

OUR SERVICE IS YOUR BENEFIT

Story and background of previous and new tests

Generally and recognized assumptions that those tests are the better what made by accredited laboratories with "clean" options and conditions, scientifically substantiated, legally accepted.

We make outside audit for who want confirmation onto the closed room and open air laboratory test qualifications in their own fleet with inside tests for right setup of their fuel consumption norm of machine/vehicle/boiler/turbine or want to try any efficient material how affects the fuel consumption.

Do not expectable the detailed analyzer work from general manager, from technical manager, from chief engineer, from fleet manager, from supervisor, from responsible for fuel, from vehicle controller that do ongoing special analyzer job because his capacity, daily things, his professional and the check control system of company not enough for it or too difficult to solve day by day it.

The real world is that they want the minimum data, the simple numbers for making of fast results in the monthly report and annual presentation.

More than 500 specifics influence the results of fuel consumption on-road, off-road, underground, in the air, in the space, on the water and underwater. Better see the 300 but the main important is the 3 what necessary to handle together:

used liter/ton, during time loading, km/miles or work hour in this time.

If we let, inset or push more non-laboratory circumstances, changing, influential factors the test will be harder, more difficult and need more instruments, experts and have to solve much more tasks.

The trial not means exactly the real official test, the test need be very official and made by UNECE, ISO, SAE J, BP standards and qualifications, because the results you can use legally to reduce the fuel consumption norm what acceptable for drivers without any problems. If you can prove officially that any material reduces the fuel consumption in X% the driver, union and lawyers have to accept it.

So, if you want to see the test results in practice it will be much more expensive that you can get real numbers what legally right, be the right and thorough summary and analytical expertise, certification and it wants to more time and money. Because the orders know well it, want a laboratory test and we are same place at the beginning the best is the laboratory test. The result does not depend on drivers, weather, etc. This is the reason that you want a special not too expensive test with us, accept the laboratory results and invest into more serious system to control after test. This is your money what your company can use more efficient way after test and or after audit.

If the check control system built up with each element, best, full, the auditor act is very simple and the work hours are much less but if missing any element from control system the test will be harder and more expensive.

Independent test expert and analysis

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Common target is the order/owner/company will be satisfied maximally, the cost will be low at test, and the auditor explore and show those things and know how what inform the order simple but laboratory accurately about summary of analysis and the possibilities of future in energy efficiency.

If the order request is the further improving from base results, the growth of efficiency worth to select those solutions what support his strategy and his intentions.

The best important for us that the order has to be able to reach the growth of efficiency without any harm effect. If the order willing to compromise and undertakes the risks in protection, security and efficiency we need a written agreement about it and we will start the tests after this special contract.

Beginning of Test

Basic rule is at test of efficient materials/solutions that we start each test without plus material/solution. We collect data in this period without any changing and after this preparatory analysis we see correctly the base data what vehicle/ machine when use and how much fuel and why moves or not moves its fuel consumption. If we know the reasons of fuel consumption changing we start the analysis with new solutions. Important the common viewpoint, agreed data before beginning of test not after. Each Party has to know well that which vehicle/machine/boiler/turbine step in the test, chosen the pair to parallel checking and what vehicle/machine will be the spare checked vehicle/machine/boiler/turbine. After from this time we can start the using and analysing the results of efficient material/solution and behavior of engine/boiler.

This is not only administration in office but real time fieldwork too.

We know the total mechanism during data collection from time of key pick up to key give down throughout fuel fillings in the practice (in operating conditions).

In many case the owner/director of company knows the special events in audit time and after audit what's happened because the routine process of employees not too appropriate in quality level of assigned functions and tasks carried out. As same as process observed in results case what receive the owner/director of company because the report includes false data due to rounding off numbers.

The inside routine, qualification systems, show of met with standards and accreditations does not necessarily mean mainly in the daily life the keeping of all enforcement of rules. This is the reason that the outside auditor easier notices and remarks the inappropriate things and he can suggest positive changing in these.

The danger of outside auditor same as too but he asked by owner/director of company just therefore. His task is the oiled things do more oiled and takes those more effectives, shows on the weak links where are the Achilles points what are the symptoms what should be addressed that the company will be more competitive what have to do the management for survival and how can be solve to be the best.

Before and during time of data collection we keep hotline, coordination and discussion with management to agree what is the secret information and have to handle it confidentially and what can presentable as case study.

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The vehicle/machine boiler/turbine test group:

Will be the chosen vehicle/machine/boiler/turbine x X number depend on test budget of order, depend on fleet size, depend on number of supervisors, depend on type of work and time how long will be the test. Necessary will be pairs of this (these) because in same time have to compare to these too why changed the results if it happened. If it possible, will be the same field /time/loading where these work. Also need the spare pairs of each chosen vehicle/machine/boiler/turbine due to Murphy law. Any unexpected event can come always. So, if the chosen number is one the total group is 3. If the chosen number of subject is 3 the total group is 9.

Well, if the test period longer and longer the danger of test stop any vehicle/machine/boiler/turbine case is bigger and bigger due to selling of this, repairing, diversion to other field and or work, technical problem, disease, official control, etc. and we can finish the test if we are not to ready onto any event. We have to start again and again the test If we have not pair(s) and spare(s) of test subject(s). This is the reason why important the 3 control. We are prepared more if we grow the test group.

Test period and price of tests

The charge per day is € 200 + VAT. The average outside auditor test is 168 hours (7 days, 7 x 24 hours) per 1 vehicle/machine boiler/turbine, we analyze it and we make a professional report about it after we suggest some changing and education in the company what help the break out onto more energy and cost efficient way. This is € 1200 + VAT cost and its ROI is very fast.

For example in Green Plus[®] test case, depend on cubic centimeter of tested subject the test period can be few minutes or few year. Small liter engine shows faster results and the big liter engine shows later. Also you have to know how works the Green Plus[®] what is its mechanism. We have 3 special test protocols: the 1-2 days test, the 2-4 weeks and the quarter test. If the order wants we make test only for time of tendency or sufficient results what prove for the order the new solution brings the requests. The € 1200 + VAT price includes the Green Plus[®] price for treating 15 tons of fuel what the order get back the end of the test as discount what we built into the contracted Green Plus[®] price in the common yearly contract.

The cost efficiency significantly depend on check control system is total or partial only. Also sensitive point in this the system controller sees or not the reports and continuously or sometimes only. So not enough to buy and use the new technology have to check it more times and must need to report about it. If nobody check it the new technology, the check control system is waste of money.

If necessary we make test by laboratory with the fuel before test between and after too.

If you want you can use us as coach, trainer, educator that our experiences, studies, methods we can pass to your colleagues due to update the knowledge of workers. The training seminar price is €60 + VAT/person/hour, time of seminar is 3 x 8 hours.

After the coaching you can receive the advisors and agent of efficient solutions/materials (solid, liquid, installed) by your skills you can decide faster and you can reduce used time on these, reduce the outcomings, your energy, documentations, etc. After these you can make inside tests, involve laboratories, institutes, high schools, universities, outside qualifiers, lawyers, because the

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procurement processes have to support back and forth throughout test to won of tender and have to implement on this way supported officially and legally in the full process.

The agreements and test processes have to extend into this way because the requested intentions will be perfect and will be protectable the analysis and the summary by law.

Comparable data

During analysis we compare only the comparable date and we let out the non comparable data from summary and or from total results. If necessary we do back-testing too without solution.

We study and analyze the efficiency of efficient materials/solutions in short period and on long term too (in 30 seconds, in 3 minutes, in 30 minutes, in 3 days, in 3 weeks, in 3 months, in 3 years) depend on marked period by order in our experience. Evaluation will be the before data of test what is the tendency (5 yearly, 3 yearly, 2 yearly, 1 yearly and the same period as test period, the 1 month before the test, the 2 weeks before the test, and the last day before the test) of fuel consumption at al test group (this is the selected test subjects and their control pair and their spare pairs).

After these we compare the comparable data and tendencies and determine conclusions between the base line and the last results (the end of test results).

We prefer this protocol test methods UNECE (EN 590), SAE J_x, SAE J 1321 (Society of Automotive Engineers), BPTP 2000-2012 (Péter BÍRÓ test protocols), built on to the company experiences and extend these (for example marked fuel quantity (milliliter, centiliter, deciliter, liter, gram, kilogram, ton) using in more times with same conditions.

We make a general survey on office level: what data is accessible, what level are the data of processing, what experiences was at previous tests and or controls, after we write an official notice about these and the start of new test and its process. We collect the data on document, record on video and we make photos and we use special test instruments that the results will be objectives. We close out the manipulation, we make crediting, trustworthy official test.

If you want we reanalyze your old test results where you used any other solution if you have enough data on it.

Critical point is the measuring and analyzing of loads this is the reason that we suggest one of them or more of the justice expert, outside university, independent institute, government commissioner, state agency will be at the test control also we use the capacity of colleagues and experts of order.

Budapest, 08.10.2012.

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