its activity in the field of tire production in 1974 in partnership with the Japanese Bridgestone Company. After the Islamic Revolution in 1979, this company was also covered by the National Industries Organization. Now Dena Rubber Company is engaged in the production of various types of passenger, cargo, agricultural, tube and flap tires.

•Pars rubber

The company was founded in 1976 and is now one of the largest Iranian tire manufacturers in the country and the Middle East. This brand was established in partnership with the Bank of Industry and Mines of Iran and the Italian Pirelli Company. When the company was first established, its nominal capacity was 20,000 tons per year, but over time, in 1995, the production of truck and bus tires was added to Pars Tire's products, increasing the nominal capacity to 40,000 tons. Piruz is the brand name of this company and its products include all types of truck, bus, van and passenger tires, which are supplied with a bias structure.

•Barez rubber

The Barez Industrial Group began its activities in 1984, when it was known as the Kordman Rubber Industries Complex. Initially, the company's activities were limited to the production of agricultural tires. Over time, the quality of the products increased and it began to produce a variety of products. Now, Barez Company has high expertise in the production of passenger and cargo tires, etc., and is engaged in the export and trade of tires worldwide. According to the Barez Industrial Group's activity report for 1402, the total production of heavy vehicles (trucks, vans and tractors) in the first 12 months of 1402 was recorded at 36,083 units, which shows a 5% growth in the production of these vehicles compared to the 34,329 heavy cargo vehicles produced in 1401.

•Goldstone

Artaville Tire Industrial Complex started its activity in 1997 under the trade name Goldstone, six kilometers from Ardabil city. This company is capable of producing more than 30 sizes of passenger, truck and agricultural tires. Among the successful partnerships of this brand are the cooperation with Iran Khodro and Saipa. The existence of high standards, as well as good quality and perfect production of these tires has made it possible to export this product to other countries. The goal of this brand is to produce tires with low weight and excellent performance.

According to the announced statistics, there are a limited number of tire factories in the country that meet part of the demand and the rest is supplied through imports. Meanwhile, among the tire imports, a large number of low-quality and substandard Chinese tires, whose quality is about 30 percent lower than domestically produced tires, enter the country. According to one of the market activists, imported tires, mainly Chinese, which are often introduced into the market by unprofessional traders, do not work for more than three months

and their lifespan is up to a quarter shorter than domestically produced tires, and will expose consumers to life-threatening risks. Also, given the growing trend of automobile production in the country, a good demand for tires is predicted.

Currently, in the first two months of this year, 3 million 886 thousand car tires have been produced in the passenger sector, 248 thousand 367 tires in the pickup sector, and 143 thousand 659 tires for trucks and buses, representing a total production of 4 million 360 thousand 276 tires in the country. Also, a total of 7 million 636 thousand 146 tires for bicycles and motorcycles, weighing 51 thousand 488 tons, have been produced in the country.

In the first two months of this year, \$92.5 million worth of tires were imported into the country, an increase of 89 percent compared to the first two months of 1402.

4-1- Introduce target market:

The transportation industry is one of the fundamental foundations of our country's economy, and if this industry is disrupted even for an hour, its impact on the macro-economy of society can be seen. Road transportation of goods is the most important and common method of transportation in Iran, and therefore the impact of the transportation industry on other industries is significant. Therefore, increasing the production and supply of quality tires can, in addition to generating income and reducing unemployment in this sector, improve the transportation industry and have a positive impact on other industries.

Studies have shown that according to the statistics of the country's road administration and road transportation, in 1401, the number of trucks on the country's roads (Iranian license plate) and buses on the country's roads (Iranian license plate) was 365 and 14 thousand units, respectively. Considering the number of trucks and buses and their constant need to replace tires, as well as the growing trend of this demand, a good future can be envisioned for a quality product.

5- Financial projection:

7-1- The cost estimate:

Fixed investment

Cost (million Rials)	subject	row
33,046,433	Fixed investment	1
11,076,466	Operating expenses (working capital)	2

Estimation of fixed investment (capital costs)

Cost (million Rials)	subject	row
1,580,000	Land purchase cost	1
1,288,150	Landscaping and land improvement	2
19,522,900	Civil operations and construction of buildings	3
6,709,980	Production machines and equipment	4
870,000	Service and accessory equipment	5
70,000	Vehicles	6
3,004,103	Unforeseen expenses (10% of Expences)	7
33,045,133	Total fixed investment cost	
300	Pre-investment studies	1
1,000	Project management and organization	2
33,046,433	Total investment costs	

Estimating production costs

Cost (million Rials)	subject	row
----------------------	---------	-----

Current costs			
018 , 186 , 53	Raw materials		1
978,000	Manpower		2
4,339,286	Marketing (except for human resources)		3
50 51.5	energy	Other current expenses	4
3,507,665	Miscellaneous and unpredictable		
Fixed costs			
127,296	Manpower		5
2,263,794	Depreciation cost		6
6,884,982	Repairs and maintenance	Other fixed costs	7
157,839	Fixed asset insurance		
71,496,430	plural		

Estimation of working capital

Cost (million Rials)	day	subject	row
4,432,168	30	Total inventory	1
5,769,386	30	Accounts receivable	2
971,315	30	cash balance	3
96,404	30	Accounts Payable	4
11,076,466	Total working capital		

7-2- Income estimation

In the present plan, the practical production capacity equal to 90% of the nominal capacity equal to 45,000 tons per year is considered as the full capacity, which is based on the income plan as follows.

Project revenues in the first 5 years after operation

Year 5	Year 4	Year 3	Year 2	Sum of the year 1	Chapter 4	Chapter 3	Chapter 2	Chapter 1	Selling price million) (Rials/ton	subject	row
%100	%100	%90	%80	%70	%25	%25	%25	%25		Production capacity	
86,785,714	86,785,714	78,107,143	69,428,571	60,750,000	15,187,500	15,187,500	15,187,500	15,187,500	1,929	Radial cargo tire	1
86,785,714	86,785,714	78,107,143	69,428,571	60,750,000	15,187,500	15,187,500	15,187,500	15,187,500	Total sales (million Rials)		

7-3-Duration of project operation:

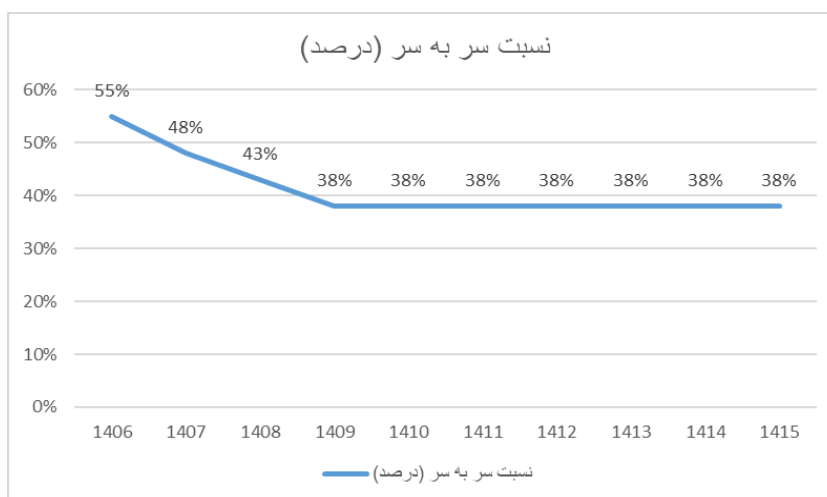
According to the type of project, its life is estimated to be 10 years

7-4-Break- even analysis:

The end-to-end analysis of the design is based on the calculations of the Comfar software based on the information provided as follows.

head to head ratio (percentage)	year
٪55	1406
٪48	1407
٪43	1408
٪38	1409
٪38	1410
٪38	1411
٪38	1412
٪38	1413
٪38	1414
٪38	1415

According to the table above, the break-even ratio shows us how much of the planned production volume must be achieved in each of the production years so that the project can cover its fixed costs in that year, in a way that the project's costs and revenues break even in that year. As is also clear in the chart below, this percentage of production in the early years was higher because the company had not yet reached its full production capacity, and as practical production approaches full production capacity in subsequent years, this ratio will decrease. In a way that from 1409 onwards, this percentage will be equal to 38% of the total production, equivalent to 17,100 tons.



7-5- Cost-benefit analysis:

Table of project performance indicators

13,586,875	Net Present ValueNPV
728.84	IRR internal rate of return
228,148,701	Present value of total revenue for the implementation and operation period
214,561,827	Present value of total Costs for the implementation and operation period
1.25	Benefit-cost ratio

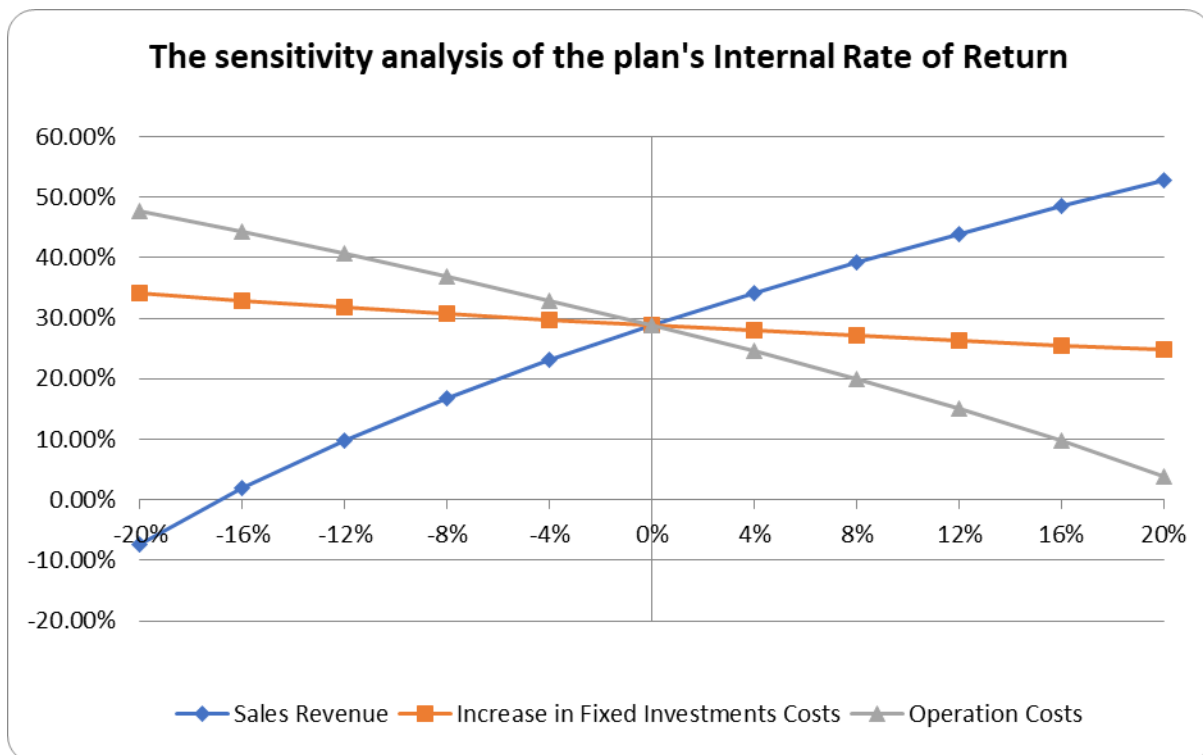
The table of project efficiency indicators

Financial indicators in the plan					
1410	1409	1408	1407	1406	Fiscal year ending
17.62	17.60	16.38	14.85	12.89	Net profit on sales (percentage)
1.97	1.97	1.81	1.65	1.48	Ratio of sales to total capital
0.20	0.19	0.18	0.17	0.03	The ratio of net cash flows to total sales
28.60	28.60	28.60	28.60	28.60	The ratio of profit margin to sales revenue

7-6- Sensitivity analysis of IRR:

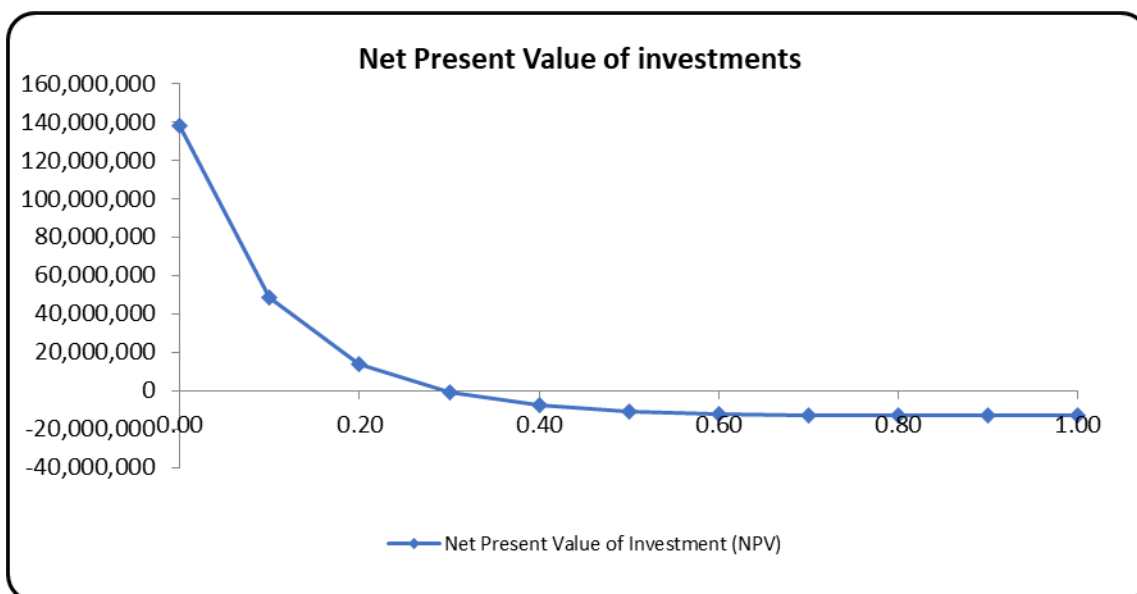
Sensitivity of IRR

Operating expenses	Increase in fixed assets	Sales revenue	changes
%47.70	%34.17	%7.32-	%20-
%44.22	%32.97	%1.97	%16-
%40.61	%31.84	%9.87	%12-
%36.86	%30.78	%16.82	%8-
%32.94	%29.78	%23.09	%4-
%28.84	%28.84	%28.84	%0
%24.52	%27.95	%34.19	%4
%19.93	%27.10	%39.22	%8
%15.03	%26.30	%43.98	%12
%9.72	%25.53	%48.52	%16
%3.89	%24.80	%52.85	%20



7-6-1- Sensitivity analysis of net present value of investment

Fluctuations in NPV due to changes in the discount rate	
Discount rate	pure Current value of all capital NPV
0%	137,939,672
%10	48,192,260
%20	13,586,875
%30	1,167,878-
%40	7,883,493-
%50	11,021,173-
%60	12,445,155-
%70	13,002,606-
%80	13,105,898-
%90	12,967,206-
%100	12,700,566-



7-7- Summarize table:

"Summary of economic issues"

activity	International Standard Industrial Classification (ISIC Code)	product name	Nominal capacity (unit)
productive	Bus and truck radial tires 2511412361	Radial cargo tire	50 thousand tons
Activity duration	Fix investment (million Rials)	Variable investment (million Rials)	Human resources
3 years	33,046,433	11,076,466	231
Internal rate of return (IIR)	Net present value (million Rials)	Owners share (million Rials)	Benefit-cost ratio *B/C
28.84%	13,586,875	44,219,302	1.25

7-8-Estimation of exchange rate changes during the project implementation:

Examining the parity rate of Euro against Rial in the past few years shows that the value of Euro against Rial has been increasing and it is expected that this trend will continue in the coming years.

Considering this, since the machines are of foreign design; The increase in the value of the euro against the Rial will not affect the amount of the plan's fixed investment in euros. On the other hand, considering that most of the raw materials of the design are domestic and the target market for selling the design's products is mainly inside the country; The increase in the value of the euro against the Rial will not affect the profitability of the project.

8-1- Foreign currency needed:

The total currency needed by the plan for one period to purchase the plan's machinery is 11,160 thousand euros.

8-2- The Way of participation and finance method:

In this report, it is predicted that all the required capital, including foreign currency and Rial investment, will be provided by the project manager.

8-3- Payback period:

The investment return period of the plan will be 6 years and 5 months equivalent to 1410.

6- Incentives, features and advantages of project:

Among the features of the plan, the following can be mentioned:

- The possibility of exporting this product if the necessary standards for this product are met.
- Availability of raw materials
- Being located on the Qasr Shirin transit route, which will cause heavy vehicles to pass through and increase heavy tire consumption.