THECNICAL REPORT

TÜV Rheinland Ibérica, S.A.

Eco%-car®

www.eco-car.es

140 anniversary
1872 - 2012

TÜVRheinland®
Precisely Right.

TÜV Rheinland Ibérica, S.A.
Avda. de Burgos, 114-3ª Plta. - 28050 MADRID

01. OBJETO.

On request by Profit For Work, the distributor of Eco-Car , a device that improves fuel consumption and reduces the emission of pollutants of vehicles, tests were made on seven vehicles with the objective of verifying the reduction of emissions after the installation of the Eco-Car device.

The companies TÜV RHEINLAND IBERICA SA and PROFIT FOR WORK SL hereby declare that they do not have any commercial or technical relationship that may influence the impartiality of the tests or the corresponding report.

02. TÜV Rheinland.

02.1. Brief description.

TUV Rheinland International Group has over 130 years of experience in the Safety and Quality field. The Group consists of more than 115 companies with more than 360 centers in 62 countries.

The worldwide network of technical personnel and the expertise of the TUV Rheinland Group works with companies and institutions for the continuous improvement of products, systems and processes.

An optimal service is only possible with deep knowledge of the requirements of the client, and for this reason, the TUV Rheinland Group professionals are not only experts in in their field but are also knowledgeable in the specific market sectors.

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Wherever your market is, we are there to accompany you in your commitment to quality, security, the environment and innovation.

02.2. Advantages.

TUV Rheinland supervises / advises the clients as a neutral and independent organization.

The fundamental advantages are :

- Technical know-how.
- Presence and worldwide coverage
- Impartiality and neutrality
- High quality 'end to end' service
- Experts in all technical aspects relating to vehicles.
- Responsive and customized services
- Technical and economical competence
- Unified and complete documentation.
- Reduction of risk and legal exposure

03. Methodology

03.1. Scope.

An official test of the emissions from each of the vehicles is done by an independent specialist engineer. One measurement is made on each vehicle following the procedures approved by the community of Madrid on the 5th of April 2004 in order to comply with the specifications in the Directive 1999/527CE later modified by Technical Circular 07/2005 of May 16th 2005, relating to emissions measurement.

03.2. Exclusions.

No consideration has been made for any work that is not expressly mentioned in this report.

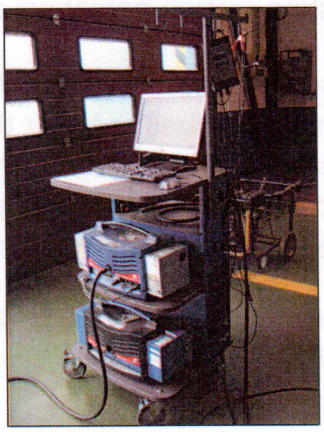
03.3. Responsibility of the Company

Profit for Work will make available to TUV Rheinland all the necessary documentation , as well as cooperating with the technical personnel who are familiar with the installations.

04. NORMS TO BE APPLIED .

Serán de aplicación:

- Quality management system of the TUV companies in Spàin.
- PTI booklet .
- Directive 1999/52/CE.



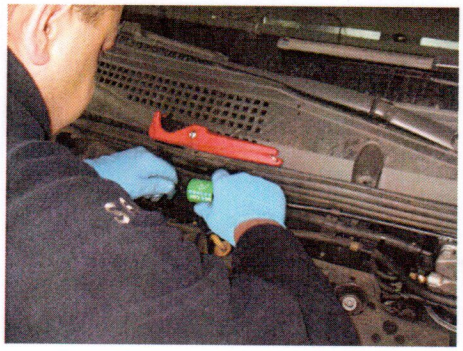
05. PROCEDURES.

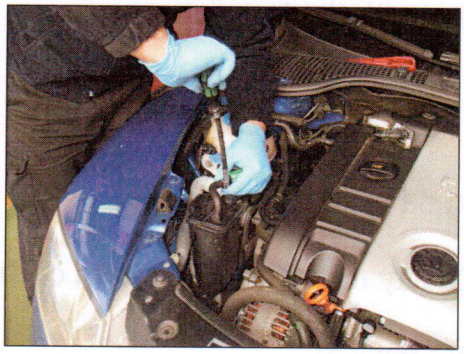
- Verification that the vehicles have not previously been modified, that they meet manufacturing specifications, that they have no fluid leaks and that the distribution and other belts are at the correct tension.
- The engine is heated to an operating temperature of 90º C
- An official test of the emissions from each of the vehicles is made by an independent specialist engineer. The first measurement is made on each vehicle following the procedures approved by the community of Madrid on

the 5th of April 2004 in order to comply with the specifications in the Directive 1999/527CE later modified by Technical Circular 07/2005 of May 16th 2005, relating to emissions measurement.

- The results were noted and the respective inspection reports made. Se toma nota de los resultados y se generan los correspondientes "Informes de Inspección Técnica".

- The Eco-Car device is then installed on the vehicles, on the fuel return hose to the tank as specified





- The engine is again heated to an operating temperature of 90ºC

- Each of the cars is driven for approximately 15 minutes by PTI (MOT) testing station personnel in order for the Eco-Car device to 'treat' the fuel.

- A second measurement of the emissions of the vehicles is performed by the same specialized engineer that performed the first test using the same measurement equipment, in order to obtain comparable results. This second test is done following the same procedures of Inspection of Pollutants approved by the Community of Madrid (and previously referred to).

- The results are noted and the corresponding Inspection Reports are made .

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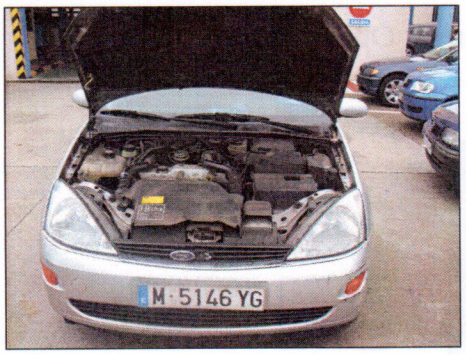
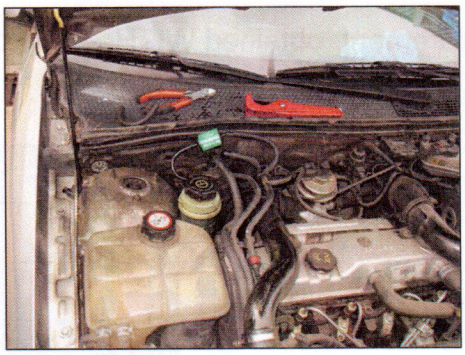
06. EMISSIONS TESTING.

The emissions tests are done according to the specifications in the Directive 1999/52/CE of 26th of May 1999 while adapted to the Technical Update in the directive 96/96/CE with reference to the technical control of gas emissions produced by vehicles with compression engines.

07. RESULTS.

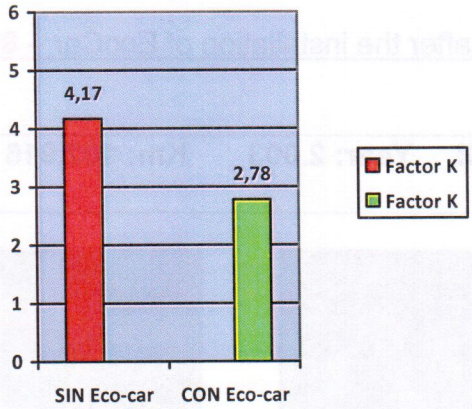
FORD FOCUS 1.9 TDI YEAR: 1.997 KM: 199.687 Kms
M-5146-YG





Measurement obtained WITHOUT Eco-car → Opacity K= 4,17

Measurement obtained WITH Eco-car → Opacity K= 2,78



Reduction of Factor K after the installation of EcoCar - 33,33 %

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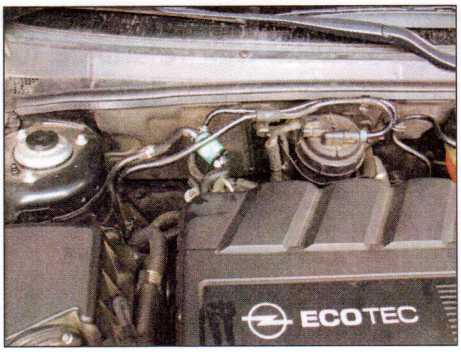
Num Informe: TUVEC1101

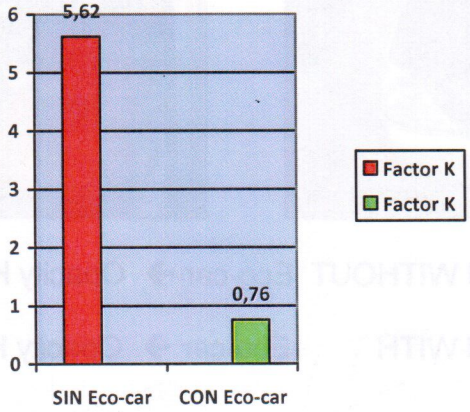
Fecha 13/02/2012

OPEL VECTRA 1.9 CDTI Year: 2.007 Km: 111.647 Kms
5720 FMC



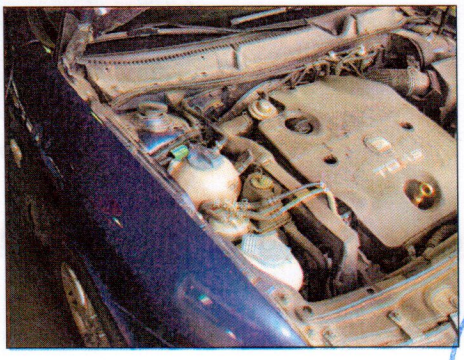
Measurement obtained WITHOUT Eco-car ➔ Opacity K= 5,62

Measurement obtained WITH Eco-car ➔ Opacity K= 0,76



Reduction of Factor K after the installation of EcoCar – 86,48 %

SEAT TOLEDO 1.9 TDI Year: 2.003 Km: 102.916 Kms
6139 CMG



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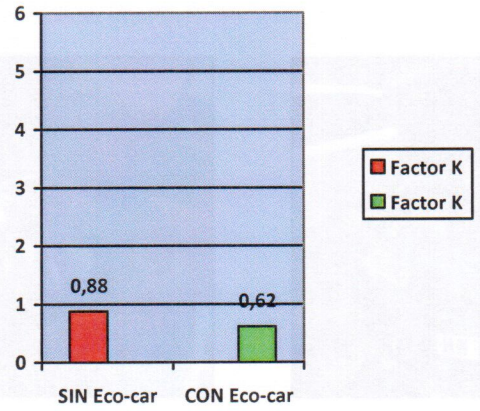
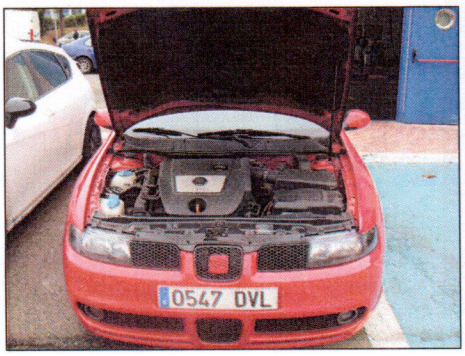
Measurement obtained WITHOUT Eco-car → Opacity K= 0,88

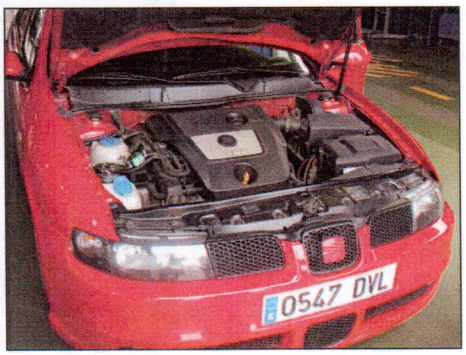
Measurement obtained WITH Eco-car → Opacity K= 0,62



Reduction of Factor K after the installation of EcoCar -29,55 %

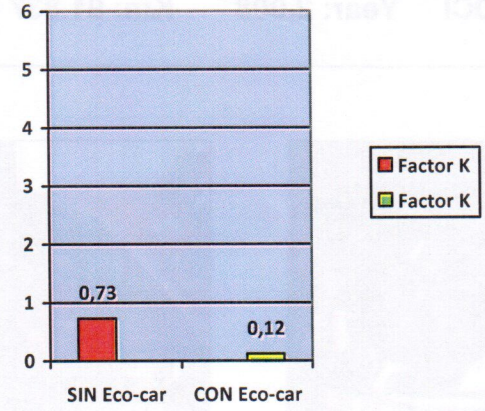
SEAT LEON TDI Year: 2.006 Km: 120.975 Kms
0547 DVL





Measurement obtained WITHOUT Eco-car → Opacity K= 0,73

Measurement obtained WITH Eco-car → Opacity K= 0,12



Reduction of Factor K after the installation of EcoCar -83,56 %

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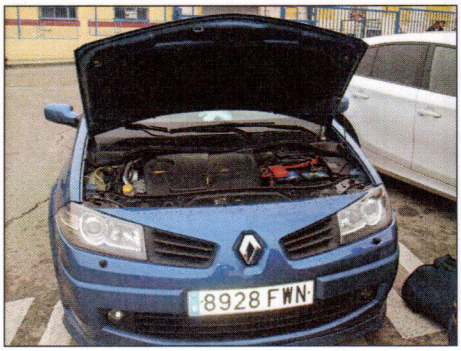
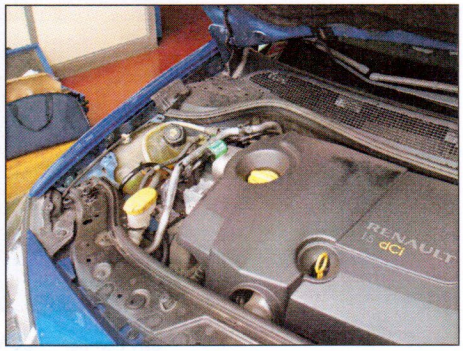
Num Informe: TUVEC1101

Fecha 13/02/2012

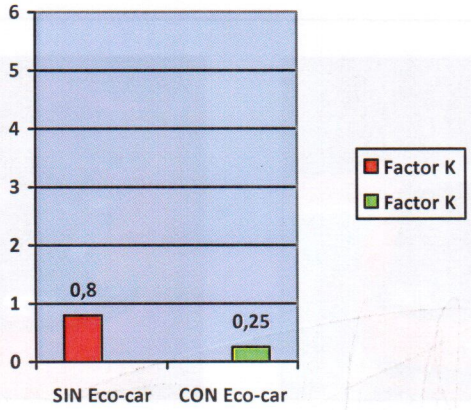
RENAULT MEGANE 1.5 DCI Year: 2.007 Km: 63.875 Kms
8928FWN





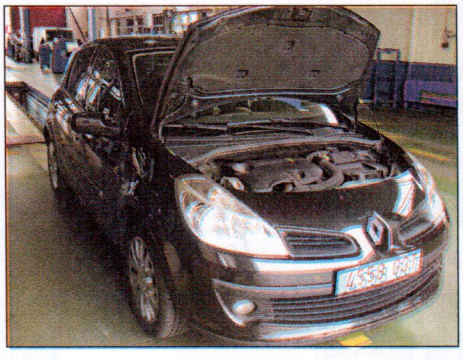
Measurement obtained WITHOUT Eco-car ➔ Opacity K= 0,80

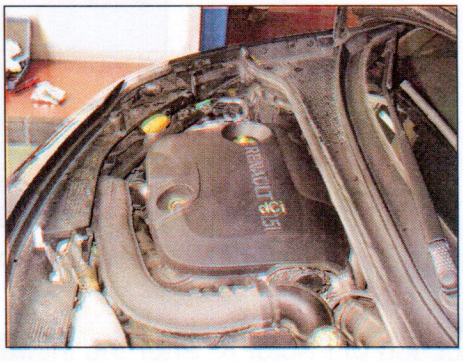
Measurement obtained WITH Eco-car ➔ Opacity K= 0,25



Reduction of Factor K after the installation of EcoCar -68,75 %

RENAULT CLIO 1.5 DCI Year: 2.008 Km: 91.837 Kms
4558 GGT





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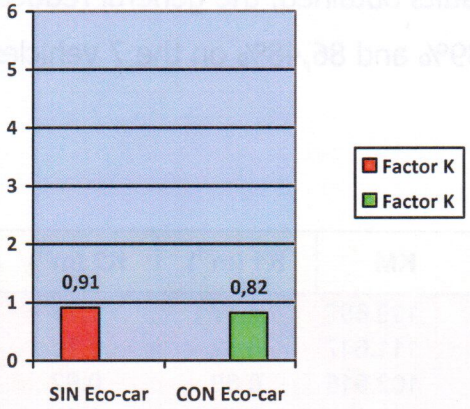
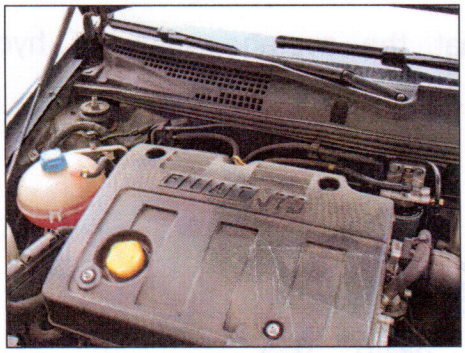
Measurement obtained WITHOUT Eco-car → Opacity K= 0,91

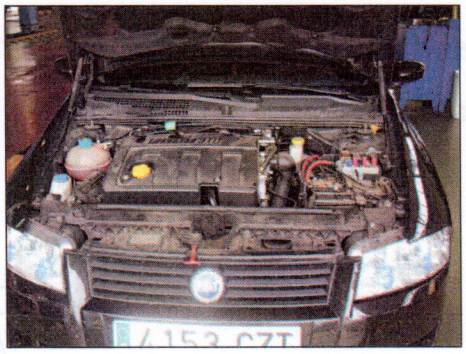
Measurement obtained WITH Eco-car → Opacity K= 0,82



Reduction of Factor K after the installation of EcoCar -9,89 %

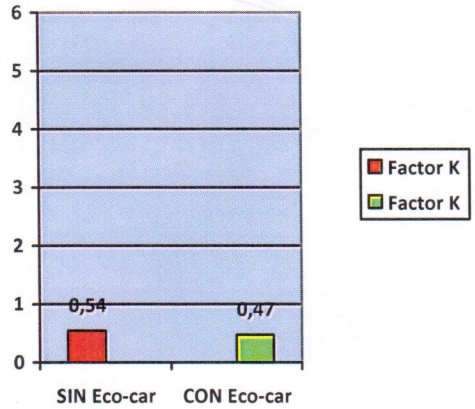
FIAT STILO 1.9 JTD Year: 2.009 Km: 159.800 Kms
4153 CZT





Measurement obtained WITHOUT Eco-car → Opacity K= 0,54

Measurement obtained WITH Eco-car → Opacity K= 0,47



Reduction of Factor K after the installation of EcoCar -12,96 %

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08. CONCLUSION:

According to the official results obtained, the general reduction of hydrocarbon particulates is between 9,89% and 86,48% on the 7 vehicles where the Eco-Car® device was installed.

Nº PLATE	KM	K1 (m^{-1})	K2 (m^{-1})	% Reductión
M 5146 YG	199.687	4,17	2,78	- 33,33
5720 FMC	111.647	5,62	0,76	- 86,48
6139 CMG	102.916	0,88	0,62	- 29,55
0547 DVL	120.975	0,73	0,12	- 83,56
8928 FWN	63.875	0,80	0,25	- 68,75
4558 GGT	91.837	0,91	0,82	- 9,89
4153 CZT	159.800	0,54	0,47	- 12,96
			Av.	**- 46,36**

TÜV Rheinland Ibérica, S.A. **INFORMS** that the average value of hydrocarbon particulates reduction of the present tests is **- 46,36%.**

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