

International References with Commentary

1. TUV

On the 26th of June 1996 our General Manager Dr. Paolo Salemi, receives the first offer by the TUV of Lambsheim. On the 16th of July 1996 our General Manager meets in Refrontolo (TV) the engineers of the TUV and with the help of a translator (Mr. Ferdinand Koeppl) he managed to fix a TEST PROTOCOL maintaining the characteristics of the patent (vehicle in movement, absence of variables, activation time etc.). On the 16th September 1996 Eng. Garrecht wrote that the tests done on consumptions had been positive and that Eng. Fackler had written a report regarding the test brought ahead in laboratory on roll-bench and on road at constant speed (80km/H – 100 km/h – 120 km/h) pointing out, both on road and in laboratory, a fuel saving as high as the number of engine/gears was (see speedness).

Already in this First reference, the principle according to which the faster the flow of adduction of the fuel to the combustion chamber is, the greater the result of our genius will be, because the time of RE-AGGREGATION of the molecules is less. The Institute, then, according the results pointed out, had proposed us to continue with the verification of smoke reduction but the same had to be brought ahead in the respect of the peculiar characteristics of the patent and not following protocols created for the OMOLOGATION of new cars. At that point the Institute DECLARED that it didn't HAVE COMPETENCE on such tests and therefore they sent us the OFFICIAL TEST REPORT regarding THE REDUCTION OF THE CONSUMPTIONS.

The tests on road have been done with a car endowed with external fuel tank and set for the measurements. Therefore the tests realized by this qualified Corporate body are highly reliable and show furthermore the ineffectiveness of all those devices of flow (that work on the passage of the fuel) because contrarily they decrease their effect when the flow is too fast, in fact, in this case the fuel when transiting too quickly doesn't allow the device to treat the molecules which therefore remain aggregated.

This Test report has been made eliminating those uncontrollable variables it was possible to eliminate in fact while the roll - bench eliminates on its own, a series of variable such as: traffic, wind, driver, speed, load transported etc the tests on road were realized with shrewdness that allowed to eliminate big part of these same variables.

2. ARCESE - ITALY

This reference has been realized monitoring first 4 tractors (1996) then 22 (1997) and immediately after having supplied the whole fleet, 241 tractors. (1997-1999)

This latter monitoring has lasted till 1999, therefore two years!! Mr. BEPI CAZZOLLI technical head-service has succeeded, thanks to our genius to HALVE the servicing interventions creating some scale economies at the voice maintenance/servicing, £.1.754.000 (€905.86) annual!!!

We have, in our offices, the opacimetric "results" of most of the 241 tractors put under observation and have some of them that underline a reduction of gas emissions over 70%!! In this specific case we can speak of Widened Experimentation this means an experimentation which succeeds in excluding the so-called anomalous values because it abounds of used champions. In this experimentation both the Delegated Administrator (Rag. Paola Arcese) whom has undersigned the final report, the Responsible Industrial Accounting (Dr. Stephen Fadanelli) and the Responsible shop and technical service (Joseph Cazzolli) had been involved and all of them have undersigned the final report.

This widened experimentation can therefore be said incontestable, furthermore the involved company is IVECO's official Inspector to which they have sent this last Report (November 2000) on the benefit effects of our genius on their new tractors (6/6.5% of reduction on the consumptions!!!!) An experimentation conducted on 241 champions is able to be considered INCONTESTABLE!! And it shows that only concerning the voice servicing the company has saved €905 every year for each vehicle!! Recently (April 2006) we visited Arcese (our oldest of important clients) and they confirmed that Supertech works well like first days so we are sure that Supertech works good also after 8 years!

3. A.M.A.T. - ITALY

Few remember that the experimentation AMAT was brought ahead under the patronage and expenses of the "CAR FREE CITIES" a EUROPEAN NETWORK with center in BRUXELLES whom financed such experimentation and sent two External engineers to the Company that had the task to plan the protocol of verification and then to follow the same verifies AMAT that year was one of the seven firms belonging to the Pilot Committee and therefore a widened experimentation was brought ahead on 42 BUS (40 with and 2 without) taken to champion the whole auto park including all the typologies for age and type of vehicle.

Therefore 42 buses of inclusive age between six months and 18 years, small (pollicini) average and big (articulated) Iveco and Renault were monitored. The engineers remunerated by EEC didn't want to leave anything void to the case and therefore 5 different measurements in 5 different periods were pointed out. In five months the average of the gas emissions went down of 56,8% with cases in which mini-bus (pollicini) reached to a peak of reduction of over 70%!

Later, around one year from the conclusion of the experimentation a verification was requested to check the good functioning through time and for this reason 10 champion bus over more than 200 endowed with Supertech were chosen!! Well only one recorded an abnormal increase of gas emissions above the threshold allowed by the law. After having tried again and again, not convinced of the reason why, 9 recorded reduction in gas emission and only 1 didn't, I asked to check the positioning of our genius and it was there that it was discovered that our genius had been STOLEN!! The bus, in matter of fact, was not endowed with our genius any longer because someone had removed it from its fuel tank!!! There was the answer!!

4. WWF World Wildlife Fund

Few know that the WWF , after having verified the efficacy of our genius, inserted the product in its own catalogue (Panda SHOP) of ecological acquisitions reserved to its own Partners.

5. SNP PETROM S.A. - ROMANIA

The Romanian National Institution of Hydrocarbons, after having verified efficacy of our genius, has programmed a gradual purchase for the whole fleet (around 8.000 vehicles). Being, generally, dated vehicles the average result regarding reduction of gas emission has been over 80%!!

While on the first supply (150 "E" December 2000) the Industrial Accounting of the Institution has verified , after one year of use, a saving on consumptions of over 12%!! Immediately after this news the purchase of our genius, was deliberated also by the public transports of PLOIESTI, of BUCUREST and the National Salt ISTITUTE

6. Certification RAR

Also, in this case, few know or imagine that the tests for the release of the certificate have lasted around three months and have been brought ahead both in laboratory and on road. The tests on consumptions done on a mileage of about 3.600 KMS. (Brasov - Cluj - Oradea - Arad - Timisoara - Lugoj - Sibiu - Brasov - Pitesti - Bucurest) have been brought ahead with two twin vehicles, (DACIA 1310) one with Super Tech installed and the other without, that have crossed the whole encircled traveling at a distance of 200 mt. one from the other and alternating the drivers every 300 km. to eliminate the unique possible variable.

The cars were almost new and both with about 25.000 Km. of mileage. Obviously before the beginning of the test it was verified that the consumptions of both were almost identical. All the uncontrollable variables had been eliminated as, WIND ,TRAFFIC, RAIN, CLIMATE, LOAD TRANSPORTED, USAGE OF PNEU Etc. were identical for both the cars , which traveled one behind the other. The measurements of the relative gas emissions were made after 100 Km. then after \1.500 km. and then after 3.000 km of route at the same time on both the cars and therefore also here with an almost void possibility of error!!

In the laboratory and on road at the presence of qualified Engineers once again **OUR GENIUS SHOWED, IN INDENIABLE WAY, ITS PERFORMANCES!!**

7. MOSAVTOPROGRESS - RUSSIA

Has still verified a fuel saving between 8% and 14% through Laboratory and road tests.

8. Government of Chile

The Ministry of Transports has brought ahead some tests on 5 taxi-bus and 5 buses using a Gas Analyzer much more complex and suited, compared to the normal opacimeter, in order to be able to point out the single values of CO, HC ppm, CO+CO₂. (ODOMETER). The tests were done on road and the surveys were done about every 15 days for 4 consecutive months.

In this specific case we can notice the reduction of the single HCs, therefore of those INCOMBUSTED hydrocarbons, which are expelled unburned, creating POLLUTION. There are cases in which from 16 HCs ppm (hydrocarbons parts per million) have gone down to 2 HCpms!! A reduction that is equal to 87%!!!!!! And this pointed out with a machinery of great precision and used by government technicians !!

9. EFPR (Formation School for professionals of the road)

Also in this case few know that such verification has been brought ahead in presence of a Notary (Huissier de Justice) and that this verification has gone on for many months since the vehicles of the School, obviously, run short daily routes. The numerous surveys pointed out have allowed us to CONFIRM what we call "chimneysweeper effect" which is that abnormal increase of gas emissions due to the gradual detachment of the carbonaceous residues crusted in combustion chamber and along the circuit of expulsion of gases!!

10. Egypt

The Helwan University of Cairo Engineering Faculty was the first to make a comparison between our genius of the tank and a catalytic converter. The result was: both reduce gas emission but our genius is the only one which reduces also consumptions being an ante-combustor while the catalytic, under this aspect, has no effect, since it is a post-combustor. Another new kind of testing has been done by using contemporarily our SuperTech and the catalytic together given a surprising result : gas emission REDUCTION of 90% !! The result of the many tests could be summarized as follows:

- CO reduction up to 71,7%
- Fuel consumption reduction up to 10%

11. Turkey

ARAS CARGO

One of the most important Turkish Transport company has tested our genius for six months reaching the same conclusion of all the others: AVERAGE gas emission REDUCTION 68.70% and as consequence fuel consumption reduction equal to 10.99%. We must underline that the opacity tests were taken every two months and on 8 vehicles of which 4 having Supertech installed and 4 without Supertech (so-called Control Group).

I.E.T.T. (Istanbul Elektrik Tramvay ve Tünel)

Is among the ten most important transport companies in the world. In 2004 they tested Supertech® on ten vehicles and obtained an average gas emission reduction of 40%; this was before the 'chimney sweeper'/cleaning effect had been measured, reaching reductions of up to 80%. It must be emphasized that these satisfactory results would have been even more impressive if the company had increased the distances tested, as some of the vehicles had not in fact completed their 'chimney sweeper' effects. For example, while vehicle 85-244 registered a reduction of 80% after 14,797 km, vehicle 85-146 registered a reduction of 48% after only 9,005 km. If the second vehicle had driven a further 6,000 km the final reduction figure would be higher after completing the 'chimney sweeper' effect. web site: www.iETT.gov.tr

AK – EGE

One more reference obtained through the protocol of test Touriel from Ak – Ege. A fuel saving of 10,96 is THE RESULT!!

CANKAYA

One more reference obtained from *CANKAYA BELLEDIYESI*. A fuel saving of **7,98%** is THE RESULT!!

CINAR

One more reference obtained through the protocol of test Touriel from *CINAR – Turkey*. A fuel saving of **5,8** is THE RESULT!!

12. Brazil

RIMATUR

One of the most qualified transport company of persons of the State of PARANA's capital has tested on 8 omnibuses, of which 4 with Supertech installed and 4 without Supertech, for 5 months through opacity testing brought ahead by an ENTITY authorized by the BRASILIAN STATE which is the FEPASC (federation of the passengers transport's enterprise. (www.fepasc.org.br) and has certified a gas emission reduction in average of 42%. It must be underlined that the tested vehicles were not older than four years.

OURO E PRATA - CARGAS – PORTOALEGRE

This up mentioned transport company has brought ahead some tests made on four vehicles of its own fleet and has reached the results obtained by all the others and that has been certified by the Responsible Technician of the same fleet: Fuel consumption reduction in average of 9% and sensible reduction of gas emissions. Better engine performance was also pointed out.

OURO VERDE – Curitiba

Transport Company of Goods among the most qualified of Brazil (being holder of ISO 0119 and ISP 14001) has tested our genius through opacity testing brought ahead by FEPASC (www.fepasc.org-br) using 6 vehicles of which 3 with Supertech installed and 3 without reaching the same conclusions of their colleagues throughout the world: average gas emission reduction of 42% which means fuel consumptions reduction of 6.72%

FABET - Fundação Adolpho Bósio de Educação no Transporte (Brazil)

Fabet is the Faculty of Technology in Transport of the State of Santa Catarina, Brazil, authorized by the Ministry of Education and sponsored by:

- SCANIA
- PETROBRAS
- State of Santa Catarina
- Government of Brazil

Road tests have been carried out through double proof, installing Supertech® on the first of two trucks and then on the second.

The results obtained indicate definitively significant fuel savings of 13.275%, given that both vehicles were relatively new, registered in the year 2004. The excellent reputation of the organization performing the tests guarantees the viability of these results. We are therefore able to state that, given the type of fuel used in Brazil, the minimum fuel saving obtained with the use of Supertech® is between 13% and maximum 20%!!

LACTEC

A most important TEST REPORT by the most important and qualified LABORATORY of all LATIN AMERICA: LACTEC (www.lactec.org.br) and in particular by EME (Laboratory of the Vehicals' Emission). To understand the importance of such test it is sufficient to remember that the emissions have been calculated in g/km as prescribed by the Normative 93/116 for the homologation of new vehicles!

LACTEC is in fact the laboratory in charge of gas emission limits control for NEW REGISTERED VEHICLES of RENAULT do BRAZIL!! This Laboratory is in fact the only one which has the "Tunnel" for the dilution of the gasses that are then weighed ! We, therefore, may state that our genius gives the single vehicle the possibility of respecting the limits of gas emission that will be fixed in 2009 (EURO 5) The test brought ahead in laboratory has pointed out the following savings:

HC – 33,43% CO – 70,82% CO2 - 2,24% NOx -26,25% CH4 - 11,54%

Fuel saving equal to 6.13%, which is ABSOLUTLY NOT BAD, considering that it has been pointed out from a vehicle EURO 4, registered in 2006, therefore having less gas emissions and less fuel consumption compared to the older vehicles.

RETIMAQ

RETIMAQ (regional distributor of Volkswagen trucks) market leader company, established in 1977, owns one of the biggest machinery parks of the State of Paraná where they look after servicing to trucks, tractors, agriculture machines, and automobiles. Based on the results obtained through the tests, a reduction in fuel consumptions of 11% and a clear reduction in opacity, have been noticed. The tests, as it may be read, have been brought ahead using and engine put on bench, in laboratory.

COOPERCARGA

To give an idea of the significance of this reference one needs to know that Coopercarga is the logistics branch of Ambev Network, one of the biggest beer producers in Latin America. They own a fleet of 12,000 vehicles. Once again Touriel testing, and once again indisputable results!

KONQUEST

Another very good reference by Touriel Test protocol; the two trucks used for the test are Scania, Placas and JNR. The final result for fuel consumption reduction is **12,33%**

COLORADO

Once again The Protocol Touriel has given a big client the possibility to verify "with his own eyes" the fuel economy that our "genius of the tank" brings.

Colorado Group (www.colorado.com.br) in BRAZIL differs itself in:

- Sugar factory (6,5 ml. Sacks of 50kg. Per year)
- Alcohol factory 150 ml. litres per year
- Production of soya.
- Production of selected almonds' seeds.
- Sale of FIAT vehicles (Colorado Veiculos)
- Sale of John Deere tractors
- MENCA Transport Company

It gives work to about 1500 employees and is very sensitive towards environmental problems. The obtained result, of about 8% of fuel saving, once again confirms the efficacy of our Supertech.

SOUL - Sociedade de Ônibus União Ltda. (Brazil)

The SOUL enterprise is one of the largest omnibus companies of Brazil in the urban transport sector, with a fleet of 420 vehicles. Furthermore the director who underwrote the test report is vice- president of the ATM (Town Hall Transport Association). The reputation of this company is confirmed when we can state that the same fuel tests used by them were also utilized by Petrobras and Scania. The road tests were done by installing Supertech® within the fuel tank of vehicle A and B, reliably demonstrating that Supertech® provides fuel economies. Results were slightly higher than the average as Brazil is the only country in the world permitted by law to mix fuel with alcohol; Supertech® improves its performance when used with alcohol.

13. Hong Kong

THE IRREFUTABILITY of this test's result is due to the fact that it has been done through TOUIEL using three vehicles instead of two. They had three trucks HINO run and therefore more overlapped data! This is the official test from the UNIVERSITY OF HONG KONG ! It is, absolutely necessary, to notice that:

- 1) Before starting the test with SUPER TECH three trips have been done by all three vehicles without any SUPER TECH installed on the tested vehicles!
- 2) Another three trips had been done (each one of 86km) during which two of the vehicles were without SUPER TECH and one instead had SUPER TECH installed, in order to have, at the end, more overlapped data.
- 3) Each trip always started and ended at the same service station.
- 4) To avoid eventual air-balloons, the refilling, up to the top of the fuel tank, had been done in two moments. This to give the possibility to the first quantity to settle and eliminate the eventual "foam"

Finally, the results demonstrate that at an average speed from 80km/h to 120km/h , as we well know, the quantity of uncombusted increase and therefore also fuel saving increases. As we know NORMALLY the average speed of a truck, transporting goods, is this, as well. WE CAN therefore STATE that proceeding through tests done on field therefore on realistic daily road situations we register higher results, because BIGGER the QUANTITY OF UNCOMBUSTED is, BIGGER will be the FUEL SAVING, given through the use of our "Genius"! **website:** www.gfs.com.hk

14. MONCASSIN GROUP – FRANCE

A well-known company within the automotive sector since 1947 which organizes all types of vehicular transport, with proven experience in the field of specialist breakdown and emergency vehicles. Tests carried out by Transport Moncassin indicate a relevant fuel consumption reduction of 12% and reduced gas emission of 67%. **website:** www.moncassin.biz

15. Damascus University – Syria

After the University of Cairo (Egypt), Vilnius (Lithuania), Hong Kong (China), comes the FOURTH UNIVERSITY: DAMASCUS (Syria). The Engineers of the Mechanical Engineering Section have proceeded in different tests regarding fuel consumptions as well as gas emissions, both on diesel and gas engine vehicles.

Reading carefully through these tests and in particular through the conclusions, it is easy to notice the extreme exactness and the care of the details used in the different phases of the tests. Finally, the cleanness of both the combustion chamber and the whole exhaust system obtained thanks to the use of Super Tech, confirms the "chimney-sweeper effect". Therefore another University demonstrating, once again:

- fuel consumption reduction
- gas emission reduction
- better engine elasticity
- cleaning of the exhaust gas circuit (chimney-sweeper effect)

website: www.damasuniv.shern.net/

16. Dalian Institute – China

Another reference obtained through the Touriel test in China, from the Institute of Product Quality, Supervision and Inspection.

A fuel saving of **12,49% - 13,06%** is THE RESULT!!

website: www.dlzjs.org

17. The Mongolian Institute of Metrology

The Mongolian Institute of Metrology, after testing the Supertech® product, authorized its use within the territory of Mongolia.

18. BTAC - British Transport Advisory Consortium - United Kingdom

This report covers the **BTAC** Technical Trial held at the Motor Industry Research Associations (**MIRA**) test facilities on the 3 and 4 September 2005. The following factors must be kept in consideration, concerning the obtained result:

- 1) The two vehicles were EURO 4, therefore they had low GAS EMISSION, and furthermore were new.
- 2) They ran at an average speed of 56km/h at high gear and therefore at low engine revolutions, in fact tests done at higher engine revolutions have given a fuel saving of 5.58% (data reported by our NED whom was present during the testing).

It can, therefore, be stated that the true result is an average of 4,5% of fuel economy. Even if, still a 2,5% is anyhow considered an extremely interesting economy to those whom run many kilometers per month. **website:** www.mira.co.uk

19. Zenit - Argentina

ZENIT is a Company belonging to the Flechabus Group, one of the biggest throughout South America and certainly the biggest in Argentina speaking about LONG DISTANCE transport. Also in this case after only 26.836km of mileage a gas emission reduction of 63,25% and a fuel consumption reduction of 10,12% has been certified.

20. Lithuania.

The test brought ahead by the University of Technology in Vilnius, capital of Lithuania (see website: ww.tmtc.lt) have been done on an engine put on a bench and therefore steady/without movement and the liters used have been weighed. Several tests done have brought to a fuel consumption reduction up to 7% which is a very good results considering that the engine was a WW 1,9 TDI of new generation which therefore emits less uncombusted hydrocarbons and a gas emission reduction between 62% and 75%. It has been also underlined that the saving increases according to the load transported and to the resistance met. We find it necessary to present this reference underlining, at the same time, that the registered result regarding FUEL SAVING must be considered at least halved. In fact reading carefully the test report we notice that the simulated load was equal to 30% compared to what normally the same vehicle could carry and therefore the difference of uncombusted was minimum, in fact, less the load of the vehicle is less are the uncombusted that it creates, therefore on a real simulation where the load is in average the double of what was simulated, we would have registered at least the double: 7,4% of fuel saving. If furthermore we keep in consideration that the fuel used was ULTRA LOW SULPHUR DIESEL and that the maximum simulated speed was of 70 km/h we could state that, in reality the SAVING wouldn't have been less than 11% !!

21. Technical Institute Of Military Vehicles - Vietnam

Regarding gas emission test done, we must underline that the same tests have been done putting the pipe of the gas analyser at the end of the catalytic pipe; therefore if the gas analyser's pipe would have been put ahead the catalytic pipe, as it had been done by the University of Cairo - Egypt, we would have obtained a higher percentage of gas emission reduction, those effectively reduced thanks to the efficacy of our device. The catalytic converter is in fact a post-combustor, therefore it reduces the value of gas emissions. In conclusion if the pipe of the gas analyser would have been put ahead the catalytic converter the results of gas emission reduction, given by our device, would have certainly been higher, more visible and more realistic. THE RESULT concerning fuel saving was of **10,95%** !

22. Connex Varsavia Sp. Z.o.o. – Poland

Managed by Urban Transports of Warsaw. The stated gas emission reduction of 58% would no doubt have been greater if the eight vehicles tested had continued until reaching a mileage of 25,000 km. Instead, the test finished at a mileage of 17,000 km. It is stated that each of the eight vehicles tested were at least eight years old and had completed a mileage of at least 400,000 km; It can be estimated therefore that the carbon residue deposited throughout the exhaust system was high and a greater mileage would have completed the 'chimney sweeper' effect.

website: www.pkconnexsanok.pl

23. Mexico.

The Environmental Ministry of the State of Guanajuato (www.guanajuato.gob.mx) after six months of road testing has confirmed an average polluting emission reduction equal to 50% and also the State of Aquascalientes has. Obviously the tests have been done under the direct control of the Government of the interested States.

MEDIO AMBIENTE

One more reference obtained from **MEDIO AMBIENTE**

A fuel saving of **9,5%** is THE RESULT!!

website: www.altocarbono.com.mx

PEMEX

One more reference obtained from **PEMEX**

A fuel saving of **24,14%** is THE RESULT!!

website: www.pemex.com

24. Israel

Coca Cola

This is our first reference received for forklift trucks (Yale GDP – warehouse movement) which registered a gas emission reduction of 50%. We must stress the importance of these references which demonstrate clearly that the device functions on all hydrocarbon fuelled vehicles be they lorries, forklift trucks, motorcycles, boats, agricultural tractors, go-karts etc. **website:** www.cocacola.co.il

SCHINDLER NECHUSHTAN ELEVATORS Ltd

One of the best-known and reputable Israeli transport fleets, in a country known for technological innovation, has installed our product in its whole vehicle fleet, consisting of about 200 items. Reduction in fuel consumption was tested by a road test (Protocol TOURIEL) comparing two vehicles one of which was fitted with Supertech® and the other not, which eliminated uncontrollable variables by one proceeding behind the other. Before installing our device throughout the fleet, further measurements were made using the same method on two vehicles which indicated a fuel saving of 9% on petrol engine vehicles and 10% saving on diesel engines.

website: www.schindler.co.il

COMVERSE

One more reference obtained through the protocol of test Touriel from the Israeli company **COMVERSE**, that is the world's leading provider of software and systems that enable multimedia network based enhanced services having a fleet of 2000 vehicles circulating throughout Israel. A fuel saving of **6-12 %** is THE RESULT!!

website: www.comverse.co.il/

25. MM Import Kft. – Hungary

This is the twentieth country to provide top references; Mitsubishi's national importer for the whole of Hungary carried out Touriel tests on two, almost-brand-new, vehicles doing a mileage of 200 km. The result of a fuel saving of 18.54%. This percentage, more than average, was due to the hard driving which kept engine revolutions at 3,000 throughout the trial. Once again it is shown that the greater the demands on the engine, the higher the amount of uncombusted fuel and the higher the fuel economy provided by our product.

26. IFCO - Iranian Fuel Conservation Organization - Iran

The Iranian Fuel Conservation Organisation carried out strict tests with our product and indicated a minimum fuel saving of 6%.

web site: www.ifco.ir