MOLETECH

Moletech Fuel Saver

TESTS RESULTS

&

TESTIMONIALS

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PROVEN TECHNOLOGY LEADING THE WAY

The Moletech Fuel Saver uses Molecular Reaction Technology to change the Molecular Structure of the Fuel. With over 10 years in Research and Development, the Moletech Fuel Saver made its mark as a breakthrough patented technology on the Global Auto Accessories market with the completion of CEE 'Proof of Concept" testing in July 2007.

Since that date, the rollout of the Moletech Fuel Saver has been very rapid, with the need arising for Moletech Global to set-up four offices around the world.

Moletech Global has taken a hands-on approach in introducing the Moletech product to the Global Market, with representatives running trials in regions including Australasia, Europe, America and Africa. As a result of Moletech Global's continued expansion the need has arisen for Moletech Global to conduct both scientific and on the road studies/testing, in order to adhere to each countries individual requirements.

Following on from the highly respected CARB and Hong Kong Polytechnic testing Reports Moletech Global has shifted its focus into conducting comprehensive trails for light and heavy fuel users; the results of a sample of these are enclosed in this presentation.

With Distributors in over 41 countries, the Moletech Fuel Saver is a truly Global Product and under the expansive guide of the Moletech Global Team, additional distributors in new countries will continued to be appointed.

HONG KONG TESTING

THE HONG KONG
POLYTECHNIC UNIVERSITY
香港理工大學

24 April 2008

Mtech Fuel Saver Test Report

Client : Moletech Global HK Limited

Product : Mtech Fuel Saver

Testing Objectives :-

To test fuel economy improve, if the petrol engine installed 'Mtech Fuel Saver'.

Equipment used :

1. Vehicle No. FZ 3320
   Mark : Lexus / Toyota
   Manufacture date : 2003
   Engine No. : MCV30-6023223
   Engine Capacity : 2994 cc
   Mileage accumulate : 33334 km

2. Dynamometer
   Dynamometer Manufacturer : USA
   Maximum capacity 3.5 tonnes
   Maximum power 60hp at 60 mph
   Road load range 0 to 35 hp at 50 mph

3. Precision Electronic Weighting Machine

Testing Period :

From 27/ 3 / 2008 to 18 / 4 / 2008.

Test procedure :

The engine performance test was carried out in the ETC HK Ltd.

1. Place the car on the dynamometer and set up the base data before install " Mtech Fuel Saver "
2. The petrol tank was topped up until reach the neck of the filler. (see appendix 1)
3. Start the engine and drive the car on the dynamometer for 80 minutes and traveled 106 km distance. (see appendix 2)
4. To follow the driving cycle which is controlled by the computer during the drive period on the dynamometer. (see appendix 3)
5. After complete the test on the dynamometer, use the spare fuel to top up the petrol tank until reach the neck of the filler. (see appendix 4)
6. To place the spare fuel container on the electronic weighting machine. Hence that the fuel consumed could be determined on the electronic weighting machine during the test period. (see appendix 5)
7. To add the " Mtech Fuel Saver " into the petrol fuel tank of the car and drive the car on the road until the traveled 1128 km distance.
8. To conduct test again on 18 / 4 / 2008, the car equipped with " Mtech Fuel Saver " .
9. Repeat the procedure 1 to 6.

In experiment, the results were obtained as follows :

Ambient Temperature 30 ^{0}C

FUEL CONSUMPTION TEST

Distance travel (km)	Without Mtech Fuel Saver Fuel Consumed (litre)	With Mtech Fuel Saver Fuel Consumed (litre)	Fuel Save (%)
106	4.51	4.02	-10.9

Conclusion :-

The petrol engine test result shows that the fuel save 10.9 %, after adopted " Mtech Fuel Saver ".

Ir Lo Kok Keung
CEng,RPE,FIMechE,MHKIE,MASME, MSAE
Engineer
Department of Mechanical Engineering

USA TESTING

California Environmental Engineering - 2530 South Birch Street – Santa Ana, CA 92707 Phone: (714) 545-9822 Fax: (714) 545-7667

CEE LLC
CALIFORNIA ENVIRONMENTAL ENGINEERING

December 1st, 2008

Executive Bulletin

California Environmental Engineering (CEE) along with Lotus Engineering in Ann Arbor, Michigan performed a series of Fuel Economy Tests using a randomly selected 2005 MY Toyota Camry. The tests were performed with and without the Moletech Fuel Saver Device. All tests were conducted in a controlled environment at an EPA and CARB recognized laboratory that is ISO certified. The Fuel Economy Test results were compared to the EPA Emission and Fuel Economy test data for the selected vehicle. The well defined test demonstrated improved Fuel Economy greater than twelve percent (12%) using the Moletech Fuel Saver.

The decisive test series indicate the viability of the Moletech Device and the high probability of its continuing improvement with time.

Joseph Jones
Research Director

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Air Resources Board

Linda S. Adams
Secretary for Environmental Protection

Mary D. Nichols, Chairman
9480 Telstar Avenue, Suite 4
El Monte, California 91731 www.arb.ca.gov

Arnold Schwarzenegger
Governor

May 1, 2008

Reference No. A-2008-088

Mr. Jason O'Rourke
Mtech Fuel Saver, Inc.
711 West Lambert Road
Brea, CA 92821

Dear Mr. O'Rourke:

This is in response to your application for a Vehicle Code section (VC) 27156 exemption for Moletech Industry Corporation's Mtech/Moletech Fuel Saver.

The information you submitted to the Air Resources Board (ARB) in support of an application for a VC 27156 exemption indicates that the Mtech/Moletech Fuel Saver consists of three components: fuel, air and water sensors. These sensors are made up of ceramic, magnet and a metal housing. In the information you submitted to the U.S. Environmental Protection Agency (U.S. EPA), you showed a composition breakdown of 70 percent ceramic, 20 percent magnet, and 10 percent metal housing. You also confirmed to ARB that none of the components contain any sensing device and that components are labeled as "sensors" for marketing purposes only.

The Mtech/Moletech Fuel Saver is a device that is dropped into the fuel tank. The U.S. EPA has determined that your device does not need to be registered as a fuel additive. Also, based on the composition and function of your device, ARB has determined that the Mtech/Moletech Fuel Saver does not require a VC 27156 exemption to be sold in California. Therefore, you may market your device in California.

Should you have any questions regarding this letter, please contact Rose Castro, Manager, Aftermarket Parts Section, at (626) 575-6848.

Sincerely,

Annette Hebert, Chief
Mobile Source Operatins Division

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: http://www.arb.ca.gov.

California Environmental Protection Agency

Printed on Recycled Paper

California Environmental Engineering (CEE)
ENVIRONMENTAL TESTING LABORATORY
2530 S. BIRCH STREET. SANTA ANA, CA 92707
Phone (714) 545-9822 Fax (714) 545-7667

July 3, 2007

Andrew Kelly
Mtech Saver Inc
267E Campbell Avenue, Suite 200
Campbell, CA 95008

Phone: 1 408 385 1033
Email Address: andrew.kelly@moletech.us

Re: Moletech Fuel Saver Device; Proof-Of-Concept (POC) Testing.

EXECUTIVE SUMMARY

A "Proof-Of-Concept" test series was conducted using the **Moletech** Fuel Saver aftermarket device. The tests were accomplished using accepted **F**ederal **T**est **P**rocedures (**FTP**) at the California Environmental Engineering (CEE) - **C**enter for **E**nvironmental **R**esearch in Santa Ana, California. The test protocol was based on **F**ederal **T**est **P**rocedures defined in CFR-40,Part 86, Appendix 1. The independent test facility is both EPA-recognized and CARB-certified. A representative light-duty gasoline vehicle (2004 Chevrolet Tahoe) was selected and used for the chassis-dynamometer tests.

The POC test series included three (3) FTP-Tests to establish an average "Baseline" without the **Moletech Fuel Saver Device (MFSD)**. After installing the Moletech System, the test vehicle was run 50(+) miles to familiarize the fuel supply and computer with the aftermarket device. Three additional FTP-Tests were accomplished for an average with the **MFSD**. The average baseline was compared to the average established using the **Moletech System** to determine accurate percentage figures for tailpipe emissions and fuel economy. Analysis of the database indicates a reduction in key vehicle tailpipe emissions and an **increasing improvement** in fuel economy using the Moletech Fuel Saver Device. This included a significant reduction in Total Hydrocarbons (THC) and Carbon Monoxide (CO).

The results of the limited but decisive test series is considered noteworthy and verifies with a high level of confidence the viability of the technology while indicating that more dramatic improvement could be expected and achieved with time. The device, as tested, provided results that are more dramatic than similar technologies previously evaluated.

Regards,

Joseph Jones
Research Director

LEADING EDGE LOGISTICS, INC.

226 RUSSELL STREET, HADLEY, MASSACHUSETTS 01035
TEL: 413-585-5988 FAX: 413-584-8515

MTech Fuel Saver Inc
267E Cambell Ave,
Campbell. CA 95008

The Moletech Team

We were looking for ways to improve our fuel economy and came across the Moletech device. We wanted to do a small trial to see if the technology really worked. The Moletech devices were installed in 3 of our vehicles. We tracked fuel consumption daily both pre-trial and during the trial. The trial period was quite extensive beginning on the 8/11/08 and completing on the 1/10/09. I am happy to state that the devices worked just fine and that we experienced an improvement in fuel performance of 20%.

We submitted the results of our test to the DHL Contracts Department. That department is the liaison between DHL and the Independent Contract network. After reviewing our results, the Contracts Department believed that we should become a vendor to the DHL network and supply the Moletech devices to all contractors who wanted them.

DHL had strong motivation to have Contractors use these devices since they were reimbursing Contractors for fuel price variance. If these devices were installed in a major portion of the fleet, there would be very significant annual savings to DHL. This would be most productive in the areas where DHL was providing fuel cards to the Contractors and actually paying for the fuel directly. Discussions were underway to run a test on several vehicles in DHL's own fleet. That project was cancelled when DHL announced their shut down of US Domestic services.

In terms of our savings, in the test area the vehicles averaged 600 miles per week. With Fuel prices at $2.25 per gallon, our cost per mile went from $.1875 to $.1607. For our Ford E250 that's a saving of $826.16 per year.

In an additional test, the price of fuel began at $3.72 and our cost per mile dropped $.31 to $.266. This would have resulted in an annual saving of $1,372.80 with the $.31 drop.

Sincerely,

Brian Zuckerman
Vice President/Treasurer

Moletech Chevrolet Impala Emissions Test Results

WE'RE ALWAYS WITH YOU

EMISSION TEST RESULTS

1577 S. Valley Vista Drive, Diamond Bar, CA 91765
Phone (909) 612-2560 Fax (909) 860-4258

Date: 20-Feb-08

Moletech Fuel Saver
267E Campbell Ave., Suite 200
Campbell, CA 95008

Project Description:
Moletech Fuel Saver - 2008 Chevrolet Impala LT

Project Identification Number	Project Number	Project Begin Date	Project Finish Date
276	2007-0380-2	12/07/2007	02/01/2008

Cold Start 1975 FTP Baseline Test Results

Number	Date/Time	Odometer	Start Cond.	Thc	Ch4	Nmhc	Nox	Co	Co2	Mileage
20071211-001	12/11/07 8:22	7170	Cold	0.037	0.012	0.026	0.009	0.822	389.736	21.884
20071212-003	12/12/07 10:44	7218	Cold	0.037	0.013	0.026	0.011	0.979	380.385	22.406
		Test Series Averages		**0.037**	**0.013**	**0.026**	**0.010**	**0.900**	**385.061**	**22.145**

Cold Start 1975 FTP With Product Test Results

Number	Date/Time	Odometer	Start Cond.	Thc	Ch4	Nmhc	Nox	Co	Co2	Mileage
20071220-006	12/20/07 11:44	7451	Cold	0.029	0.011	0.019	0.005	0.754	390.189	21.866
		Test Series Averages		**0.029**	**0.011**	**0.019**	**0.005**	**0.754**	**390.189**	**21.866**

Cold Start 1975 FTP With Product After Mileage Test Results

Number	Date/Time	Odometer	Start Cond.	Thc	Ch4	Nmhc	Nox	Co	Co2	Mileage
20080123-001	01/23/08 8:00	9504	Cold	0.033	0.011	0.022	0.009	0.988	374.219	22.773
20080124-001	01/24/08 7:52	9552	Cold	0.034	0.013	0.023	0.010	0.911	374.011	22.793
		Test Series Averages		**0.034**	**0.012**	**0.022**	**0.009**	**0.949**	**374.115**	**22.783**

Hot Start HWFET Baseline Test Results

Number	Date/Time	Odometer	Start Cond.	Thc	Ch4	Nmhc	Nox	Co	Co2	Mileage
20071211-002	12/11/07 9:24	7181	Hot	0.003	0.003	0.001	0.004	0.222	229.865	37.180
20071212-004	12/12/07 12:57	7229	Hot	0.006	0.004	0.002	0.002	0.207	231.927	36.853

WE'RE ALWAYS WITH YOU

1577 S. Valley Vista Drive, Diamond Bar, CA 91765
Phone (909) 612-2560 Fax (909) 860-4258

EMISSION TEST RESULTS

Date: 20-Feb-08

Moletech Fuel Saver
267E Campbell Ave., Suite 200
Campbell, CA 95008

Project Description:
Moletech Fuel Saver - 2008 Chevrolet Impala LT

Project Identification Number	Project Number	Project Begin Date	Project Finish Date
276	2007-0380-2	12/07/2007	02/01/2008

Test Series Averages	0.005	0.004	0.002	0.003	0.215	230.896	37.017

Hot Start HWFET With Product Test Results

Number	Date/Time	Odometer	Start Cond.	Thc	Ch4	Nmhc	Nox	Co	Co2	Mileage
20071219-002	12/19/07 10:10	7414	Hot	0.001	0.002	0.000	0.003	0.121	225.489	37.929
Test Series Averages				0.001	0.002	0.000	0.003	0.121	225.489	37.929

Hot Start HWFET With Product After Mileage Test Results

Number	Date/Time	Odometer	Start Cond.	Thc	Ch4	Nmhc	Nox	Co	Co2	Mileage
20080123-002	01/23/08 9:01	9515	Hot	0.000	0.002	0.000	0.003	0.145	219.073	39.032
20080125-002	01/25/08 13:13	9628	Hot	0.000	0.002	0.000	0.006	0.108	223.797	38.219
Test Series Averages				0.000	0.002	0.000	0.005	0.126	221.435	38.626

Hot Start US06 Baseline Test Results

Number	Date/Time	Odometer	Start Cond.	Thc	Ch4	Nmhc	Nox	Co	Co2	Mileage
20071211-003	12/11/07 10:11	7202	Hot	0.038	0.016	0.024	0.031	0.781	355.764	23.970
20071212-006	12/12/07 13:57	7250	Hot	0.044	0.015	0.030	0.032	0.977	352.755	24.151
Test Series Averages				0.041	0.016	0.027	0.032	0.879	354.260	24.060

Hot Start US06 With Product Test Results

Number	Date/Time	Odometer	Start Cond.	Thc	Ch4	Nmhc	Nox	Co	Co2	Mileage
20071219-003	12/19/07 10:59	7435	Hot	0.031	0.014	0.018	0.029	0.751	352.861	24.171

WE'RE ALWAYS WITH YOU

EMISSION TEST RESULTS

1577 S. Valley Vista Drive, Diamond Bar, CA 91765
Phone (909) 612-2560 Fax (909) 860-4258

Date: 20-Feb-08

Moletech Fuel Saver
267E Campbell Ave., Suite 200
Campbell, CA 95008

Project Description:
Moletech Fuel Saver - 2008 Chevrolet Impala LT

Project Identification Number	Project Number	Project Begin Date	Project Finish Date
276	2007-0380-2	12/07/2007	02/01/2008

Test Series Averages	0.031	0.014	0.018	0.029	0.751	352.861	24.171

Hot Start US06 With Product After Mileage Test Results

Number	Date/Time	Odometer	Start Cond.	Thc	Ch4	Nmhc	Nox	Co	Co2	Mileage
20080123-003	01/23/08 9:50	9536	Hot	0.023	0.011	0.012	0.015	0.546	347.959	24.535
20080125-003	01/25/08 14:03	9649	Hot	0.032	0.016	0.018	0.028	1.505	343.954	24.709
Test Series Averages				0.028	0.014	0.015	0.022	1.025	345.957	24.622

TAIWAN TESTING

Infrared spectrum study of MOLETECH activated gasoline

Chien-Chung Chen, Ph.D.
Graduate Institute of Biomedical Materials and Engineering,
Taipei Medical University

The study of molecular level change of commercial gasoline by MOLETECH FUEL SAVER DEVICE by the FTIR spectrum

Instrumental:

Fourier Transfer Infrared Spectrometer (FTIR), Bio-Rad spectrometer, FTS155/165 Win-ir

Material:

Gasoline, commercial gasoline from CPC gas station, grade 95
A MOLETECH FUEL SAVER DEVICE

Experimental Procedures and Results:

Two FTIR spectrums were obtained with following operative parameters: Transmission mode, scanning resolution: 16, Scanning range: from 400 to 4000 cm^{-1}. The samples were the as-purchased 95 gasoline and MOLETECH FUEL SAVER DEVICE M01027 pack treated 95 gasoline. After obtaining these two spectrums, a subtraction was performed. The spectrum of as-purchased gasoline was subtracted from that of the treated one.

The difference of the two spectrums was shown in Figure 1. Clearly seen the three regions of the spectrum were changed. The main one that changed was from 2850 to 3050 cm^{-1}, representing the absorption of the CH of the saturated and unsaturated hydrocarbon. Accordingly the research paper by Wei et al (1), the ceramic powder absorbed the thermal energy from its surrounding environment and released this thermal energy in the specific wavelength, i.e. from few microns to 20 microns (from 2900 to 3300 cm^{-1} in wave number). This specific energy was in the concert with the van de wall force between the gasoline molecules. Hence, the intermolecular van de wall force was broken resulting the change of aggregation of gasoline molecules from cluster to single molecule. This transfer changed several properties of the sample, such as surface tension (2) and flash point. The surface tension

of the treated gasoline was decreased; causing the smaller droplets of the gasoline after it was ejected from the nozzle. The smaller droplets, exposing larger surface area in the air, contact with oxygen for better combustion reaction, in term, better fuel efficiency (3).

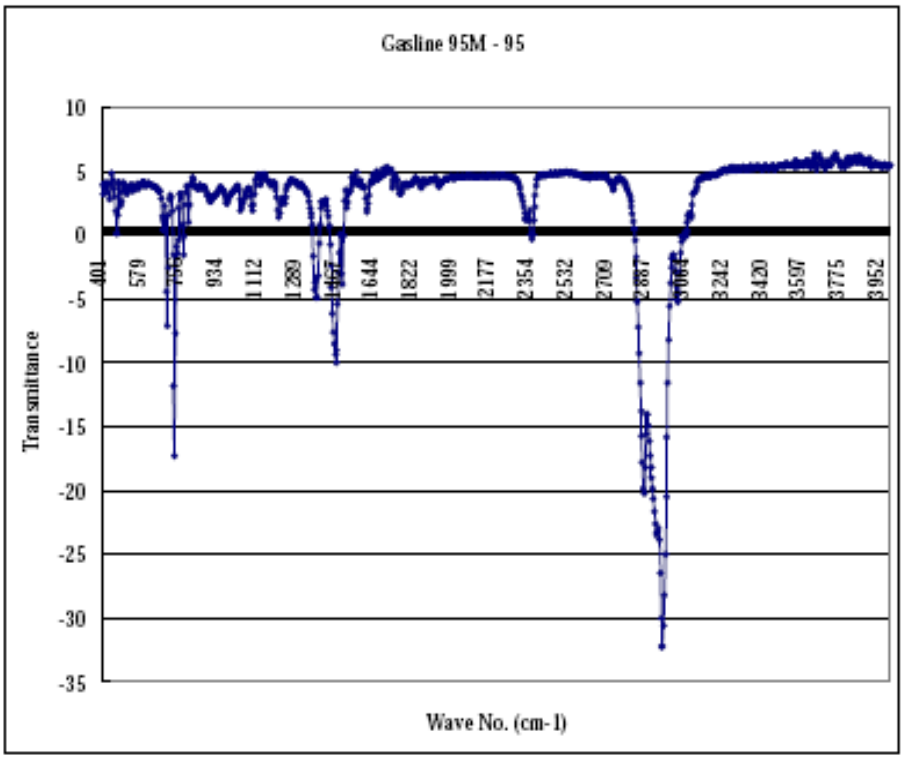

Figure 1. The subtracted FTIR spectrum of the ceramic treated gasoline

Conclusion:

Based on this FTIR study, we conclude that MOLETECH FUEL SAVER DEVICE can modify the properties of the commercial gasoline. These properties change was due to the change of molecular aggregation of gasoline from larger cluster to smaller cluster or even to single molecule, by breaking down the intermolecular van de wall force between the gasoline molecules. Along with other experimental data and several research papers, it is reasonable to see the fuel efficiency of the treated gasoline improved.

Reference:

1. Wei, Qingtang et.al, 2002, p24-28.
2. Pan, Yanfen et.al, Journal of The Chinese Ceramic Society, Vol 34, No. 5. 2006.
3. Chen, Lingshan et. al, Vol34, No. 5, Oct. 2005, P24-26

TÜV Rheinland Taiwan
Test Report

Product Name: Moletech Fuel Saver

TÜVRheinland®
Precisely Right.

Report No.:4700000901

1. Test Objective:
   Appointed by Pojery Marketing & Distribution Co., Ltd to conduct "Moletech Fuel Saver" on-road test for vehicle fuel consumption comparison.

2. Test method:
   By driving at the same route and the same driving condition, tester witness test vehicle driving at medium speed (60km/h), high speed (90km/h) and record vehicle fuel consumption data of before application of fuel saver (comparison test) and after fuel saver application (application test).

3. Test vehicle:
   Ford Escape 2.3L 2WD, manufactured in Nov. 2005, Vehicle ID: 52A05037C, accumulated mileage before test: 81257KM, apply to 95 unleaded gasoline.

4. Sample Description:

   Product Name: Moletech Fuel Saver
   Origin: Taiwan
   Content:
   1 column shaped fuel saver unit applied in fuel tank (36mm in length and 16 mm in diameter).
   1 column shaped fuel saver unit applied at the inlet of air cleaner (38mm in length and 18 mm in diameter).
   1 column shaped fuel saver unit applied at coolant pipe from cooler to engine (38mm in length and 18 mm in diameter).

5. Test Result:
   Fuel Consumption Reduced by Medium Speed: 11.69%
   Fuel Consumption Reduced by High Speed: 14.18%

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6. Route:

Test Item	Route	Mileage of each trip
Medium Speed	Norther Coast High way of Taiwan Provincial High Way No. 2 from Jinshan to Shanzi	37.5Km
High Speed	Chungshan Freeway from Xizi to Wugu Expressway	18.7Km

7. Test Record:

Medium Speed Test		
Item	Comparison Test	Application Test
Total Mileage (Km)	113.4	112.6
Average Speed (Km/h)	58.9	58
Test Vehicle Total Driving Time (Min.)	111	115
Test Vehicle Total Static Time (Min.)	4:24	2:10
Fuel Consumption (Kg)	7.22	6.43
Consumption Rate (Km/Kg)	15.80	17.65
Air Temperature (Celsius)	25°C	25°C
Test Date	Dec.4.2008	Dec.10.2008
Tester	Kevin S.Y. Liu	Kevin S.Y. Liu
Record Device for Vehicle Driving Data	Garmin GPSMAP 60CSx	

High Speed Test		
Item	Comparison Test	Application Test
Total Mileage (Km)	130.8	130.8
Average Speed (Km/h)	88.8	82.6
Test Vehicle Total Driving Time (Min.)	87	94
Test Vehicle Total Static Time (Min.)	1:27	1:20
Fuel Consumption (Kg)	8.84	7.73
Consumption Rate (Km/Kg)	14.88	16.98
Air Temperature (Celsius)	28°C	26°C
Test Date	Dec.4.2008	Dec.11.2008
Tester	Kevin S.Y. Liu	Kevin S.Y. Liu
Record Device for Vehicle Driving Data	Garmin GPSMAP 60CSx	

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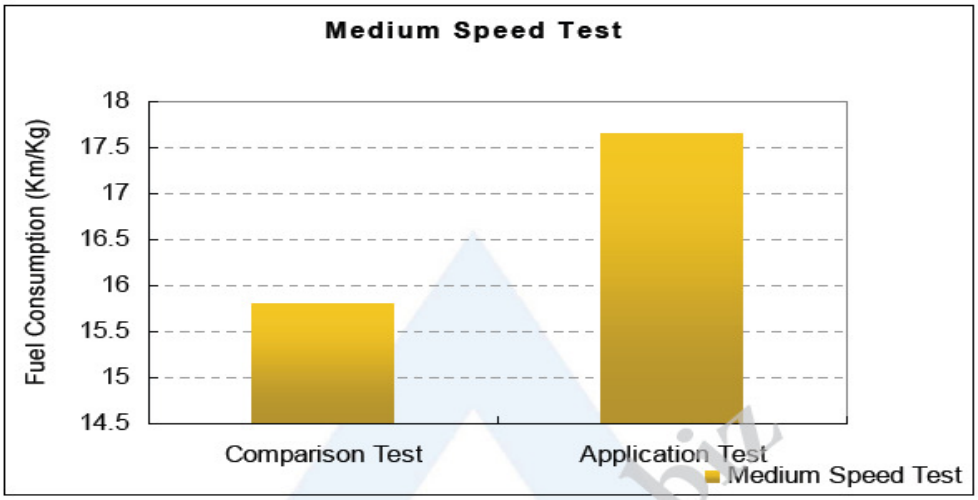
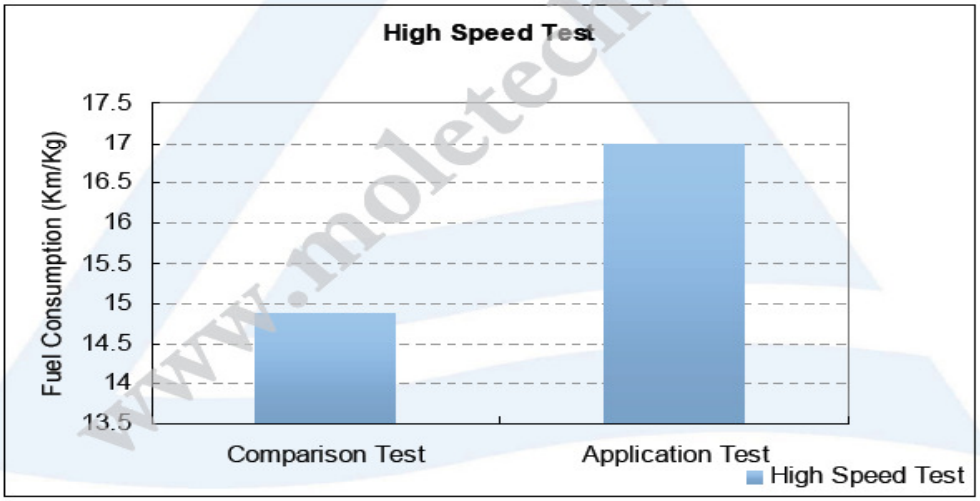
8. Appendix





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CANADIAN TEST RESULTS

COLD STAR FREIGHT SYSTEMS INC.

HACCP Compliant

Vancouver Island's Certified Food Safe Carrier

29 April 2008

To whom it may concern:

Cold Star Freight Systems Inc is a Canadian trucking company based in Victoria, B.C. and operating in the Vancouver and Vancouver Island area, since 1999. We specialize in refrigerated trucking of perishable foods and own/operate a fleet of 50 trucks/trailers.

Having been approached by Moletech Canada to install their fuel saving device on our trucks, we agreed and proceeded to test and validate the fuel saver on a cross section of our vehicles. The fuel savers were easily installed by our maintenance team following Moletech's instructions.

At this time, we can verify that we are happily surprised to confirm savings **averaging 8% on our diesel trucks**. We plan to equip our complete fleet with the Moletech product.

Furthermore, I installed the product on my personal motorcycle a (2007 Honda 1300cc). I can also confirm that on the motorcycle, I am **saving 20% in gas** compared to the consumption prior to installing Moletech.

Cold Star Freight Systems will substantially reduce our fuel costs as well as lower our emissions thanks to the Moletech Fuel Saver. We endorse this great new technology helping us do our part in "going green".

Regards,

Kelly Hawes
President
Cold Star Freight Systems Inc.
www.coldStarfreight.com

HONEYBUN FOODS LTD

HoneyBun Foods Ltd. 587-C Bay Street, Victoria, B.C. V8T 1P5 Tel: 250-727-8899 Fax: 250-658-2918

August 25, 2008.

To Whom It May Concern:

I am the principal driver of a HoneyBun delivery vehicle. It is a 2001 GMC 1 ton van powered by a 5.7 ℓ. (350 cubic inch) V8 motor, which conveys edible products to a number of South/Central Vancouver Island retail outlets on a daily basis. We recently installed a **Moletech Fuel Saver** on this reefer truck and can safely say that a saving in excess of $4,000 will be realized over the next 12 months. The distance driven daily by this reefer truck is 316 km (196.4 miles) and daily fuel consumption is on average 66 liters (14.5 Imp. gals) of gasoline.

At the time of the installation of the **Moletech Fuel Saver** the daily fuel consumption was at $95 a day. This was certainly understandable in light of the need for the reefer to be running during the entire time that the truck is on the road. The daily fuel costs have now settled in at about $84 a day. This is a daily fuel cost saving of 11.6% or more. Doing the numbers, based on a pre-install average consumption of $95 per day (providing the cost per liter remained the same) the annual fuel bill would be $34,675. At the new fuel rate of $84 a day the annual fuel bill will be $30,660. An 11.6% reduction equates to $4,015 in annual savings, which is nothing to be sneezed at.

In my opinion, the projected savings are excellent in light of the age and condition of the van. I had doubts that there would be any difference, and considering the additional 'green' benefit of reduced emissions and increased power provided by the **Moletech Fuel Saver**, it's also nice to know that HoneyBun is making a contribution to a healthier environment.

I've seen and experienced the results and I can truthfully say 'this product really works'!

L. Gaboury.

L. Gaboury
Victoria BC

SPANISH TESTING

OZONOALIA, S.L.
SOLUCIONES DE HIGIENE POR OZONO
Pedro Ivars Tro
Director Comercial
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03700 Denia (Alicante)
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Móvil: 618 836 149
E-mail: pivarsozonoalia@terra.es

MOLETECH
Moletech Fuel Saver

Febrero 2008

TESTIMONIO DE SATISFACCIÓN CON EL AHORRADOR DE COMBUSTIBLE "MOLETECH"

Yo, Pedro Ivars, he trabajado durante 20 años como jefe de Taller de Mercedes Benz en la zona de Levante. Durante éste periodo he asistido a todos los cursos impartidos por la marca, a saber:

- Organización de Taller.
- Marketing.
- Relaciones Humanas.
- Recambios.
- Cursos Técnicos de Cajas Automáticas, Inyección, Motores, Sistemas de tracción...etc.

A lo largo de mi vida profesional he podido testear múltiples sistemas de ahorradores de combustible, pero ninguno de ellos consiguió ser eficaz en la práctica. MOLETECH, con su tecnología de Reacción Molecular es el único de los que hé conocido que realmente consigue ahorrar combustible.

A continuación voy a describir mis impresiones referentes a una prueba de consumo de combustible efectuadas en un vehículo MERCEDES MB 190 E de gasolina.

Después de montar el sistema MOLETECH ahorrador de combustible, hemos podido rodar 180 kms. más que antes, lo que significa un ahorro del 21% gasolina.

Las emisiones de CO hán disminuido considerablemente.

Despues de tres depósitos llenos con el MOLETECH yá introducido, hemos podido comprobar que existe una mejora de rendimiento, más potencia, menos tirones en bajas y un mejor arranque.tanto en frío como en caliente.

Las bujías están limpias, la cabeza de los pistones relucientes y además existe una disminución importante de carbonilla.

En éstos momentos estamos probando el ahorrador en un nuevo vehículo. En el próximo informe les podremos dar una información más detallada acompañando fotos de las bujías y copias de los resultados de la medición de los gases de escape.

Mi opinión sincera y profesional es que MOLETECH es muy aconsejable, muy interesante porque además de ahorrar combustible, es una forma de contribuir a la mejora del medio ambiente que tán de moda está en éstos momentos y tan necesario és.

Pedro Ivars.
Técnico Medioambiental.

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Diciembre 2007

TESTIMONIO DE SATISFACCIÓN CON EL AHORRADOR DE COMBUSTIBLE "M O L E T E C H"

D. José Jiménez es el Director-Gerente de TRANS-SIMÓ, S.L. y el Director de Transportes del Grupo MOLDTRANS.
Trans-Simó, S.L. es una empresa veterana en el mundo del transporte y con su flota de 27 camiones realiza viajes nacionales e internacionales, siendo su media de recorrido mensual de unos 16.500 Kms.

Tras presentarle el *AHORRADOR DE COMBUSTIBLE* ***MOLETECH*** con todas sus ventajas que el mismo aporta a los vehículos en todo el mundo que ya lo utilizan:

- Ahorro en el combustible Diesel del 5 al 10%
- Ahorro en la gasolina del 10 al 20%
- Mejora en las prestaciones mecánicas y de mantenimiento
- Reducción al 50% de los gases contaminantes y las emisiones en general
- Más larga vida del motor
- Utilización sin mantenimiento durante mínimo 10 años

D. José escuchó con interés, pero también con escepticismo estos argumentos. Nos dijo que son muchos los que han llamado a su puerta ofreciendo "soluciones mil y ninguna válida"... Pero tras explicarle con claridad cómo funciona la Tecnología de Reacción Molecular (Patente mundial de MOLETECH) y el dinero que se puede ahorrar en combustible, se decidió a probar nuestros Ahorradores Nanotecnológicos en 2 de sus camiones IVECO (1762-DZJ y 1174-DCL).

Después de 2 meses de pruebas y comparando con el histórico anterior de consumo de sus vehículos, sacó una media de ahorro de combustible de un 6%, lo cual supone un **ahorro de unos € 3.000,--** por año y vehículo.
Como consecuencia de este buen resultado ha instalado los *AHORRADORES* ***MOLETECH*** en toda su flota y en apenas 3 meses ha podido amortizar la inversión del producto. Esta sabia decisión le supone un **ahorro total de unos € 80.000,-- anuales** en gasoil, aparte de todas las demás ventajas mecánicas y medioambientales que le otorga esta nueva nanotecnología *MOLETECH.*

Confirmo gustosamente mi satisfacción con el *AHORRADOR MOLETECH.*

José Jiménez
Dir. Transportes Grupo Moldtrans

AUSTRALIAN TESTING AND TESTIMONIALS

Infrared spectrum study of Mtech activated ULP and Diesel fuel

Place of Testing

University of Western Australia

Instrumentation

Perkin Elmer Spectrum One FTIR spectrometer.

Materials

Commercial grade unleaded petrol M1058 and diesel M1041

Mtech Fuel Saver for petrol vehicles

Mtech Fuel Saver for diesel vehicles

Experimental Procedure

Commercial grade ULP and diesel fuel was obtained before the test. 750ml of each fuel was separated into glass jars and activated by inserting the Mtech Fuel Saver into each jar (see appendix 1). The activation process took 20 minutes.

Two FTIR spectrums were obtained from the untreated ULP and diesel fuel using the Perkin Elmer Spectrum One with the following operative parameters: Scanning resolution 4 cm^{-1}, scanning range 400- 4000 cm^{-1}. Both the absorption and transmittance were measured. The region below 470 cm^{-1} did not yield clear results, so conclusions are omitted from this region.

Two FTIR spectrums were obtained from the treated ULP and diesel fuel. The spectrum of the treated ULP and diesel fuels was subtracted from the spectrum of the untreated samples after normalisation of the data.

Results

During activation, a visible change was produced in the ULP. Immediately after insertion, the colour of the petrol darkened by a number of shades.

To Whom It May Concern

I decided to trial the Moletech Fuel Efficiency System in one of my 15 Litre Caterpillar engine, Kenworth trucks. This truck uses about $30,000 worth of diesel a month. Before installing the Moletech product into the truck, it was getting 1.202 km/litre. It now gets 1.333 km/litre, which is an 11% improvement, saving me over $3,000 a month.

As I was very happy with this, I had a second Kenworth truck installed with the Moletech System. This truck was getting 1.129 km/litre prior to having the product fitted, and it now gets 1.242 km/litres, a 10% improvement.

Aside from the financial saving, I am happy to know I am simultaneously helping our environment by cutting down the carbon emissions from the trucks exhausts.

I am so impressed with the results I have seen in these two vehicles that I now intend to have the Moletech Fuel Efficiency System installed into my entire fleet.

Gavin Vaughan

Vaughan Transport
Western Australia

Monday, 31 March 2008

POULOS BROS.
SEAFOODS

Our business relies on transport to move the best of the day's fresh catch to our customers. They depend on our efficient delivery service to provide the pick of the ocean to the many restaurants and shops we service.

I had the Mtech Fuel Efficiency System installed into my Mercedes clk320 and almost immediately noticed the engine performed better. In the following weeks I was gaining an extra 80 to 100 kilometres per tank of fuel. These results lead me to have my fleet of 27 vehicles fitted with the Mtech System. 15 Trucks and 12 Office Vehicles have now been fitted with these new devices that guarantee a reduction in toxic emissions, increases in horsepower and a saving on fuel consumption.

Since Installing the Mtech Fuel Efficiency System into our Fleet, I have been very impressed with initial changes that my drivers have reported and also the end savings we have now seen.

Although installation was done without all drivers knowing the Mtech product claims, I was happy to hear reports from drivers with the following remarks;

- Increases in torque throughout the rev range
- Trucks running somewhat quieter and smoother

On paper we have savings of over $700 a week across our fleet of 27 vehicles which I am exceedingly happy with seeing as our Return on Investment will be less than 16 weeks.

The fact that we are saving money and also contributing to helping the environment has given me great satisfaction.

Peter Poulos

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The Fish People

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