GREEN PLUS®

ENERGY TRANSITION FUEL

STRICTEST ECO LABEL FUEL STANDARD AVAILABLE WITH GREEN PLUS CATALYST

WIN – WIN DEAL FOR STATE, FOR REFINERIES,
FOR FUEL DISTRIBUTORS,
FOR USERS AND FOR COMPETITORS.
WHAT IS THE MORE THAN 500 ADVANTAGES?

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY

The World Standard in Green Fuel Solutions

GREEN PLUS

Agenda of Green Plus® brief presentation „Money Thrown in the Window”

CERTIFIED ENERGY TRANSITION FUEL USING

1. Eco Etiquette Fuel Certificate – world sensation, break out possibility in competition
2. 3B GREEN PLUS Automatic driver independent Smart Doser, Diagnostics, Telemathcs, Control, Black Box System
3. Introducing – Reasons – Test service - Safety - Protection
4. Applications by Laws and Regulations, supporting letters
5. Success stories of gas stations
6. Emission, Performance and Fuel Economy Tests
7. - in Agriculture, in mining, in construction
8. - In Transport/Cargo
9. - In Public Transport
10. - In Maritime – on Green Water and on Blue Water
11. - In Coal Fired and Oil Fired Power Plants, at airplane
12. Useful burning process

\+ **Money Thrown into the Window**

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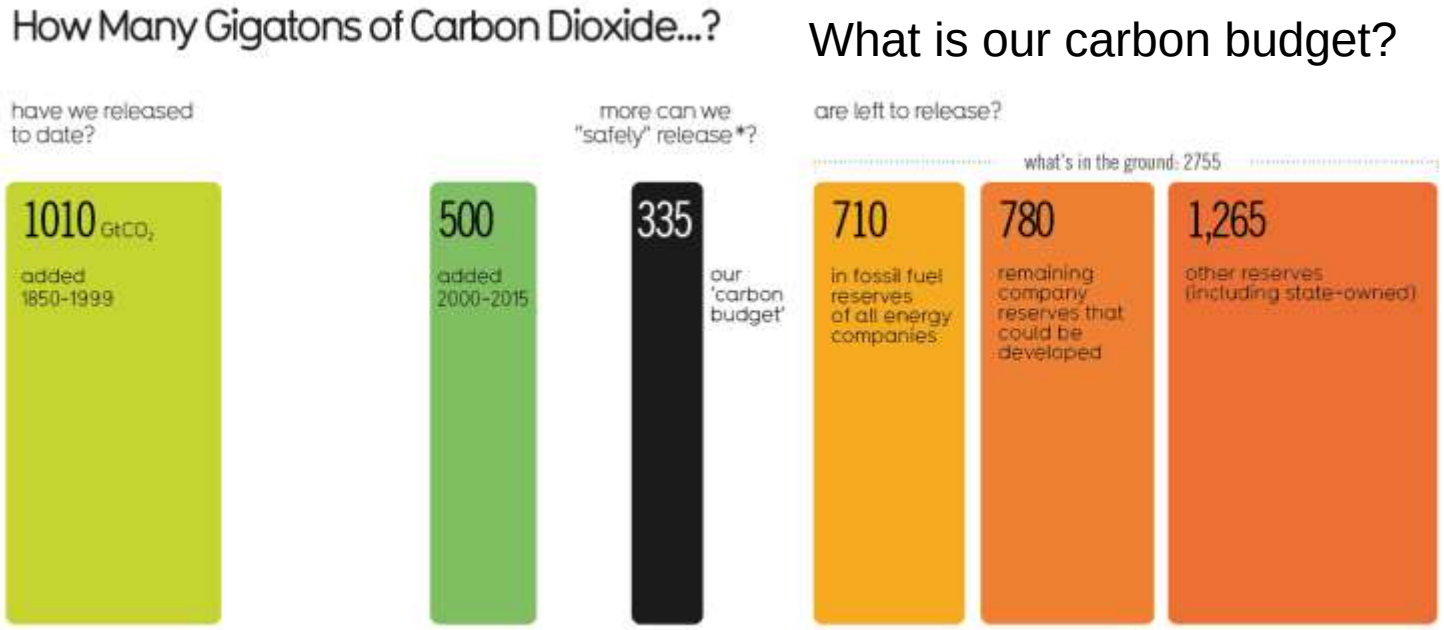
CLIMATE EMERGENCYY
CLIMATE ALARM
CLIMATE FALLING
CLIMATE CATASTROPHE
DEFENSIVE
RESPOND OF NATURE
RISK FOR HUMANITY

IMPORTANT THE URGENT TRANSITION, WE LOSS TOO FAST OUR POLAR ICE, CLOSED METHANE, CORALLS, FORESTS, LIFES.

HAVE TO SUPPLY OUR DEVICES, VEHICLES, MACHINES, FUELS WITH STRICTER STANDARDS IN CHANGING PERIOD!

https://www.youtube.com/watch?v=Z3CB9ToCxp0

What is our carbon budget?



CO2 producing by fossil fuels between 1850 and 1999, **during 150 years was 1010 Gigatons**

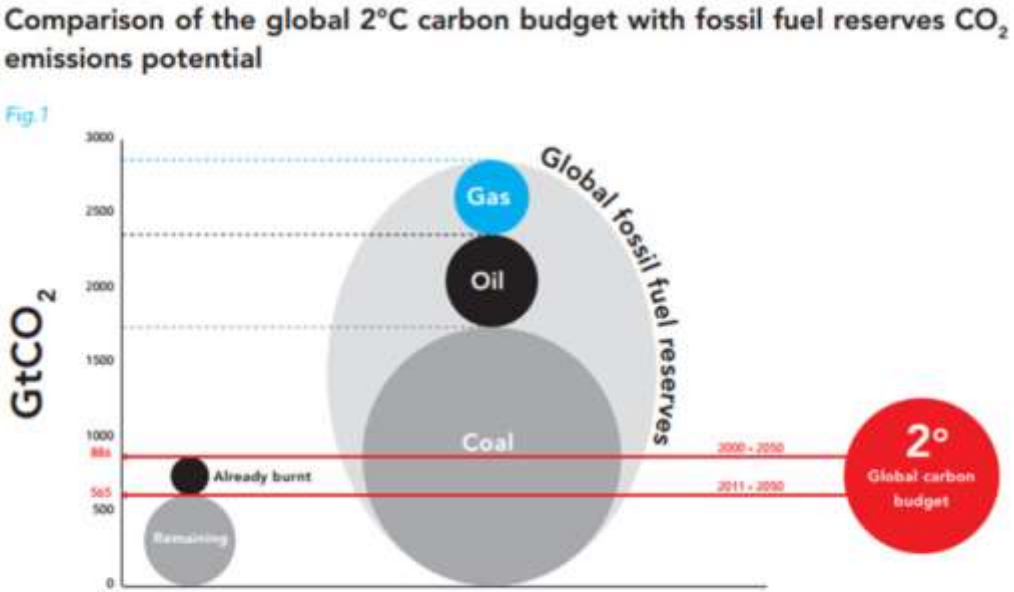
https://informationisbeautiful.net/visualizations/how-many-gigatons-of-co2/

Anthropogenic (population growing and industry development) affects caused **500 Gigatons of CO2 already In 15 years instead of 75 years from 2000 to 2015**

To hold on the 1,5°C Global Heating in standby we can do

335 Gigatons of CO2 producing only to year 2030.

BUT the request, comfort and market show 2755 Gigatons of CO2 emission



https://www.climatechangenews.com/2015/08/18/terrifying-math-how-carbon-tracker-changed-the-climate-debate/

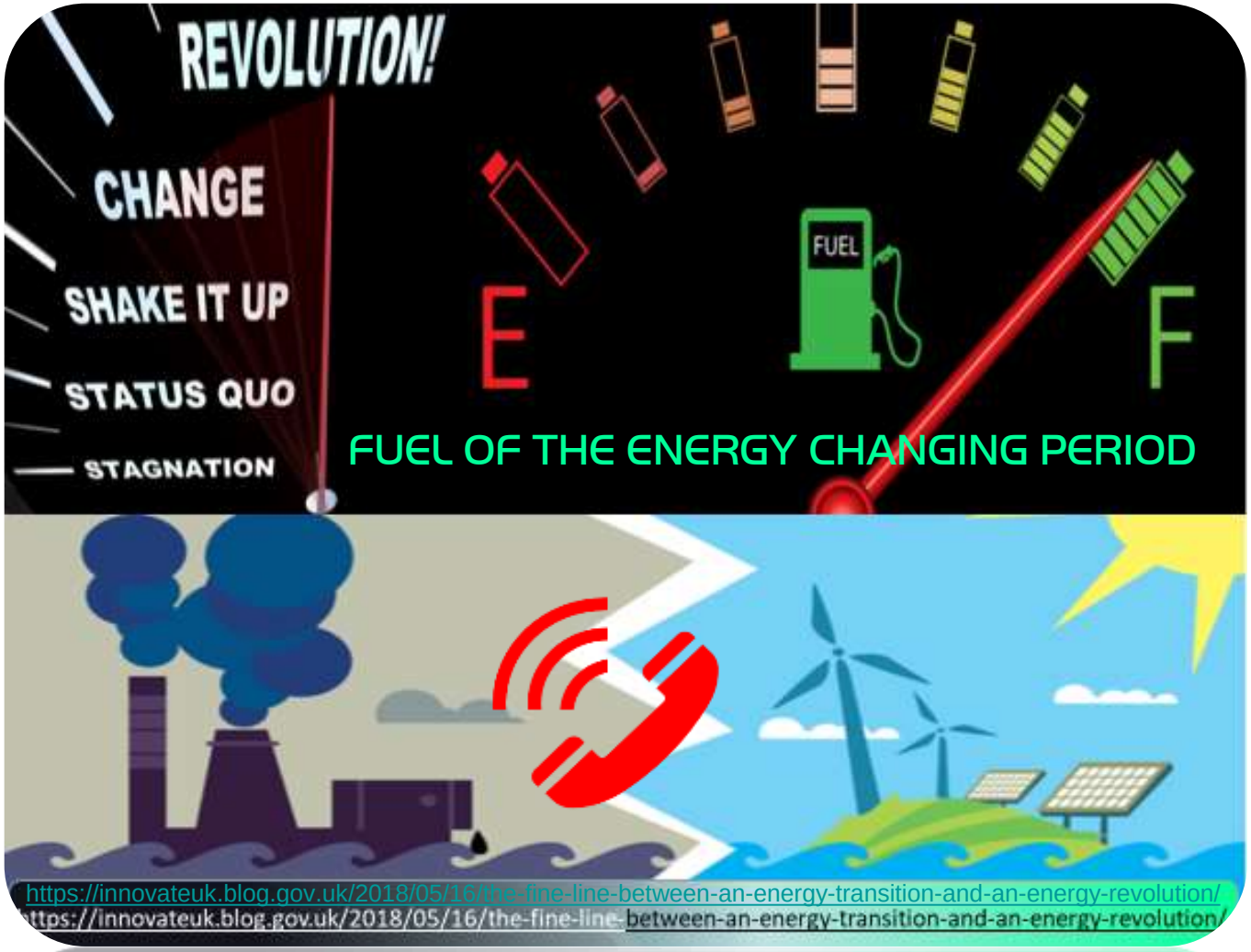
(Pic: Carbon Tracker/2011)

ANSWER OF NATURE IS MORE EXTREME – NEED IS URGENT CHANGING

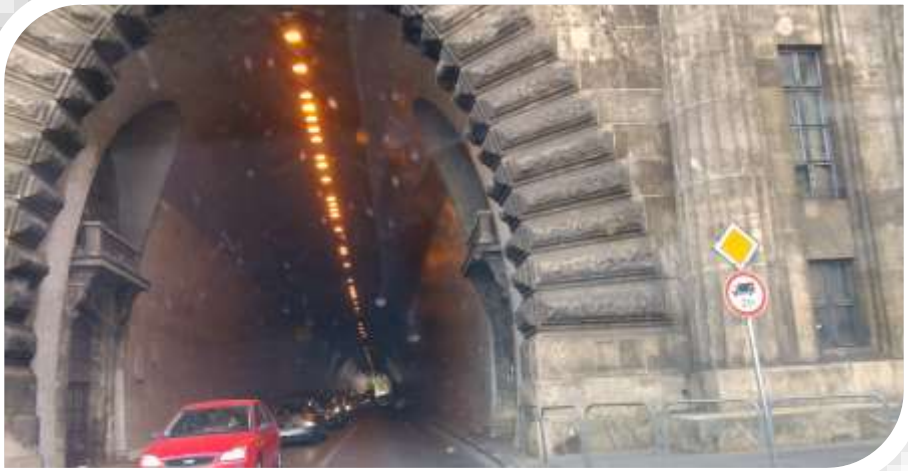
US. DORIAN 08.2019, ABC NWS

IT. STROMBOLI – 08.2019 MTI

MEXIKO-ICE FALLING – 07.2019. ORIGO



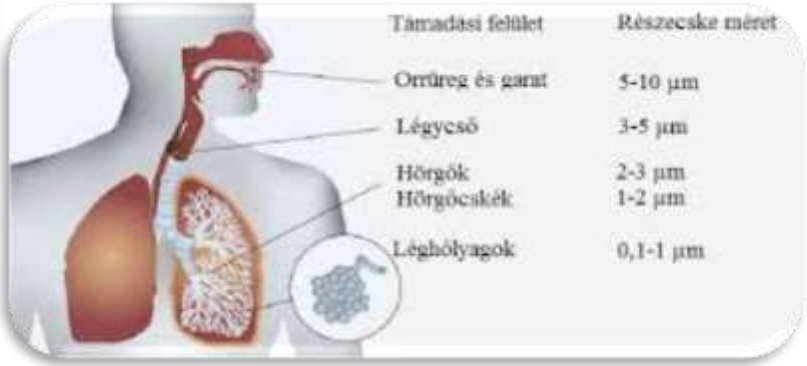
CHIMNEY AND EXHAUST PIPE SYNDROME – CARBON DEPOSIT ON BUILDINGS – IN ENGINES, IN LUNG



https://www.youtube.com/watch?v=Wdya5mQE7r4&t=195s

AESTHETIC FEELING OF BUILDINGS, MONUMENTS IMPROVABLE TOO WITH HIGH QUALITY FUEL USING., THIS WAY REDUCES THE CARBON AND SULFURIC ACID FORMATION

BLACK CARBON IN PLACENTA



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GREEN PLUS

The Green Plus® using reduces the losses and risks of the extreme weather and harm pollution in significant percentage

The Green Plus® using can reduce the negative health results in 50%

Results are of the PMx air pollution by burning of the fossil fuels without Green Plus® using:

- 1,1 billion people suffer, **4,6 million die in the world**, and in Europe 350 -400 000,
- 15-30 people from 1000 per country.

- To live in the cities means 3 years less lifetime. If we count all gases, the numbers are double.
- Countries are under the penalty proceedings in the EU.

Regarding the climate protection, we can provide the fastest reaction with the black carbon reducing, because its life is short in the air and its deposits on the ice is very strong heat-generating source. (PM 2,5, PM 10, PM 15, PM 20, PM 25 is a black carbon, dust, soot, .)

The pollen producing is longer and stronger in 60-90% by CO_2 growth.
The spectrum and number modify by effect of temperature rising.
Touched 3 people from 10 and the rate is worse due to asthma and at allergy.

The gases from burning make born new particulates which are dissolve on alveolis and they penetrate cell walls and make their effects.

cough, shortness of breath, sleep disorders, acute asthma attack, decrease in exercise capacity , increase in drug demand, nasal congestion, runny nose, sneezing, arrhythmia, myocardial ischemia, workplace and school absenteeism, 1-2 years shorter life in the cities due to of the aggravation of heart or lung disease , increase in acute mortality and mortality. PM10-induced disease proven: BHR, asthma, induced asthma, chronic bronchitis, emphysema, aggravation of respiratory viral infections , lung tumor, allergic and non allergic rhinitis, infarct, thrombosis, eczema. The pollutants transport across the placenta and they have genetic effects also, infant lung development may slow. **The infant mortality rate for all respiratory doubles after 10µg/m3 PM2,5. We breathe 20 000 liters of air per 24 hours, this means 300 billion harm pollutant particles in metropolitan context**. Traffic-related air pollution induces night coughing. The families who live near main roads (Osaka test) among they infants have asthma instead of 4.4% is 22% , 8.9% to 18.7% have eczema before the age of 2. During of the pregnancy the PM2,5 increases the subsequent risk of atopy and asthma, affects the diabetes sensitivity. The chronic disorders related to air pollution increase the risk of suicide in 9% if we add the heart and cardiovascular factors, they realized these increase in 18.9% in Taiwan. American studies have shown that concentrations of PM10-related mortality of truck drivers can also be detected. "

BREATHED AGAIN THE EARTH DURING COVID-19 PANDEMIC

https://www.euronews.com/2020/04/24/largest-ever-hole-in-the-ozone-layer-above-arctic-finally-closes

VISIBLE THE STATUE OF LIBERTY FAR FROM 10 KILOMETRES IN CAPITAL CITY OF HUNGARY, BUDAPEST, EUROPE

GREEN PLUS'S AIR CLEANER EIFFECT IS AS SAME AS QUARANTINE EFFECT IN REDUCED EMISSION

EXTRAORDINARY UNUSUAL DAYS, BEAUTIFUL CREAR SKY OVER THE BUDAPEST

PHOTO 20.04.2020 IN ZOOM

ZERO EMISSION FACTORY ZERO WASTE TO LANDFILL

Swiss Biofriendly Consulting GmbH – Green Plus Srl – Horeb Latam

https://youtu.be/r7A-LJ354Bw
Short report in HU

MORE THAN 1500 FUEL & EMISSION TESTS made by Peter BIRO

Péter Bíró established companies the Green Plus srl for test of emission and fuel consumption, the further tests, developments, producing and international distribution with German cooperation, the Swiss Biofriendly Consulting LLC.. (developed and distributes a new formula as Top Torque and became independent from Biofriendly Green Plus). Horeb – Latam handles the Latin-American market from the new Zero Emission factory in Mexico. Our mission is living with nature in harmony.

GREEN PLUS

Peter BIRO

Visited
30 countries in
the last 17 years

Keeps the further
connection with
another
40 countries

Climate protection,
Research,
Development,
Innovation
Testing,,
Producing,
Distribution,
Coaching,
Conference,
Presentation,
Exhibition,
Project,
Government.

HARDER TO PERFORM THE DEMANDS DUE TO FASTER CLIMATE CHANGING

Base on experiences of World Oil Conferences and discussing with Oil companies, the conclusion is, that they perform the quality of fuels close to standard quality only, instead of better and over the standard. They maximize the balance in tolerance. Maybe they change something, if the regulation is very hard and strict for changing. Now, we are in problem mixture of air pollution and Climate Crisis. We have to solve and handle these problems together hand in hand with governments and oil companies. The end-users suffer, the Planet is suffer due to bad quality fuel and its effect to air quality and engines, parts. Today fuels are behind the times. Not proper their old-school toxic and hazard specification already, nor performance and nor equivalent their emission index in this century.. Need is update! Much higher and strict fuel standard have to be preordinate due to negative side effects of extreme condition of weather and storage/transport too.

GREEN PLUS

„MULTI IN ONE SOLUTION" FOR GOVERNMENTS, FUEL REFINERIES/DISRIBUTORS AND END-USERS

YOU CAN APPLY
AND MANDATE
BEST PRACTICE

HAVE TO BE PART OF SUCCESS
AND
MAKE THE BEST OF INNOVATION
AND REGULATON

ALREADY
HAVE NOT TO CONTRIVE
THE DEEP IN THE SPOON

GREEN PLUS

Few important Test, Certificate, Guarantee, PhD

GREEN PLUS

BIOFRIENDLY

The World Standard in Green Fuel Solutions

Emission reducing: 79%

GREEN PLUS® is in the United Nations Development Program

United Nations Development Programme
Sustainable human development

undp

10th December, 1999

Mr. Adolfo Farland
President
Correct Action International
Environmental Solutions
Denver, Colorado USA

Dear Mr. Farland, Re: Bio Friendly's Combustion Catalyst

I am please to let you know that Prof. Eduardo Marambio, from the National University of Mexico (UNAM), delivered a copy of the RUTA-100, November 21st to 23rd diesel demonstration, which gave me an opportunity to review with him extensively all the aspects of the remarkable results of the demonstration.

This report could be significant because of all the broad implications demonstrated by the results, such as the dramatic drop in emissions between 56 and 79 % and the reduced fuel consumption, even if the results in the entire fleet were to be substantially less than those mentioned above. This two benefits alone can have impact on health and economics of the community in this City.

As you know, we have started to be in communication with other countries and their environmental officials that faces similar challenges, and I will forward copies of this report as well. We are willing to help you contact them.

Sincerely yours,

Alejandro Espriu
Coordinador a.i.

c.c. File.

Regional Programme for Environment and Development Presidente Masaryk 29, piso 10 • 11570
México • Teléfono:: (525) 250-2507 • Fax: (525) 250-2524 • Internet: fomex@condor.dgsca.unam.mx

CORRECT ACTION INTERNATIONAL Inc.

Queretaro. Mex. , 20th of december 2001

Mr. Bob Carroll
Bio – Friendly Corporation
158 Sawpit Lane
Bradbury, CA, 91010, U.S.A.

Dear Mr. Carroll:

As you are aware, I was in charge of the United Nations Development Programme (UNDP) on environment and development for Latin America and the Caribbean and a key observer for the introduction of your Combustion Catalyst through the Mexico City authorities to the Passengers Transportation Network (RTP in Spanish). As you know, I was so impressed since then with the performance of Bio-Friendly's catalyst that shortly after I finished my work at the United Nations, I joined your distributor team through Correct Action International Inc. in Mexico.

I am now in a position to be able to report that after a one year contract with the RTP transportation network for Mexico City and all the demonstrations made in Queretaro during the last six months with the catalyst, there have been no reports of any engine problems whatsoever relating to the use of Bio-Friendly's catalyst.

Specifically and concerning the RTP, a video was recently completed taken when an engine was dismantled for inspection, which showed the clean-up of the carbon build-up inside the RTP bus engines. It could be seen from this video how Bio-Friendly's Combustion Catalyst greatly improved the function of the rings and valves, and removes carbon build-up.

This is extremely satisfying to see and these facts are greatly helping the implementation of Bio-Friendly's Combustion Catalyst program in this country, after Mr. Adolfo Farland, Mr. José Niño and myself presented personally this nanotechnology to President Vicente Fox this past October, showing its energetic, environmental and social benefits. I am now looking forward to all of Mexico experiencing the many benefits of Bio-Friendly's Combustion Catalyst.

Truly yours,

ALEJANDRO ESPRIU M.

Copy to: Mr. Adolfo Farland, Chairman-CEO of Correct Action International Inc.

CORRECT ACTION INTERNATIONAL Inc. – MÉXICO

HACIENDA EL SALITRE 322, JARDINES DE LA HACIENDA, C.P. 76180, QUERÉTARO, QRO.
Tel. (442) 2 16 57 47 Fax. (442) 2 16 99 38 Correo electrónico: aespriu@hotmail.com

GREEN PLUS

PROCURADURÍA FEDERAL DE PROTECCIÓN AL AMBIENTE

SEMARNAT
SECRETARÍA DE MEDIO AMBIENTE Y RECURSOS NATURALES
www.semarnat.gob.mx

PROFEPA
www.profepa.gob.mx

Universidad Nacional Autónoma de México
UNAM
www.unam.mx

Culltura Ecológica - ECOCOM

TITAN CHECKUP FLUIDS ANALYSIS
www.titanlab.com

GMC

Mercedes-Benz

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UNDP

Ciudad Mexico
Capital en Movimiento

www.rtp.gob.mx/quienes_somos.html

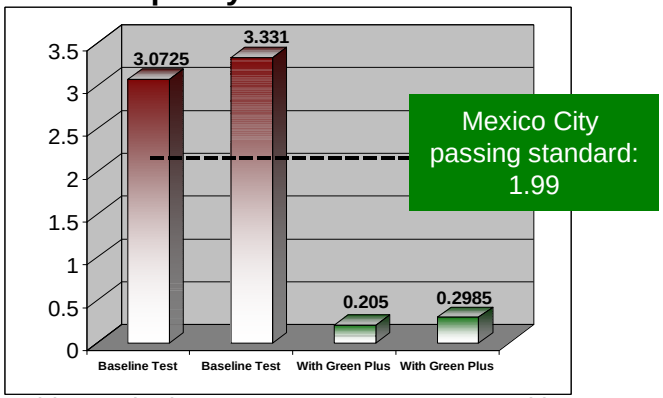
rtp
red de transporte de pasajeros del D.F.

Mexico City Transit Authority Results Summary

Test performed by RTP (Mexico City public transit authority)

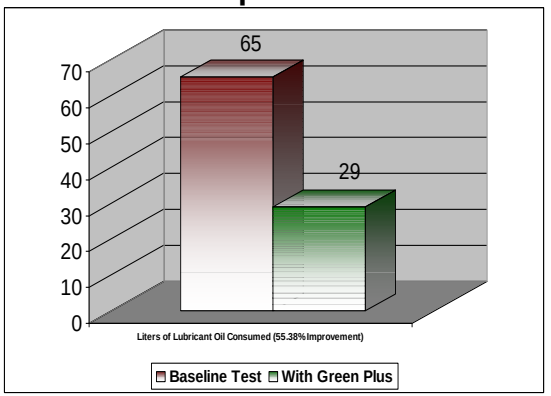
and controlled by 5 independent institutes

Opacity Results



This graph shows a **92.1%** Improvement with Green Plus®.

Oil Consumption Results



This Graph shows an improvement of **55.38%** with Green Plus®.

Population: Mexico City 20 137 152, United States of Mexico 112 322 757 (2010)

RTP, the public transit authority in Mexico City tested Green Plus® on twenty of their diesel buses. The test was performed over a period of four months and no adverse effects were experienced by any of the trucks tested relating to Green Plus®. The results (as shown in the graphs above and on the next page) show an improvement of 92.1% in Opacity, a 55% improvement in Oil Consumption and a 31.49% improvement in Fuel Economy when Green Plus® was present. RTP expanded the Green Plus® using onto full fleet (860 buses).

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PetroEcuador is the national oil company of the country of Ecuador.

The nation uses 4000 ppm sulfur diesel fuel

PETROECUADOR

Diesel

Chevrolet (Botar)

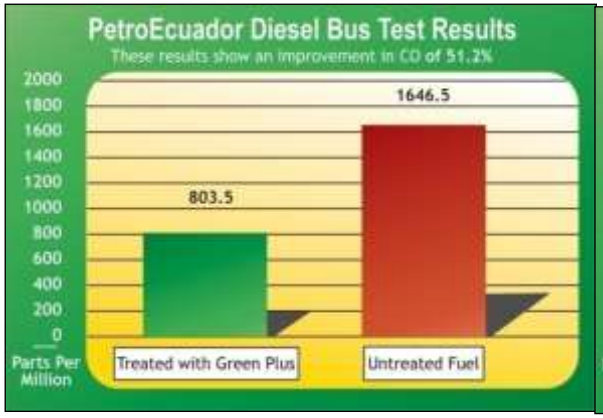
	-51%	-53%	-21%
Diesel Bus #PEJ 508 & 509	CO	NOx	SOx
Average baseline	1646.5	144.5	23.5
Average when treated with Green Plus®	803.5	67.5	18.5

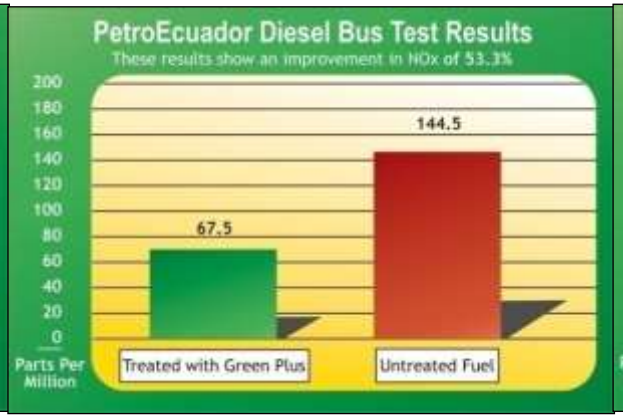
Bazan Man

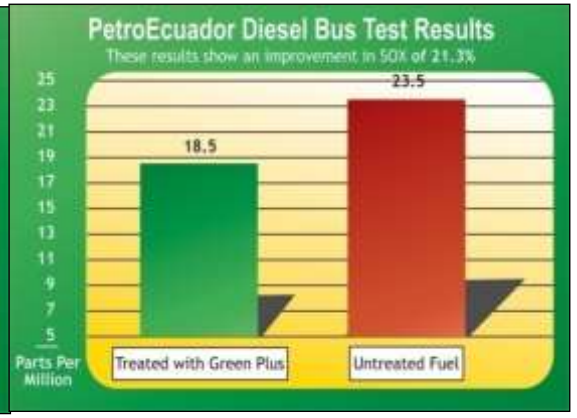
Stationary pump engines 601-603	CO	NOx	SOx
Average baseline	357	572	149.5
Average when treated with Green Plus®	174.5	294.5	72

Measurement in parts per million

Official government testing was conducted on disel buses and on stationary pump engines.







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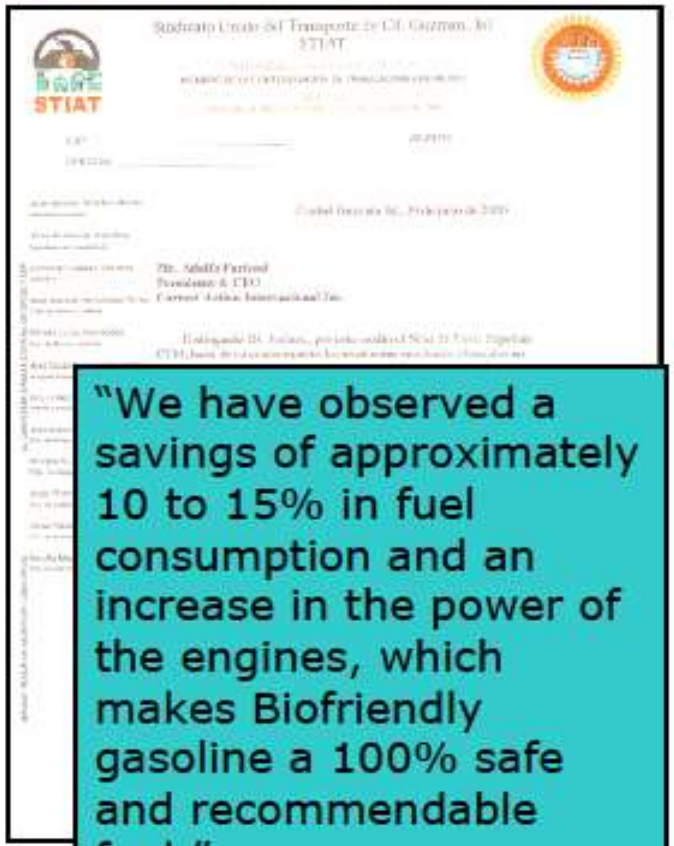
Mexican Taxi Syndicate 2008

Mexico Emisión Zero Program

COMISION FEDERAL DE ELECTRICIDAD
DIVISION DE DISTRIBUCION JALISCO

Mr. Adolfo Parent
Presidente & CEO
Correct Action International Inc.

"Up to the present, we have observed that the vehicles that are using this fuel have achieved a fuel economy for diesel and gasoline of 5 and 7%, respectively, at the same time that they have shown increased power."



STIAT

Mr. Adolfo Parent
President & CEO
Correct Action International Inc.

"We have observed a savings of approximately 10 to 15% in fuel consumption and an increase in the power of the engines, which makes Biofriendly gasoline a 100% safe and recommendable fuel."

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All City Vehicles, Private Buses and Taxis mandated to Use Biofriendly Green Plus® Fuel Catalyst http://www.ciudadguzman.gob.mx/

Mandated Green Plus® using Guzman (Mexico) for Air Quality

Green Plus Mandated in Mexican City of Guzman to Help Clean Air

MONROVIA, Calif.--(BUSINESS WIRE)--Oct. 4, 2005--Biofriendly Corporation announced today that the Mexican City of Guzman (population 120,000) has mandated that all city vehicles, private buses and taxis use fuel (gasoline and diesel) treated with Green Plus® liquid fuel combustion catalyst. Green Plus® is designed to reduce harmful emissions and improve performance. Guzman is the first city in Mexico to implement the "Emission Zero" program recently passed by the State of Jalisco.

The public announcement was made by the President (Mayor) of the City of Guzman with the full support of the City Council (100% vote) in the presence of officials from other Mexican states and members of the Jalisco Congress and American Consul. Also present were representatives of major corporations including Coca-Cola, Bimbo, Comision Federal de Electricidad and Telefonos de Mexico as well as the Regional Director for Pemex, the national oil company.
Congressman (Diputado) Luis Alejandro Rodriguez, President of the State of Jalisco Congressional Environmental Commission said, "The City of Guzman inaugurates the start of our state program 'EMISION ZERO' to clean up the air in Jalisco. We intend to be proactive about cleaning up our environment and we expect this to become a model for all of Mexico."

The Mayor of Guzman, Umberto Alvarez Gonzales said, "We have to stop robbing the clean air from our children and citizens, we are all breathing the same dirty air. 'EMISION ZERO' gives us a chance to reverse this trend."
Prior to the implementation of this program a certified test was completed. Ing Angel Ricardo Martinez, Director of Vehicle Environment Enforcement (Semades) for the state of Jalisco monitored and certified the pilot program that showed diesel opacity reductions of over 56%.

Correct Action International; the distributor of Green Plus® in Latin America has been invited to meet with another state congress and other cities that want to adopt the "EMISION ZERO" program.
The state of Jalisco includes famous cities like Guadalajara, Puerto Vallarta, Tequila, and now the City of Guzman, the first city to take action in support of "EMISION ZERO" using Biofriendly's Green Plus® to clean up the air.

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Mexico Expands "Emisión Zero" Program with Biofriendly's Green Plus® Fuel Catalyst

Mandated Green Plus® using

June 16, 2006 – Covina, CA – Biofriendly Corporation announced today that cities in two states in Mexico have joined the pollution-fighting "Emisión Zero" program through the use of Biofriendly's liquid fuel combustion catalyst Green Plus®.
The **city of Zapopan** (population 1.2 million) in the State of Jalisco and the **city of Manzanillo** (population 200,000) in the State of Colima passed official resolutions requiring the use of Green Plus® in their city gasoline and diesel vehicles. The two municipalities join the city of Guzman in Jalisco in embracing the Emisión Zero program, which calls for significantly reduced vehicle emissions.

The State of Jalisco in conjunction with the Congress, the Minister of Environment, the Minister of Transportation and the Director of the State's mandatory emissions control program conducted official testing and determined that Green Plus® lowered opacity (exhaust smoke) over 50% on more than 85% of the test vehicles. The City Council and Mayor of Zapopan, Jalisco's second largest city, passed the resolution after reviewing these and other test results.

The State of Colima, utilizing the State's emissions monitoring equipment performed a test for the Mayor, City Council, Port Authority, Transportation, and Environmental officials for Manzanillo and concluded that Green Plus® showed an average reduction in Carbon Monoxide and Hydrocarbons of 60%. Based on these and other results the City Council of Manzanillo passed a resolution adopting the use of Green Plus® in gasoline and diesel city vehicles. Manzanillo is the largest and most important container port on the west coast of Mexico and is home to Mexico's Pacific Naval fleet.

Congressman (Diputado) Luis Alejandro Rodriguez, President of the State of Jalisco Congressional Environmental Commission said, "We have a responsibility to the citizens of Mexico to improve the quality of life and to reduce harmful pollution. We believe these actions demonstrate that commitment."

"We have been working with Mexican authorities and our distributor, Correct Action Mexico, for a long time to introduce the advantages of Green Plus® to Mexico. Demonstrating both emissions reductions and fuel economy improvements makes Green Plus® attractive because it more than pays for itself while reducing pollution," said Jim D'Arezzo, Senior Vice President of Sales and Marketing for Biofriendly Corporation.

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Mexico Emisión Zero Program

State of Jalisco Zero Emission Program – Government Tests and Approval

Improving the Quality and Performance of Mexican Fuel with Green Plus®

GOBIERNO DE JALISCO
PODER EJECUTIVO
SECRETARÍA DE MEDIO AMBIENTE PARA EL DESARROLLO SUSTENTABLE

Mr. Adolfo Farland
Presidente & CEO
Correct Action Internacional Inc.

PRESENTE.

Por este conducto, la Dirección Estatal de Afinación Controlada Obligatoria AFICON, hace de su conocimiento que el pasado día 8 de mayo, se logro concluir la fase de pruebas y Plan Piloto del Programa Emisión Zero para la Calidad del Aire, en los vehículos propiedad de la Ruta 634 del Servicio Subrogado de Sistecozome, dicho Programa tenía como meta principal lograr una reducción del 50% de la opacidad emitida por los autobuses participantes en un periodo de 90 días.

Afortunadamente, para la Calidad del Aire, en la Zona Metropolitana de Guadalajara, el uso del catalizador Biofriendly en el Diesel que consumieron los autobuses que participaron en la Prueba, logro reducir un 72% las emisiones contaminantes emitidas a la atmósfera, en promedio en un periodo de 67 días. Para que esto se entienda con mejor claridad, a continuación se presentan los resultados finales abalados por la Secretaria del Medio Ambiente para el Desarrollo Sustentable SEMADES, vehículos participantes: 35

Autobuses Mercedes Benz 25
Autobuses DINA 9
Autobuses Intenational 1

Fortunately for the Air Quality in the Guadalajara Metropolitan zone, the use of the Biofriendly catalyst in diesel fuel consumed by the buses that participated in the Test achieved an average reduction in pollutant atmospheric emissions of 72% over a period of 67 days. So that this may be more clearly understood, the final results are presented here by the Ministry of the Environment for Sustainable Growth (SEMADES, the Spanish acronym): vehicles participating 35

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This is the reason that GREEN PLUS® requested and named by laws as emission reducer compulsory to use for example in TEXLED 2005, renewed in 2009, in all State of Texas.

TOP & Best Reference - BREF

and engine manufacturers's no objection letters

Texas Low Emission Diesel Fuel (TxLED)
Alternative Diesel Fuel Formulation
Approval Notification

The alternative diesel fuel formulation listed herein has been demonstrated to the satisfaction of the executive director of the Texas Commission on Environmental Quality in accordance with the regulations specified under Title 30, Texas Administrative Code, Chapter 114, Subchapter H, Division 2, §114.315(c) to achieve comparable or better reductions in emissions of NOx, THC, NMHC, and PM to that of Texas Low Emission Diesel Fuel (TxLED). Therefore, the alternative diesel fuel formulation listed herein complies with the requirements specified under Title 30, Texas Administrative Code, Chapter 114, Subchapter H, Division 2, §114.312(f) and may be used to satisfy the requirements of §114.312(a) of this title.

Approval Date:	August 10, 2005
TCEQ Assigned Identification Number:	TXLED-A-00002
Approved alternative diesel fuel formulation:	Biofriendly Green Plus® blended with ASTM D975-compliant Grade No. 2-D diesel fuel
EPA Registration Number and Name:	1832-0002 - Green Plus®
Additive Identity:	Biofriendly Green Plus®. This additive is a proprietary formulation of the Biofriendly Corporation and is designed specifically for blending with ASTM D975-compliant Grade No. 2-D diesel fuel in North America to meet or exceed TxLED requirements.
Additive Minimum Concentration / Treatment Rate:	1 gallon of Biofriendly Green Plus® per 20,000 gallons of diesel fuel. (50 ppm per gallon)
Base Diesel Fuel Specifications:	All base diesel fuels to be used for blending with Biofriendly Green Plus® must comply with the following specifications: • Any Grade No. 1-D or No. 2-D diesel fuel in compliance with ASTM D975-04c (Standard Specification for Diesel Fuel Oils) or current active version of ASTM D975, except for lubricity, may be used as the base fuel for blending this formulation.

Texas Low Emission Diesel Fuel (TxLED)
Alternative Diesel Fuel Formulation
Approval Notification

The alternative diesel fuel formulation listed herein has been demonstrated to the satisfaction of the executive director of the Texas Commission on Environmental Quality (TCEQ) in accordance with the regulations specified under Title 30 Texas Administrative Code (30 TAC) §114.315(c) to have emissions of nitrogen oxides (NO_x) and particulate (PM) that are comparable to or better than Texas Low Emission Diesel Fuel (TxLED). Therefore, the alternative diesel fuel formulation listed herein complies with the requirements specified under 30 TAC §114.312(f) and may be used to satisfy the requirements of 30 TAC §114.312(a) of this title.

Approval Date:	November 6, 2009
TCEQ Assigned Identification Number:	TXLED-A-00020
Approved alternative diesel fuel formulation:	Diesel fuel as defined under 30 TAC §114.6 treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel.
EPA Registration Number and Name:	183220005 Green Plus A
Additive Identity:	Biofriendly Corporation Green Plus A®
Additive Minimum Concentration / Treatment Rate:	The minimum additive treatment rate is 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel.
Base Diesel Fuel Specifications:	All base diesel fuels to be used for blending this formulation must comply with the following specifications:

BIOFRIENDLY

The World Standard in Green Fuel Solutions

GREEN PLUS®
ENERGY TRANSITION FUEL

few success stories with Green Plus®

Obligatory using by law or
regulation in more cities/ countries

Green Plus® PORTFOLIO (present and EX buyers, users, distributors)

Registered by EPA, Supported by UNDP

ExxonMobil
Taking on the world's toughest energy challe

GREEN PLUS®

NuStar

bp

VALERO

Date: April 11, 2011

To Whom It May Concern:

Valero has been using Green Plus to treat diesel fuel in Texas in compliance with the Texas Low Emission Diesel (TxLED) rules.

Patrick S. Troyer
Director, Gulf Coast Supply
Valero Energy Corporation

PETRO COM

HOUSTON MARINE SERVICES

UNICEM

https://www.tceq.texas.gov/airquality/airsuccess/airsuccessemissions

unitar

FRESNILLO

TITAN Oil Recovery, Inc.

LUKOIL OIL COMPANY

FORMULA

Pacific Basin

TAC

DB BAHN

EKO

PETROLEUM TRADERS CORPORATION

western petroleum company

Road Runner

ORYXE

biofriendly

Guzman - Emision Zero

CITGO

KINDER MORGAN

ARGOS

SUNCOAST ENERGY

ΕΛΛΗΝΙΚΑ ΠΕΤΡΕΛΑΙΑ

IMP
INSTITUTO MEXICANO DEL PETRÓLEO

PETROECUADOR

MURPHY OIL CORPORATION

MARATHON

első magyar „Zöld kút” átadások

SANDCASTLE GREEN PLUS

supercarga

EQUADOR energia

DELEK REFINING, LTD.

DIRECT FUELS

AmSpec

Agip

Petrolina (Holdings) Ltd

www.petrolina.com.cy

PEMEX

Rod Oil

Gulf

AKRON

Delek US

MAGELLAN MIDSTREAM PARTNERS, L.P.

CALUMET

GREEN PLUS

WORLD TOP REFERENCES

VALERO

Date: April 11, 2011

To Whom It May Concern:

Valero has been using Green Plus to treat diesel fuel in Texas in compliance with the Texas Low Emission Diesel (TxLED) rules.

Patrick S. Troyer
Director, Gulf Coast Supply
Valero Energy Corporation

DOUBLE REFERENCE LETTER:
1.
THE VALERO, AS LARGE, AMERICAN FUEL PRODUCER AND DISTRIBUTOR TREATS ITS FUEL WITH GREEN PLUS.
2.
THE VALERO CHOSE THE GREEN PLUS BY REGULATION, TO MEET HIGHER FUE L STANDARD

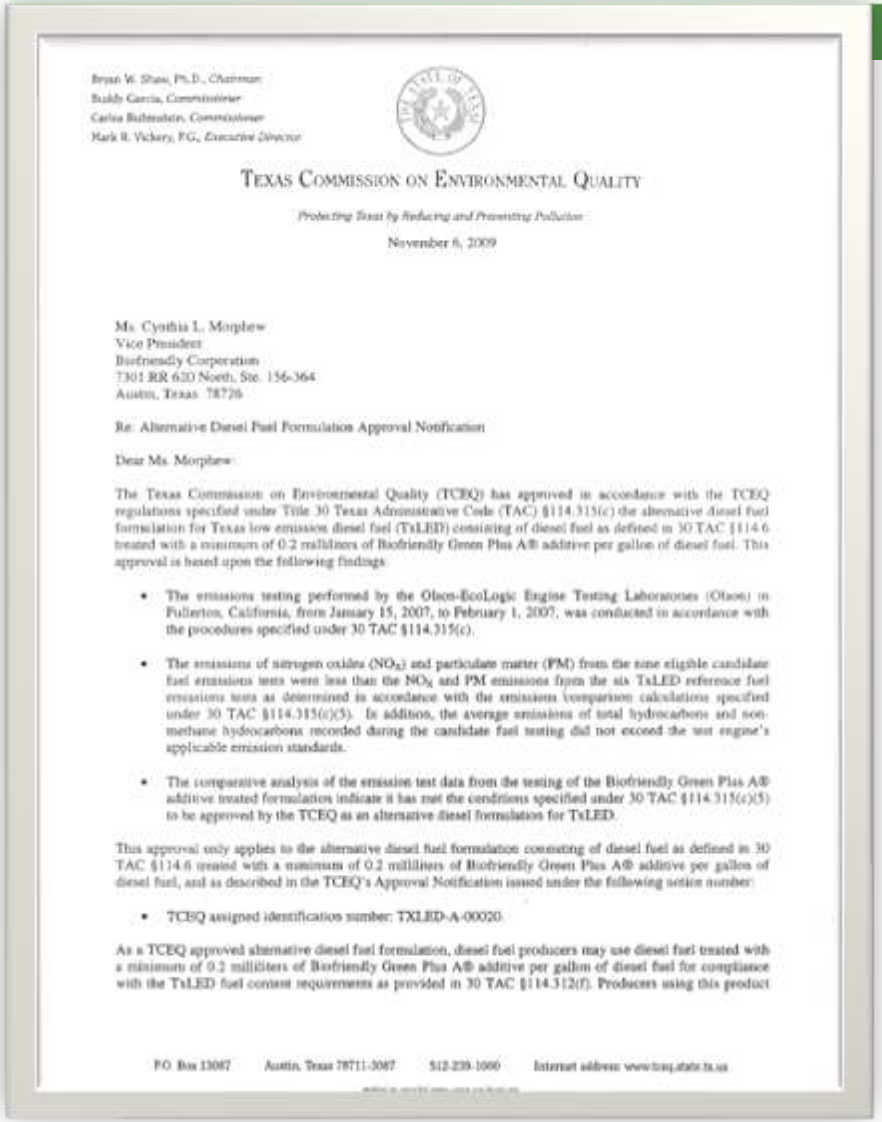
TCEQ

Texas Low Emission Diesel Fuel (TxLED)
Alternative Diesel Fuel Formulation
Approval Notification

The alternative diesel fuel formulation listed herein has been demonstrated to the satisfaction of the executive director of the Texas Commission on Environmental Quality (TCEQ) in accordance with the regulations specified under Title 30 Texas Administrative Code (30 TAC) §114.315(c) to have nitrogen oxides (NO_x) emissions and particulate (PM) that are comparable to or better than Texas Low Emission Diesel Fuel (TxLED). Therefore, the alternative diesel fuel formulation listed herein complies with the requirements specified under 30 TAC §114.312(f) and may be used to satisfy the requirements of 30 TAC §114.312(a) of this title.

Approval Date:	November 18, 2011
TCEQ Assigned Identification Number:	TXLED-A-00024
Approved alternative diesel fuel formulation:	Biofriendly Corporation Green Plus A® diesel fuel additive treated biodiesel/diesel fuel blend comprised of 10% or less by volume of ASTM D6751-compliant B100 biodiesel and 90% or more by volume of diesel fuel as defined under 30 TAC §114.6.
EPA Registration Number and Name:	• Applicable to any EPA registered ASTM D6751-compliant B100 biodiesel. • 183220005 Green Plus A
Additive Identity:	Biofriendly Corporation Green Plus A®
Additive Minimum Concentration / Treatment Rate:	The minimum additive treatment rate is 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of B10 or less biodiesel blend of ASTM D6751-compliant biodiesel and diesel fuel as defined under 30 TAC §114.6.
Base Diesel Fuel Specifications:	All base diesel fuels to be used for blending this formulation must comply with the following specifications: • Any diesel fuel as defined under 30 TAC §114.6
Base Biodiesel Specifications:	All biodiesel to be used for blending this formulation must comply with the following specifications: • Any biodiesel (B100) Grade S15 in compliance with ASTM D6751-09a (Standard Specification for Biodiesel Fuel Blend Stock (B100) for Middle Distillate Fuels) or current active version of ASTM D6751 may be blended with any diesel fuel as defined under 30 TAC §114.6. • Any biodiesel (B100) Grade S500 in compliance with ASTM D6751-09a (Standard Specification for Biodiesel Fuel Blend Stock (B100) for Middle Distillate Fuels) or current active version of ASTM D6751 may be blended with any diesel fuel as defined under 30 TAC §114.6 that is not limited to

WORLD TOP REFERENCES – SOLUTION IN LAW



Bryan W. Shaw, Ph.D., *Chairman*
Buddy Garcia, *Commissioner*
Carlos Rubinstein, *Commissioner*
Mark R. Vickery, P.G., *Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

November 6, 2009

Ms. Cynthia L. Morphew
Vice President
Biofriendly Corporation
7301 RR 620 North, Ste. 156-364
Austin, Texas 78726

Re: Alternative Diesel Fuel Formulation Approval Notification

Dear Ms. Morphew:

The Texas Commission on Environmental Quality (TCEQ) has approved in accordance with the TCEQ regulations specified under Title 30 Texas Administrative Code (TAC) §114.315(c) the alternative diesel fuel formulation for Texas low emission diesel fuel (TxLED) consisting of diesel fuel as defined in 30 TAC §114.6 treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel. This approval is based upon the following findings:

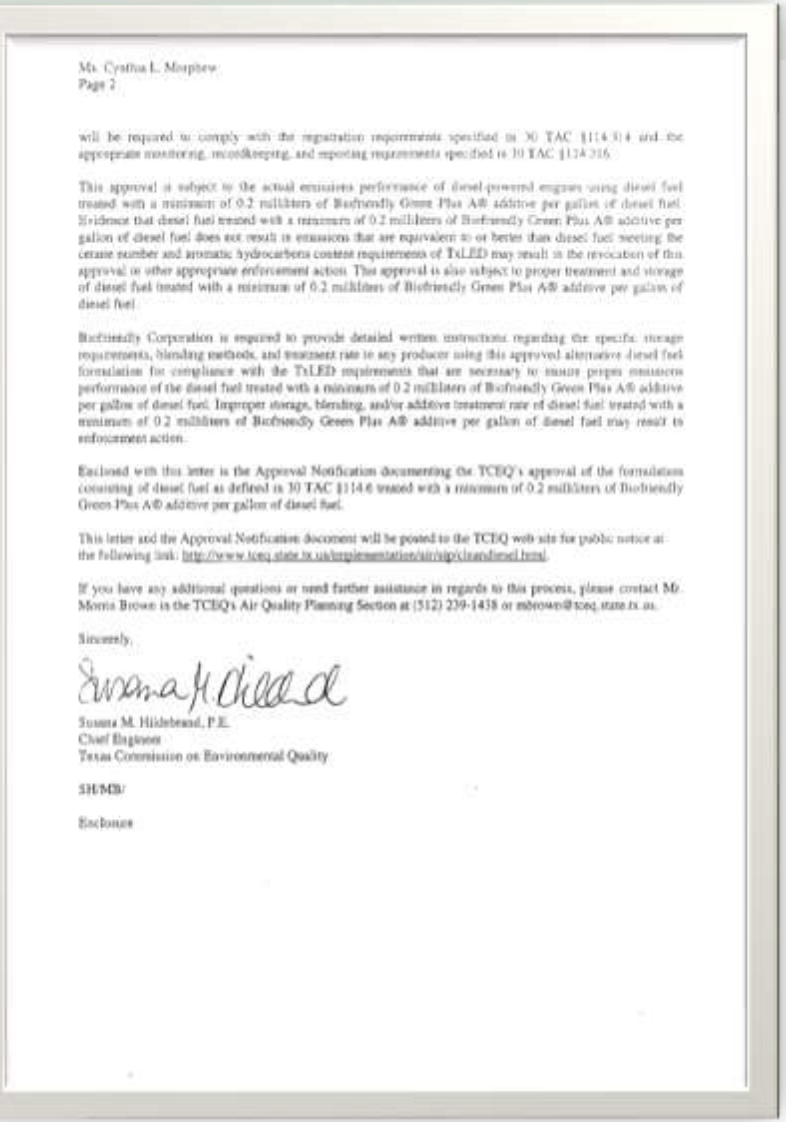
- The emissions testing performed by the Olson-EcoLogic Engine Testing Laboratories (Olson) in Fullerton, California, from January 15, 2007, to February 1, 2007, was conducted in accordance with the procedures specified under 30 TAC §114.315(c).
- The emissions of nitrogen oxides (NO_x) and particulate matter (PM) from the nine eligible candidate fuel emissions tests were less than the NO_x and PM emissions from the six TxLED reference fuel emissions tests as determined in accordance with the emissions comparison calculations specified under 30 TAC §114.315(c)(5). In addition, the average emissions of total hydrocarbons and non-methane hydrocarbons recorded during the candidate fuel testing did not exceed the test engine's applicable emission standards.
- The comparative analysis of the emission test data from the testing of the Biofriendly Green Plus A® additive treated formulation indicate it has met the conditions specified under 30 TAC §114.315(c)(5) to be approved by the TCEQ as an alternative diesel formulation for TxLED.

This approval only applies to the alternative diesel fuel formulation consisting of diesel fuel as defined in 30 TAC §114.6 treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel, and as described in the TCEQ's Approval Notification issued under the following notice number:

- TCEQ assigned identification number: TXLED-A-00020

As a TCEQ approved alternative diesel fuel formulation, diesel fuel producers may use diesel fuel treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel for compliance with the TxLED fuel content requirements as provided in 30 TAC §114.312(f). Producers using this product

P.O. Box 13087 Austin, Texas 78711-3087 512-239-1000 Internet address: www.tceq.state.tx.us



Ms. Cynthia L. Morphew
Page 2

will be required to comply with the registration requirements specified in 30 TAC §114.314 and the appropriate monitoring, recordkeeping, and reporting requirements specified in 30 TAC §114.316.

This approval is subject to the actual emissions performance of diesel-powered engines using diesel fuel treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel. Evidence that diesel fuel treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel does not result in emissions that are equivalent to or better than diesel fuel meeting the cetane number and aromatic hydrocarbons content requirements of TxLED may result in the revocation of this approval or other appropriate enforcement action. This approval is also subject to proper treatment and storage of diesel fuel treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel.

Biofriendly Corporation is required to provide detailed written instructions regarding the specific storage requirements, blending methods, and treatment rate to any producer using this approved alternative diesel fuel formulation for compliance with the TxLED requirements that are necessary to ensure proper emissions performance of the diesel fuel treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel. Improper storage, blending, and/or additive treatment rate of diesel fuel treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel may result in enforcement action.

Enclosed with this letter is the Approval Notification documenting the TCEQ's approval of the formulation consisting of diesel fuel as defined in 30 TAC §114.6 treated with a minimum of 0.2 milliliters of Biofriendly Green Plus A® additive per gallon of diesel fuel.

This letter and the Approval Notification document will be posted to the TCEQ web site for public notice at the following link: http://www.tceq.state.tx.us/implementation/air/rsip/cleandiesel.html.

If you have any additional questions or need further assistance in regards to this process, please contact Mr. Morris Brown in the TCEQ's Air Quality Planning Section at (512) 239-1438 or mbrown@tceq.state.tx.us.

Sincerely,

Susana M. Hildebrand, P.E.
Chief Engineer
Texas Commission on Environmental Quality

SH/MB/

Enclosure

GREEN PLUS - ENERGY TRANSITION FUEL – SUCCESSES IN LATIN AMERICA

EASIER AND FASTER PERFORMING OF CLIMATE PROTECTION GOALS WITH ECONOMICAL AND HEALTH RESULTS IN ENERGY TRANSITION PERIOD

STRICTER FUEL STANDARD

GREEN PLUS CATALYST

https://youtu.be/UhmlljdTLXM

https://d.emtempo.com.br/economia/143615/primeiro-combustivel-sustentavel-do-brasil-e-lancado-em-manaus

https://www.youtube.com/watch?v=7KGiWCd70jk

https://gasolinaduramais.com.br/

THE AKRON AS PEMEX FUEL DISTRIBUTOR REACHED 15-18% GROWING BY GREEN PLUS FORMULA IN SELLING. OF THEIR GREEN ROAD ADDITIVES AS SAME AS GROWING IN SELLING OF GREEN PLUS TREATED FUELS ON THEIR GAS SATIONS IN MEXICO. FOLLOWED THE SUPERCARGA GAS STATIONS AND THE NEW 600 FUEL STATIONS OF DISLUB ENERGY/EQUADOR ENERGY IN BRAZIL AND IN ECUADOR.

FIRST ECO ETIQUETTE FOR FOSSIL FUELS IN THE WORLD, 17.01.2019

Base on 20 years testing control by UN and governments and achieved strict demands for environment, health, engines, fuels and climate, was born a certificate of UN. This helps to perform easier and faster the goals of Paris Agreement

cifal unitar Fundación eco conciencia

ECO LABEL for product GREEN PLUS

Method of awarding the Eco-label: Results from number of studies and carried out in different laboratories and companies around the world are based on meta-analysis. On the basis of the collected data, has been developed a criterion that takes into account the results of studies conducted along various written protocols, always in accordance with the standards, adopted by the international scientific community. We introduce a summary of the above mentioned EcoCiencia Foundation's studies, based the following of the Eco-label's criteria:

Expertise for using of Green Plus:

Petrols / Gasolines

Issue	*Reducing in %*
Fuel Consumption / Energy efficiency	7%
Green House Gases	7%
Particular matter	30%

Diesels

Issue	*Reducing in %*
Fuel Consumption / Energy Efficiency	7%
Green House Gases	7%
Particular matter (included black Carbon)	30%

CIFAL Argentina - Diag. 9 de Julio 82, Piso 2° - (Q8300ICN) Neuquén, Neuquén - Argentina
Presidente: jose.kirby@cifalargentina.org - Director Ejecutivo: rodolfo@tarraubella.com
Cel: +54 9 11 5773 1234 - www.cifalargentina.org - www.unitar.org

UN certificate for Plus Group due performing of 5 SDG

From 17 Goals of Paris Climate Agreement

The agreement signed Hungary as well

http://www.mixonline.hu/Cikk.aspx?id=129851

unitar
United Nations Institute for Training and Research

cifal
Argentina

CERTIFICATE OF COMPLETION

Certifico que la empresa **Horeb Energía y Combustibles Ecológicos S de RL de CV** ha cumplido con los requerimientos para la Integración de los ODS a su Estrategia Corporativa, priorizando los ODS 7: *Energía Asequible y No Contaminante*, ODS 11: *Ciudades y Comunidades Sostenibles*, ODS 12: *Producción y Consumo Responsable*, ODS 13: *Acción por el Clima* y ODS 17: *Alianzas para Lograr los Objetivos*

17 enero 2019, Ciudad Guzmán, Jalisco - México.

Nikhil Seth
UN ASSISTANT SECRETARY-GENERAL
EXECUTIVE DIRECTOR UNITAR

PRESIDENT CIFAL ARGENTINA

EXECUTIVE DIRECTOR CIFAL ARGENTINA

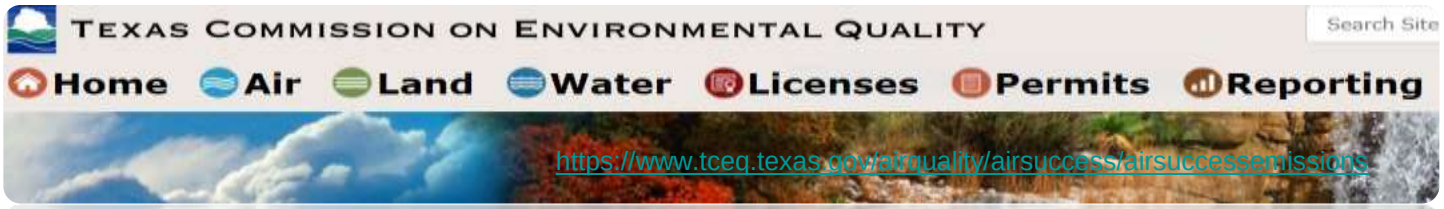
BIOFRIENDLY
The World Standard in Green Fuel Solutions

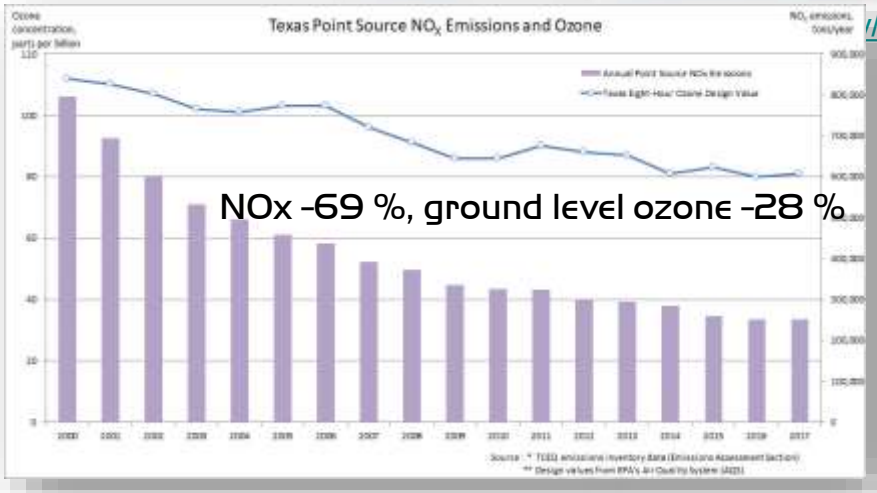
GREEN PLUS

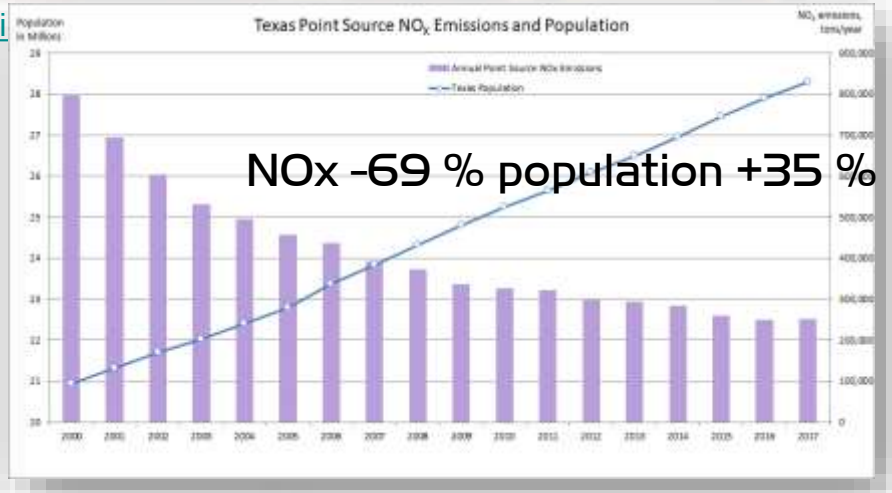
Texas' air quality has made huge strides in the past few decades. The state has devoted significant resources for air monitoring and research to advance the science and find innovative ways to improve air quality.

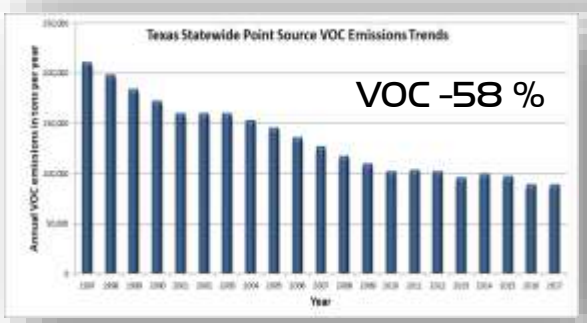
STATE PROGRAM: AIR QUALITY SUCCESES IN AIR EMISSION FROM 1997 TO 2017

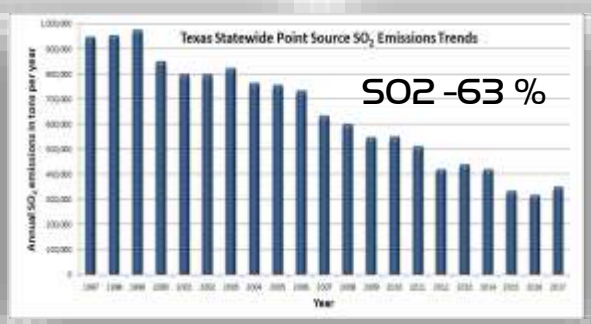
EMISSION REDUCING TREND IN LONG TERM USING

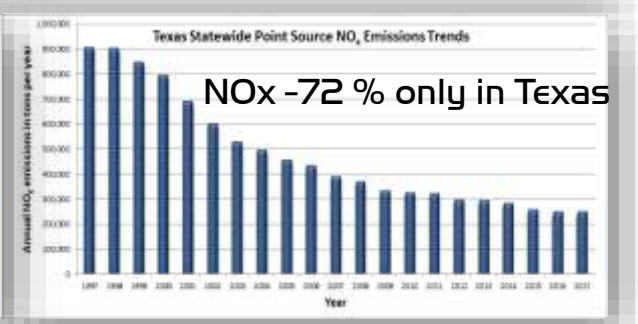












BIOFRIENDLY

The World Standard in Green Fuel Solutions

GREEN PLUS

POLITÉCNICO COLOMBIANO
JAIME ISAZA CADAVID

CERTIFIED TESTING

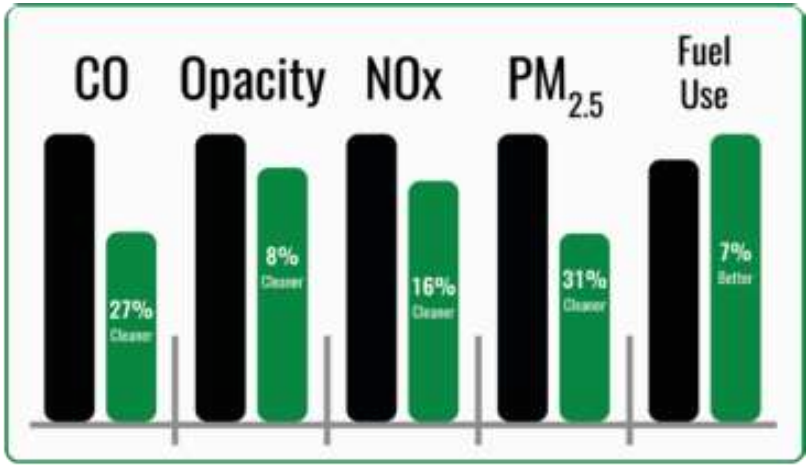
Cadavid Polytechnic University in Colombia operates Latin America's foremost laboratory on emissions testing research. This UN and Colombian certified lab tested Green Plus on behalf of the governments of the Aburra Valley (Medellin, Colombia

Quite apart from the astonishingly positive emissions results, the report stated the following regarding public health:

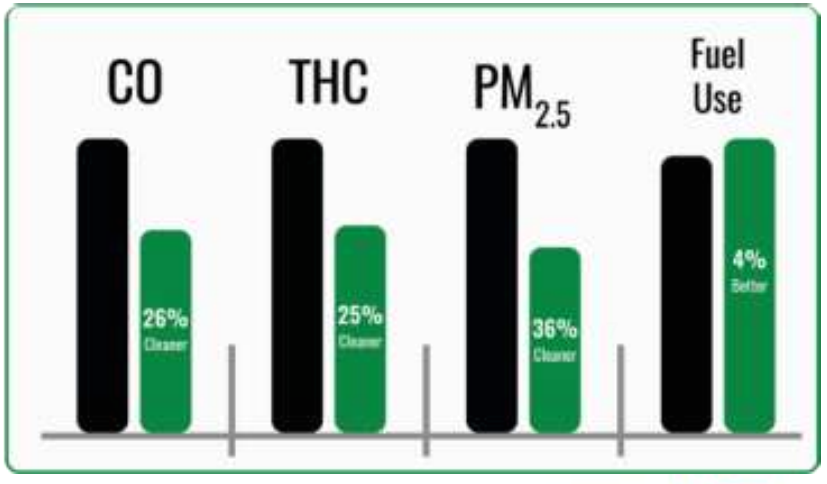
"In total, in the urban area of Aburra Valley, 163 all-cause deaths would be prevented (by using Green Plus.
Number of PM associated deaths…" representing an approximate 4.13% reduction in the total

The full report can be provided upon reques

Diesel results



Benzin results



UNIVERSIDAD DE ANTIOQUIA
Facultad de Ingeniería

GIGA

MCC

GHYGAM
GRUPO DE HIGIENE Y GESTIÓN AMBIENTAL

TECNICENTRO LOS COLORES

HATCH INDISA

GREEN PLUS

SUSTAINABLE DEVELOPMENT GOALS

7 AFFORDABLE AND CLEAN ENERGY

11 SUSTAINABLE CITIES AND COMMUNITIES

12 RESPONSIBLE CONSUMPTION AND PRODUCTION

13 CLIMATE ACTION

17 PARTNERSHIPS FOR THE GOALS

LABORATORY TEST RESULTS SHOW SIGNIFICANT IMPROVING N BLACK CARBON DEPOSIT

POLITÉCNICO COLOMBIANO JAIME ISAZA CADAVID

MCC MATERIALS CHARACTERIZATION CENTER

GHYGAM GRUPO DE HIGIENE Y GESTIÓN AMBIENTAL

GIGA

UNIVERSIDAD DE ANTIOQUIA Facultad de Ingeniería

HATCH INDISA

TECNICENTRO LOS COLORES

A GREEN PLUS TECHNOLOGY DRAMMATICALLY REDUCES BLACK CARBON IN CASE OF USING NEW ENGINES, BOILERS, BURNERS AS WELL

7 CONTROLLERS (INSTITUTE, UNIVERSITY, TECHNICAL STATION, LABORATORY, SCIENCE CENTER) TEST RESULTS AND COP21 RECCOMENDATION

SPECIAL FILTERS SHOWS CARBON DEPOSITS IN THE EXHAUST PIPE

https://youtu.be/8Z84Chowd0A

2017
WHATMAN EPM 2000
47MM STERILE QUARTZ FILTER
IPSH04-LI-FILTER WEIGHING INSTR.
IPSP02-LI-CHAIN OF CUSTODYINSTR.
ISLH04-LI FILTER INSTR.
GHYGAM GROUP LABORATORY

GREEN PLUS

LONG TERM USING, EASIER TO MEET WITH STRICTER STANDARDS

SATISFIED REFINERIES, TERMINALS, DISTRIBUTORS, IMPROVED AIR QUALITY

Delek US

Delek US Holdings, Inc.
7102 Commerce Way
Brentwood, TN 37027
615.771.6701

October 30, 2017

To Whom It May Concern,

Re: Biofriendly Additive

This letter is to confirm that Delek Refining Ltd. has been using Biofriendly Corporation's Green Plus® A fuel additive to meet its Texas Low Emission Diesel requirement since December 2010. During that time, we have had no issues with the product or its use.

We have found that the Biofriendly approved TxLED additive is simple and easy to use compared to other additives and requires approximately one gallon of Green Plus to treat 20,000 gallons of fuel (or one liter of Green Plus to treat 20,000 liters). This makes Green Plus the most desired TxLED additive on the market.

The product blends easily with our diesel and we have found Biofriendly's customer service and attention to our needs to be excellent.

Sincerely,

Michael E. Norman

Michael Norman
VP - Environmental & Regulatory Affairs

DELEK REFINING * DELEK LOGISTICS PARTNERS * LION OIL COMPANY

ORYXE® International, Inc.
The New Nature of Fuel.®

February 1, 2018

To Whom It May Concern:

I am happy to confirm that we have been working as a Distributor for Biofriendly Corporation since December 2010. Because of the ease of application and simple logistics of the TxLED-approved and EPA-accepted Green Plus®, A fuel enhancer, we have been able to gain considerable market share.

This competitively priced product continues to increase our market share on a yearly basis as the air quality of Texas becomes cleaner and cleaner. As reported by the Texas Commission on Environmental Quality, the air quality of the entire Texas market has been steadily improving. Strong NOx reductions have been reported as well as dramatic improvement in the corresponding ozone toxicity to the benefit of Texas citizens.

We have received excellent support and back-up from Biofriendly Corporation in response to urgent demands from customers. Their customer service is always prompt and courteous.

Sincerely yours,

Wayne R. Reynolds
Chief Operating Officer

BIOFRIENDLY
The World Standard in Green Fuel Solutions

GREEN PLUS

LIFETIME OF PEOLPE, FUEL AND PARTS OF ENGINE DEPENDS ON FUEL QUALITY
Stricter Fuel Standard Green Plus caused long term satisfaction

DPF, SCR, AdBlue system improving

better working of injectors and valves

DIB LOGISTICS PTY LTD

To whom it may concern

RE Green Plus Combustion Catalyst

I have been involved in the Transport Logistics business in Australia for more than 30 years. I operate a number of my own vehicles and have a strong network of contractors who are generally owner drivers. We have all had exposure to the various forms of emission control technologies which are now being installed on modern truck engines. Particularly we have experience with the operation and functionality of Diesel Particulate Filters (DPF) and Selective Catalytic Reduction (SCR).

My diesel vehicles use a DPF to trap soot from the engine. The particulate filter needs to be regularly cleaned or it will clog and stop working. The more clogged the filter becomes, the more difficult it is to clean and if they are not cleaned through a regular process known as "burn off" then the vehicles cannot continue to operate.

In order to minimize this we have adopted Green Plus. The Green Plus is a fuel catalyst that causes diesel fuel to burn more efficiently. Thus the amount of particulates is dramatically reduced. The catalytic effect of Green Plus tends to keep the filter much cleaner. In normal day to day operating conditions we no longer have to go through the delay of burning of the soot. Sometimes we might be delayed a few minutes whereas before it took up to 30 minutes to clean the filter.

The vehicles which are fitted with SCR technology use a NOx reduction fluid called Diesel Exhaust Fluid (DEF). This is often referred to as Ad Blue in Australia. This fluid is injected into the exhaust when the vehicle computer registers too much NOx in the exhaust stream. Since using Green Plus my DEF fluid requirement has dropped by 25% to 30%. Clearly this is saving money as Ad Blue is approximately 5% of my diesel fuel usage. Additionally it demonstrates that Green Plus is reducing emissions at the combustion stage.

ACCURATE DIESEL SERVICES, LLC
PO Box 1267
Sunnybank Hills Qld 4109
Australia
Mb: +061 417 737 617
accuratedieselservices@bigpond.com

Biofriendly Corporation
Mr. Carroll
13439 A Brooks Drive
Baldwin Park, California 91706
United States of America

16th of October 2014

Motor Condition Report

Dear Bill,

Recently we had to disassemble the engine of a Volvo F12, which has operated with Green Plus treated fuels for over 10 years.

This engine has travelled 683,000 Kms

The reason for stripping motor was to look at a minor water leak coming out the side of the heads. The problem had been caused by no fitting of O-Rings at the factory.

We noted that the intake valves were clean and the original injectors are still in good condition. The exhaust side as well as the turbo charger were in a similar good condition.

Usually the internal pistons and valves are carboned up but we noticed that we could just wipe the soot off the pistons and that there was no carbon on the valves.

The engine was simply immaculate.

If you have any questions please contact me via the below number.

Best regards,

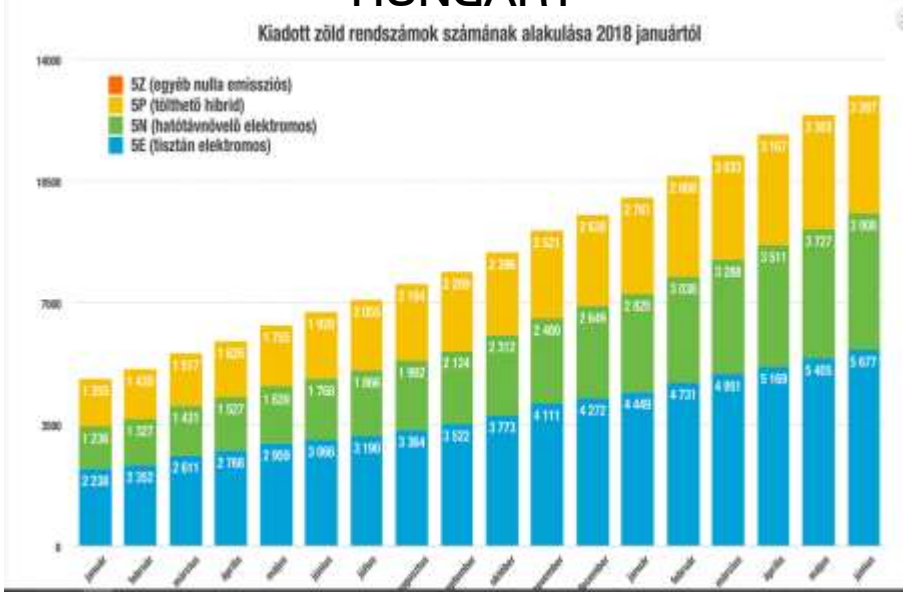
Jason Pennisi
Volvo Truck Engine Specialist

GREEN PLUS

GROWS THE GREEN PURCHASING ATTITUDE, NEED IS THE MORE ENVIRONMENT FRIENDLY AND MORE SAFETY FUEL

RAISON D'ÉTRE OF THE NEW STRICTER FUEL STANDRAD CRITERIA

TWO TIMES MORE THE NUMBER OF THE SOLD ELECTRIC VEHICLES IN HUNGARY



https://villanyautosok.hu/2019/07/15/egyre-nepszerubbek-a-tisztan-elektromos-autok-magyarorszagon/

GROWN THE PREMIUM TOP FUELS BUYING IN 5,3% - COMPARED THE YEAR 2019 TO 2018 IN HUNGARY

Üzemanyag statisztika Statistics of Motor fuels	2019 Január - December January - December	2018 Január - December January - December	Változás Change
95 motorbenzin / RON 95	1 370 400 360	1 324 339 972	3,5%
98 motorbenzin / RON 98	-	202 724	-
Prémium motorbenzin Premium Motor gasoline	116 124 932	93 804 756	23,8%
Motorbenzin Összesen Total Motor gasoline	**1 486 542 809**	**1 418 347 452**	**4,8%**
Dízel / Diesel	2 211 092 711	2 107 304 329	4,9%
Prémium dízel Premium Diesel	222 321 888	198 706 269	11,9%
Gázolaj összesen Total Diesel	**2 433 414 599**	**2 306 010 598**	**5,5%**
Üzemanyagok összesen Total Motor fuel	**3 919 957 408**	**3 724 358 050**	**5,3%**

http://petroleum.hu/uzemanyag-forgalom-2019-01-2019-12/

BREAK OUT POSSIBILITIES FOR COUNTRIES AND OIL COMPANIES

MORE STEP ADVANTAGES

ahead of competitors in
ENERGY TRANSITON FUEL WORLD PROGRAM 2020-2030

We have to communicate from 01.01.2020 this possibility for governments and for oil companies, that this is accredited, certified solution to easier perform Paris Agreement Goals. Now we prepare the long term cooperation with governments.

The Green Plus technology using touches all departments and sectors, fields, due to more than 500 primary, secondary and tertiary positive advantages as side effects

Recommended by United Nations.

Green Plus treatment is simple at private filling stations as well

Favorite Green Plus concentrates use our clients to treat 1000, 5 000, 10 000, 20 000, 50 000, 100 000, 500 000 liters of fuel from 1 liter bottle, but you can treat more million liters of fuel as well,

Hungarian agriculture company

Swiss construction company

9m3 underground and above-ground tank, and 500 000 liters tank

Romanian agriculture company

Swiss construction company

The signals help the dosing.

LOW CARBON FUEL SYSTEM – AUTOMATIC SMART DOSER FOR VEHICLES

LOW CARBON FUEL GREEN PLUS AUTOMATIC SMART DOSER FOR POWER PLANTS

BREAK OUT

POSSIBILITY FOR GOVERNMENT AND OIL COMPANY

Automatic Green Plus smart (doser) adjustment system. The dispenser includes monitoring, black box and diagnostic system,
it can be part of

SET Plan
(Strategic Energy Technology Plan EU)

https://youtu.be/nMTu6ZguOU

BREAK OUT POSSIBILITIES FOR COUNTRIES AND OIL COMPANIES

- ETS and emission advantages (CO_2, CO, PMx, NOx, SOx, VOC, O_3, HC, THC, K op.)
- Pioneer activity of distribution of LOW CARBON FUEL, LOW EMISSION FUEL, ENERGY TRANSITION FUEL, climate protection, environment & health protection, in energy efficiency, EURO 6-7 category or more, real quality fuel distribution instead of today EURO5, this can use as stricter fuel standard.
- Improved fuel quality helps the strategies of government.
- Further possibilities - GREENBOT – automatic smart Green Plus doser at gas stations.

BREAK OUT POSSIBILITIES FOR COUNTRIES AND OIL COMPANIES

- New tax or regulation or pilot program can help the government strategies and long term cooperation helps the real results in emission reducing.
- Country can be donor country in territory for neighbour countries and more.
- Green Plus works well with all hydrocarbon (liquid, solid and gas)
- Distributor (fuel or additive) can use own brand name if he wants, as did Agip and Petrolina (Platinum+), LUKOIL CYPOIL (FORMULA) PEMEX AKRON (GREEN ROAD), DISLUB ENERGY (DURAMAIS+ in Green Plus Fuel technology distribution.

CERTIFICATES

BREF	–	BEST AVAILABLE TECHNIQUES REFERENCE
BAT	–	BEST AVAILABLE TECHNOLOGY
EEF	–	ECO ETIQUETTE FUEL
ETF	–	ENERGY TRANSITION FUEL
IPPC	–	DIRECTIVES FOR BEST SOLUTION USING INSTEAD OF END-OF PIPE SOLUTION
EPA	–	REGISTERED BY UNITED STATES ENVIRONMENTAL PROTECTION AGENCY, ENVIRONMENTAL PRODUCT (US EPA)
LEF	–	LOW EMISSION FUEL
LCF	–	LOW CARBON FUEL
SDG	–	SUSTAINABLE DEVELOPENT GOALS OF PARIS CLIMATE AGREEMENT
TCEQ TXLED	–	TEXAS COMISSION ON ENVIRONMENTAL QUALITY - TEXAS LOW EMISSION DIESEL LAW
GSL	-	GDOD STANDING LETTER
SDG+	-	SMART DOSER OF GREEN PLUS

HUMAN RIGHTS FOR HEALTH, 2008/50/EC, 2009/406/EC, NATIONAL ENVIRONMENTAL AND CLIMATE PROTECTION GOALS DO DEMAND THE COMPULSORY USING. OF GREEN PLUS TECHNOLOGY

GREEN PLUS HELPS THE WORKING OF THE USED ADDITIVES, SOLUTIONS BUT SUBSTITUTES THOSE IF NECESSARY AS WELL

GREEN PLUS

WORKS INSTEAD OF END-OF-PIPE SOLUTION

Today, the EU Sustainable Development Strategy provides the overarching long-term framework, aiming at synergies between economic, social and environmental goals. The **EU** Treaty requires environmental protection to be integrated into the definition and implementation of all Community policies, such as energy, agriculture and transport. This 'environmental integration' helps prevent problems at their source instead of using '**end-of-pipe**' solutions only.

PREMIUM FUEL COMPONENT IS A SOLUTION FOR A GREENER PLANET

Biofriendly - The World Standard in the Green Fuel Solutions – STRICTEST FUEL STANDARD

BAT – Best Available Technology

BIOFRIENDLY CORPORATION

GREEN PLUS LTD.

Swiss Biofriendly Consulting GmbH

Green Plus® Emission Reducer as Fuel Enhancer for **L**ow **E**mission **F**uel and for **E**xtra **P**remium **F**uel **C**ategory UN ECO ENERGY TRANSITION FUEL

Brief Presentation

BIOFRIENDLY
The World Standard in Green Fuel Solutions

Green Plus® = Protection, Power, Economy

Brief presentation of Peter Biro

you can show, share and copy only my written license

EU Sustainable Energy Week

enterprise europe network
Üzletfejlesztés karnyújtásnyira

VÁLLALKOZÓK ÉS MUNKÁLTATÓK ORSZÁGOS SZÖVETSÉGE
VOSZ

Safety Way of the Energy- and Cost Efficiency in the Fuel Using / Producing

Peter Biro
International Innovation,
Green Plus and Climate Protection manager
Green Plus S.r.l.
Swiss Biofriendly Consulting LLC
Biofriendly Corporation
peter@greenplusfuel.com
www.greenplusfuel.com

Ambassador,
E.Vice President,
Association of Climate-Friendly Municipalities

BIOFRIENDLY
The World Standard in Green Fuel Solutions

About Biofriendly Corporation, Green Plus Ltd. and Swiss Biofriendly Consulting GmbH

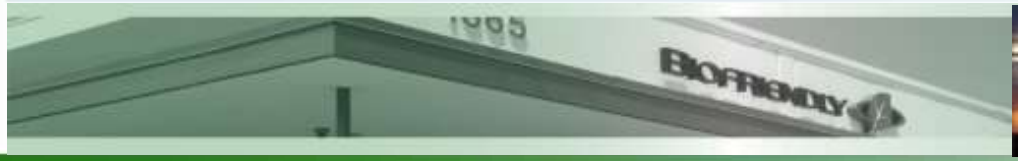
- The Group have grown from Development stage company into full Commercialization.
- Peter Biro had been in Green Plus® Team since 2003, he has more than 1200 fuel tests with Green Plus® and tested 94 other solutions
- Over many billion kilometers of safe use of Green Plus on five continents.
- Certified Independent Lab results completed in the USA, UK, China, Mexico, Australia, Ecuador, Cyprus, Russia, Singapore, Hungary, etc.
- Customers have included ExxonMobil, Motiva-Shell Oil, Citgo, British Petroleum, Valero/NuStar, etc.
- Patent granted in 60+ countries.
- Green Plus product registered with U.S. EPA, Accepted by UK Environment Authority, Compulsory component of fuels by law or regulations in more places of the World.
- Green Plus LTD/SRL controls the Green Plus producing what made in Germany, Swiss Biofriendly Consulting GmbH helps the Green Plus market since 2014.

About Biofriendly Corporation and Green Plus Ltd.

25,000 square foot facility

US Factory and Offices, California

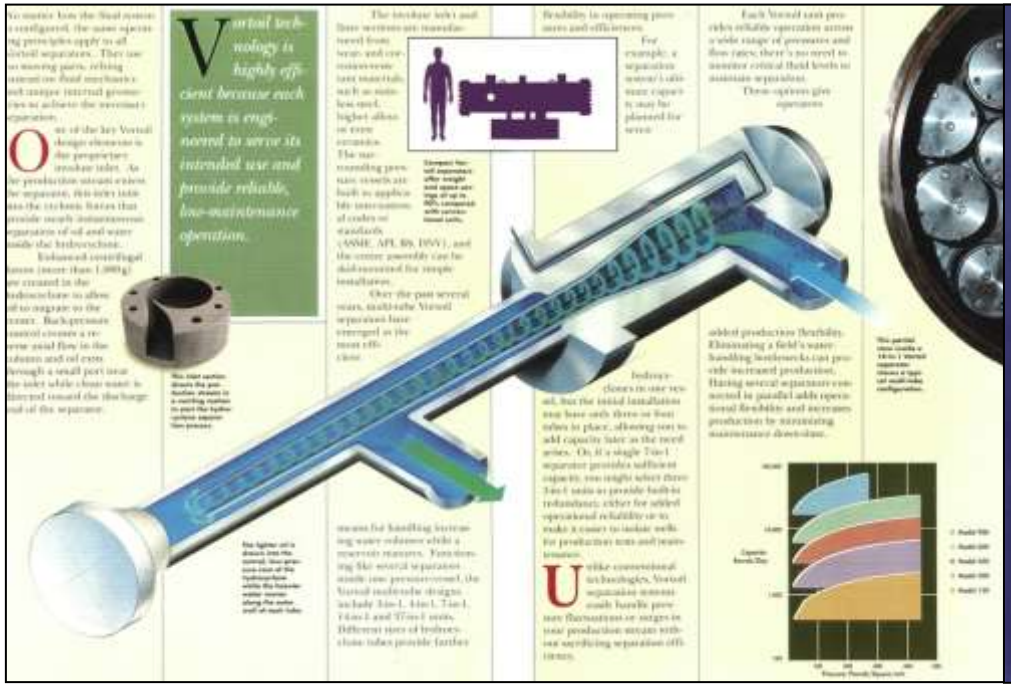
UK Aveley Emissions Laboratory, London



About Biofriendly Corporation and Green Plus Ltd.

The Creators of Green Plus®

Biofriendly was founded by three brothers from Australia. The founders hold over 100 patents, and have built and sold two successful international businesses. They are the creators of the Vortoil oil/water separator. Vortoil was used in 100% of the North Sea platform market when the company was sold to DuPont-Conoco Oil Group. Head office of Biofriendly Consulting GmbH is for Green Plus distribution in Switzerland.



TITAN Oil Recovery, Inc.

www.titanoilrecovery.com/

COMPANY OVERVIEW

Green Plus® marketplace

Clean-Air Program in California

Indonesian power plant

Major US Winery

Mexico, “Emisión Zero”

Mexican Models

Four More Mexican Cities to Use Biofriendly's Liquid Fuel Catalyst

Biofriendly Corporation announced today that four additional cities in Mexico will use the company's Green Plus® liquid fuel combustion catalyst to reduce air pollution and improve the air quality. The municipalities include Guadalajara, Mexico's second largest city.

Robert W. Carroll, Chairman and CEO of Biofriendly Corporation said, "California knows what harmful emissions can do to air quality and it is incumbent upon us as good neighbors to be concerned about the environment south of our border too. We're proud that a California company like Biofriendly can assist Mexico to reduce harmful emissions."

Four newly elected mayors who have agreed to the Letter of Commitment include the mayors of Guadalajara, Zapopan, Tlaquepaque and Tonalá. These cities make up a majority of the greater Guadalajara metropolitan area and represent a population of over 4 million people.

Emisión Zero is a program introduced by the State of Jalisco in 2004 to address growing concerns over air quality in Mexico. Biofriendly's Green Plus has been tested extensively by state and local authorities and has been proven to significantly reduce harmful emissions and improve fuel economy. Other aspects of the Emision Zero program include certification and monitoring of vehicles that become part of the Controlled Tune-up Program, and the use of lower emission vehicles and alternative fuels.

Ads by Google

Corporation
Info on corporation & Top links from the online experts.
www.herewehop.com/corporation

Nanotechnology Solutions
Electronic Measurement Instruments for Nanotechnology . Learn More!
www.agilent.com/find/nanotechnology

Nanovip.com
The international nanotechnology business directory
www.nanovip.com

Astro Pak Corporation
High Purity Cleaning & Passivation On Site & In House Services
www.astropak.com

Atomic Force Microscopes
Pacific Nanotechnology High Performance/Easy/Affordable
www.pacificnanotech.com

Alternative Fuel
Free Info For alternative fuel
hyboh.com/Alternative-Fuel

The Fuel Genie Gas Saver
New Gas Saving Device Increases Horsepower and Reduces Emissions
www.thefuelgenie.com

Nanotechnology Investing
The 21st Century's Industrial Revolution Is Underway. New Report.
www.InvestmentU.com/NanoTech_Rpt

Cyprus Shipping Co.

The State of Texas

COMPANY OVERVIEW

About Biofriendly Corporation and Green Plus Ltd.

- Over 3.8 billion liters of diesel were treated with Green Plus® in 2005-2006 in Texas,
- 8 billion treated barrels in 2018
- Texas customers have included ExxonMobil, Motiva, Shell Oil, British Petroleum, Valero, CITGO and others
- Biofriendly was estimated by local media to have served over 70% of the low emission diesel market in Texas

Olson-EcoLogic
Engine Testing Laboratories, LLC

ISO 9001:2000 Registered

FINAL REPORT

Exhaust Emission Equivalence Testing
Comparing TxLED Reference Fuel
To a No. 2 Ultra Low Sulfur Diesel Candidate Fuel with 10%
Biodiesel Treated with Biofriendly's Green Plus® Additive
Using a 1991 Detroit Diesel DDC60 Diesel Engine

For

Biofriendly Corporation
1665 W. Industrial Park Street
Covina, CA 91722

Efficient at 10% and 20% bio-content fuels too

March 30, 2007

By
Olson-EcoLogic Engine Testing Laboratories

Approval 04-06-07 Date

1370 South Acacia Avenue, Fullerton, California 92831

Higher Safety

in Health-, Environment- and Technical Protection against threatening Extreme Weather phenomena

Green Plus® liquid fuel combustion catalyst is the world's most effective and economical solution for significantly improving fuel economy and reducing harmful emissions.

Solutions for a Greener Planet

RESPONSIBILITY - SUSTAINABILITY - EFFICIENCY

GREEN PLUS®

NANOTECHNOLOGY

BIOFRIENDLY LIQUID COMBUSTION CATALYST

www.greenplusfuel.com
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+36 30 33 22 666

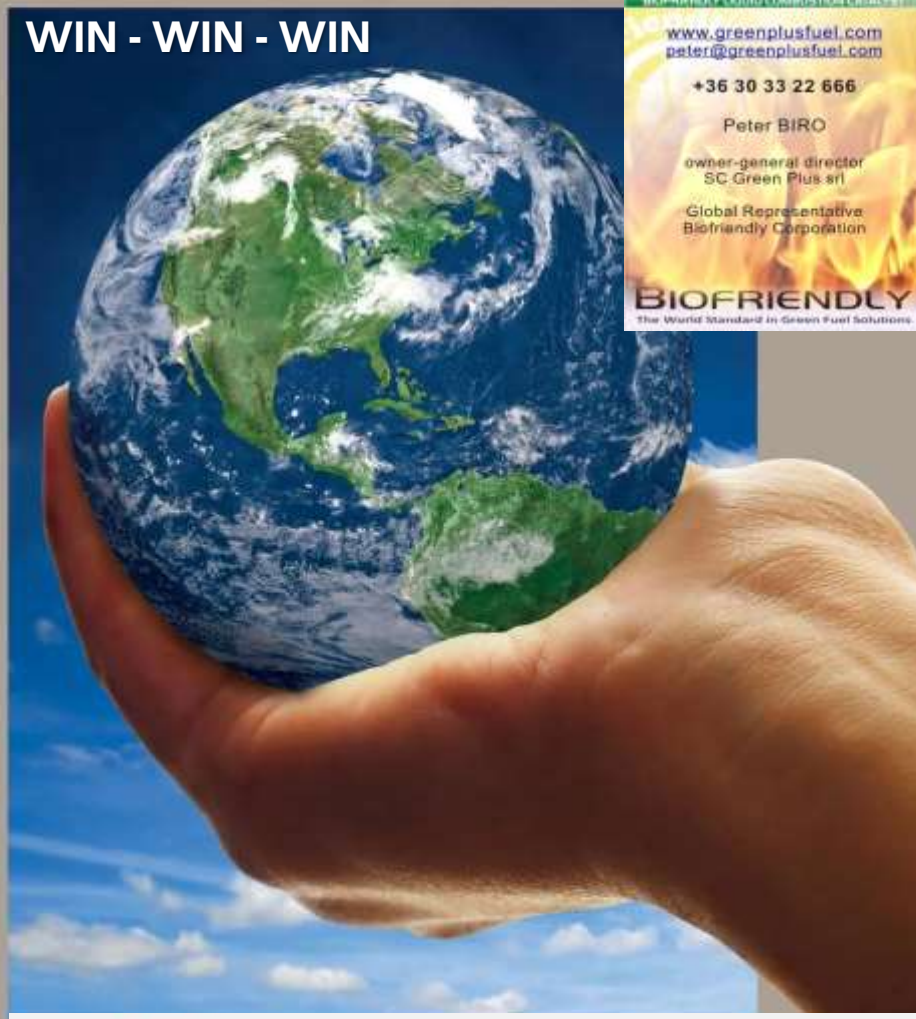
Peter BIRO

owner-general director
SC Green Plus srl

Global Representative
Biofriendly Corporation

BIOFRIENDLY

The World Standard in Green Fuel Solutions



BIOFRIENDLY

The World Standard in Green Fuel Solutions

MULTI IN ONE HIGH TECH SOLUTION FOR FUEL PRODUCERS AND USERS

NEW GENERATION LOW EMISSION FUELS (LEF)

BIOFRIENDLY
NANOTECH
FORMULA

FOR LONGER
LIFE TIME

BE YOUR
FEELING
HIGH SAFETY
JOYRIDE

BIOFRIENDLY

The World Standard in Green Fuel Solutions

More and more governments/companies focus to Biofriendly Green Plus®, because disasters caused by Global Warming force them to stricter regulations and more responsible fuel using.

Treated fuels by Green Plus® - meet with standards also enhance the standards, provide higher technical safety in overload, extreme cool, over deadline warranty or watered fuel case. It can useable in guarantee time of new boilers or engines

Attributes of Green Plus

Concentrates are:
to 10 000 000 liters from 1000 liters or kg in 1 liter

Green Plus does not alter the chemistry of the fuel; it is a true catalyst that enhances combustion.

Green Plus is operationally easy to implement, normally at a ratio of 1:20,000 *(one liter of* Green Plus *treats 20,000 liters of fuel).*

Green Plus is exceptionally cost effective, delivering a dividend in fuel savings while reducing emissions and improving performance.

Green Plus lengthens the life of engines, boilers and other devices through cleaner, more complete combustion.

FEATURE	BENEFIT
Improves fuel economy	Reduces overall net fuel costs significantly
Reduces harmful emissions	Reduces pollution and helps meet government regulations
Low cost	*Green Plus* pays for itself virtually from the start of use and continues delivering savings well beyond its cost
Less than 50 parts per million concentration in fuel	Small amounts of *Green Plus* can treat large quantities of fuel
Non-mutagenic and non-carcinogenic	Completely safe; does not harm the environment
Cooler, more efficient burn	More even combustion, more complete burn; improves horsepower and torque
No contaminants in *Green Plus*	Southwest Research Institute confirms *Green Plus* will not harm engines or engine components
More complete combustion	Keeps engines running cleaner, requiring less maintenance; also helps clean dirty engines
No maintenance	As opposed to hardware devices, *Green Plus* requires no servicing or maintenance; in fact, it reduces maintenance over time
Liquid catalyst	Operationally easy to implement on a massive scale

GREEN PLUS = **CHEAPER AND MORE KM**

Standard fuel price / quality km schema at same liter using

WHAT WOULD YOU LIKE ? **VIRTUAL DISCOUNT** **OR REAL PROFIT ?**

Cheap base fuels without additives
(for discount pump stations / big fuel users)

Low efficient additive content fuels
discount price (for big fuel user)

Normal efficient fuels with additives
Basic price (for public service gas stations)

Incomplete fuel, less km, Seemingly cheaper by price, but **much expensive by using in real life!**

Km 100 km 200 km 300 km 400 km 500 km 600 km 700 km 800 km 900 km 1000 km

Higher price fuels improved with special additives

Incomplete fuels (or improved with additives) with Biofriendly Green Plus® active ingredient improved higher price fuels = **REAL PROFIT**

Higher price fuels with extra premium quality additives and or with Biofriendly Green Plus® component = **REAL PROFIT**

Seemingly more expensive the better quality fuel base on price but much cheaper by using in real life !!!

Fuels

The different performance and type fuels are the products of the more different processes result of producing.

The producing happens with different methods for identified standards. The made fuels for all kind of engines/vehicles tested by sample control that be zero or least the risk for end-users during producing and distribution.

In the liquid fuels case 6-3 months warranty is normal at sealed stock.

Fuels performance and stability

The physical – chemical – biological effects, processes harm the condition and performance of fuels, this is the reason of developments and using of targeted active Ingredients/additives.

More than 20 000 kind of efficient application are all over the world for engine/oil/ fuel.

Anti-Freezes, Lubricants, Ignition enhancers, Burning Speeders, Injector cleaners – chamber cleaners, Explosion multipliers, Magnetic – polarizing, Resonancers, Spreading helpers, Turbulencers, Fluency helper, Anti-Foams, Homogenizers, Water absorbtions, Water separators, Biocides, Cetane and Octane improvers, Metal surface treaters, Air speeders, Chip tuning, optimizers, electronic drivers / driver control overdriders

B U T U S U A L L Y

1. We want an effect and this brings other affects, harms, engine changing, life, health and mortality problems
2. Have to use other compensation if we use anything for extra effects.
3. More efficient materials disturb the common and or other ingredient working.
4. If we want bigger performance this grows the fuel consumption, emission or cost.
5. If we want to reduce the emission this is disadvantage in the performance and/or in fuel consumption.
6. Do not met the promises or only the half fulfilled.

BUT! Can we compare?

The practice produces more interest situation – task management
Who will do it? Who is responsible? Who interested in performance and the efficiency?

Monopoly? **Problems or challenges?**
Basic standpoints – how works in our company
(everywhere everything is absolutely all right always, we work very well, our is the best – both side has egoism : fuel producers/ fuel users)
Necessary data / apparatus, devices – not available

Filtering factors – km/operation hour and liter and ????

Test possibilities (everything testable today) – and those control
Fuel testing a special profession
Education for each way – let to live and do it better

Determinative what is the real intention of participants,

1. Quality improving?
2. Performance improving?
3. Energy efficiency? 2014-2020 EUR 0.8 billion in Hungary
4. Optimization of cost, reducing?

LIFE program for Climate Changing Reduction EU money

Determinant that supported or alone enterprise does it in own interest

Determinant, that person what active participant of processes and who decides after the preformed results

- Humorist Géza Hofi Géza citation: what is the plan of the Political Party, O.K. the sow will farrow 10 not 8.

How I can reduce my fuel costs?

After we reached the best payment conditions and we refuel the cheapest place
And I found the best optimal solution for me for changing:
Do not harm the private interest the company interest

1. Have to close the doors and plug the hole
2. Each tap be controlled, followed, tested
3. I call trustworthy, reliable to who I give with pleasure
   - my company,
   - my capital,
   - **my wife …**

   in lot of case the technical manager, the commercial /purchasing management and under this level take into bankruptcy the firm and we do not see it

Emission Reducing – Experiences in Public Transport 02.07.2015 Budapest / HU / EU

More than 600 parameters

No.:	**Factors of fuel consumption influencer: minimum in 3 vehicles comparing**
	Used precise liter by fleet board
	Used precise liter by refueling, counting out on a different paper
	Used precise liter refueling to effluence
	Used precise liter to click of pistol in refueling
	Used precise liter to non full refueling
	Used precise liter base on invoice of refueling
	Used precise liter base on journey document
	Used precise liter by GPS
	Used precise liter by flowing control system
	Used precise liter by ultra noise
	Used precise liter by measurement line/ dipstick
	Used precise liter by interior computer
	Used precise liter by index numbers
	Used precise liter index number
	used refueled precise liter's fuel consumption norm
	Used precise refueled liter concrete fuel type and analysis

Plat no. Of vehicle			Green Plus ID number	Simple table for using of efficient material / device							
		ton		deciliter	deciliter			test			
date	km	Cargo, task	refueled liter	added Green Plus	Rest	Driver name	Driver experience	smoke	repaired	controller	Signature of supervisor
Month/ day	v. Operation hour	loading	Fuel	For fuel	GP in bottle	Driver ID address		performance	Changing on test machine		

MISTAKES

1. No capacity for data analysis usually
2. Do not check anybody the security cameras records
3. The logistics manager, technical manager, fuel responsible person not skilled for analyst task, bias occurs,

this is why important and necessary the outside test specialist, Independent auditor

Appropriate monitoring?

Or we call it „State Agro Dotation”? the

Continuous control?

Or the maintenance service built

necessary new pump for fuel rent?

What deep happens the checking?
Do I see same that the machine driver?

What deep happens the checking?

Do I see what the machine driver does not think that I see?

Results

Duration of trip	ECO - Distance	Duration of driving	Total Fuel Consumption	Average fuel consumption	Average RPM	Average CO2 emission
hh:mm:ss	km	hh:mm:ss	l	l/100 km	km/l	RPM	kg/100 km
101:43:34	4848,90	67:52:22	1 443,00	29,76	3,36	1 125,21	78,27

	Idling					Over-speeding			Coasting			Cruising		
Average speed	Number of long idling	Long idling per day	Fuel Idling	Duration of idling	% Duration of Idling	Duration of speed > threshold	Speed > threshold	% Duration of over-speeding	Distance driven without accelerator pressed	% Distance - Coasting	Duration of driving without accelerator pressed	Distance cruise control	% Distance - Cruising	Duration of cruise control
km/h	#	#	l	hh:mm:ss	%	hh:mm:ss	#	%	km	%	hh:mm:ss	km	%	hh:mm:ss
71,44	44,00	13,41	33,50	10:51:36	13,79	00:26:38	34,00	0,65%	397,99	8,21%	06:14:37	3 345,05	68,99%	40:24:05

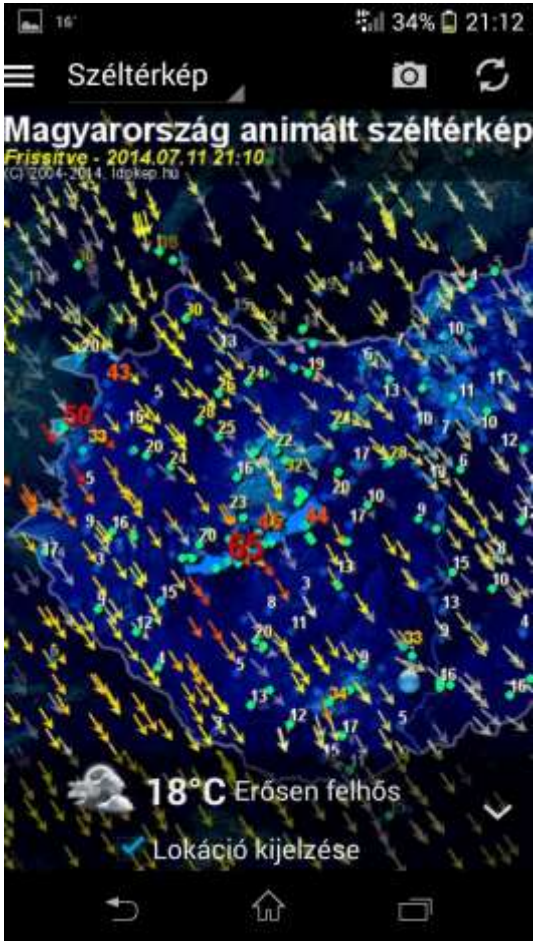
	Anticipation											GEARING		
Number of stops	Stops / 100 km	Number of braking	Braking / 100 km	Number of panic braking	Panic braking / 100 km	Distance travelled by braking	% Distance - Braking	Duration travelled by braking	Duration of retarder	% Duration of retarder	Duration of high RPM no fuel	Number of gearings	Gear changes / 100 km	Number of gearings (upward)
#	#/100 km	#	#/100 km	#	#/100 km	m	%	hh:mm:ss	hh:mm:ss	%	hh:mm:ss	#	#/100 km	#
383	7,90	3069	63,29	67	1,38	89781	1,85%	02:11:50	03:11:52	4,71%	00:08:39	4104	90,82	2486

PTO					
Average position of the accelerator	Maximum position of the accelerator	Number of PTO	Fuel PTO standstill	Duration of PTO standstill	Duration of PTO driving
%	%	#	l	hh:mm:ss	hh:mm:ss
11,22	100,00	0	0,00	00:00:00	00:00:00

What deep happens the checking? On mobile phone, tablet, smart watch?

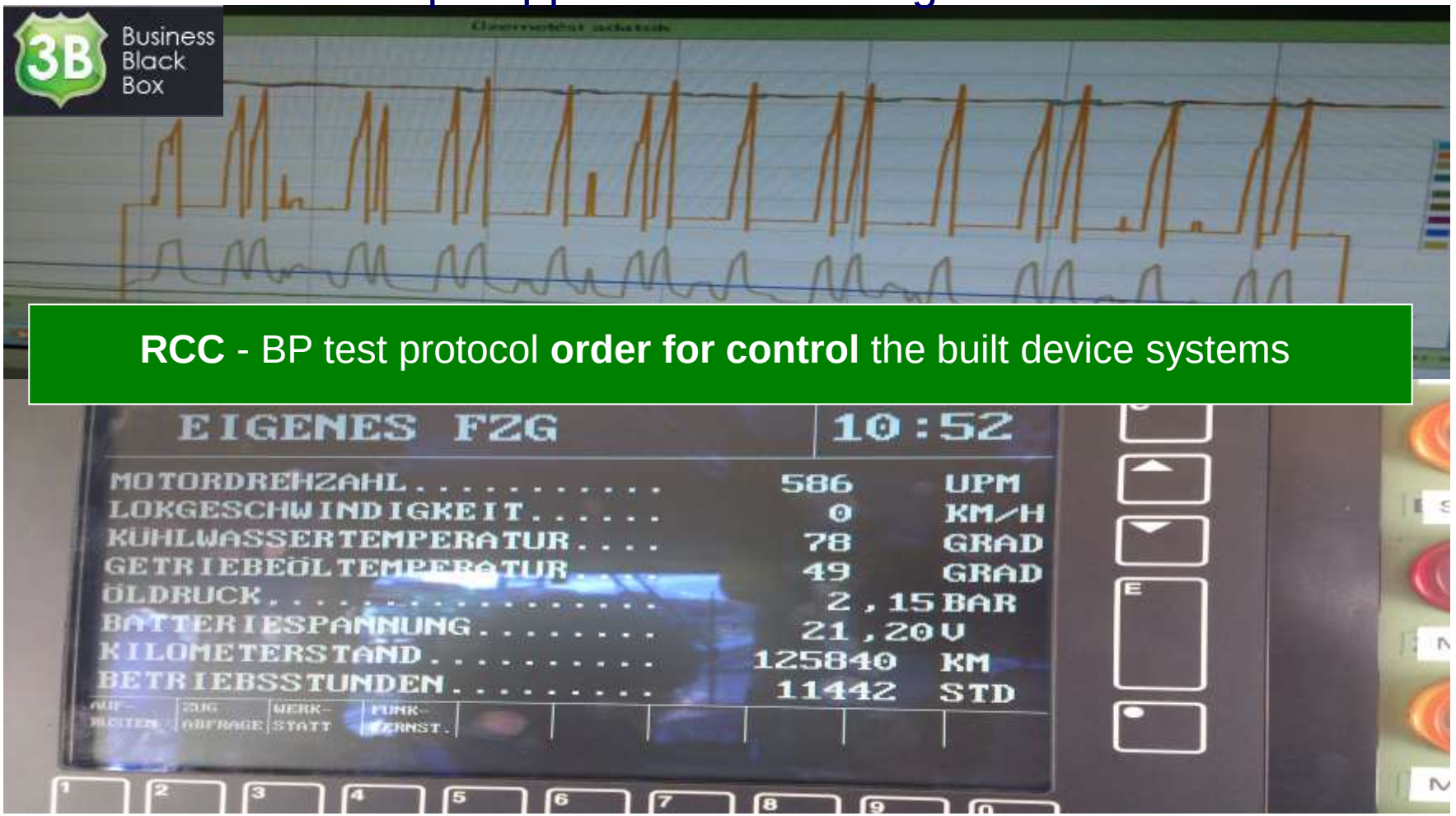
Emission Reducing – Experiences in Public Transport 02.07.2015 Budapest / HU / EU

What deep happens the checking? 2nd control?



60 parameters
smoke – weather– device
precise GPS data following
„REAL TIME" vehicle/driver
diagnostics
BP test protocol
it makes professionally and
legally unassailable
the results.

What deep happens the checking? 3rd control?



RCC - BP test protocol **order for control** the built device systems

GREEN PLUS

Average €0.33 million/new bus + maintenance cost and Natural Gas purchasing

http://www.autoszektor.hu/hu/content/ujabb-hibrid-dizel-es-gazbuszok-allnak-forgalomba-budapesten

More new hybrids, new diesels and used well condition CNG buses work in capital city in February of 2015. – news from BKK (Budapest Traffic Center) to MTI

Kaposvár City 40 buses for €134 billion
€134 billion need for ROI of CNG buses in 40 years

If €0.72 million is 1 year fuel cost 1 diesel bus average fuel consumption ~1285L/month, in this case Green Plus: benefit from zero investment is 8 new buses in 40 years

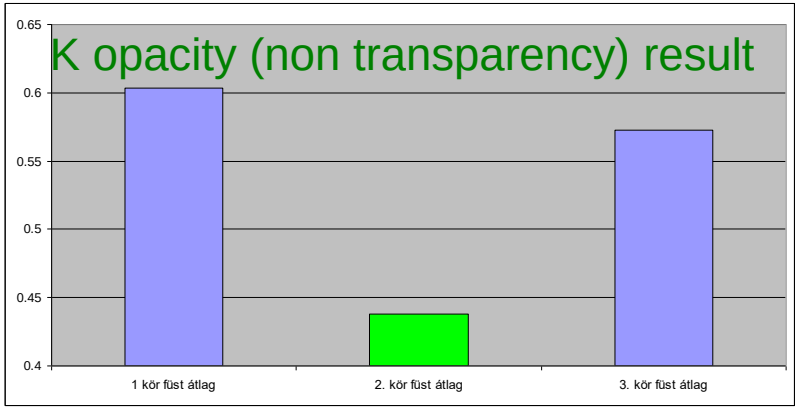
Green Plus benefit with €134 billion is €400 billion

City buys 40 new natural gas engine buses, what start their working on November. Environment protector and economical buses transport passengers thanks for HUF4 billion investment in Kaposvár City. Management ordered already the 25 solo (C) and 15 long (G) buses. The MAN type gas-workers buses reduced emission can be up to 90% and the noise pollution will reduce to third part. The public transport company's fuel cost will reduce from HUF**216 million per year to**HUF120 million.
- These buses work with compressed natural gas but we do not stop here. WE are in discussion with only one sugar factory of country because we would like to reach the refueling of vehicles from bio gas by beet pulp **– stated the Mayor. Károly** Szita announced too: they ask the citizens opinions for renewal of bus fleet image.

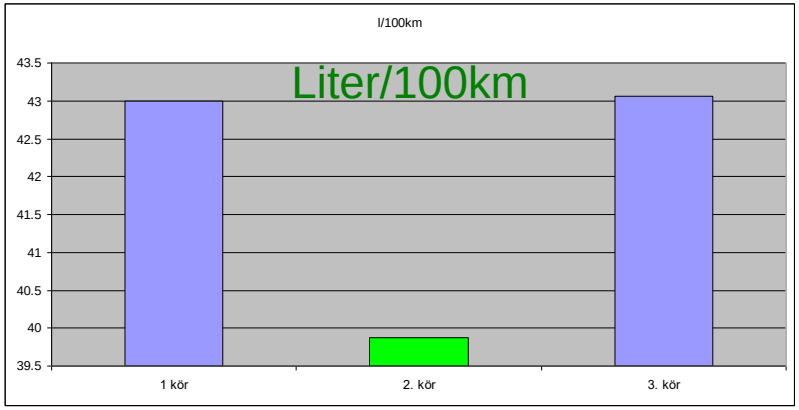
http://kaposvarmost.hu/videok/kaposvar-most/2015/05/11/az-osszes-buszt-lecserelik-kaposvaron_17061.html

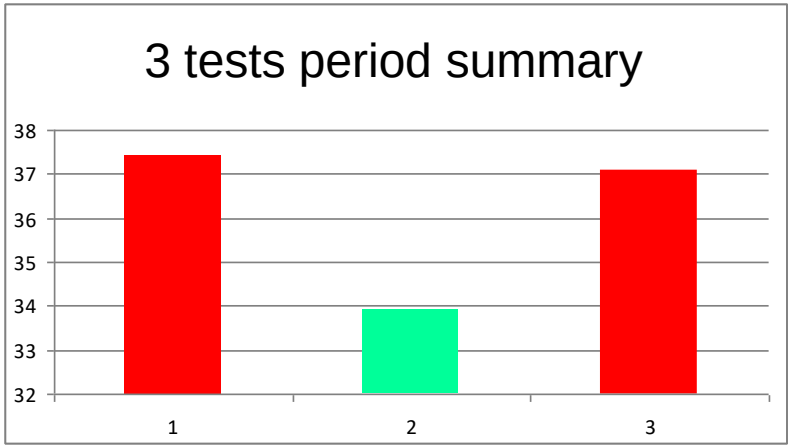
Emission Reducing – Experiences in Public Transport 02.07.2015 Budapest / HU / EU

The total smoke emission result changes together with fuel consumption



This is the place of your test result





1 day test (15.04.2015) C. LTD

half year test F. LTD (from July 2014)

HIGHER TECHNICAL SAFETY

GREEN PLUS FUEL

1€ INVEST. = 2€ PROFIT

WORLDWINNER FORMULA IN THE ALL FUELS
OF THE LARGEST FUEL STATIONS SINCE 2003

other services - analyzis:
additive / tool / fuel efficiency testing
fuel consumption/loading testing
vehicle/driver diagnostics
smoke emission testing
full FMS/CAN/GPS data
eco-drive coaching
green certificate for tenders, contracts, credits, bank loans, qualifications, CSR

CO2, CO, THC, NTHC, LOI, NOX, SOX, PMX

smoke -50%
-8% -99%

power +12%
+3% +26%

fuel -10%
-5% -32%

Some people trust in itself only,
We supply not only for gas station
the treated fuel with Green Plus
but we package it for end-users too
for own treatment of fuel,
The cap helps the correct dose

www.greenplusfuel.com www.facebook.com/greenplusfuel

RESPONSIBILITY - SUSTAINABILITY - ENERGY EFFICIENCY

1 € INVESTMENT=2 € PROFIT

GREEN PLUS
NANOTECH SAFETY

Reduce the emission
and PM (cancer causer)

FUEL -10%
5% - 32%

POWER +12%
3% - 26%

SMOKE -50%
8% - 99%

BIOFRIENDLY LIQUID COMBUSTION CATALYST

SMOKE -50% • POWER +12% • FUEL -10%
CHEAPER DRIVING
PROTECTION, POWER ECONOMY
nanotech
GREEN PLUS
TO DIESEL, BIODIESEL, GAS, GAZOIL, COAL, NATURAL GAS BURNING FOR THE SUSTAINABLE DEVELOPMENT

WORLD WINNER
2009
renewed
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Texas low emission diesel
ALTERNATIVE OBLIGATORY UTILISATION BY LAW

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BIOFRIENDLY FORMULA

EURO6+

- easier engine start in extreme cold too
- less overheating in overload case
- less problems at watered or bad quality or wrong filled fuel case (diesel into gasoline or reverse)
- softly system clean up
- higher technical safety
- less wearing, longer engine/boiler life

Met Office warns of UK climate risks

Britain will experience water shortages and flooding by the end of the century if temperatures are left unchecked, analysises show http://www.guardian.co.uk/environment/2011/dec/05/met-office-uk-climate-risks

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More and more heat days,
doubled alarms,
sicknesses,
mortalities,
power outages
power-break,
black-out!

Heat and UV alert plan!

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What can we do without electricity in blackout?

HOW MANY DAYS WE CAN LIVE WITHOUT POWER?

2010 - Szekszárd Energy- and Blackout Alert Plan opened the country's eyes and people wait for the sequels

Bank, Post,
Internet and Reading Systems,
Satellite-navigation-GPS RFID control systems,
Hospital, Operations,
Rescue and Ambulance service,
Telephone and other
Communications, Cameras,
Security Locks,
Water supply,
Fuel supply,
Food supply, cooling-heating
Batteries charging, …

REASONS:
PHYSICAL EFFECTS
as plant, animal, human,
geological effects, mistakes, FIRE,
CHEMICAL,
NATURAL DISASTERS,
EXTREMES OF TEMPERATURE,
LARGE AMOUNTS OF
PRECIPITATION,
LACK OF ENERGY or overload
AMORTIZATION,
HACKING, Virus, System failure,
Piracy, commercial decisions,
Political decisions, conservation
decesions, …

RESTORATION OF GENERAL ELECTRIC CABLE AT LEAST 4 DAYS

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GreenHouse Gases and PM (particular matter – black carbon)

https://www.sciencealert.com/it-s-official-atmospheric-co2-just-exceeded-415-ppm-for-first-time-in-human-history

https://www.co2.earth/ https://www.ipcc.ch/sr15/graphics/	CO_2 1850 285 ppm 1950 311 ppm 2000 369 ppm	CH_4	N_2O	CFC-12
Concentration (2010)	**390 ppm**	**1720 ppb**	312 ppb	0,27 ppb
Relative strong	1	21	310	**9700**
Aerospheric time (year)	**50-200**	12	**120**	12

- **Mortality: † 350 000 – 400 000 people / year by PM in EU, grows the cancer and mortality in agriculture from diesel and chemicals, stroke, heart, breath problems, etc.**
- **1,1 billion people / year**

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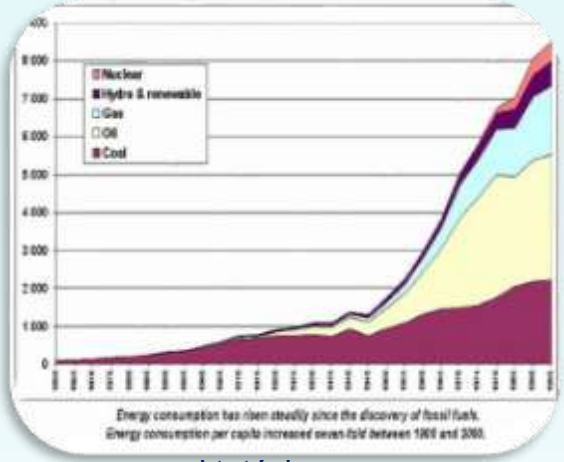
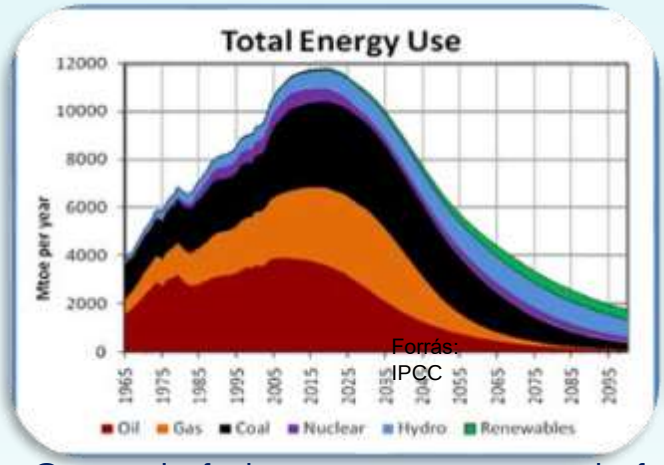
NEED IS NEW THEORY AND PRACTICE, RETHINKING OF THE CLIMATE CHANGING

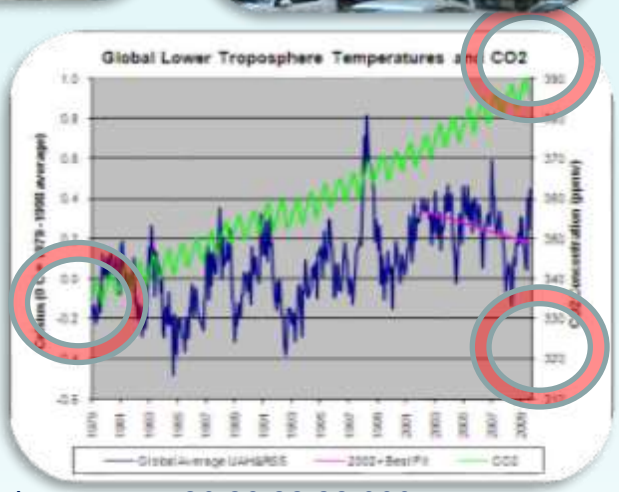
MORE AND MORE PROBLEMS DUE TO MORE EXTREME WEATHER IN AGRICULTURE, LOGISTICS, IN TECHNICAL AND PSYCHEDELIC ISSUES, GROWING THE DEPRESSION, POTENCY AND COGNITIVE PROBLEM NUMBER THE WHITE WALLS ARE DARK DUE TO BLACK CARBON, CO2, NOX , THE LADIES ARE SNORE

The Climate protection, health, energy and quality policy are serious reasons for Green Plus® using





Forrás: IPCC



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SOOT FREE FOR THE
CLIMATE

SOOT FREE FOR THE CLIMATE

The German environmental and consumer associations NABU, BUND, VCD and DUH started the „Soot free for the climate!" campaign in March 2009 to address the climatic effect of Black Carbon. The campaign will raise the subject of the climatic effect of Black Carbon in political and social discussion, name the essential political decisions and claim its implementation. This alliance of organisations will be able to offer a broad competence in media and policy. The largest advantage of this alliance is its local and regional presence.

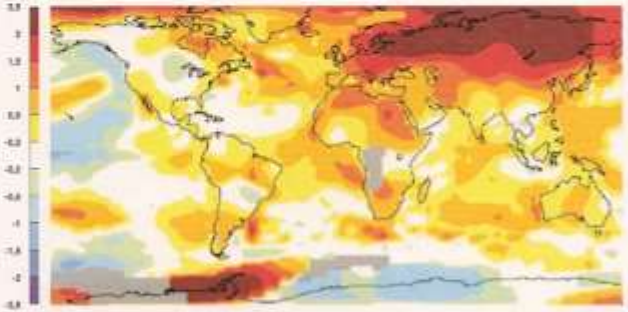

Fig. 1: Surface temperature anomaly (°C) in 2008 (Base period: 1951–1980) Source: Dr. James E. Hansen, 2009

What is the campaign about?

Arctic warming has increased dramatically. A considerable temperature increase can be ascertained especially in the winter months. During the first seven years of this century global temperature has increased by about 0.54 °C on average compared to the reference time period 1951 – 1980. During the same time period, the temperature in the arctic rose by more than 2 °C. In 2008, the Arctic warming was even greater. While the average global temperature rose by about 0.44 °C, compared to the reference period, the Arctic's temperature was 3.5 °C higher.

Fig. 2: Arctic sea ice area at summer minimum

This rise in atmospheric temperature is contributing to a sea ice melt that is occurring much faster than previously thought possible. If this melting continues, one of the consequences of this is a release of carbon dioxide and methane from the melting perma-frost soil. Ice sheet warming, such as occurring in Greenland, will also contribute to sea level rise, and rising seas will have worldwide effects. These changes are threatening to create an irreversible situation (the so called "tipping point"). This has unforeseeable consequences not only for the local region, but also for the global climate. Scientists, like Dr. James E. Hansen from the NASA Goddard Institute for Space Studies, asserted that the impact from Black Carbon contributes to these climate changes.

Black Carbon (soot) particles, which result from fossil fuels and biomass, have a threefold damaging effect:

- Black Carbon absorbs radiating heat from the sun and warms its direct environment (direct effect),
- Black Carbon interacts with clouds and affects rainfall patterns (indirect effect).
- Black Carbon falls onto snow and ice and changes the overall reflectivity of those surfaces (albedo effect) and accelerates the onset of spring melt.

The warming effect of soot in the Arctic is reflected by an earlier and increased melting of ice and snow surfaces in spring and the deeper thawing of permafrost soils. This again strengthened the effects.

Fig. 3: How Air Pollution reaches the arctic

Where is the Black Carbon in the Arctic from?

European sources contribute to the burden of Black Carbon reaching the arctic. As shown in the following figure, soot emissions from Europe are carried by the prevailing wind currents of the northern hemisphere either over Siberia or directly to the Arctic and are deposited there. There are also particles from North America and South East Asia in the Arctic Modelling and measurement work is underway to better pinpoint the contribution of Black Carbon by region and season.

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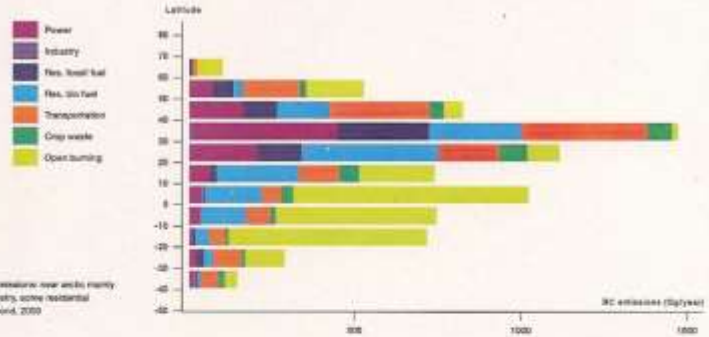

Abb. 4: Soot emissions over arctic mainly transport, industry, some residential
Source: Tami Bond, 2009

Why is traffic relevant?

There are a lot of different sources of soot particles worldwide. Most of them are caused by forest and crop waste burning and use of bio-based fuels for residential cooking and heating. Diesel on and off road is responsible for roughly 25% of non-fire sources of emissions. The warming potential of Black Carbon in the arctic region is essentially down to where the emission takes place. The following graph shows that traffic is the major source of Black Carbon emissions between 40th and 50th northern latitude, which is the location of Central Europe. One reason for this is the large proportion of diesel vehicles in Europe. Diesel particulate filters, which can be installed on new and in-use vehicles, are able to reduce Black Carbon emissions by up to 99%. Unfortunately, there has been only minimal installation of these effective filters so far. This means that diesel engines – from lorries and busses, ships and construction machines – are emitting unfiltered exhaust. Installing these filters will result not only in cleaner air, with associated health benefits, but also in less warming and melting of the arctic ice. These climate benefits will be felt in both globally and in the Arctic. Hence the associations concentrate in the campaign "soot free for the climate" on diesel emissions of transportation sector. Black Carbon particles are short lived staying in the atmosphere for no more than a week. That short lifetime, particularly when compared to some of the longer-lived greenhouse gases, such as carbon dioxide, means reduction of Black Carbon can lead to a quick climate response. A strategy with the best hope for climate stabilization would capitalize on a two-pronged approach to both short and long-lived pollutants. A focus on the short-lived pollutants, including Black Carbon, offers fast action and the focus on reducing long-lived gases is needed to maintain global temperatures at levels believed to be safe.

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Fax +49 (30).28 03 51 10
heiko.balemeyer@vcd.org

Claims of the environment associations

Aim of this campaign is the reduction of diesel emissions of vehicles (cars, lorries, busses) and "off-road" -engines of diesel powered rail vehicles, ships and construction machines. All diesel engines have to be fitted with effective particle filters. This campaign is addressed to the European Union, the German federal government, the German Laender and local authorities.

The associations call for

Reducing Black Carbon in the European Union by 100 % by 2020. This is technically feasible, as there are already numerous providers for filter systems and low-emisssion vehicles in Europe. So a requirement for exhaust gas treatments would benefit the European market.

Passage of a federal reduction aim for diesel emissions, based on its climate protection targets.

Setting ambitious environmental standards by German Laender and local authorities aimed at clean up of the public transport fleet.

Designating local environmental zones or advance existing environmental zones that restrict all unfiltered engines.

Expansion of the cycle traffic.

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Have to meet the new norms!

Image, qualify, partnership depend on:

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ISO 9001, ISO 9002, **ISO 14001,** ISO 18001, ISO 26001, ISO 50001, EMAS, GRI, SPDJI, FSC qualification, **BS EN 16001,** ISAE 3000, **C**orp.**S**oc.**R**esp., Sustain.Devel.Report,SAM

OSHA

satisfy of partners, workers, tax planning, innovation, energy and cost efficiency.

Can we performance the harder norms earlier and over and on higher level than rivals?

INTERNATIONAL LOGISTICS ASSOTIATION, SUPPLY-CHAINS RECOMMEND THE GREEN PLUS® USING

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It can not be anyone of the member of the Supply Chain,
the AkzoNobel chooses who is the Greenest

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1st place in the Chemicals supersector
AkzoNobel

AkzoNobel

Contracted Green Plus users get Green (eco-innovation energy efficiency) Certificate

CERTIFICATE

valid to 31.12.2015

ABOUT

BIOFRIENDLY GREEN PLUS®

LIQUID COMBUSTION CATALYST USING

We certificate on BIO2014/10.12-1 ID number that

WINDCOLLECTOR
Magyarország Kft.

(Street Horváth Nr.14-24. Budapest, post code 1027
corporate register ID: 01-09-970248, TAX ID: HU 23537608)

identified oneself with Climate-Friendly Settlements Strategy also with the National and EU Climate and Energy Strategy and this Company uses the Biofriendly Green Plus® Liquid Combustion Catalyst emission reducer premium fuel component and base on these entitled higher number of points at assesses of the green economy, energy efficiency, energy security, climate-, environment-, nature-, health-, air-, job-, tool-, vehicle protection and security, eco-innovation, green logistics in supply chain, green fuel, green technology and development **tenders**, in the climate-, energy-, air-friendly and healthy jobs/environment firm/shop/ entreprise, corporate social responsibility CSR, sustainability, ISO 14001, ISO 18001, ISO 26000, ISO 50001, ISEA, SAM, KIR, EMAS, GRI, SA 8000 SPDJI **qualifications**, clean air, zero emission, CO, CO_2, THC, SOx, NOx, PMx, green house gases,and smoggy days reducing, hazard waste reducing, waste saving and recycling **programs**.

10.12/2014 Budapest

Péter Bíró
vice president, Climate-Friendly Settlements
international CEO, SC Green Plus srl / Biofriendly Corporation

Also they can use Green Plus logo in their marketing, on tank doors of vehicles, on their mails to prove their real intention and realization for emission reducing.

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Winner KEOP tender with Green Plus® using

Properties of environmet and climate protection (Public Procurement Law. 57. § (4) Article c) point)

Winner competitor of construction works applies the Green Plus® to reduce the emission

http://www.csanadpalota.hu/letoltesek/onkormanyzat/Testuleti-ulesek/2012-szeptember-20/2-melleklet.pdf

https://docs.google.com/viewer?a=v&q=cache:XliR5xhugPUJ:www.gadoros.hu/gadorosi-hirado/doc_download/738-jkv-bb-gadoros-keop-csat.html+&hl=hu&gl=hu&pid=bl&srcid=ADGEESgsjCtoufCV6rC8xx65U7icrrnAgKrY8rt3mTH-bnKkiLLTUucaAxBUB8JEV8ictlGm9qsBBYNN59peaBB2HCQHdz_X-1PM15uwbKGpxVZ5Q3s1lB7tGro1QSR7wvPgwsHrzrZJ&sig=AHIEtbQsD8CQJzlZruNh-H-UXL9vl7Qg_A

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1. Swietelsky Magyarország Ltd.
2. Sade-Magyarország Mélyépítő Ltd.
3. EuroAszfalt Ltd. THE WINNER

2. alszempont: építés közben

súlyszám: 13

	EuroAszfalt Kft. Ajánlattevő pontszáma
Ajánlati elem összetevők	Application of Biofriendly Green Plus® Liquid Combustion Catalyst
Minél kisebb légszennyezés	- Green Plus folyékony környezetbarát üzemanyag katalizátor alkalmazása
Smaller air pollution	- a gépek üzemeltetési idejének minimalizálása - az adott feladat elvégzésére alkalmas minimális kapacitású munkagép kiválasztása - EURO normáknak megfelelő motorokkal szerelt 2005-2006-ban gyártott munkagépek Porszennyezés minimalizálása: - sebességkorlátozás - talaj nedvesítés - takarás - folyamatos takarítás - saját tulajdonú MERCEDES ATEGO seprős

Suggested calculation of CO_2 emission

eMission calculator 345/2009.(XII.30.) Korm.Rend. In HU100 tons CO2 , about of data service of Greenhouse gases emission - www.four-soft.com

http://www.cefic.org/Documents/Media%20Center/News/McKinnon-Report-Final-230610.pdf

Measuring and Managing CO_2 Emissions of European Chemical Transport

2.7.4 Shipping

Short sea shipping operations can be divided into three types: ro-ro ferry operations (carrying trucks and/or railwagons), bulk ships and container vessels. For each of these maritime modes two sets of published emission factor values were found, though they are not directly comparable given differing assumptions made about the vessel weight class *(Table 5)*. There is therefore little choice in the selection of emission values for shipping. An overall emission factor for short-sea shipping of **16 gCO_2/tonne-km** is proposed.

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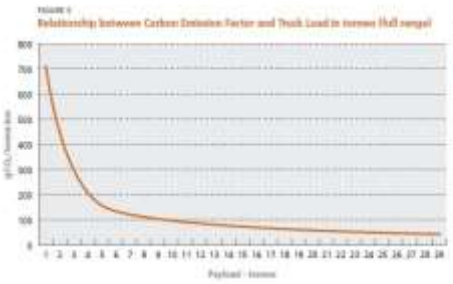
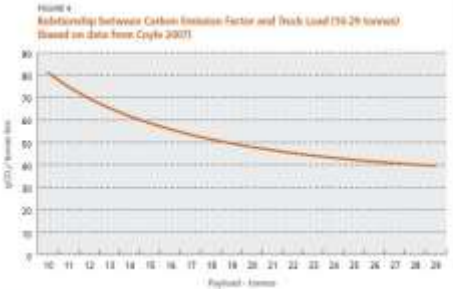
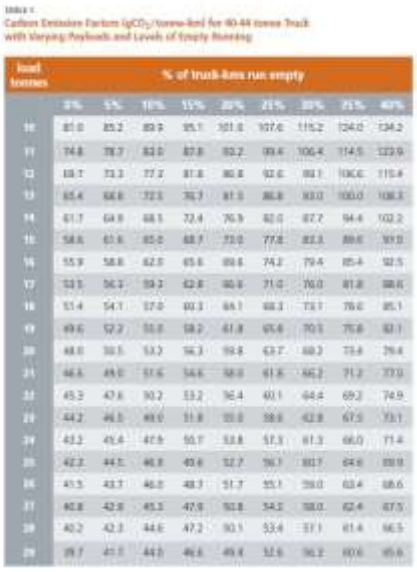
TABLE 5
Published Emission Factors for Maritime Transport

	gCO_2/tonne-km	Source
Bulk ship		
Small tanker (844 tonnes)	20	DEFRA
Large tanker (18371 tonnes)	5	DEFRA
Small (solid) bulk vessel (1720 tonnes)	11	DEFRA
Large (solid) bulk vessel (14201 tonnes)	7	DEFRA
Container vessels		
Small container vessel (2500 tonnes)	13.5	DEFRA
Larger container vessel (20000 tonnes)	11.5	DEFRA
Average deep-sea container vessel	8.4	BSR/Clean Cargo
(assuming mean 11 tonne load per TEU)		
Deep-sea tanker (120,000 tonnes)	5	NTM
All Maritime	**14**	**TRENDS**







We have more solutions today, vehicles what work by energy of

- air,
- alga,
- solar,
- atom,
- water,
- waste,
- electric,
- plasma,
- animals,
- satellite,
- sawdust,
- hydrogen,
- bacterium,
- orange peel,
- biogas (grass),
- hybrid engines

Until we not leave the technologies what working base on burning principle we use the Green Plus®.
We can buy new technologies from economy of Green Plus using

- and you use more alternatives?
- we depend on energy and extreme weather!!!!!!!

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NEED TO SELECT!

What is the important and what we do for this?

1. Is it important, that does not stop the engine, does not go wrong?
2. Is it important, that improve the lifetime of the components?
3. Is it important, that reduces the repairing service time, and be useable the engine?
4. Is it important, that we keep and meet the warranty and guarantee?
5. Is it important, that the engine be tried and better technically in ultra temperature circumstances too?
6. Is it important, that the engine can be work linear with changed/variable quality fuel?
7. Is it important, that with our general request (better performance and fuel economy) improves the emission results?
8. Is it important, that the cleaning of system or efficiency does not harm or causes plus repairing cost?
9. Is it important, that our enterprise does not cause death, illness?

Also we would like that all of this be free!

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GREEN PLUS

1832-0002 Green Plus	28.09.*2001.*
183220004 Green Plus 850	11.08.*2008.*
183220005 Green Plus A	11.09.*2008.*
183220006 Green Plus A+	11.09.*2008.*
183220007 Green Plus 910	15.04.*2010.*

EPA Registration Documents

Certified Safe

Green Plus® does not cause any toxic, carcinogen or mutagenic harm or effect.

UNITED STATE

Bio-Friendly Corporation
Mr. Robert W. Carroll
President
158 Sawpit Lane
Bradbury, CA 91010

Dear Mr. Carroll:

Pursuant to your Septemb
registered per 40 CFR 79.23 (our

1832-0002 Green Plus

Note that per 40 CFR 79.2
information in your notification w
you have provided assurances tha
circular, letter, or other written co
announcement in any publication
constitutes endorsement, certifica

Please call (202) 564-975

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

Bio-Friendly Corporation
Mr. Robert W. Carroll
President
1665 W. Industrial Park Street
Covina, CA 91722

Dear Mr. Carroll:

Pursuant to your November 7
registered per 40 CFR 79.23 (our int

183220004 Green Plus 85

Note that per 40 CFR 79.21(f
information in your notification were
you have provided assurances that y
circular, letter, or other written comm
announcement in any publication or
constitutes endorsement, certification

Please call (202) 343-9754 if

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РОССИЙСКОЙ ФЕДЕРАЦИИ
ГЛАВНЫЙ ГОСУДАРСТВЕННЫЙ САНИТАРНЫЙ
г. МОСКВЕ

САНИТАРНО-ЭПИДЕМИОЛОГИЧЕСКОЕ ЗАКЛЮЧ

№ 77.01.03.260.П.31343.10.2 от 28.10.02

Настоящим санитарно-эпидемиологическим заключением удосто
производство, применение (использование) и реализация новых пи
продукция, ввозимая на территорию Российской Федерации

Присвоена к группе Green Plus

изготовленная в соответствии

со спецификацией фирмы-производителя

СООТВЕТСТВУЕТ (~~НЕ СООТВЕТСТВУЕТ~~) государственным
эпидемиологическим правилам и нормативам (ненужно
указать полное наименование санитарных правил)

№ 0509957

USC
UNIVERSITY OF SOUTHERN CALIFORNIA

Keck School of Medicine
University of Southern California

Department of
Radiation Oncology

Mr Bob Carroll,
Biofriendly Corporation,
135 Sawpit lane,
Bradbury
California
USA.

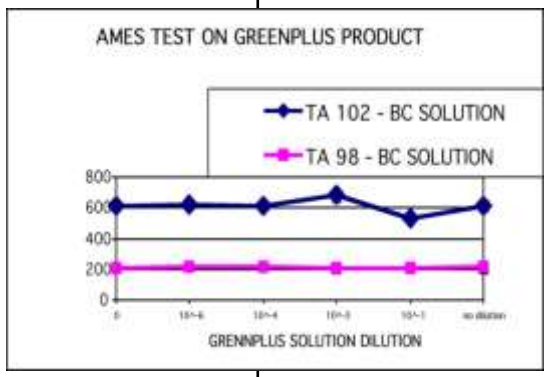
October, 18, 2001

Dear Bob,

I am pleased to report to you that the tests we performed using the Ames bacterial tester strains for mutagenic DNA damage on the Biofriendly Combustion catalyst mixture showed no mutagen activity and no toxic activity at any of the concentrations we examined. We can conclude that even the undiluted 1 to 1000 essence has no mutagenic or toxic effect . Please find attached to this letter copies of charts showing the results of the mutation assays done using Ames bacterial tester strains. As you know Dr. Ames developed these mutagenicty assays to provide a relatively quick and reliable way to test chemicals and other potentially carcinogenic agents for the ability to mutate DNA. There is reliable and credible evidence that mutation in DNA is critical for carcinogenic development. I have attached a copy of one of the first papers published by Dr.Ames on this subject as background. The Ames test is now used in many Federal and Private laboratories in the US and around the world as a "first line test" when an agent needs to be examined for potential carcinogenic effects. It is much quicker, cheaper and usually more reliable than small rodent tests. Usually animal tests are only performed if the Ames test gives positive results.

In the graphs I have shown data for two different strains that detect damage to DNA. Please note that the zero dose is the background level of mutation seen in these bacteria under the conditions of the test. The Biofriendly solution Bill gave me was the 1:1000 solutiion in water that he uses as a base. We used it neat (undiluted) and diluted by 10, 1000, 10,000 and 1,000,000. We found no evidence of any induced mutations at any of the concentrations in either strain (top graph). As positive controls we tested the same strains with formaldehyde a known potent mutagen and with DMBA (Dimethylbenzanthracene, an aromatic hydrocarbon), also a known carcinogen, but one that has to be activated by a liver S9 mix. Both positive controls showed a nice linear increase in mutations with increasing dose of chemical. These are the lower two graphs.

We conclude that at the concentrations tested the Biofriendly product has no mutagenic effect.



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Potential Effects that Green Plus® Could Have on Aromatics and Benzene

The Green Plus® proves protects against of cancer thrice:
1. he is not carcinogen (but other components, crack materials, additives yes),
2. cancer maker particular material reducer,
3. reduces of the newborner carcinogen compound.

Aromatics

• Fuel molecules that contain at least one benzene ring. In general aromatics are good octane components of gasoline and high-energy density fuel molecules.

• Aromatics have been shown to increase engine deposits and tailpipe emissions, including CO_2.

Benzene

• Naturally occurring constituent of crude oil an is also a product of catalytic reforming that produces high octane gasoline streams. It is also a known human carcinogen.

• Regulators in many countries are reducing benzene in gasoline to reduce human exposure because of carcinogenic concerns.

Potential Effects that Green Plus® Could Have on Aromatics and Benzene

The Negative Effects of Benzene and Aromatics

- Benzene deposits from the aromatics increase engine temperatures, which in turn increases smog forming emissions.

- Studies link aromatics to engine deposit formation, particularly combustion chamber deposits including the tailpipe. Proven to increase HC and NOx.

- Combustion of aromatics leads to the formation of carcinogenic benzene. Findings form the US AQIRP program showed that aromatic level had the largest effect on total toxics. Due largely to the effect of exhaust benzene emissions.

Potential Effects that Green Plus® Could Have on Aromatics and Benzene

European Fuel Specifications for Aromatics and Benzene

Euro 1

Aromatic Content 50 % v/v
Benzene Content 5 % v/v

Euro 2

Aromatic Content 40 % v/v
Benzene Content 2.5 % v/v

Euro 3

Aromatic Content 35 % v/v
Benzene Content 1 % v/v

Euro 4

Aromatic Content 35 % v/v
Benzene Content 1 % v/v

8) Whereas the Commission has implemented a **European Programme** on air quality, road traffic emissions, fuels and engines technologies (the Auto/Oil **Programme**) with a view to fulfilling the requirements of Article 4 of Directive 94/12/EC; whereas the Commission has implemented the APHEA Project which estimates the external costs of air pollution by motor vehicles at 0,4 % of EU GNP, and further assessments conclude that the external costs amount to 3 % of EU GNP, whereas the Commission has implemented the 'Car of Tomorrow` Action Plan which strives to contribute to the promotion of the 'Car of Tomorrow` which will be clean, safe, energy efficient and 'intelligent`; whereas this action plan enforces Community action promoting R & D leading to clean cars and whereas neither the R & D efforts undertaken in the framework of the 'Car of Tomorrow` Action Plan nor EU competitiveness in automobile R & D should be jeopardised; whereas the **European** motor vehicle and oil industries have carried out the **European Programme** on Emissions, fuels and Engine Technologies (**EPEFE**) to determine the contribution which can be made both by future vehicles and the fuels which propel them; whereas the Auto/Oil and **EPEFE** programmes strive to ensure that proposals for Directives on polluting emissions seek the best solutions for both the citizen and for the economy; whereas the need for Community action for the forthcoming Steps 2000 and 2005 has become urgent; whereas it has become apparent that a further improvement of car emission technology is necessary with a view to achieving air quality in the year 2010 as described in the Commission communication on the Auto/Oil **Programme**;

Potential Effects that Green Plus® Could Have on Aromatics and Benzene

What it Means to Reduce Aromatics

- Reducing aromatics from 45% to 20% will cause a reduction in total exhaust air toxics of 28%. 74% of the total toxic emissions was benzene.
- The European EPEFE Programme demonstrated a linear relationship between CO2 emissions and aromatic content. The reduction of aromatics by 50% to 20% was found to decrease CO_2 emissions by 5%.
- Testing of Green Plus in Diesel Fuel for TxLED showed that fuel with 28% aromatics had the same emissions as fuel with 10% aromatics.
- If the same kind of performance can be proven in gasoline as has been proven in diesel, EURO-1 fuel could be made to the equivalent of EURO-3 or EURO-4 fuels in terms of toxic and smog forming emissions.

Standards should be tightened!

The Tier and EURO 5, EURO 6 fuel standards are not yet strict enough, the laws are not yet strong enough.

Have to built more healthy, energy efficiency and compliance elements in the fuels standards where regulations include the high performance good efficient and safety components of fuels and the reduced dusts, gases from the burned materials.

The only type of fuel category quota regulation does not encourage the air polluter coal power plants onto real emission reductions. They solve the CO_2 reducing with biomass which the current accounting scheme, "0" polluting matter, because this renewable energy source. This is a bad practice, because the air pollution abatement solutions thus become irrelevant.

Therefore, the solid combustion controls must be supplemented with measurement-based accounting system too, which allows that happen the classifications and emissions trading base of true values of air pollution.

GREEN PLUS®
ENERGY TRANSITION FUEL

BIOFRIENDLY
The World Standard in Green Fuel Solutions

Certified Safe

Green Plus is safe for coal-fired boilers: Does not contain metal or halogen
produces no additional toxins

US Toxic Substances Control Act Opinion

BERGESON & CAMPBELL, P.C.

August 27, 2007

Via E-Mail

Mr. Robert W. Carroll
Chairman and CEO
Biofriendly Corporation
1665 W. Industrial Park Street
Covina, CA 91722

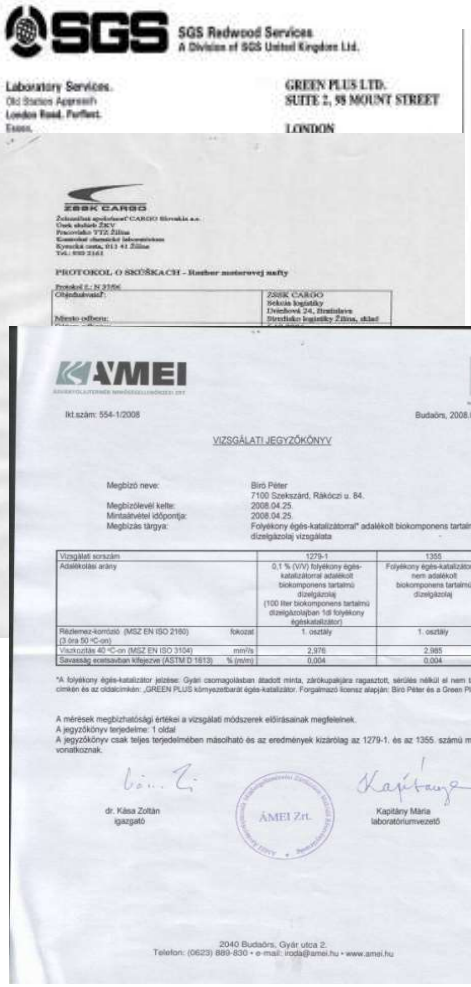
Re: Summary Letter: TSCA Implications

Dear Bob:

At the request of Biofriendly Corporation (Biofriendly), Bergeson & Campbell, P.C. (B&C) has undertaken a review of the requirements under the Toxic Substances Control Act (TSCA). This review was to determine whether the use of the Biofriendly combustion catalyst Green Plus® 850 (Green Plus) in the boilers of coal-fired, oil-fired, or gas-fired power plants triggers requirements under TSCA. The following response is based solely on the facts provided by Biofriendly. Biofriendly has attested that the facts stated herein as to the components of Green Plus are factual and correct.

B&C has conducted a search of the public portion of the TSCA Inventory to determine whether the chemical substances included in the formula for Green Plus are listed on the TSCA Inventory or are exempt from the requirement to be listed, and whether there are restrictions on the manufacture or use of those chemicals that are listed, or any "flags" on any chemical substance. Our research revealed that each component of the Green Plus formula supplied is listed on the TSCA Inventory. Furthermore, there are no restrictions on the manufacture or use of those substances set forth on the relevant listings, and no flags. Biofriendly has represented to us that no new chemicals are created in the Green Plus manufacturing process, or when the additive is used on coal, oil, or gas boilers. Based exclusively on the information provided by Biofriendly, there are no Section 5 notices or requests for exemptions required under TSCA.

We have also discussed with Biofriendly the need to identify any material used in the production of Green Plus that EPA might consider a "nanoscale" material. Biofriendly has informed B&C that no nanoscale chemical substance or material is used in the manufacture of Green Plus, and that none of the listed formula components is in the form of a nanoscale substance or material.


SGS Redwood Services
A Division of SGS United Kingdom Ltd.

Laboratory Services,
Old Station Approach
London Road, Purfleet,
Essex.

GREEN PLUS LTD.
SUITE 2, 98 MOUNT STREET
LONDON

ZSSK CARGO

PROTOKOL O SKÚŠKACH - Ruther motorovej nafty

AMEI

Ikt.szám: 554-1/2008

Budaörs, 2008.05.13.

VIZSGÁLATI JEGYZŐKÖNYV

Megbízó neve: Bíró Péter
7100 Szekszárd, Rákóczi u. 84.
Megbízólevél kelte: 2008.04.25.
Mintavételezi időpontja: 2008.04.25.
Megbízás tárgya: Folyékony égés-katalizátorral" adalékolt biokomponens tartalmú dízelgázolaj vizsgálata

Vizsgálati sorszám		1279-1	1355
Adalékolás arány		0,1 % (V/V) folyékony égés-katalizátorral adalékolt biokomponens tartalmú dízelgázolaj (100 liter biokomponens tartalmú dízelgázolajhoz 1dl folyékony égéskatalizátor)	Folyékony égés-katalizátorral nem adalékolt biokomponens tartalmú dízelgázolaj
Rézlemez-korrózió (MSZ EN ISO 2160) (3 óra 50 °C-on)	fokozat	1. osztály	1. osztály
Viszkozitás 40 °C-on (MSZ EN ISO 3104)	mm²/s	2,976	2,985
Savasság ecetsavban kifejezve (ASTM D 1613)	% (m/m)	0,004	0,004

*A folyékony égés-katalizátor jelzése: Gyári csomagolásban átadott minta, zárókupakjára ragasztott, sérülés nélkül el nem távolítható címkén és az oldalcímkén: „GREEN PLUS környezetbarát égés-katalizátor. Forgalmazó licensz alapján: Bíró Péter és a Green Plus SRL"

A mérések megbízhatósági értékei a vizsgálati módszerek előírásainak megfelelnek.
A jegyzőkönyv terjedelme: 1 oldal
A jegyzőkönyv csak teljes terjedelmében másolható és az eredmények kizárólag az 1279-1. és az 1355. számú mintákra vonatkoznak.

dr. Kása Zoltán
igazgató

Kapitány Mária
laboratóriumvezető

AMEI Zrt.

2040 Budaörs, Gyár utca 2.
Telefon: (0623) 889-830 • e-mail: iroda@amei.hu • www.amei.hu

AMEI

Ikt.szám: 715-M/2011

Budaörs, 2011.05.05.

MÓDOSÍTOTT VIZSGÁLATI JEGYZŐKÖNYV

Megbízó neve: Bíró Péter
7100 Szekszárd, Rákóczi u. 84.
Mintavételezi időpontja: 2011.04.31.
Mintavevő neve: AMEI
Mintavétel: Ø akkreditált O nem akkreditált
Megbízás tárgya: Green Plus környezetbarát folyékony égéskatalizátor vizsgálata

Vizsgálati sorszám		1725
A vizsgált minta jellege		Sértetlenül, zárószalaggal lezárt Green Plus környezetbarát folyékony égéskatalizátor, Iratkor sorszám: 547481
Hatóanyag (Cl, Br, I, [MEXRF módszerrel]*	ppm	nem mutatható ki
Nehézfémek (W[XRF módszerrel]* (V, Mn, Cr, Fe, Co, Ni, Cu, Zn, As, Mo, Cd, Hg, Pb)	ppm	nem mutatható ki

* a LMT alól nem akkreditált vizsgálati módszer

A mérések megbízhatósági értékei a vizsgálati módszerek előírásainak megfelelnek.
A jegyzőkönyv terjedelme: 1 oldal
A jegyzőkönyv csak teljes terjedelmében másolható és az eredmények kizárólag az 1725. számú mintára vonatkoznak.

dr. Kása Zoltán
vezérigazgató

Farkasa Gábor
laboratóriumvezető

2040 Budaörs, Gyár utca 2. • Telefon: (06 23) 889-830 • Telefax: (06 23) 889-838
e-mail: irodal@amei.hu • www.amei.hu

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The World Standard in Green Fuel Solutions

Certified Safe

Green Plus® certification, standard in standard fuels, does not harm in engines or boilers or their parts, elements, filters, plastics, etc.

http://www.swri.org/EMS/ISO.htm

Standard!

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GREEN PLUS

BIOFRIENDLY

The World Standard in Green Fuel Solutions

http://www.usc.edu/

USC University of Southern California

1) Chemical and physical properties (page 3 of the report) – Almost all parameters were essentially the same. The only ones with a measurable change were flash point which decreased by 10 degrees F., cetane index which increased by 0.3 and cetane number which increased by 0.5. These small changes are consistent with our theory that Green Plus causes a smoother and thus cooler burn and improves the power output per unit of fuel; thus a change in cetane number.
2) Corrosion, lubricity and water tolerance test (see report page 3 last five lines) – Conclusion: There were no changes in corrosion value, rust resistance, lubricity, or water tolerance parameters with Green Plus present in the fuel.
3) Filter media (page 5 and 6 of the report) – In this series of tests, SwRI looked at how much the ability of the filter to let fluids through changed with time and whether the filter media was changed by exposure. There were no instances of Green Plus causing the filter media to be outside required parameters. Conclusion: Green Plus has no deleterious effects on filter media.
4) Elastomer (page 4 of the report) – In this test the Nitrile, Viton and Silicone Elastomer samples were subjected to #2 diesel and #2 diesel with Green Plus added at 160 degrees F. for three weeks. The hardness, tensile strength, elongation, volume swell and surface cracks were then measured compared to values before treatment. The table on page 4 specifies how much difference is allowed between #2 diesel and #2 diesel with Green Plus added. In all cases, Green Plus passed the test. In fact, there were almost no differences in the actual numbers measured. Conclusion: Green Plus has no detrimental effects on Nitrile, Viton or Silicone elastomers when present in fuel.

In summary, Green Plus Combustion Fuel Catalyst passed all the tests very comfortably and thus causes "no harm" to engines and engine components.

Sincerely,

Colin K. Hill, Ph.D.
Chief Scientist

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

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GREEN PLUS®

ENERGY TRANSITION FUEL

More million $ Liability Insurance for each drop of Green Plus formula

2006 2007 2008 2009 2010 2011 2012 2013

2014 2015 2016 2017 2018 2019 2020 2021

2022 2023

VALIDITY 2024

CERTIFICATE OF LIABILITY INSURANCE

Proof of insurance only

FOR TURBINES, BOILERS, LIQUID, SOLID AND GAS FUELS, FOR PACKAGED BOTTLES, CANS, BARRELS, TANKS AS SAME AS FOR GAS STATIONS AND FOR SHIPS

GREEN PLUS GROUP peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

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GREEN PLUS

Extension of Zero Emission Program as BAT and BREF in the EU

Climate Protection Conference as UN Climate Change was in **Mexico** (Cancún), the world's eye focused to the Mexican initiatives, applications, solutions, samples, models, opportunities. Big Step was the COP21 in Paris.

For example adaptation of „Emission Zero" Program from Mexico and its expansion to the Country also each together with 1-2-3 other members or joiner countries can be a very well initiatives in the 3–5 years Model Program with monitoring in the EU. It can be a fuel standard proposal in the future what can be an accepted application in the EU.

Due to of its many advantages: environmental, healthy, energy and cost efficiency, higher energy-, technical-, environmental-, food-, supply-, job-, national security and safety, government, country image, tourism, etc.

General, centrally ordered and run programs able to reach the results on the all levels of environment users, which is cannot be accidentally object of individual deliberation and or decision. The regulator be the government and the law.

We have too little time and too late for use of the impeachment for non activity of proven and effective climate protection best practices, need the immediate action.

2008/1/EC, 2008/50/EC, 2009/406/EC and principal of the treating of environment pollution at source make automatically the imposition of the laws that be mandated the Green Plus® using.

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GREEN PLUS

Ministry of Environment and Water (Hungary)

Supporting letter of Deputy Secretary of State

Környezetvédelmi és Vízügyi Minisztérium

LZF - 252/2005.

Mr. Péter Bíró
President of the For a Cleaner Air Planet
Director of the Green Plus® Hungary (Environmental Division)
greenplus@t-online.hu
Tel.: 06/30/33-22-666

Subject: Support of the Biofriendly Green Plus® Liquid Combustion Catalyst

Dear Mr. President!

I thank your letter which in you inform about the Green Plus® fuel additive as well as Conference organized by Foundation.

Our department is committed by protection of environment, the livable environment, ensuring of sustainable development. Particularly important for us the reducing of emission onto parts of environment included the reducing of the air pollution. We accept glad any new process, product, non-governmental initiative, which will help in achieving these goals.

Commending You and the Foundation For a Cleaner Air Planet for organization and conduct of the "A Cleaner Planet„ Professional Conference. We considers it useful to focus onto environmental problems, to create forum where can born solutions with common thinking. We try to continuously monitor such events, as far as possible to participate in those. Many ideas are in the summarized material of the conference, which consideration is also useful for us.

We studied those documents which in you inform us about the Biofriendly Green Plus® Liquid Combustion Catalyst. The listed qualifications also included in the EPA registration, the product met with standards ensured that the product does not include harmful material onto environment.

Our country signs the products what make positive effect for environment this is the „environment-friendly label". I suggest inform about conditions of this winnable label.

I wish lots of successes to your job!

Sincerely:
11.04/2005 Budapest
Róbert Rakics
Deputy Secretary of State at Ministry of Environment and Water

GREEN PLUS

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The World Standard in Green Fuel Solutions

Zero Emission Program includes the Green Plus® using also it is in the Climate-Friendly City Tatabánya and In Hungarian Climate Protection Strategy „NÉS"

Supporting letter in Climate-Friendly Cities issue

from President of Hungarian Republic László Sólyom in 2007, Pál Schmitt in 2011

4th Conference of Climate Friendly Cities 28.04. 2010.

In TATABÁNYA, mayors with president of Hungarian Republic

László Sólyom's greetings for positive solutions

The solutions of sustainable development studied and supported by Association of Climate-Friendly Cities

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Péter Bíró has been in Green Plus®
Team since 2003,
Supporting letters from Climate Friendly Cities and
Hungarian Science Academic

TATABÁNYA
MEGYEI JOGÚ VÁROS
POLGÁRMESTERE

TÁMOGATÓ LEVÉL

Supporting Letter from Janos Bencsik who was the Minister of State for Climate and Energy Affairs Ministry of National Economy (2010-2011).

His City Tatabánya joined the program of Emission Zero too during his mayor mandatory (in year 2008) where the Green Plus® using helps in cleaner air and the sustainable development.

He supported the Peter BIRO's work in climate protection groups also in Tatabánya and Green Plus® adaptation as emission and Green House Gases reducer at transport and in all kind of burning.

„We trust in that the Green Plus® Combustion Catalyst contributes in emission reducing and improves the environmental and healthy results in Climate-Friendly Cities."

is, hogy a Green Plus® égéskatalizátor a klímabarát településeken is hozzájárul a kibocsátás csökkentéséhez és az emisszió okozta egészségügyi és környezeti terhelés enyhítéséhez!

Tatabánya, 2008 10 17.

Bencsik János
Tatabánya Megyei Jogú Város polgármestere
Országgyűlési Képviselő

2800 TATABÁNYA V., FŐ TÉR 6. ◇ ☎ 36-34/515-740, 34/311-093, 36-34/515-796 ◇ FAX: 36-34/515-793
www.tatabanya.hu E-mail: polgarmester@tatabanya.hu

MTA Szociológiai Kutatóintézet
Hungarian Academy of Sciences – Research Institute for Sociology
HU-1014 Budapest, Úri utca 49.

Supporting letter

Memento on co-operation between MTA and Mr. BÍRÓ Péter.

The Research Institute for Sociology of the Hungarian Academy of Sciences has started its program called "Climate-friendly Settlements" in 2007. So far five settlements have joined the Association of Climate-friendly Settlements, and formed the Union of the Associations of Climate-friendly Settlements, a legally registered body. Within and beyond Hungary, more and more attention is given to such model urban settlements, opportunities of the program and solution for protection of the climate. Mr. SÓLYOM László, President of the Hungarian Republic, is a well-known supporter of this climate-friendly initiative.

Mr. BÍRÓ Péter, in his qualities of Chairman of the foundation "For a Clean-air Planet" as well as Director of the Hungarian Division of Green Plus®, has made substantial contributions to popularisation of this program. His sensitivity toward and devotion to the goals set in the program is worth mention. As a private person, teacher and manager of Green Plus®, Mr. BÍRÓ is a steady participant at climate conferences and environment-friendly manifestations.

Since April 16, 2007, Mr. BÍRÓ Péter is member of the Climate Circle (Klímakör), constituted in the town of Tatabánya, the first one among the model climate-friendly urban settlements in Hungary.

One of the most important aims of the program is reduction of the atmospheric concentration of gases responsible for greenhouse-effect. This is why the program is involved in reduction of fuel gas emissions. The product Biofriendly Green Plus® has produced promising results in this sense.

The fuel catalyst Green Plus® is already in current use in several urban settlements to the purpose of reduction of fuel emissions. As an example, it is part of the "Zero Emission Program" and the "Tatabánya Climate Strategy", integrated into the National Climatic Change Strategy.

We are confident that the fuel catalyst Green Plus® will contribute to reduction of fuel emissions and of the related health and environmental damage, in other settlements, too.

Budapest, June 17th, 2008

ANTAL Z. László
Sociologist
HU-1014 Budapest, Úri utca 49.
Hungarian Academy of Sciences
Research Institute for Sociology
Head of Climatic Change Unit

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Green Plus® is part of climate strategy in European cities - in Tatabánya

Anchorage városában. Az anchorage-i Alaszkai Egyetem kutatócsoportja 2008 júliusában érkezett a tatabányai Klímakör által szervezett tanulmányútra.

Tatabánya, mint klímabarát település céltudatosan keresi és alkalmazza az éghajlatvédelmet szolgáló és a káros kibocsátásokat csökkentő megoldásokat. A város polgármestere kezdeményezésére a városháza tizenhét gépjárművénél égéskatalizátor folyadékot alkalmaznak a használat során. A megyeszékhely polgármesteri hivatala ezzel – a képviselő-testület által támogatott klímastratégia következő lépéseként – csatlakozott a **„Zéró Emisszió Programhoz”**, azaz a világ számos helyén már a kötelezően választható lehetőségek között alkalmazott **Green Plus** égéskatalizátor használóihoz.

2008-ban Tatabánya csatlakozott az **ICLEI** (Helyi Önkormányzatok a Fenntarthatóságért) nemzetközi szervezethez, és a **CCP** (Cities for Climate Protection Campaign) kampányhoz, amely a klímavédelem terén aktívan tevékenykedő európai településeket fogja össze. 2008. február 29-én, Budapesten megalakult a **Klímabarát Települések Szövetsége**, amelynek alakuló közgyűlésén Tatabánya alapító tagként vett részt.

A Klímakör tagjai klímavédelmi **előadássorozatokat** terveznek a „Helyben a katedra” program keretében, vándorelőadásokat tartanak, segítik a **Föld Órája** és a **Bringázz a munkába** kampányhoz való hatékony csatlakozást, támogatják a tömeg- a gyalogos- és a kerékpáros közlekedést ismeretterjesztő előadásaikkal, kiadványaikkal.

EGÉSZSÉGVÉDELEM - LÉPÉSELŐNYBEN

Tatabánya Megyei Jogú Város Önkormányzata a 2004-es **Szmogriadó-terv** mellett 2008 januárjában elfogadta **Tatabánya Hőség- és UV-riadó tervét**, amely intézkedési terv az országban és nemzetközi szinten is az elsők között szabályozza települési szinten a nyári hőség- és UV-riasztás esetén az emberi élet- és egészség megóvása érdekében szükséges intézkedéseket, azok elrendelésének és végrehajtásának szabályait. A tatabányai terv elkészítésekor – a nemzetközi tapasztalatokat felhasználva – egy olyan hálózatot alakítottunk ki, amely vészhelyzetekben kezdi meg működését, és a napjainkban egyre többször előforduló nyári extrém időjárási viszonyok esetén végrehajtandó feladatokat határozza meg. **A tatabányai önkormányzat hőség és a magas ultraviola sugárzás elleni terve első helyezést ért el az uniós „Klímaváltozás és az Egészségvédelem” elnevezésű – települések közötti – verseny „alkalmazkodás” kategóriájában.**

2008

Climate Change and Health Good Practice Award

is presented to

Winner of the competition Adaptation Category for their project "Local Heat-and UV-alert Plan ."

Brussels, 24 June 2008

Brüsszeli elismerés

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Green Plus® is part of climate strategy in European cities - in Szekszárd

Kampányt indít a szekszárdi klímakör a gyalogos és kerékpáros közlekedés népszerűsítéséért, és a tervek szerint oktatni fogják a gazdaságos autóvezetést a tolnai megyeszékhelyen, ahol Magyarországon a legtöbb az ezer lakosra jutó gépkocsik száma.

A klímakör közlekedési munkacsoportja jövő év januárban fogadja el végleges cselekvési tervét, az elképzelések szerint a hagyományos autómentes nap mellett megszervezik a Gyalogolj az egészségedért! elnevezésű programot is - mondta az MTI-nek Gaál Zsófia, a klímakör koordinátora. A program lényege, hogy a résztvevők átgyalogolnak a városon, közben egészségügyi szűréseken vehetnek részt - tette hozzá.

A terveik közt szerepel, hogy először a polgármesteri hivatal gépkocsijait, majd az önkormányzati intézmények járműveit környezetbarát **Green-plus** katalizátorral szerelik fel, ennek nyomán csökken az üzemanyag-fogyasztásuk, és akár 50 százalékkal kevesebb káros anyagot bocsátanak ki. A klímakör megméri a gépkocsik jelenlegi emisszióját, és nyomon követi, hogy mennyivel csökken a károsanyag-kibocsátás.

Egy másik elképzelés szerint ún. eco-drive programot indítanak Szekszárdon, ami azt jelenti, hogy autósiskolák oktatják a gazdaságos autóvezetést.

A közlekedési munkacsoport alapvető célja a motorizáció csökkentése, valamint az, hogy a szekszárdiak a gyalogos- és kerékpáros-, illetve a tömegközlekedést részesítsék előnyben a gépkocsik helyett - mondta Gaál Zsófia.

Az önkormányzatok költségvetésében az utak javítására, parkolókra fordított összegek jóval nagyobbak, mint a járdák, bicikliutak felújítására szánt keret; e téren is előnybe kellene részesíteni azokat, akik nem az autós közlekedést választják, és hajlandóak lemondani kényelmükről - jegyezte meg a koordinátor.

Szekszárd.lap.hu
Tolna megye.lap.hu

KSH-adatok szerint a magyar megyeszékhelyek között 2008-ban Szekszárdon volt lakosságarányosan a legtöbb személygépkocsi; a városban 368 jármű jutott ezer főre, a megyeszékhelyek átlaga 315 volt. **Szekszárd** e téren Budapestet is megelőzte, a fővárosban 348 volt az ezer főre jutó autók száma.

A tolnai megyeszékhelyen egy 2009-ben végzett felmérés szerint a megkérdezettek 36 százaléka vállalná azt, hogy gépkocsi helyett gyalog vagy kerékpárral közlekedik, és 28 százalékuk válaszolt úgy, hogy a tömegközlekedést használja az autó helyett.

Forrás. MTI www.vezess.hu/hirek/oktatnak_gazdaságos_autovezetest/28308

SZEKSZÁRD
a jövő városa

Horváth István Horváth, mayor

The Green Plus® Catalyst is indispensable element of emission and cost reducing.

Kampány indul Szekszárdon a gyalogos közlekedés népszerűsítéséért, azoknak, akik mégis autóval járnának, a takarékos vezetés fortélyait árulnák el.

GREEN PLUS

Stratégiai Fenntarthatósági Audit

ökotérképezés

BIOFRIENDLY

The World Standard in Green Fuel Solutions

Péter Bíró has been working at Green Plus® Team since 2003

Supporting letter from Követ Association for Sustainable Economies

The Hungarian member of the International Network for Environment Management, CSR Europe and Global Footprint Network, They tested too Green Plus®

Követ test: 15,85% fuel saving

KÖVET-INEM Hungária

Környezettudatos Vállalatirányítási Egyesület

H-1068 Budapest, Dózsa Gy. út 86/B.
Tel.: +36 1 473 2290 • Fax: +36 1 473 2291
info@kovet.hu • www.kovet.hu

EMAS

Támogató levél

Nemzetközi eredményekre és hazai tapasztalatokra hivatkozva támogatandónak és használatra érdemesnek tartom a Green Plus® emisszió csökkentő égéskatalizátor találmányt.

Napjainkban, amikor az éghajlat változása már nem csak a tudósok modellezésében, hanem közvetve és közvetlenül a lakosság bőrén is érzékelhető, minden olyan fejlesztést és azok továbbfejlesztett változatait alkalmaznunk kell, mely további károsítás nélkül csökkenti a klímánk felmelegedését.

A prevenció ilyen hatékony megoldását ismertük meg a kis egységekben már ható molekuláris szinten működő Green Plus® égéskatalizátorban Bíró Pétertől, aki 2 évig az Egy tiszta levegőjű közhasznú környezetvédelmi alapítvány kuratóriumát vezette és a Green Plus Magyarország környezetvédelmi divízió igazgatója volt.

Munkásságát ismerve tovább támogatandó az a törekvés, melyet a Klímabarát Településekért, bolygónk éghajlatáért és a tiszta levegőért tesz Magyarországon belül és országhatárainkon túl is.

Kérem, csatlakozzanak a „Zérő Emisszió Program"-hoz, tájékozódjanak Bíró Pétertől a klímabarát megoldásokról és az alkalmazkodás lehetőségeiről, mely ma már elengedhetetlen információ a környezet biztonsága, a levegőszennyezés csökkentése és az éghajlatváltozás fékezése érdekében.

Dátum: Budapest, 2008. június 30.

Bodrogfelvi Csaba
ügyvezető igazgató
Környezettudatos Vállalatirányítási Egyesület

Supporting letter

INEM

Under reference to international results and my own experience, hereby I judge the invention named Green Plus® emission-reducing catalyst, as being worth to be supported and used.

Nowadays, when climatic changes are beyond scientists' modelling, and have become realities to be directly or indirectly felt worldwide, all inventions and developments suitable to counteract global warming shall be practically applied.

Mr. BÍRÓ Péter, earlier Chairman of the foundation "For clean air" and director of the environment protection department of Green Plus® Hungary, has presented to us this effective preventive solution incorporated into the invention named Green Plus® emission-reducing catalyst.
Being aware of his work, we judge worth supporting his activities in Hungary and abroad for climate-friendly settlements, clean air and conservation of Earth's climate.

Please join his "Zero Emission Program", ask Mr. Bíró's comments on climate-friendly solutions, opportunities for adaptation, indispensable knowledge on environmental security, reduction of air pollution and slowing-down of climatic changes.

Issued: Budapest, June 30, 2008

KÖVET
Egyesület a Fenntartható Gazdálkodásért

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

GREEN PLUS® SUPPORTED BY BIGGEST HUNGARIAN ASSOCIATIONS OF AGRICULTURAL, MOSZ, MAGOSZ, ASLO BY MINISTRY OF AGRICULTURE

www.gazdakorok.hu

MAGYAR GAZDAKÖRÖK ÉS GAZDASZÖVETKEZETEK SZÖVETSÉGE

President Istvan Jakab

presented by expert magazins

„The Green Plus® is very useful for economy, for agriculture, for quality of food and vegetable, for the health and mostly for environment."

Dr. Jozsef Nagy
Head council of
Ministry of Agriculture

FÖLDMŰVELÉSÜGYI ÉS VIDÉKFEJLESZTÉSI MINISZTÉRIUM

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Supported by Association of Hungarian Farmers

Együttműködés a MOSZ és a Green Plus között az energiatakarékosság és a környezet védelme érdekében

Mottó: a kőkorszaknak sem azért lett vége, mert elfogyott a kő

Ezt a kijelentést egy szaud-arábiai sejk tette, aki az olajkorszaknak nasonlo véget jósol. S valóban napjaink egyik legnagyobb problémája a föld klímájának melegedését okozó üvegházhatású gázok egyre nagyobb mértékű kibocsátása. Tehát valóban hiába vannak még a világnak tartalékai nyersolajból, földgázból, a környezetvédelmi követelmények kikényszerítik a megújuló energia források egyre nagyobb mértékű hasznosítását még mielőtt a készletek kimerülnének.

Az elmúlt évek energia ellátási bizonytalanságai még jobban kihangsúlyozzák az energia ellátás megújuló energia forrásokból való minél nagyobb arányú biztosításának fontosságát. Ez a decentralizált energia forrás együttal lehetőséget ad a vidéki térségek megtartó képességének növelésére, a vidéki munkahelyek

nagyváros csatlakozott az „Emision Zero" nevű mozgalomhoz. E városok tömegközlekedési és egyéb járművei (taxi, áruszállító járművek stb.) kötelező jelleggel használják a Green Plus-t a városok levegőszennyezésének csökkentésére.

A Green Plus használata háromféle előnnyel is jár a mezőgazdasági vállalkozások számára: egyrészt üzemanyag megtakarítást jelent, másrészt előnyös a motor élettartamára, harmadszor pedig csökkenti a környezetre káros emissziót.

Mindezeket az előnyöket számos külföldi és hazai független laboratóriumi és gyakorlati mérés bizonyítja. Ezért állt a MOSZ mint érdekvédelmi szervezet a Green Plus forgalmazás mellé segítőként, mivel meggyőződése, hogy tagszervezetei a Green Plus használatával sokat tehetnek az eredményesebb gazdálkodás és a környezet védelme érdekében. MOSZ hírlevél 2007 ÁPRILIS

The Green Plus® using makes triple advantage for agriculture contractors: partly presents fuel economy, secondly advantageous for engine's lifetime, thirdly reduces the harmful emissions. These measurements prove many international and national independent institutes in laboratory and in the practice. This is the reason that the MOSZ as advocacy organisation supports the Green Plus® using because he convinced his members can do so much with Green Plus® using for efficient agriculture and protection of environment.

www.mosz.agrar.hu

BIOFRIENDLY
The World Standard in Green Fuel Solutions

First Hungarian GREEN PLUS® stations, opened by ministries

There stations where run the Green Plus® treated fuels trading. So where the marketing says about Green Plus® and the owner does not treat the fuels with Green Plus® and sales the fuels on price of treated fuels with Green Plus® I involve the license of distributor.
It happened such like this 2 times at Győr city in 2005 and I stopped and ended this pump stations distribution rights because it affect our credibility.

(Peter Biro general manager)

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

The Simplest and Cheapest Way to Enhance How All Qualities of Fuel Perform

- Green Plus® enables fuel producers to turn low quality fuel into high quality fuel without additional refining and feedstock costs
- Green Plus® is a liquid catalyst that can be added to existing fuels with limited expense and effort
- Green Plus® is a molecular technology – small amounts of the product treat vast quantities of fuel

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY
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GREEN PLUS

Green Plus® success story at Lukoil pump stations - Cypoil

Lukoil Cyprus – government test result: 5 Cyprus cents economy per liter

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+36 30 33 22 666

BIOFRIENDLY
The World Standard in Green Fuel Solutions

GREEN PLUS

Green Plus® in “Formula” Fuels Boosts Lukoil Sales

Since the launch of Formula Fuel by Lukoil and Biofriendly Corporation, in the country of Cyprus, Lukoil’s sales have increased over 20%. The fuel, which includes gasoline as well as diesel, has been treated with Biofriendly’s Green Plus® liquid fuel combustion catalyst. The sales increase has been attributed to drivers seeing and feeling a difference with Green Plus®.

Formal Press conference at release of Green Plus® in Cyprus

Green Plus® fuel delivery in Cyprus 2004

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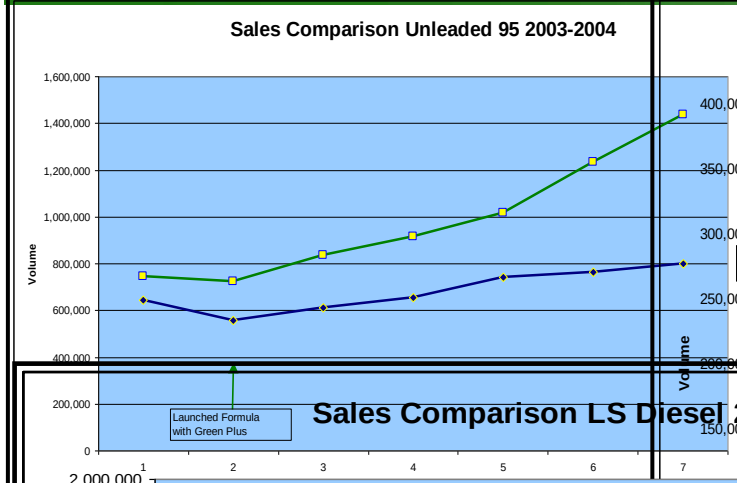
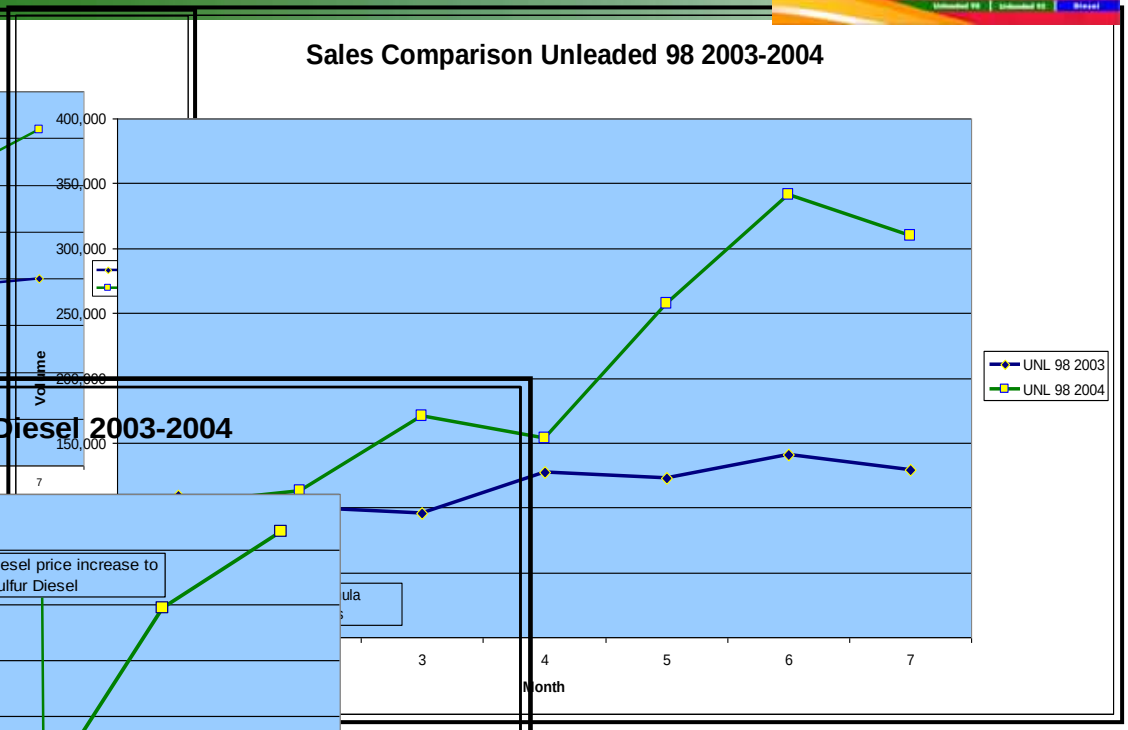
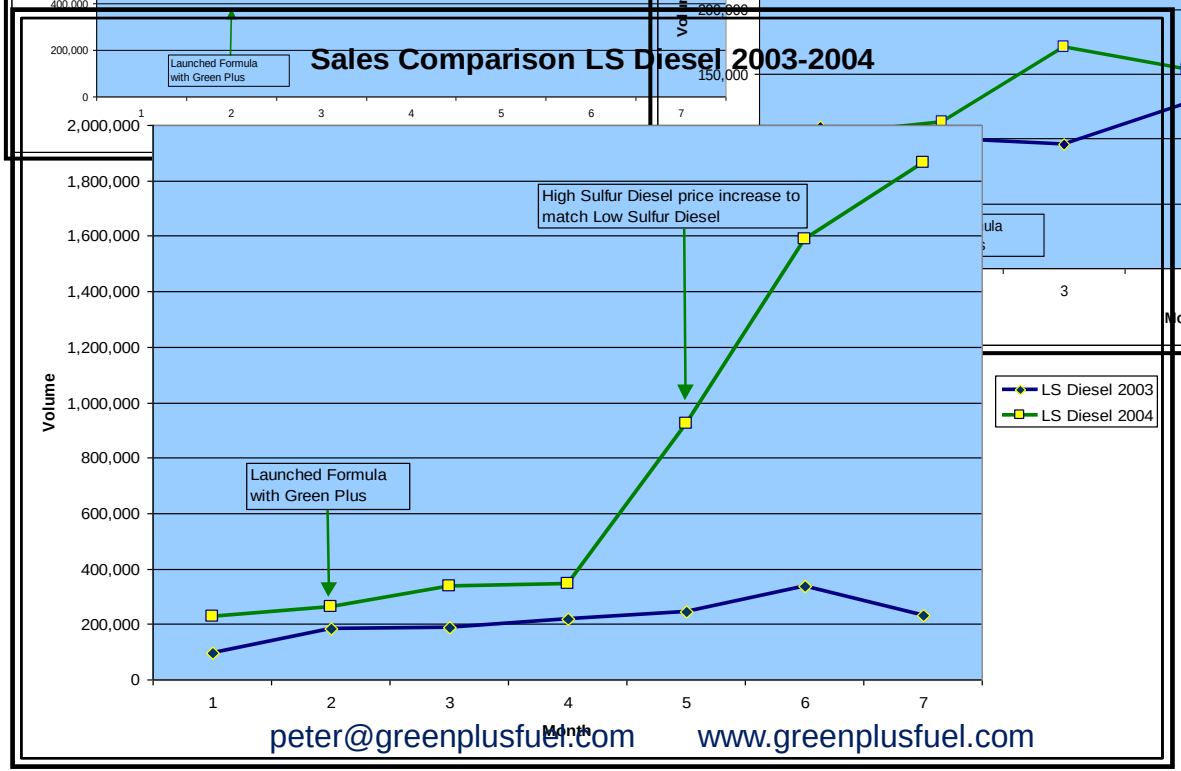
GREEN PLUS

Lukoil Cyprus

LUKOIL FORMULA







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Ειδήσεις | Αθλητικά | InBu

SIGMALIVE

BIOFRIENDLY
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Τελευταίες ειδήσεις: RSS

Platinum + and DieselTech are different fuel types !

PLATINUM+ στην Petrolina και Agip

Αποστολή | Εκτύπωση | 15/05/2008 |

Green Plus® added to unleaded 95, 98 and Euro Diesel. Promoting Better Performance, Fuel Economy and the Environment.

Η Petrolina, μέσα στα πλαίσια της συνεχούς αναβάθμισης των προϊόντων και υπηρεσιών της και πάντοτε με γνώμονα την καλύτερη εξυπηρέτηση και συμφέρον του καταναλωτή καθώς και την προστασία του περιβάλλοντος, αλλάζει τα δεδομένα στον τομέα των καυσίμων κίνησης. Σε συνεργασία με την αμερικανική εταιρεία Biofriendly Corporation, λανσάρει τα νέα πρωτοποριακά καύσιμα κίνησης Platimum+ με υγρό καταλύτη Green Plus.

Το Platinum+ είναι τελευταίας τεχνολογίας καύσιμο κίνησης υψηλών αποδόσεων που περιέχει τον υγρό καταλύτη Green Plus.

Η επίσημη παρουσίαση του Platinum+ έγινε, χθες, από τον κ. Jim D'Arezzo, Senior Vice President, Sales and Marketing της εταιρείας Biofriendly Corporation, κατά τη διάρκεια διάσκεψης Τύπου.

Το Platinum+ είναι τελευταίας τεχνολογίας καύσιμο κίνησης υψηλών αποδόσεων που περιέχει τον υγρό καταλύτη Green Plus. Το Green Plus βελτιώνει σημαντικά την καύση στον κινητήρα λόγω καλύτερης οξυγόνωσης του καυσίμου με αποτέλεσμα να προσφέρει:

(α) Σημαντική εξοικονόμηση στην κατανάλωση καυσίμου μέχρι 12%.

(β) Μείωση στην εκπομπή ρύπων μέχρι 40%, προστατεύοντας έτσι το περιβάλλον και (γ) αύξηση στην ιπποδύναμη του κινητήρα μέχρι 7%.

Το Green Plus έχει εξασφαλίσει τα καλύτερα θετικά αποτελέσματα σε αναλύσεις από διακεκριμένα εργαστήρια και ερευνητικά κέντρα της Αμερικής και Ευρώπης και έχει περάσει με επιτυχία δοκιμές που κάλυψαν 4 δις μίλια στο δρόμο, χωρίς καμιά αρνητική επίδραση σε οποιανδήποτε μηχανή ή όχημα.

Το Green Plus δεν είναι πρόσθετο (additive) που αναμιγνύεται με το καύσιμο, αλλά υγρός καταλύτης, ο οποίος βελτιώνει την καύση στον κινητήρα, χωρίς, όμως, να αλλάζει τη χημική σύνθεση του καυσίμου.

Το καύσιμο Platinum+ μπορεί να χρησιμοποιηθεί από όλα τα οχήματα ανεξαρτήτου τύπου και ηλικίας και διατίθεται στην αμόλυβδη βενζίνη 95 και 98 οκτανίων, καθώς και στο πετρέλαιο κίνησης Euro diesel αποκλειστικά απ' όλα τα πρατήρια Petrolina και Agip.

Ειδήσεις
Αγορά
Χρηματιστηριακά
Διεθνή

Συνάλλαγμα

USD	1.31
JPY	128.59
GBP	0.93

Commodities

BRT	49.44
XAG	13.66
XPT	1,106.00
XAU	957.25

Διεθνείς αγορές

NIKKEI	7,945.96 ▼
STI	1,596.92 ▲
TAIEX	4,961.62 ▼
NASDAQ	1,461.19 ▼
DAX	4,068.74 ▲
FTT1X	1,189.02 ▲

Fuel economy
Emission reducing
Improved horsepower

http://www.petrolina.com.cy/Home.aspx
Petrolina/Agip Selects Green Plus® to create *Platinum+ high performance fuels (exclusive distributor in Cyprus)*

αλφαμεγα

Petrolina wanted a cost effective solution to improve its fuel and gain market share against Exxonmobil and Shell.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS PARTNERSHIP FOR THE GOALS

GREEN PLUS HELPS THE COMPETITOR ADDITIVES TOO !

17 PARTNERSHIPS FOR THE GOALS

Winner formula is the marry of the Akron additive and Green Plus Catalyst:

1 additive powered by Green Plus caused 18% improving in selling off whole Akron additive family distributing

AutoZone Walmart

The distribution of the refuelled Green Plus treated fuels performed 15% improving in selling at Akron gas stations

GREEN PLUS

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PetroEcuador is the national oil company of the country of Ecuador.

The nation uses 4000 ppm sulfur diesel fuel

PETROECUADOR

Diesel

Chevrolet (Botar)

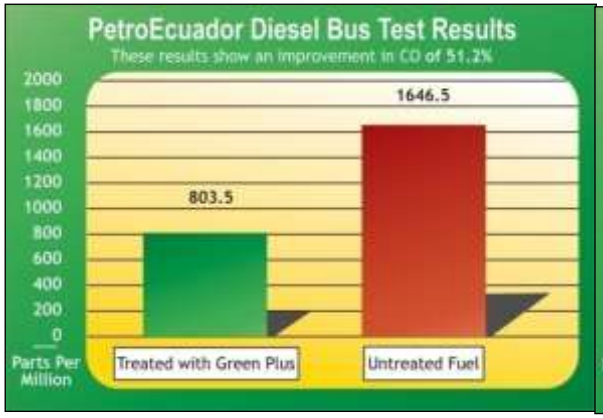
		-51%	-53%	-21%
Diesel Bus #PEJ 508 & 509	CO	NOx	SOx
Average baseline	1646.5	144.5	23.5
Average when treated with Green Plus®	803.5	67.5	18.5

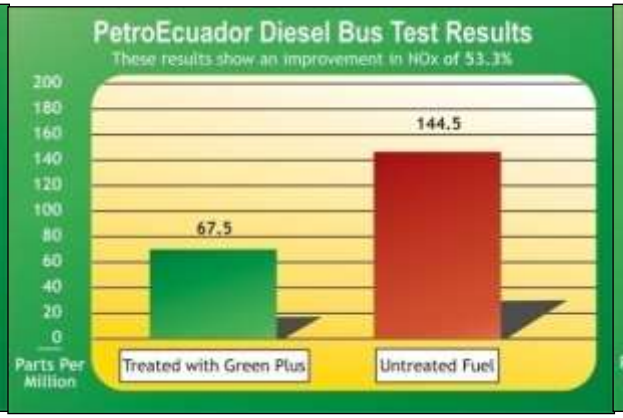
Bazan Man

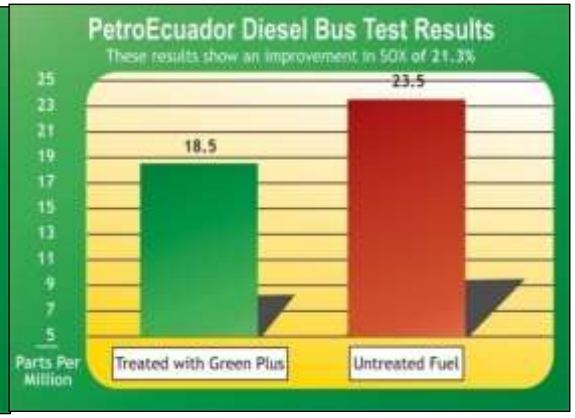
Stationary pump engines 601-603	CO	NOx	SOx
Average baseline	357	572	149.5
Average when treated with Green Plus®	174.5	294.5	72

Measurement in parts per million

Official government testing was conducted on disel buses and on stationary pump engines.







peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY
The World Standard in Green Fuel Solutions

GREEN PLUS® Saving Money in London Taxis

BRITISH CLEAN FUELS

Paddington Basin Taxi Centre
177 Harrow Road W2 6NB
Royal Oak
London W2 6NB
Phone +447956288890

28th Of October 2003

To whom it may concern.

I have been with this Centre for some 6 years, and have sold and have promoted diesel sales at the facility for over 2 years.

We service a large section of the London West End taxi market and are now very pleased to state that we have now been selling our diesel with the Green Plus fuel catalyst added, for over three months. During that period we have not only increased retail prices but also seen an increase of 300% in sales.

Recent editorials in the London press have stated the advantages that Green Plus provides in reducing emissions. We are very happy to be part of London's drive for cleaner air.

Kind Regards

Mr. Bo Vennerdal
Operator
Paddington Basin Taxi Centre

Taxis filling up at a British Clean Fuels Station.

In 2003 British Clean Fuels stations teamed up with Green Plus® to service the London taxi community. Now that Green Plus® is available at these fueling stations, approximately 40% of London City black cabs have become regular users of the catalyst.

London Taxis have caught on to Green Plus®

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

Green Plus treatment is simple at private filling stations as well

Favorite Green Plus concentrates use our clients to treat 1000, 5 000, 10 000, 20 000, 50 000, 100 000, 500 000 liters of fuel from 1 liter bottle, but you can treat more million liters of fuel as well,

Hungarian agriculture company

Swiss construction company

9m3 underground and above-ground tank, and 500 000 liters tank

Romanian agriculture company

Swiss construction company

The signals help the dosing.

LOW CARBON FUEL SYSTEM – AUTOMATIC SMART DOSER FOR VEHICLES

peter@greenplusfuel.com www.greenplusfuel.com /hu.htm +36 30 33 22 666

LOW CARBON FUEL GREEN PLUS AUTOMATIC SMART DOSER FOR POWER PLANTS

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Green Plus® Cleans the Air for Palletline

palletline
the overnight success story

July 10, 2002

Mr. Noel Carroll
Managing Director
Green Plus Limited
Suite 2, 98 Mount Street
London W1Y 5HF

Dear Noel:

I thought I would write to you to let you know about the progress we are making here at The Palletline Centre, Tyburn Road Birmingham England in using the Green Plus Catalyst to reduce emissions from the diesel forklifts here in our facility. As you know, we employ 35 diesel forklifts in our operations inside a relatively closed environment (our warehouse). As we told you the emissions from these forklifts resulted in a difficult work environment for our employees as fumes were somewhat trapped inside the building. Fortunately, because of testing at The Motor Industry Research Association in Nuneaton by Green Plus Limited, the supervisor of the MIRA tests referred us to you in our search for a solution to the emissions problem.

By applying the Green Plus Catalyst directly to the diesel fuel used in our forklifts we have been able to drastically reduce emissions from the forklifts. This reduction in emissions has dramatically improved the working environment for our employees. The comment from the Operations Manager Colin Enticott is "There is a massive improvement"

The Green Plus Catalyst has been highly effective in reducing emissions from our diesel forklifts and improved the working environment.

We are extremely satisfied with the performance of the Green Plus Catalyst.

Regards,

John Bonner
Site Services Manager.

cc.C.Enticott
L.Watkins.

Palletline Plc, The Palletline Centre, Tyburn Road, Birmingham B24 9NZ
Tel: 0121-386-2526 Fax: 0121-386-2388 Website: www.palletline.com E-mail: info@palletline.com

Palletline created the UK's first overnight pallet distribution service. Palletline's major hubs utilize diesel forklifts in warehouses.

Palletline goes green

Unique new product offers environmental and cost-saving benefits from Palletline

PALLETLINE, the leading nationwide network for next-day delivery of palletised goods, has created a more environmentally pleasant workplace for staff in its Birmingham hub. This has been achieved by the introduction of a new fuel catalyst, called Green Plus.

The catalyst has been employed in all diesel fuel used by Palletline forklift trucks during a trial period over the past five months. Says Palletline Chairman, Bob Russell: "Because the product has made such a difference to the air quality in the hub, this makes for a more pleasant place to work and makes a contribution to the environment."

Says Mr. Noel Carroll of Biofriendly Corporation, producer of the Green Plus Catalyst: "The benefit of the Catalyst results from the unbundling of the carbon in the fuel, which results in a more complete reaction to oxygen during combustion, which reduces engine emissions. The unbundling and the more complete combustion also improve fuel economy. These environmental and commercial advantages are being recognised by more and more transport companies around the world, who are now using the Catalyst in their operations."

For more information please contact Palletline on Tel: 0121 386 2526 Insert number 47 on Fastback

Palletline Quote

"By applying the Green Plus® Catalyst directly to the diesel fuel used in our forklifts, we have been able to drastically reduce emissions from the forklifts. This reduction in emissions has dramatically improved the working environment for our employees."

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY
The World Standard in Green Fuel Solutions

GREEN PLUS

„Green Card" measuring summary

Hungarian tester

OPEL

Mérési eredmény összesítő lap

Fábián László
autószerelő mester
1021 Budapest, Hűvösvölgyi út 130.

Budapest, 2002. decem

A Green Plus környezetbarát üzemanyag-katalizátor emisszió-csökkentő hatásának mérésére az alábbi vizsgálatot végeztem el 2002. december 9-én:
A HCZ-208 frsz. Opel Vectra 1.8 16V típusú, mintegy 82.000 km-t futott személygépjárművön a zöldkártya-vizsgálatnál szokásos mérést hajtottam végre. Először 8 óra 42 perckor, hagyományos üzemanyaggal rögzítettem az adatokat. Ezt követően a gépjármű tulajdonosa adagolta a Green Plus katalizátort, és mintegy félórányi bejáratót autózást követően 9 óra 18-kor az adagolt üzemanyaggal is elvégeztem ugyanazt a mérést, mint először.

A mérési adatokat az alábbi táblázat foglalja össze:

Emission reducing

	Hagyományos üzemanyag	Green Plus-szal kezelt üzemanyag	Csökkenés
Dátum	2002.12.09. 08:42	2002.12.09. 09:18.	
Fordulatszám	930 r/min	850 r/min	
CO	0,04 %	0,02 %	50 %
HC	30 10^{-6}	6 10^{-6}	80 %
Fordulatszám	2700 r/min	2750 r/min	
CO	0,1 %	0,02 %	80 %
HC	48 10^{-6}	4 10^{-6}	91,67 %

Az adatokból jól látható, hogy a Green Plus használatával a károsanyag-kibocsátás rövid idő alatt nagyon jelentős mértékben csökkent. Különösen a HC (szénhidrogének) koncentrációjának 80 százalékos csökkenése figyelemre méltó, ami határozottan mutatja, hogy az üzemanyag elégésének hatásfoka jelentősen nőtt.

Fábián László
autószerelő mester

FABIAN LASZLO
autószerelő mester
1021 Bp. Hűvösvölgyi út 13.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY

The World Standard in Green Fuel Solutions

GREEN PLUS

Saved more Trabants, Barkases and Wartburgs,
met the green card request with Green Plus® using!

Felhasználói tapasztalatok a GREEN Plus környezetbarát üzemanyag-katalizátorral

Felhasználó neve: Pálfi István

Cégnév:

Cím: Győr Fő [illegible] 8/B

Telefon / Mobil: 06 70 [illegible]

Gépjármű / munkagép típusa, kora: Trabant 601 (1990)

A vizsgált jármű 1000 kilométert / üzemórát teljesített a GREEN Plus-szal.

A GREEN Plus hatása a motor gyorsítóképességére:
Jobban megy az autó

A GREEN Plus hatása a jármű fogyasztására:
2 literrel kevesebb

Ha a jármű fogyasztása csökkent, ennek mértéke: 20 százalék.

Fuel consumption -20%

Egyéb észrevétel: A motor indulása sokkal könnyebb lett és kevesebb a kipufogó [illegible] motorolajat fogyaszt.

reduced smoke, less motor oil using,

Dátum: 2006.01.23

aláírás

easier engine ignition at start.

29 Aug 05 18:40 Mandraz Kft 96420773 p.1

Szintézis Informatikai Rt.

9023 Győr, Tihanyi Á. u. 2. (96) 502-200 Fax: (96) 316-688
www.szintezis.hu e-mail: sales@szintezis.hu

Humán Profil Kft.

Budapest
Bécsi u.1.
1052

Special request the treated fuel with Green Plus® Catalyst at MOL pump station!

A Szintézis Informatikai Rt szerződéses kapcsolatban van az üzemanyag vásárlásra a MOL RT- vel. A GREEN PLUS környezetbarát üzemanyag katalizátort kipróbáltuk és elégedettek voltunk vele.

Ha a MOL RT kutaknál ilyen adalékanyaggal ellátott üzemanyagot tudnánk tankolni, akkor szívesen használnánk.

Győr, 2005. július 6.

SZINTÉZIS INFORMATIKAI Rt.

Szabó István
vezérigazgató

Képviseletek:
1073 Budapest, Dob u. 10/B (1)461-5000 9400 Sopron, Móricz Zsigmond u. 1-3. (99)341-500
6700 Szombathely, Zanati u. 25. (94) 330-084 6721 Szeged, József Attila sgt. 2. (62)486-185
Márkaszerviz: 9023 Győr, Tihanyi Á. U. 2. (96)502-220
Bemutatóterem: 9022 Győr, Patthy u. 9. (96)519-980

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

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GREEN PLUS

GAZDASÁGI ÉS KÖZLEKEDÉSI

KTI

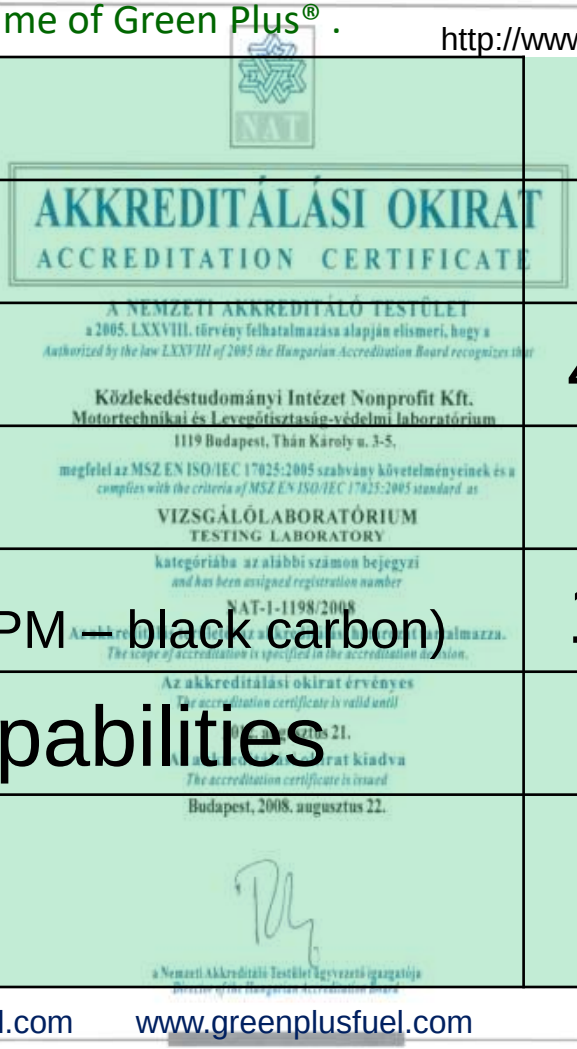
Alapítva - Since 1938

Ordered test by GKM (Ministry of Transport and Economy)
Test results in **KTI** (Institute For Transport Sciences Non-Profit Ltd)
with same reference MOL fuels by UNECE test protocol
Suzuki (Gasoline) and Volkswagen (Diesel) tests in 2006-2007 (HU)

Improved results depend on measuring time, engine liters (cm^3) and the using time of Green Plus® .

http://www.unece.org/trans/main/wp29/wp29regs.html

THC	9% - 46% fuel
Nox	0% - 52% fuel
CO	40% - 78% fuel
CO2	2% - 8,42% fuel
Particulate Matter (PM – black carbon)	17% - 33% fuel
Accelerator capabilities	2% - 26,2% fuel
Fuel economy	5% - 9,2% fuel


AKKREDITÁLÁSI OKIRAT
ACCREDITATION CERTIFICATE
A NEMZETI AKKREDITÁLÓ TESTÜLET
Közlekedéstudományi Intézet Nonprofit Kft.
Motortechnikai és Levegőtisztaság-védelmi laboratórium
1119 Budapest, Thán Károly u. 3-5.
VIZSGÁLÓLABORATÓRIUM
TESTING LABORATORY
NAT-1-1198/2008
Budapest, 2008. augusztus 22.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

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Carbon deposit

Fingerprint Test

1. Without Green Plus® – fat deposits are in the exhaust pipe.

1. Without Green Plus® adheres to the finger the bold deposits as thorns

2. 1500 Km with Green Plus®

2. The deposits are lighters in the exhaust pipe and on the fingers too.

3. After 3 000 km

with Green Plus® slim layer is in the exhaust pipe

3. Less black carbon on the fingers

ETLBA FP test im KTI (HU)

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY
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GREEN PLUS

Continuous using

Hungarian tester and user

Gasoline

- Cleans up the exhaust pipe,
- Reduces the cancer causer effects (from more deposits, reborn chemicals)

(László Szauer, Szekszárd, Hungary),

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

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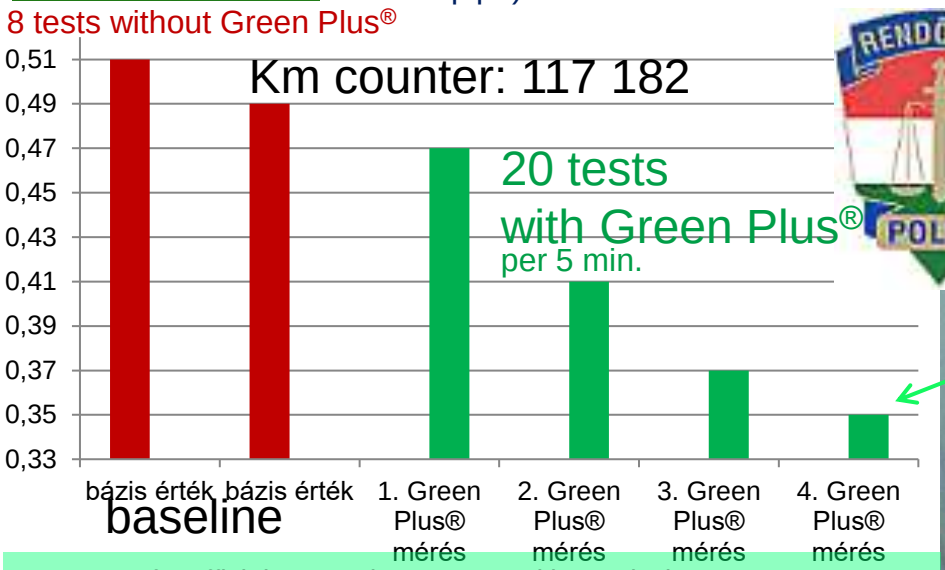
GREEN PLUS

Emission monitoring by Official Traffic Controll Tolna County (Tolna Megyei Közlekedési Felügyelet-Tolna Megyei Rendőr-Főkapitányság) and **Police HeadQuarters inTolna County** on own Volkswagen Transporter LKW in 27.06.2006. **Reduced the opacity in 45% in half hour .**
(Need 4 times results to licenced meassuring by reader in one average record, after crosswind in exhaus pipe)



RENDŐRSÉG POLICE

Average of 4 official measurings accepted by Emission Test Computer

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GREEN PLUS

Police, bank security and guards in Hungary, 8-10% fuel economy

Felhasználói tapasztalatok a GREEN Plus környezetbarát üzemanyag-katalizátorral

Felhasználó neve: GYŐR-MOSON-SOPRON MEGYE RENDŐR-FŐKAPITÁNYSÁG Postacím: Győr, Postafiók: 9002 Adószám: 15736773-2-51 Pf. jelzőszám: 10032001 01451546 1.

Cégnév:

Cím:

Telefon / Mobil: 06/20 468 2987

Gépjármű / munkagép típusa, kora: VW Golf ; OPEL Astra

A vizsgált jármű 600-700 kilométert / üzemórát teljesített a GREEN Plus-szal.

A GREEN Plus hatása a motor gyorsítóképességére:
- könnyebb indulás
- jobban húz

A GREEN Plus hatása a jármű fogyasztására:
100 km-en 1-1,2 liter fogyasztás csökkenés

Ha a jármű fogyasztása csökkent, ennek mértéke: 8-10% százalék.

Egyéb észrevétel:

Dátum: Győr, 2005.11.28

GYŐR-MOSON-SOPRON MEGYE RENDŐR-FŐKAPITÁNYSÁG Postacím: Győr, Postafiók: 9002 Adószám: 15736773-2-51 Pf. jelzőszám: 10032001 01451546

A gépjármű kiemelt felhasználó

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GREEN PLUS

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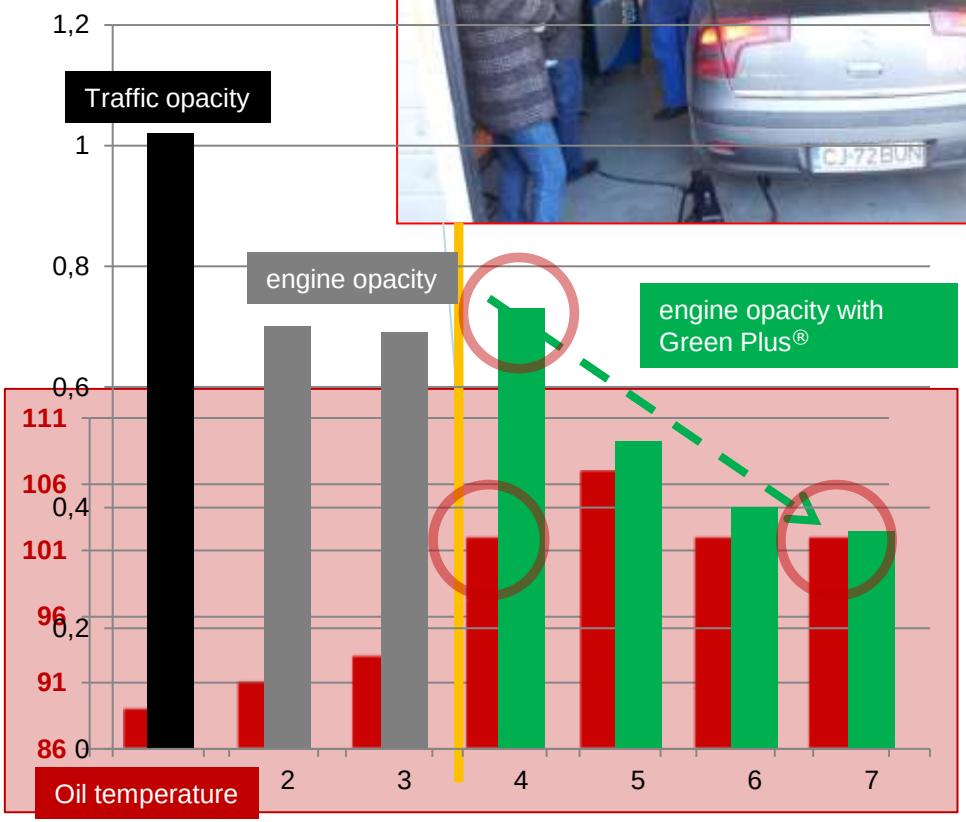
AUTOSPORT SYSTEM

Emission test at Citroen C5, 15.03/2012, Cluj-Napoca

Opacity (K) result reduced from 0,73 to 0,36 ~50% at 102 ^{0}C oil temperature

CITROËN



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GREEN PLUS

Smoother and more linear engine working
Mercedes-Benz

www.hellog.hu

Brabus

Használói tapasztalatok a GREEN/L. környezetbarát üzemanyag-katalizátorral

Felhasználó neve:
Cégnév: IÁDOL KFT
Cím: 2461 Tárnok, Tárnoki Park 1.
Telefon / Mobil: 06 30 9291 420

Gépjármű / munkagép típusa, kora: MB 320 CDI BRABUS

A vizsgált jármű 10.000 kilométert / üzemórát teljesített a GREEN/L.-szal.

Less noise at

A GREEN/L. hatása a motor gyorsítóképességére: kissebb

220km/h speed, stronger engine

A GREEN/L. hatása a jármű fogyasztására:

and

Ha a jármű fogyasztása csökkent, annak mértéke: 5% százalék.

Reduced fuel consumption

Egyéb észrevétel: Gazdaságosabb járás
Eng. PC 1100 l. Maximális 2,1 liter

Dátum: 2005. 04. 13.

later the drivers stole the Green Plus® bottles from the desk of the boss.

Felhasználói tapasztalatok a Green Plus® környezetbarát üzemanyag-katalizátorral

Felhasználó neve: HELLOG INTERNATIONAL LOGISTIC KFT.
Cégnév: HELLOG INT. LOG. KFT.
Cím: 1135 Budapest Hollán u. 20.
Telefon / Mobil: 30/656 32 61

Gépjármű, munkagép típusa, kora, állapota: Mercedes Sprinter (2006) használt, szabvány használatban

A géppel végzett munka jellege: Személyszállítás

A jármű 10.000 ... kilométert/üzemórát teljesített a Green Plus® használatával.

A Green Plus® hatása a motorra, gyorsítóképességére: motor teljesítmény szintemelkedés javult

A Green Plus® hatása a jármű fogyasztására: Az átlagfogyasztásból kiszámítva (11,4 l/100 km) 10,3 l/100 km-re csökkent

Ha a jármű fogyasztása csökkent, annak mértéke: 10 %

Mercedes-Benz Sprinter

10% fuel economy

Jelen nyilatkozat aláírásával hozzájárulok, hogy a Green Plus Magyarország referenciáiban lenti adatok megjelenjenek.

Dátum: 2006. 11. 25

aláírás

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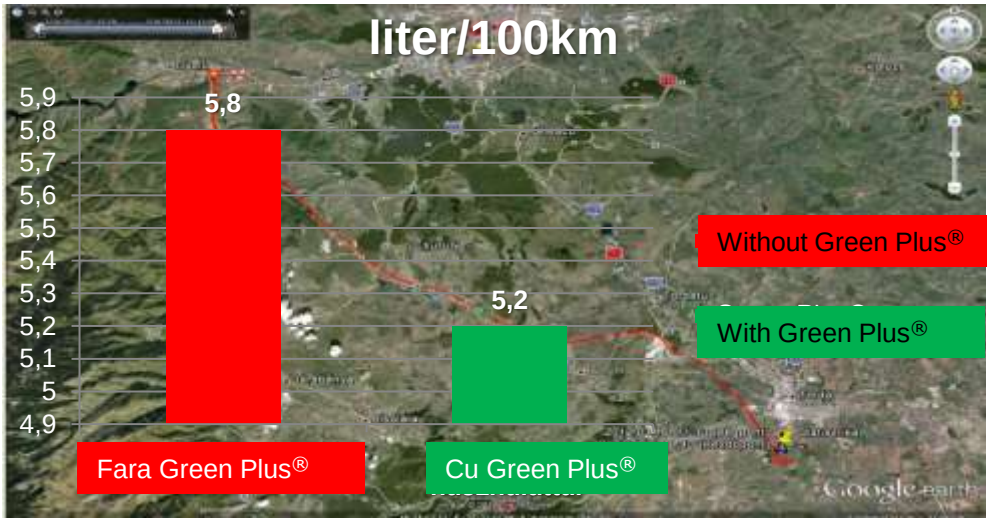
Gedeon-Richter S.A. Toyota Avensis diesel test

Romanian protocol test 16.03/2012, 10% fuel saving

OMV

A3 highway laps, tempomat system used 120km/h, significant improving showed after 16 liter motorină (diesel) using



peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

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GREEN PLUS

Protokoll test at Q9 Suzuki engine in Hungary, fuel economy is minimum 8,5%

haladjunk a városi közlekedésben az elkerülő úton. Ezért volt fontos a sebességváltások számának és az egész tesztút össz- és részidejeinek pontos másodperc alapú mérése is, hogy a két tesztút összehasonlítható legyen minden vonatkozásban.

Az első tesztút alatt 4 erősebb és 1 gyengébb fékezés volt, a második tesztút alatt 5 erősebb fékezés és egy erősebb gyorsítás 150km-re, a sebességtartás kikúszobólése miatt.
Összességében 3 tényező változott a teszt alatt a Green Plus kezeléses időszakban, ami többlet fogyasztást okozhatott a kontroll úthoz képest:

1. 0,5-szer több fékezés és sebesség visszaállítás a tempomat 140km/h-jára;
2. 1 nagyobb sebességhasználat 150km/órára előzés miatt;
3. cd használat, erősítő terhelés.
4. közel 4 percel több járómotorú használat egyhelyben.

A második tesztút 96,3 km, az összkilométer a computer szerint 192,6 km, az autó km-m óra átváltása az első 96,2 km-nél okozta a 100 méter eltérést.

A telitankoláskor a második tesztút végén a telepen tankolt liter a hiteles műszer szerint 8,5 liter, ennél több az autó tankjába nem fért be.

96,2 km-re jutó 9,2 liter üzemanyag elhasználása = 9,5633 l/100km fogyasztás.
96,3 km-re jutó 8,5 liter üzemanyag elhasználása = 8,8265 l/100km fogyasztás.

9,2 literes fogyasztás lecsökkent 8,5 literes fogyasztásra. Ezzel pontosan 8,574% megtakarítás mutatható ki ennél a tesztnél a Suzuki Grandvitara kiváló minőségű motorjánál alkalmazott Green Plus használat miatt. A minimális eltéréseket (fent) 4 fogyasztást növelő egység) nem adtuk hozzá a végeredményhez, melyek a megtakarítás mértékét egyébként kis mértékben még növelik).

Konklúzió:

A Green Plus égés-katalizátor hatékonyan működik friss fejlesztésű új motoroknál is, kimutatható rövidtávon is a fogyasztáscsökkentő hatás, mely több, mint 8,5%-os.

Biró Péter
tesztfolyamat kísérő

Bauer János
tesztelő
BAUER JÁNOS
szállítási és kereskedelmi
vállalkozó
7100 SZEKSZÁRD
Bem tér 6. 1.

Szekszárd, 2006. 07. 08.

IGAZOLÓLAP
Dízelmotoros gépkocsik
környezetvédelmi felülvizsgálatáról

KDY-774
JSAJTD44V00110260
F9Q

D 11 N° 0061995

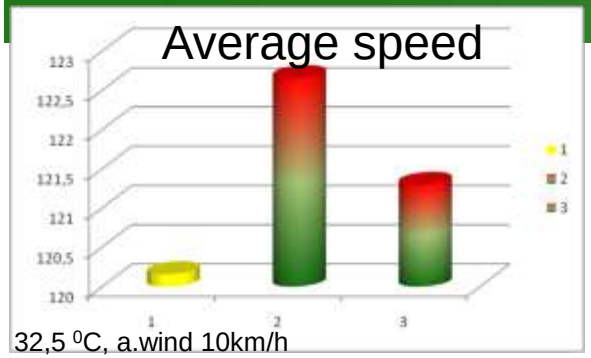
OLCSÓBB AUTÓZÁS
VÉDELEM, ERŐ, TAKARÉKOSSÁG
GREEN PLUS

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

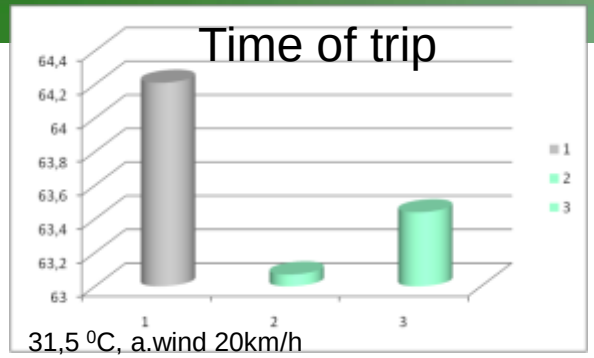
3 times 4 cycles (3 x to there and back 2x = 3 x **31,65 km x 4**) on highway
AUDI QUATTRO TDI – MOL DIESEL protocol test on 21.06.2011

Better performance, less time and less fuel using

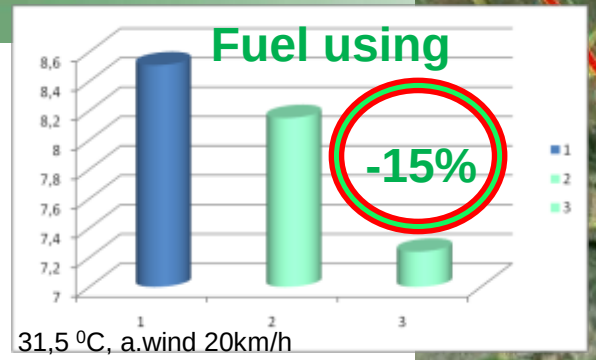
Non changing parameters: 23% humidity, 1008hpa/mbar, different of sealevel 160m, min130, max 226, min grade -46%, max. grade 1,8%, 126,6 km road, filling pistol of pump station, distance between of wheel and station, filling angle of vehicle, water level of vehicle at filling, driver, type of fuel, **tempomat 130km/h**, transported weight, total full tank, battery using



32,5 ^{0}C, a.wind 10km/h



31,5 ^{0}C, a.wind 20km/h

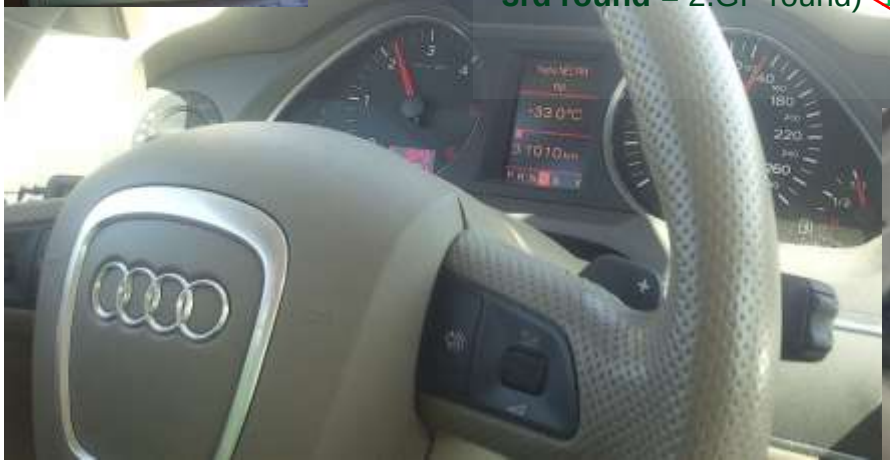


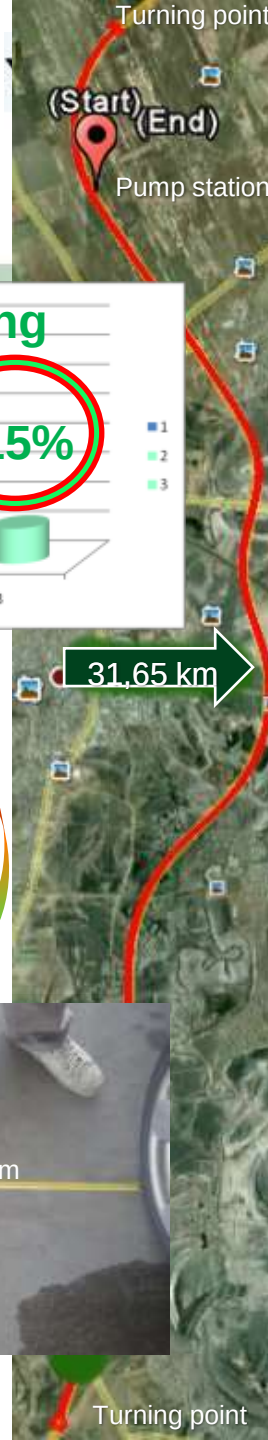
31,5 ^{0}C, a.wind 20km/h

Basic round: 126,6 km without Green Plus®
1.) **120,16km/h average speed, 64m21s, fuel using is 8,515 liter/100km**

2nd round = 1th GP round) 126,6 km with Green Plus® using
2.) 122,66km/h average speed, 63m07s, fuel using is 8,15 liter/100 km

3rd round = 2.GP round) 126,6 + *126,6 km*= 252. km with Green Plus®
3.) 121,3km/h average speed, 63m44s
7,27 liter/100km





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GREEN PLUS

Seat Leon SAE J 1321 test on 04-07th of Sept. 2011 in Spain

http://standards.sae.org/j1321_198610/

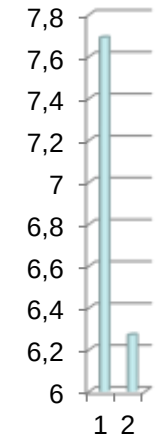
The following test was done based on the (**S**ociety of **A**utomotive **E**ngineers) SAE J 1321 protocol, except that in each lap of 80 km (55 miles) it was included the following road conditions:

www.sae.org
SAE International

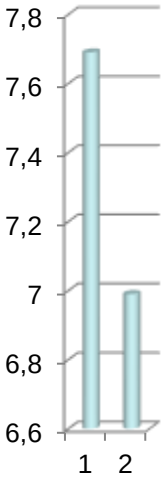
37,4 kms. of highway road with speed limits of 80 to 100 km/h.
18,3 kms. uphill road with speed limits of 30 to 60 km/h
18,3 kms. downhill road with speed limits of 30 to 60 km/h
6,2 kms of city road speed limit 20 to 50 km/h

The result after introducing the Green Plus® is a significant increase in engine power when climbing the mountain roads at first without the Green Plus®, the vehicle had to use in most of the time, third and second gear and during the treatment course, the car would perfectly climb in third gear in very steep roads and the rest using fourth and fifth gears- simply amazing!

Roberto Cariño
Estepona,
Malaga,
España



SAME USING
-18,46%



SHORTED USING
-9,1%

VEHICLE DETAILS	04.09.2011	05.09.2011			07.09.2011	07.09.2011		
MODEL: **SEAT LEON**	BASELINE RUN	**RUN**			BASELINE	**RUN**		
ENGINE CC: **1400 cm3**	**WITHOUT Green Plus®**	**WITH Green Plus®**			**WITHOUT Green Plus®**	**WITH Green Plus®**		
Volkswagen engine					3 run laps	1 run lap		
YEAR **2001**								
FUEL: **GASOLINE**	7,69 l/100km	6,27 l/100km			7,69 l/100km	6,99 l/100km		
AVERAGE SPEED	50,13	50,28			50,13 km/h	49 km/h		
TAKEN TIME	4,80 hrs.	4,78 hrs.			4,80 hrs.	1,63 hrs.		
TOTAL KMS RUN	240,6	240,5			240,6	80,1		
TOTAL FUEL USED	**18,51**	**15,08**	DIFFERENCE	**18,53 %**	18,51	5,6	DIFFERENCE	%
KMS RUN PER LITER	**12,9984**	**15,9483**	2,9499	**22,69 %**	12,9984	14,3036	1,3052	**10,04**

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

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GREEN PLUS

125 cm3 Kawasaki Tricycle test in September in Philippines

Kawasaki

94 013 200 inhabitants live on 306,6 km^2 in Philippines (2010). The test was done on a relatively new tricycle for Philippines standard as the majority of vehicles in the country tend to last for many, many years. We drained the fuel tank and put exactly 4 liters to do the baseline run (as per statistics the average consumption of a tricycle is 7 liters per day). The tricycle driver did various laps without passenger until he consumed almost all the fuel after the reserve meter warning. He did exactly 97,7 km. during the baseline run. The he drained the fuel tank again to remove the little amount of fuel left and put another 4 liters and the dose of Green Plus®. The tricycle driver did the treated run repeating the process, but this time he did exactly 122,6 km. The result are as follows:

KAWASAKI TRICYCLE 125 c.c. engine 2 years old.KI	BASELINE	TREATED WITH GREEN PLUS® COMBUSTION CATALYST	DIFFERENCE	%
FUEL NEEDED	4	4		
KMS. RUN	97,7	122,6	24,9	**25,49%**
liter/100km	4,094166	3,262642741	0,83152307	**-20,31**

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY
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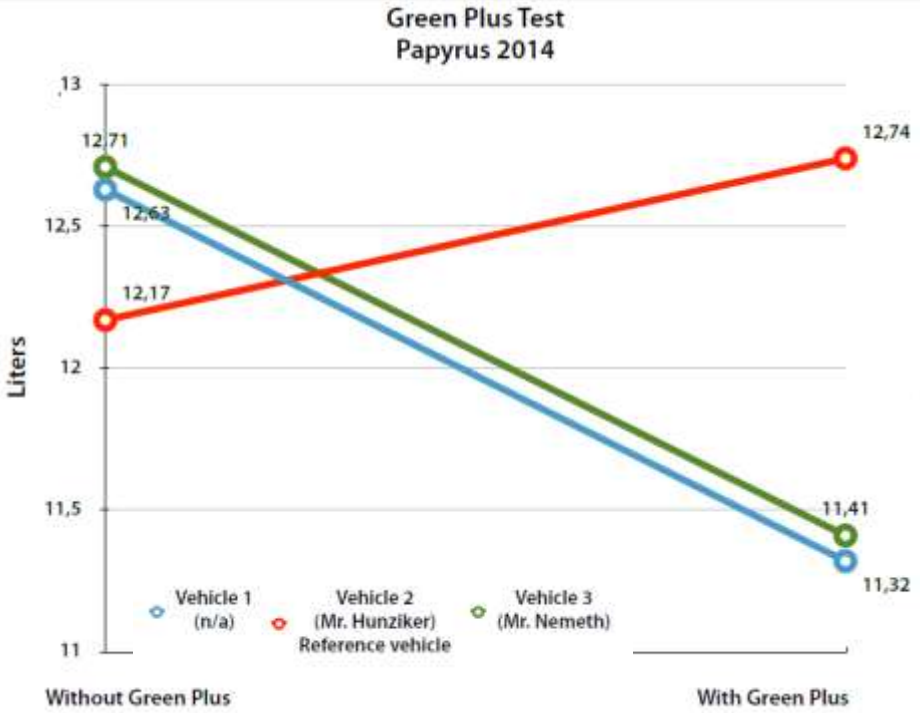
GREEN PLUS

High quality Swiss fuel test result:
- 15% less fuel consumption



PAPYRUS

Green Plus Schweiz GmbH
Simon Friedlos
Büelstrasse 1a
8854 Siebnen

Dintikon, September 3rd 2014

Confirmation

Dear Mr. Simon Friedlos,

Herewith we confirm that a fuel test has been conducted in July 2014 with and without your product Green Plus® Liquid Catalyst.

In all test runs the results have been determined by direct refuelling. The vehicles with Green Plus saved 15% fuel compared to the reference vehicle without Green Plus.

Due to these test results we decided to conduct further testing with trucks also including passenger cars to reconfirm this figure.

If you have any questions don't hesitate to contact us.

With kind regards

Papyrus Schweiz AG

Albert Németh
Fleetmanager

Green Plus Test Papyrus 2014			
	Vehicle 1 (n/a)	Vehicle 2 (Mr. Hunziker) Reference vehicle	Vehicle 3 (Mr. Nemeth)
Without Green Plus	12,63	12,17	12,71
With Green Plus	11,32	12,74	11,41
Net savings in %	-10,37 %	+4,68%	-10,23 %
Total savings in %	-15,05 %		-14,91 %

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY
The World Standard in Green Fuel Solutions

GREEN PLUS

EXPERIENCES OF USERS IN 2011 IN HUNGARY

Felhasználói tapasztalatok a Green Plus® környezetbarát üzemanyag-katalizátorról

GREEN PLUS

Felhasználó neve: DR. MÓRITZ ANDRÁS
Cégnév: Ø magánrendelő
Cím: 9700 SZOMBATHELY BATSÁNYI F. u. 58
Telefon / Mobil: 30/2604913

Gépjármű, munkagép típusa, kora, állapota: OPEL ASTRA G 1,4 7 éves, 135e futott km, karbantartva/jó

A géppel végzett tevékenység / munka jellege: Ø közlekedés

A jármű 135 000 kilométert/üzemórát teljesített a Green Plus® használatával.

A Green Plus® hatása a motorra, gyorsító képességére: dinamikusabb, könnyebben jár, nincs kocsolódása.

A Green Plus® hatása a jármű fogyasztására: csökkent

Ha a jármű fogyasztása csökkent, annak mértéke: ~ 8-10 %

Egyéb észrevétel:

Jelen nyilatkozat aláírásával hozzájárulok, hogy a Green Plus Magyarország referenciáiban fenti adatok megjelenjenek.

Dátum: 2011. 03. 20

aláírás

FUEL CONSUMPTION
-8-10%

FUEL CONSUMPTION
-10%

KIA

cee'd

Felhasználói tapasztalatok a Green Plus® környezetbarát üzemanyag-katalizátorról

GREEN PLUS

Felhasználó neve: JÁNSÓ MIKLÓS
Cégnév:
Cím: 3300 Eger Régicifvakapu u. 82
Telefon / Mobil: 30 2 111 450

Gépjármű, munkagép típusa, kora, állapota: KIA CEED 2008 használt

A géppel végzett tevékenység / munka jellege: Munkába járás városban és autópályán

A jármű 500 kilométert/üzemórát teljesített a Green Plus® használatával.

A Green Plus® hatása a motorra, gyorsító képességére: Halkabb járás gyorsító képessége vagalmasabb

A Green Plus® hatása a jármű fogyasztására: csökkent

Ha a jármű fogyasztása csökkent, annak mértéke: 10 %

Egyéb észrevétel: Évechető lóerő többlet

Jelen nyilatkozat aláírásával hozzájárulok, hogy a Green Plus Magyarország referenciáiban fenti adatok megjelenjenek.

Dátum: 2011. 04. 17

Jánsó Miklós
aláírás

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY

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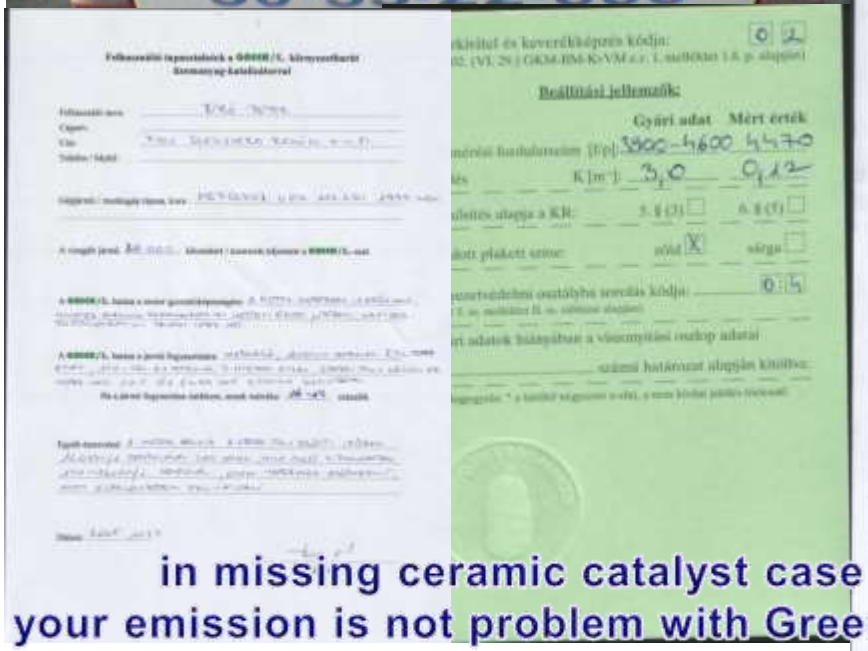
GREEN PLUS

You have Mercedes-Benz or Yugo Scala, it is not depend on type, the fuel consumption is less in14-17% instead of from 5,5L/100 km to 15 L/100 km

Between 4,87 L/100km and 10 L/100km



YUGO

Name:

Felhasználó neve: Nárda Magdolna

Cégnév:

Cím: 9011 Győr Párkom u 102

Telefon / Mobil: 30/3440368

Address:

Gépjármű / munkagép típusa, kora: YUGO SCALA

Type of vehicle:

Run km:

A vizsgált jármű 3421 kilométert / üzemórát teljesített a GREEN Plus-szal.

A GREEN Plus hatása a motor gyorsítóképességére: jobb

Performance is better

A GREEN Plus hatása a jármű fogyasztására: csökken

Fuel consumption is less

Ha a jármű fogyasztása csökkent, ennek mértéke: 14% százalék.

In 14%

Egyéb észrevétel: csendesebb [illegible] egyenes sebb működés

Smoother and more linear

Engine working

Dátum: 2005. 04. 25

Nárda Magdolna

in missing ceramic catalyst case

your emission is not problem with Green Plus®

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

DEC 1 5 2003

DHE

Dependable Highway Express

November 11, 2003

Mr., Jim D'Arezzo
Sr. V.P. Sales & Marketing
Biofriendly Corporation
158 Sawpit Lane
Bradbury, CA 91010

Dear Jim,

We have been testing your Green Plus fuel combustion catalyst at our Ventura, California terminal for over five months and I wanted to let you know how pleased I am with the results.

As you know, we took a scientific approach to our evaluation. We first gathered 11 weeks of baseline fuel economy data on our city and short line trucks. We then ran those trucks with Green Plus, gathering fuel and mileage data weekly for five months. I was happy to see that our average improvement in fuel economy over the baseline was over 7%. Our drivers have also reported more power and a lot less smoke.

As a result, we are planning to roll out Green Plus to our other terminals in Southern California. I expect that we will save many thousands of dollars using Green Plus. Thank you for your help

Sincerely,

Robert Massman

Robert Massman
Dependable Highway Express
Vice President

Minimum
7%
Fuel
economy

2555 E. Olympic Blvd.
Los Angeles, CA 90023

Mailing Address
P.O. Box 59047
Los Angeles, CA 90058-0047

General Office
Tel: (323) 526-2222
Fax: (323) 526-2223

Local Dispatch
Tel: (323) 526-2255
Fax: (323) 526-2256

Harbor Dispatch
Tel: (323) 277-0077
Fax: (323) 277-0078

Linehaul Disp
Tel: (323) 277-
Fax: (323) 277-

BUDAPEST Airport

Budapest Ferihegy Nemzetközi Repülőtér Üzemeltető Részvénytársaság

Hungarian tester

9,3%
Fuel economy

Teszt jegyzőkönyv

A Budapest Airport Rt.-nél a Green Plus környezetbarát katalizátor teszteléséhez több Ford Transit diesel gépkocsi került kiválasztásra. Ezek közül csak a GPL-474 frsz. járműnél volt változatlan a sofőr személye a tesztet megelőzően, a teszt alatt, és azt követően. Ennél az autónál volt csak biztosított, hogy a teszt során végig bekerüljön a Green Plus az üzemanyagba. A többi jármű váltott sofőrökkel üzemel, így azoknál az üzemanyag folyamatos kezelése nem valósulhatott meg, mérési eredményeik nem tekinthetők hitelesnek.
A kísérlet 2003. novembertől 2004. januárig tartott. A jármű 152.000 km-t futott a teszt előtt. A teszt során 5.000 km-t tett meg Budapest Ferihegy repülőtér belterületén, illetve budapesti városi forgalomban.

Fogyasztás
A tesztidőszak kezdete éppen a téli kerekek felhelyezésével esett egybe. A gépkocsiban 200 kg homokot helyeztek el, így biztosítva, hogy ne pörögjön ki a kerék a síkos úton, hóban. Mindez Angeli Tamás gépkocsivezető elmondása szerint évente rutinszerű eljárás, és minimum 10% többletfogyasztást eredményezett korábban ugyanezen téli időszakokban a nem téli időszak fogyasztásához képest.

Teszt ELŐTTI NEM TÉLI fogyasztás: 2003. szeptember – november 4.	8,83 liter / 100 km
Tesztidőszak KÖZBEN mért TÉLI fogyasztás 2003. november 5. – január 4.	**8,33 liter / 100 km**
Teszt UTÁNI TÉLI fogyasztás 2004. január 5. –február	9,19 l / 100 km.

MEGTAKARÍTÁS A TESZT ELŐTTI NEM TÉLI FOGYASZTÁSHOZ VISZONYÍTVA *5,66%*

MEGTAKARÍTÁS A TESZT UTÁNI TÉLI FOGYASZTÁSHOZ VISZONYÍTVA *9,36%*

A tesztet követően a fogyasztási értékek visszaálltak az ebben az időszakban megszokott téli többletfogyasztásra, ami igazolja, hogy a Green Plus elhagyásával a motor, és az üzemanyag-felhasználás visszaáll eredeti állapotába.

Károsanyag-kibocsátás (koromkibocsátás értékek)

Teszt előtti füstölésmérés, 2003. október 28.	5,86	
Teszt alatti füstölésmérés, 2003. december 3.	3,00	**CSÖKKENÉS: 48,8 %**
Teszt utáni első füstölésmérés, 2004. február 2.	1,54	**CSÖKKENÉS: 73,7 %**

A Green Plus több, mint 70 %-kal mérsékelte a koromkibocsátást, ami a közel egy hónappal a teszt befejezése után mért eredményből is látszik.

A gépkocsivezető tapasztalata, és a mért adatok alapján összességében elmondható, hogy a Green Plus közel 10%-os fogyasztáscsökkenést, 70 %-os károsanyag-kibocsátás csökkenést eredményezett, illetve csendesebbé, rugalmasabbá tette a gépkocsi motorját.

Budapest, 2004. október 26.

Budapest Airport Rt.
Jármű osztály
1675 Budapest Pf. 53
Adószám: 12724163-2-43

Hérincs Antal
Osztályvezető
Jármű Osztály
Budapest Airport Rt.

Reduced the smoke in
48-73%

www.bud.hu ■ 1675 Budapest, Pf. 53 Telefon: 296 9696 Fax: 296 9697

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

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California Environmental Engineering

714-545-9822
info@ceecalif.com

Improving Gasoline in CEE /California

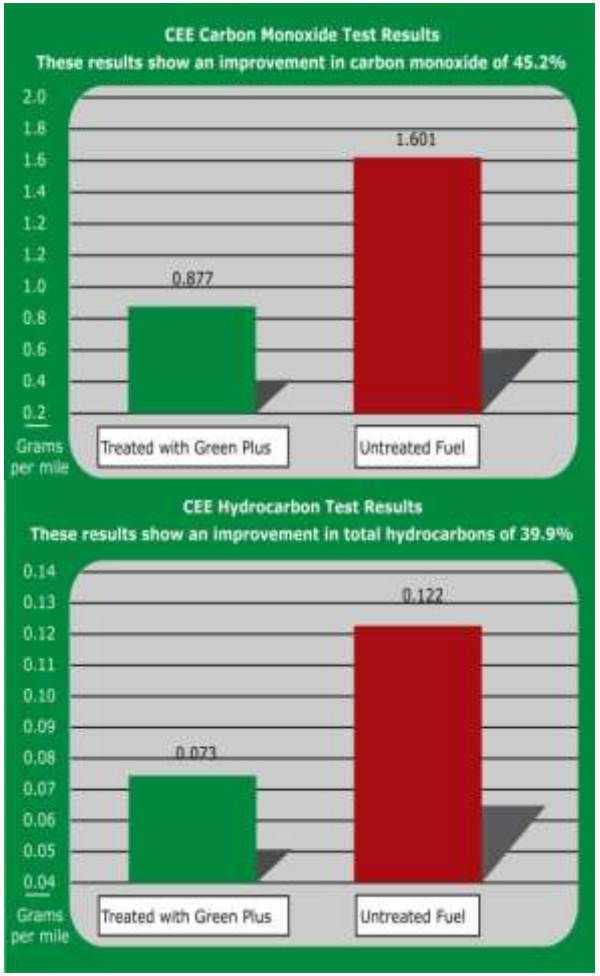
Improvement of California Gasoline

Grams Per Mile	CO	HC	NOX
Baseline	0.122	1.601	0.828
With Green Plus	0.073	0.877	0.75
Improvement	**-45.20%**	**-39.90%**	**-9.40%**

California Environmental Protection Agency
AIR RESOURCES BOARD

- California Environmental Engineering or CEE is a California Air Resources Board (CARB) and EPA accepted laboratory.
- Green Plus® was tested by CEE in November of 2003. The test was performed on a 1991 4.9 liter Cadillac Sedan.
- **The results of the test demonstrate that Green Plus® can even improve the quality of Gasoline in California, which is the highest quality mass produced gasoline in world.**

with Green Plus® without Green Plus®



peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

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GREEN PLUS

Motor Industry Research Association Results
MIRA is the leading authority for emissions testing in Europe / UK

Reduced: NOx in 82-85%, CO in 67-75%, PM in 12-31%

MIRA

SALES INVOICE 55147

MIRA Ltd

GREEN PLUS LTD
SUITE 2
98 MOUNT STREET
LONDON
W1Y 5HF

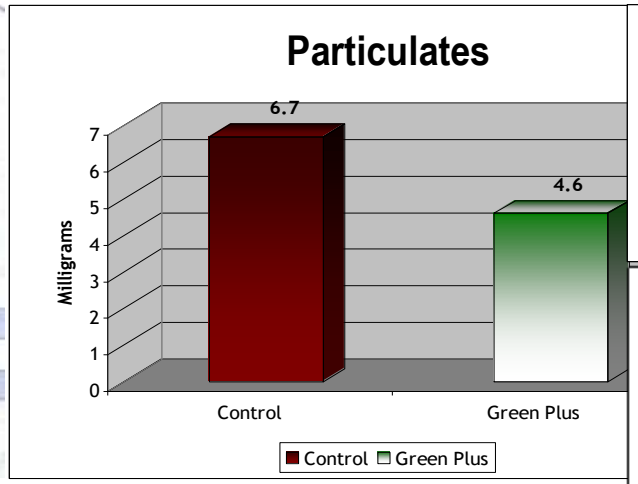
ACCOUNT No. 036750

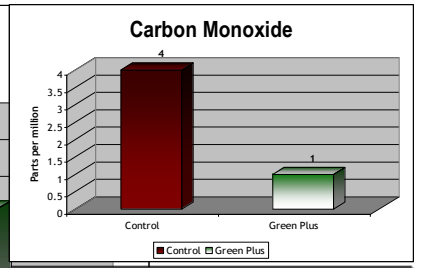
FOR THE ATTENTION OF: DAVE TOOM

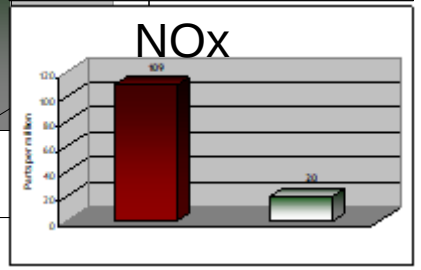
CUSTOMER ORDER No.	DATE/TAX POINT	PROJECT No.	CODE
	09/04/02	110030	10711

DESCRIPTION — NET

SUPPLY PROVING GROUND FACILITIES AND SUPPORT SERVICES ON 26TH MARCH 2002







Results of exhaust emission tests at MIRA - 26/03/02

Vehicle details	fuel	Exhaust	test condition	Particulate mg m^{-3}	co ppm	Nox ppm
Skoda Octavia 1.9 Tdi	Std diesel	Standard	idle	7.4	3	176
Skoda Octavia 1.9 Tdi	Diesel with additive	Standard	idle	6.5	1	29
			% change	-12	-67	-85
				Reduction	Reduction	Reduction

Vehicle details	fuel	Exhaust	test condition	Particulate mg m^{-3}	co ppm	Nox ppm
Skoda Octavia 1.9 Tdi	Std diesel	Standard	1200	6.7	4	109
Skoda Octavia 1.9 Tdi	Diesel with additive	Standard	1200	4.6	1	20
			% change	-31	-75	-82
				Reduction	Reduction	Reduction

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

http://www.mira.co.uk/

DAF DB250 chassis Plaxton London Bus with an 11 liter Turbo diesel motor

New Vehicle, 1700 miles odometer at start of test.

Results of exhaust emission tests at MIRA - 26/03/02

Vehicle details	Fuel	Exhaust	Test condition	Particulate mg m^{-3}	CO ppm	NOx ppm	CO_2 %
Plaxton Bus	Std diesel	Standard	Idle	6.4	71	204	1.61
Plaxton Bus	Diesel with additive	Standard	Idle	3.2	61	288	1.50
			% change	-50	-14	41	-7
				Reduction	Reduction	Increase	Reduction

Vehicle details	Fuel	Exhaust	Test condition	Particulate mg m^{-3}	CO ppm	NOx ppm	CO_2 %
Plaxton Bus	Std diesel	Standard	1200 rpm	22.2	160	399	1.83
Plaxton Bus	Diesel with additive	Standard	1200 rpm	10.7	140	343	1.73
			% change	-52	-13	-14	-5
				Reduction	Reduction	Reduction	Reduction

16

Improved the fuel economy 7% during short time in new DAF buses case also.
Improve the results and toward the multifunction of Green Plus® in continuous using.

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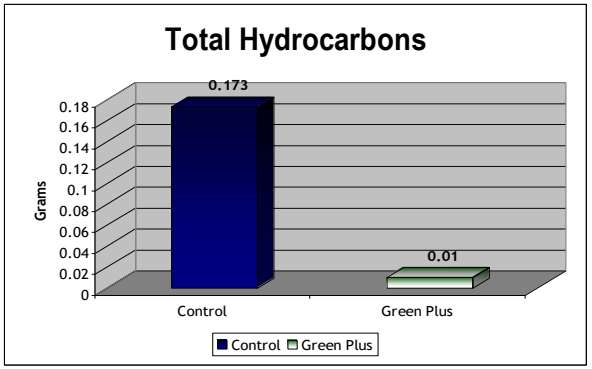
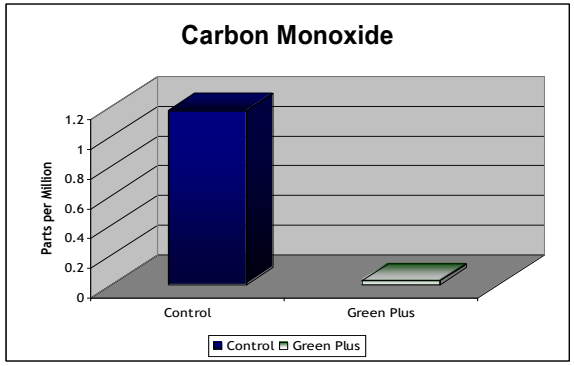
GREEN PLUS

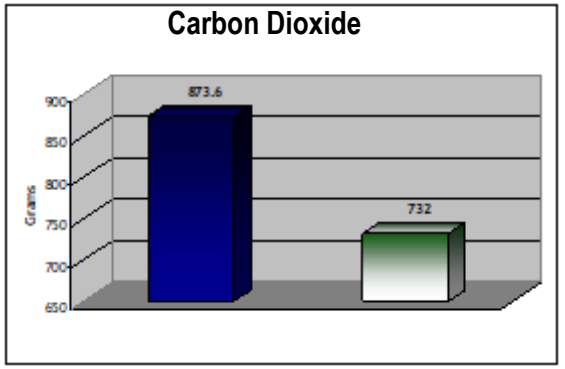
Ford Motor Company Emissions Test Results / London

Ford Motor Test Summary – diesel / gasoline

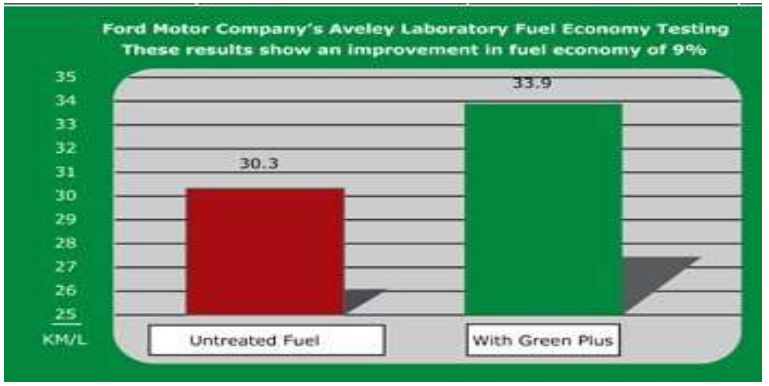
Ford Motor Company tested Green Plus® in September of 2001 at their Emission Laboratory in Aveley, England. It was performed on a **diesel** Ford Focus Wagon. The results (graphed on this page) show improvements of **84.1%** in total hydrocarbons, **95.7%** in Carbon Monoxide and **16.2%** in Carbon Dioxide with Green Plus®. Test was conducted on a twelve years old 1.6 L Ford Escort gasoline Wagon . The result of this test was on overall improvement in fuel economy of **9%.**







12 years old 1,6 L Ford Escort **gasoline** Wagon with Green Plus® using was an overall improvement in fuel consumption **9%.**

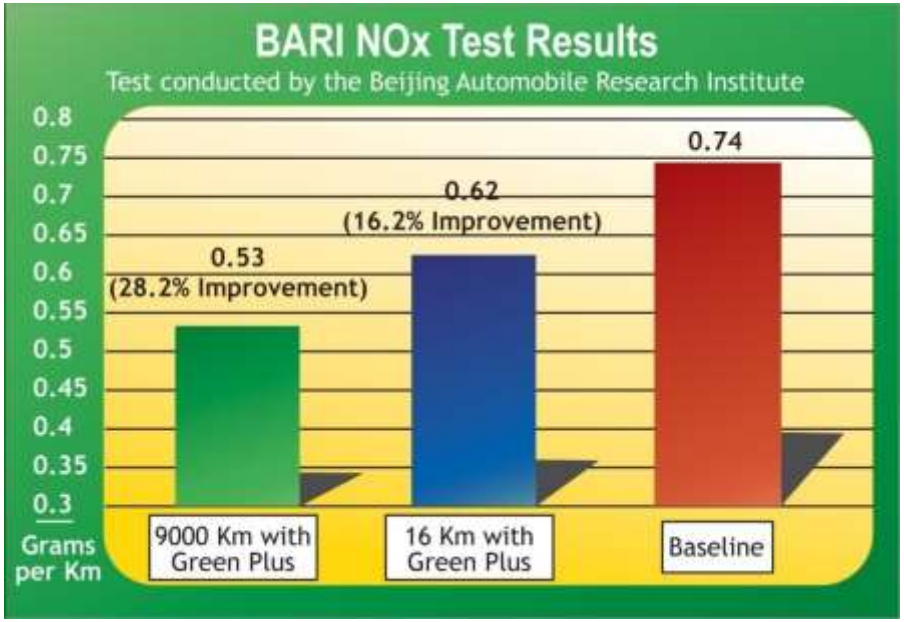


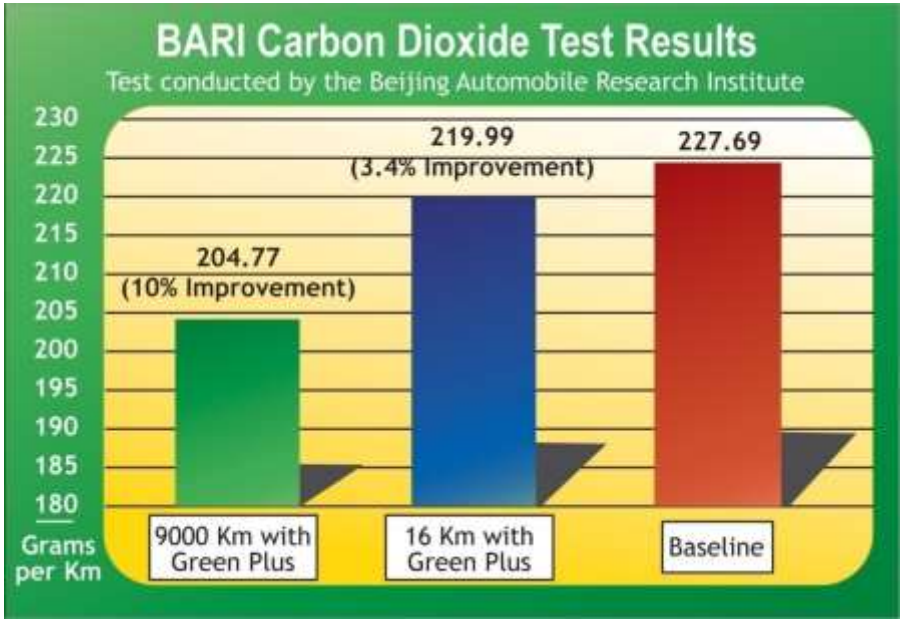
peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Gasoline

Beijing Automobile Research Institute December of 2003

www.bari.cn





Grams per Mile	CO	HC	NOX	CO2	Fuel Economy
Baseline	4,74	0,638	0,74	227,685	11,406
16 Km with Green Plus®	4,309	0,5073	0,6205	219,99	11,208
9000 Km with Green Plus®	3,332	0,46	0,531	204,766	10,67

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

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The lower energy content and technical security fuel is also improves with Green Plus® using

Main features of biofuels

Fuel	Density	Heating value		Viscosity	Cetane rating	Flash point	Fuel equivalent
	(kg/l)	(MJ/kg)	(MJ/l)	(mm^2/s)		(C^o)	(l)
Diesel	0,84	42,7	35,9	4-6	50	80	1
Rape oil	0,92	37,6	34,6	74	40	317	0,96
Biodiesel	0,88	37,1	32,7	7-8	56	120	0,91
BTL*	0,76	43,9	33,5	4	>70	88	0,93

* Biomass to Liquid – Fischer-Tropsch

Fuel	Density	Heating value		Viscosity	Octane rating	Flash point	Fuel equivalent
	(kg/l)	(MJ/kg)	(MJ/l)	(mm2/s)	(ROZ)	(C^o)	(l)
Gasoline (95)	0,76	42,7	32,5	0,6	92	<21	1
Bioethanol	0,79	26,8	21,2	1,5	>100	<21	0,65
Methane	0,72	50	36*	-	130	-	1,4

* MJ/m^3

Source: Dr. József Hajdú, FVM MGI Gödöllő, presentation: Possibilities of Biofuel producing and using in Hungary, Szeged, 24.05.2006

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5% bio-content (B5)
FUEL TEST

NO_x REDUCING
15%-20%

PM_X REDUCING
15%-30%

FUEL CONSUMPTION
REDUCING
6%-8%

American Bio-Fuels

Bob Carroll
Chairman and CEO
Biofriendly Corporation

June 26, 2003

Re: Green Plus Fuel Catalyst Testing

Dear Bob,

We are happy to report that in our initial testing of your Green Plus Fuel Catalyst added to our Carb Emissions Reduction Package running with a #2 diesel fuel blend of 5% biodiesel (B-5 mixture) we have experienced impressive results as follows:

1) 15-20% Reduction in NOx
2) 25-30% Reduction in particulate matter
3) 6-8% Reduction in fuel consumption

These results should enable our product to meet Level I CARB Standards.

Sincerely,

P.E.

Joseph LaStella, P.E., Director,
American Biofuels

Cc. William "Stretch" Fowler, Director,
American Biofuels

www.josephlastella.com www.greenstarusa.com

11011 Rancho Road Adelanto CA 92301 (760) 246-5178 / (760) 246-5201 Fax

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

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GREEN PLUS

Olson-EcoLogic
Engine Testing Laboratories
ISO 9001:2000 Registered

Improving the Quality of Bio-Diesel in Texas

FINAL REPORT

http://ecologiclabs.com/

- Bio-Diesel is one of the many modern solutions to today's emissions problems
- Unfortunately, while Bio-diesel is CO2 neutral, it tends to increase smog forming emissions.
- The State of Texas started a program to reduce the smog forming emissions in its Bio-Diesel.
- This program required significant testing and alternative solutions like Green Plus® could only be verified if they were able to make Bio-Diesel perform like ultra clean California diesel in regards to smog forming emissions.
- After exhaustive testing, Green Plus® was shown to improve the quality of Texas Bio-Diesel so that it performed like California diesel, the cleanest mass produced diesel in the world.

Table 1
Heavy Duty Transient Test Data Summary
1991 Detroit Diesel DDC60 Diesel Engine
For Biofriendly Corporation
Conducted at Olson-Ecologic Labs - February 2007

Official Baseline Data with ULSD Reference Fuel

Test No.	Test Type	HC	CO	NOx	NO	CO2	NMHC	PM	lb/bhp-hr BSFC
		grams/bhp-hr							
BF2TCEQ01	Heavy Duty Transient	0.082	2.41	4.561	4.345	581.99	0.077	0.245	0.3879
BF2TCEQ04	Heavy Duty Transient	0.081	2.46	4.561	4.356	581.21	0.077	0.233	0.3912
BF2TCEQ05	Heavy Duty Transient	0.081	2.45	4.646	4.264	586.03	0.076	0.242	0.3930
BF2TCEQ06	Heavy Duty Transient	0.079	2.43	4.571	4.267	588.31	0.075	0.233	0.3922
BF2TCEQ07	Heavy Duty Transient	0.079	2.36	4.564	4.272	586.42	0.071	0.222	0.3900
BF2TCEQ08	Heavy Duty Transient	0.079	2.36	4.533	4.241	596.47	0.075	0.245	0.3907
	6-Test Average	0.080	2.426	4.567	4.298	567.40	0.075	0.236	0.3508
	Standard Deviation	0.003	0.043	0.044	0.043	5.605	0.002	0.009	0.002
	95% Confidence Level	0.002	0.034	0.035	0.010	4.485	0.002	0.007	0.001
Data outlier treatment	BF2TCEQ03	0.998	-0.415	-1.046	-1.104	-0.966	0.987	0.940	-1.636
In accordance with ASTM E178-02	BF2TCEQ04	0.646	1.606	-0.136	0.667	-1.105	0.636	-0.470	0.208
which specifies for a sample of six	BF2TCEQ05	0.588	0.615	1.798	0.345	0.286	0.373	0.614	1.210
at the 5% significance level value must	BF2TCEQ06	-0.215	0.102	0.229	0.575	0.341	-0.066	-0.470	0.763
be less than ±1.822 for any individual	BF2TCEQ07	-1.781	-1.073	-0.070	0.836	-0.114	-1.864	-1.554	-0.470
data point	BF2TCEQ08	-0.215	-0.836	-0.773	-1.416	1.619	-0.066	0.940	-0.079

Official Data with Coco B10 ULSD Fuel + Green Plus Additive

Test No.	Test Type	HC	CO	NOx	NO	CO2	NMHC	PM	lb/bhp-hr BSFC
		grams/bhp-hr							
BFCOCOB10GP01	Heavy Duty Transient	0.081	2.18	4.175	3.869	588.39	0.076	0.169	0.3885
BFCOCOB10GP02	Heavy Duty Transient	0.077	2.14	4.309	3.966	586.14	0.072	0.165	0.3872
BFCOCOB10GP03	Heavy Duty Transient	0.075	2.13	4.261	3.933	588.61	0.070	0.169	0.3898
	3-Test Average	0.078	2.151	4.255	3.922	588.89	0.073	0.173	0.3885
	Standard Deviation	0.003	0.027	0.071	0.049	1.649	0.003	0.019	0.001
	95% Confidence Level	0.003	0.031	0.081	0.056	1.866	0.003	0.022	0.002
Data outlier treatment	BFCOCOB10GP01	1.113	1.134	-1.037	-1.088	0.765	1.118	1.141	-0.006
In accordance with ASTM E178-02	BFCOCOB10GP02	-0.289	-0.377	0.868	0.573	-1.130	-0.307	-0.415	-0.997
which specifies for a sample of three	BFCOCOB10GP03	-0.823	-0.756	0.079	0.209	0.367	-0.810	-0.726	1.003
at the 5% significance level value must									
be less than ±1.153 for any individual									
data point									

Official Data with Coco B20 ULSD Fuel + Green Plus Additive

Test No.	Test Type	HC	CO	NOx	NO	CO2	NMHC	PM	lb/bhp-hr BSFC
		grams/bhp-hr							
BFCOCOB20GP01	Heavy Duty Transient	0.074	1.94	4.269	3.903	586.51	0.069	0.165	0.4030
BFCOCOB20GP02	Heavy Duty Transient	0.074	1.93	4.246	3.943	579.59	0.069	0.162	0.4030
BFCOCOB20GP03	Heavy Duty Transient	0.076	1.93	4.246	3.926	584.15	0.071	0.162	0.4029
	3-Test Average	0.075	1.935	4.254	3.924	587.75	0.070	0.163	0.4030
	Standard Deviation	0.001	0.003	0.021	0.020	7.443	0.001	0.001	0.000
	95% Confidence Level	0.002	0.004	0.024	0.023	8.453	0.001	0.002	0.000
Data outlier treatment	BF2TCEQ30	-0.500	1.145	-1.155	-1.044	0.237	-0.303	0.764	0.927
In accordance with ASTM E178-02	BF2TCEQ31	-0.650	-0.703	0.571	0.950	-1.097	-0.813	-1.128	0.136
which specifies for a sample of three	BF2TCEQ32	1.152	-0.442	0.571	0.094	0.860	1.117	0.343	-1.060
at the 5% significance level value must									
be less than ±1.153 for any individual									
data point									

% Improvement

	HC	CO	NOx	NO	CO2	NMHC	PM	BSFC
Reference Fuel vs. B10 ULSD with GP Additive	2.2%	11.3%	6.8%	7.5%	-0.1%	3.4%	26.8%	-2.0%
Reference Fuel vs. B20 ULSD with GP Additive	6.2%	20.2%	7.3%	7.5%	-0.1%	7.4%	32.4%	-3.1%

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Biodiesel — Coco Methyl Ester Test

Texas Bio-diesel treated by Green Plus® like as ultra clear „Californian Diesel"

- Tests performed at Olson EcoLogic – US CARB and EPA Accepted Laboratory
- Heavy Duty Transient Cycle US Federal Test Procedure
- ULSD B10 and B20 treated with Green Plus
- Tested against CARB-level ULSD reference fuel

Test Condition	grams/ bhp-hr							lb/bhp-hr
	HC	CO	NOx	NO	CO2	NMHC	PM	BSFC
Average of Reference Fuel Test	0.080	2.426	4.567	4.260	587.40	0.075	0.236	0.3908
Average of B10 coco Biodiesel Fuel test with Green Plus®	0.078	2.151	4.255	3.922	588.00	0.073	0.173	0.3985
Average of B20 coco Biodiesel Fuel test with Green Plus®	0.075	1.935	4.234	3.924	587.75	0.070	0.160	0.4030
Improving of B10 + Green Plus® in %	2.2%	11.3%	6.8%	7.9%	-0.1%	3.4%	26.8%	-2.0%
Improving of B20 + Green Plus® in %	6.2%	20.2%	7.3%	7.9%	-0.1%	7.4%	32.4%	-3.1%

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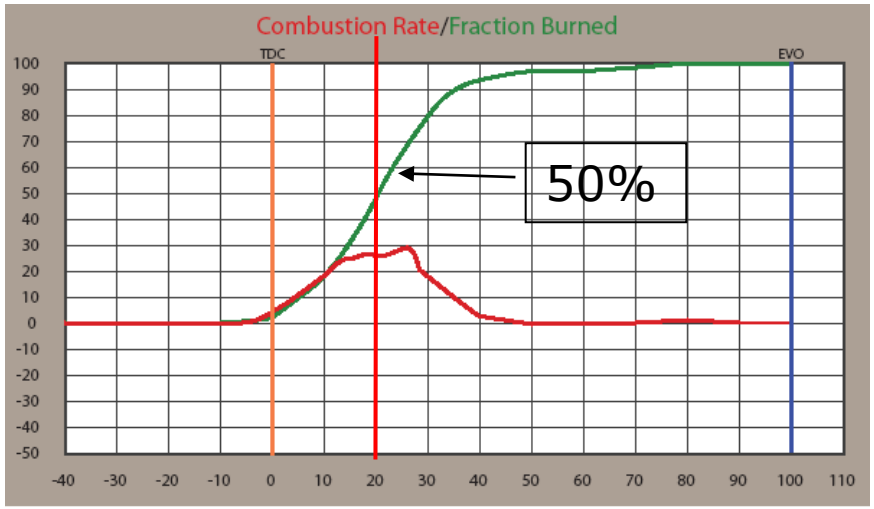
Toyota-Subaru-Mazda tests in Singapore

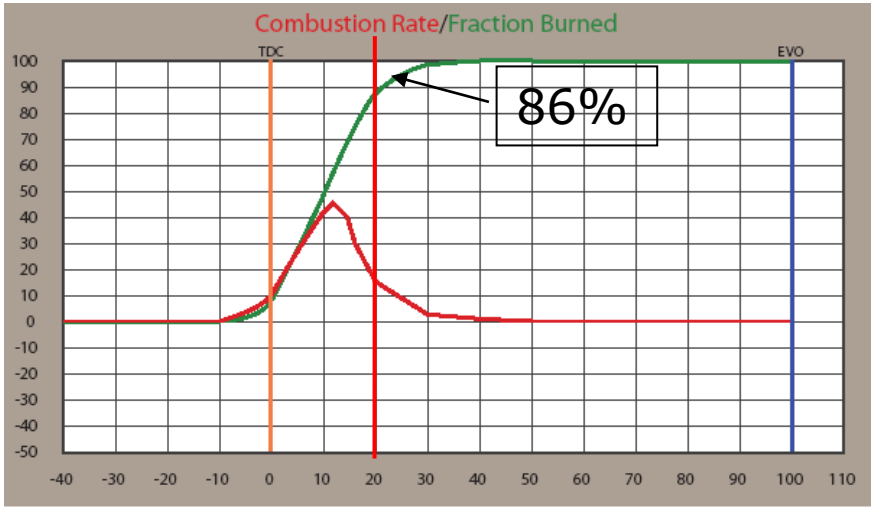
How the Green Plus® works

Combustion efficiency UM2 TFX race car test

This test type use in inside of engines of race cars, visible the results in real time
(more thousands data in few seconds)



Untreated Fuel



Treated with *Green Plus*

Improved the torque and horsepower in full gas starting case more than 10%.
The graphic shows the faster accelerating at wide-opened throttle.

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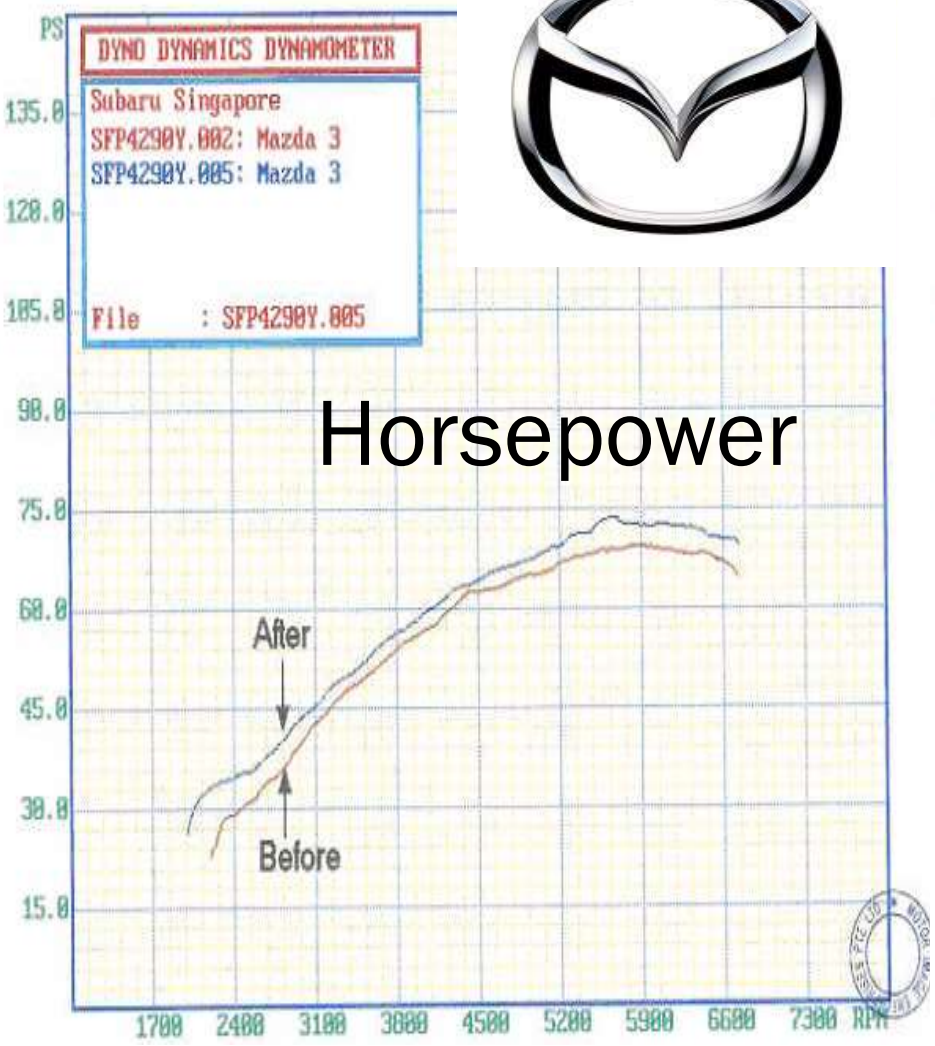
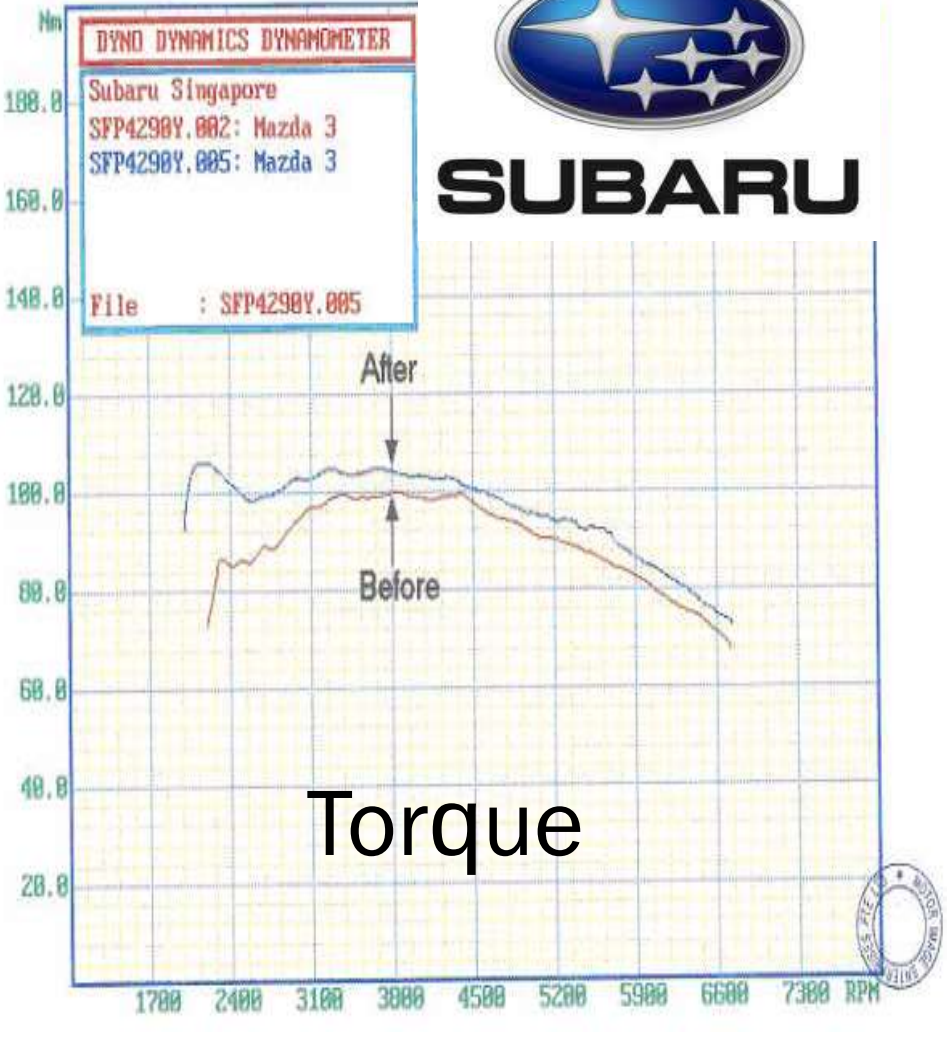
Dynamometer Test



Horsepower



Torque

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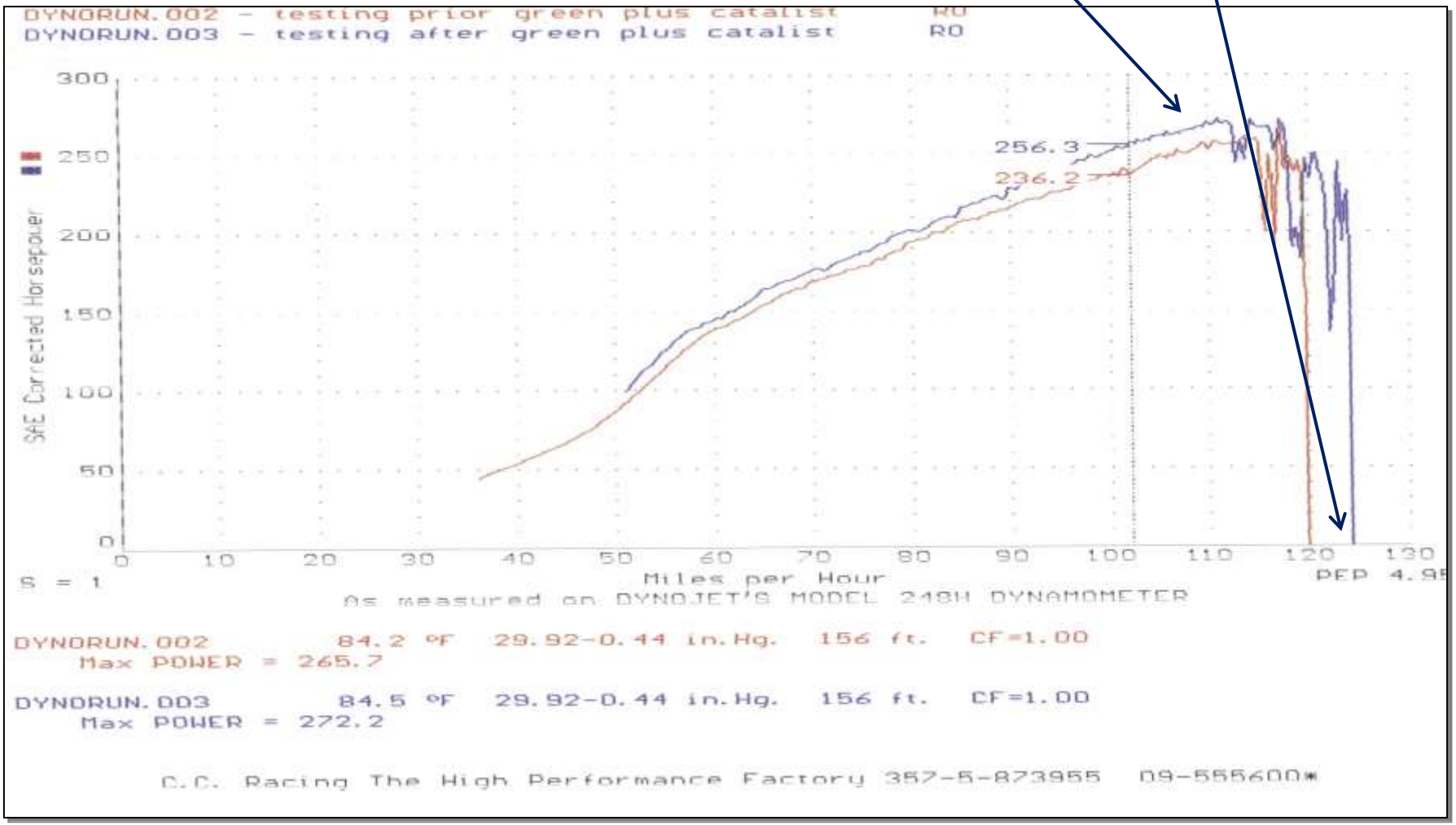
High Performance Petrol Rally Car Horsepower and Speed Test

This horsepower test was performed in Cyprus



This test shows an improvement in horsepower of 7-8%

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GREEN PLUS

Tests of the Mother Company of Mercedes-Benz

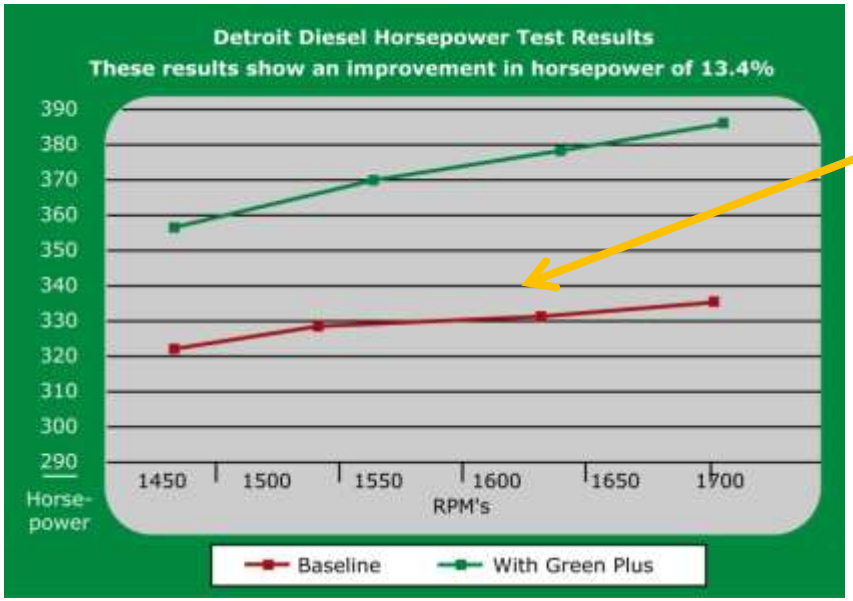
DETROIT DIESEL

VOLVO

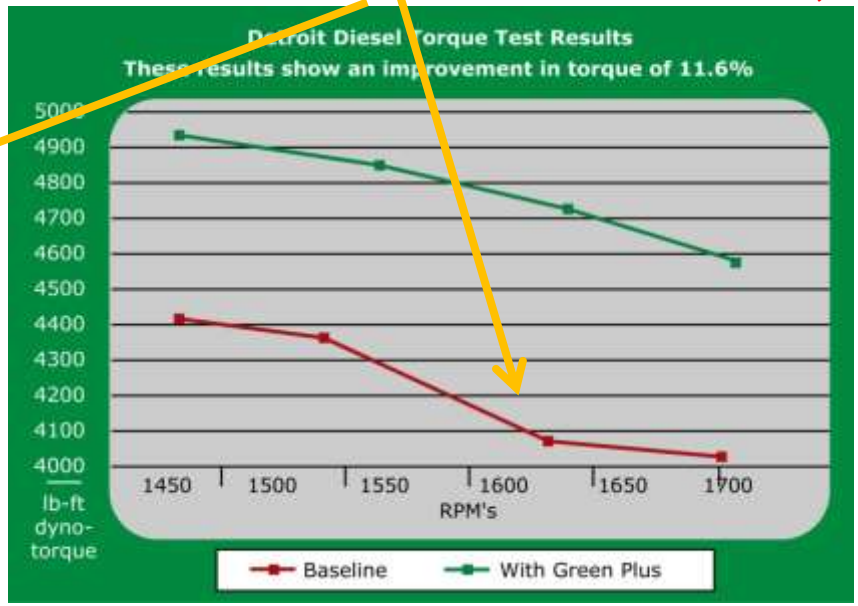
Heavy-Duty engine horsepower and torque tests

Engine Power Testing

More linear with Green Plus®,
less linear without Green Plus®,



Average torque improvement of 11.6%.



Average horsepower improvement of 13.4%

Valley Detroit Diesel Allison Test Summary

Valley Detroit Diesel Allison is the exclusive distributor of Detroit Diesel engines and Allison transmissions in Southern California. Valley DDA tested Green Plus® using a dynamometer. This test was performed on a Volvo truck with a Detroit Diesel Series 60 engine. The results show an average improvement of 44 horsepower and an average improvement of 11.6% in ft-lb. of torque with Green Plus®.

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At the mother company of Mercedes-Benz

Valley Detroit Diesel Allison Horsepower and Torque Results

The temperature is lower instead of the higher on the end of exhaust pipe in full load case

	Engine Speed RPM	Vehicle Power Horsepower	Dyno Torque lb-ft	Load %	Temperature / Boost psi
Baseline					
	1462	321	4410	100	24.5
	1513	329	4365	100	26.0
	1629	331	4078	100	27.2
	1670	335	4021	100	27.8
Average	**1568.5**	**329**	**4218.5**	**100**	**26.375**
Treated					
Green Plus®	1462	357	4925	100	24.4
Green Plus®	1540	370	4848	100	25.4
Green Plus®	1615	378	4722	100	25.6
Green Plus®	1693	387	4589	100	25.5
Average	**1577.5**	**373.0**	**4771.0**	**100.0**	**25.2**
Change		**44.0**	**552.5**	**0.0**	**-1.2**

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DETROIT DIESEL

THE LEGENDARY SERIES 60®

2 YEAR UNLIMITED MILE WARRANTY

From: Colin Hill, Ph. D.

To: Customers

Date: July 2, 2003

Subject: Background to Detroit Diesel Dynamometer Test

Recently, Biofriendly Corporation conducted a dynamometer test at Detroit Diesel's Allison, California facility. As you may know, Detroit Diesel is the largest heavy-duty truck engine manufacturer in the United States, and is a subsidiary of DaimlerChrysler AG. This memorandum is intended to provide background to the science behind the improvement in horsepower, torque and boost pressure shown in these test results.

Fuel efficiency is a very complex subject and many factors affect the performance of an engine. However, as there are three main areas where Green Plus Liquid Combustion Catalyst affects efficiency, we will concentrate on why it improves fuel efficiency in those areas. These areas are:

1) Fuel tends to explode rather than burn. This causes a great deal of energy to be released in a very short period. Unfortunately, it is often true that the piston cannot move fast enough to enable the combustion chamber to expand fast enough to enable all the energy to be converted to work. Therefore, a large amount of energy is unfortunately lost as heat. A huge amount of engineering work has been done and is continuing to be done to optimize this conversion of heat to work. Green Plus Combustion Catalyst causes the fuel to burn rather than explode so that a greater percentage of the energy that is released can be converted to work instead of being lost as heat. As a result the fuel continues to burn for a much longer period of the stroke of the piston. This results in more energy being converted to work rather than being lost as heat. We have observed reductions in exhaust temperature of around 20° C that is caused by this unique characteristic of Green Plus. This is the principle reason for Green Plus's ability to improve fuel economy. It also greatly reduces the stress and wear factor on the engine.

2) Because of the better burn characteristics of fuel treated with Green Plus, more complete combustion occurs, which reduces harmful emissions and lowers the normal deposition of carbon in the engine, thus converting some of the waste energy that would otherwise be lost through emissions. This to a lesser degree also adds to the efficiency. It also reduces the wear and tear on the engine caused by carbon deposition.

3) Finally, the carbon that is normally deposited on the injectors, cylinder heads, valves, etc. is reduced as explained in two, above. Because it is also exposed for a longer period to the flame of the burn on each burn cycle as explained in one above and because the Catalyst is also present, the carbon, being good fuel, burns away, provided it is exposed long enough to the flame. As a result, the injectors, valves, etc. clean up over time helping the engine to operate at its maximum design performance. Therefore, depending on the condition of the engine (how much carbon deposits are in the engine), over time it will give you a proportionate improvement in efficiency.

I trust this explains why Green Plus Combustion Catalyst enables greater efficiency to be achieved and why we obtained the results at Detroit Diesel.

Yours truly,

Colin K. Hill

Colin K. Hill, Ph.D.
Chief Scientist, Biofriendly Corporation

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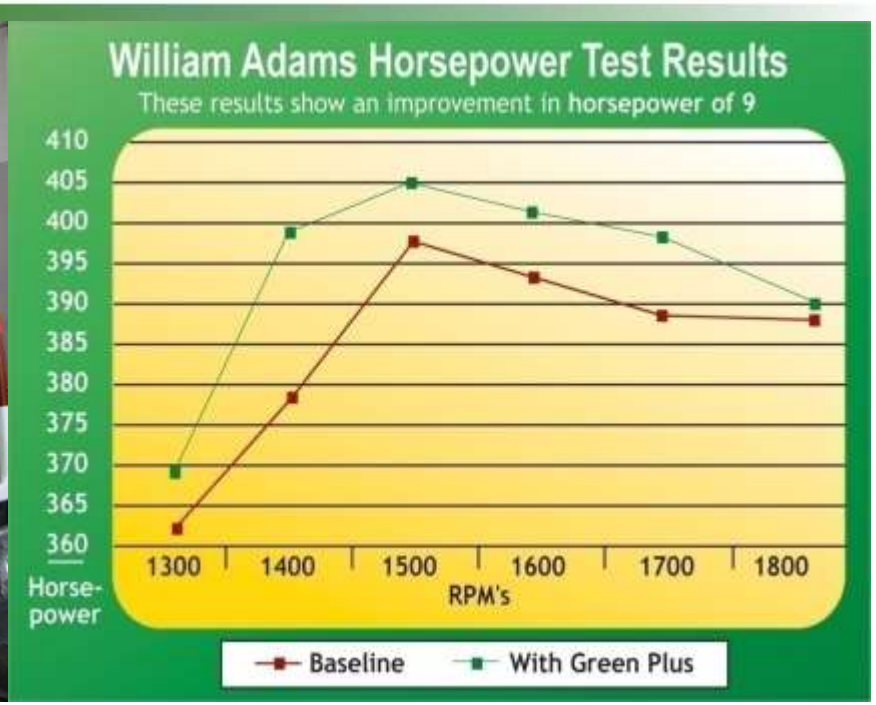
William Adams CAT **Horsepower Test Results** www.williamadams.com.au/

Cummins



This graph shows an average improvement of horsepower.

William Adams Horsepower Test Summary

William Adams is the exclusive distributor of CATERPILLAR® engines throughout Australia. William Adams tested Green Plus® using a dynamometer. This test was performed on an International truck with a Cummins diesel engine. The results (as shown in the graph on this page) show an average improvement of 9 horsepower and an improvement of 21 horsepower at 1400 RPM with Green Plus®.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

4 loads dynamometer test x 5 tests on RABA M.A.N. engine with SHRENK NRD 1616 tester.

IKR BÁBOLNA — IKR TERMELÉSFEJLESZTÉSI ÉS KERESKEDELMI RÉSZVÉNYTÁRSASÁG

MŰSZAKI KÖZPONT – 2942 NAGYIGMÁND, GÉPÁLLOMÁS U. 1.
TELEFON: 34/356-620 FAX: 34/356-601

Emlékeztető

Tárgy: A D 2156 MTKLL – 6 típusú 203 379 / 307 gyári számú felújított Rába M . A . N. motor fékpadi vizsgálata Schenck NRD 1616 típusú fékpadon.

A mérés célja, hogy a Green Plus égéskatalizátor a motor üzemanyag-fogyasztására milyen hatást gyakorol.

1. Az első méréstartományt normál gázolajjal végeztük üresjárati (2050 ‹ / min) fordulatszámon, terhelés nélkül. Ekkor 12 , 63 L / H fogyasztást mértünk.

2. Ezt követte 500 NM 2050 ‹ / min fordulaton, ekkor 29 , 03 L / H fogyasztást mértünk.

3. Ezt követően a 700 NM 2010 / ‹ min. fordulatszámon 40 L / H fogyasztással.

4. Az utolsó mérés 900 NM 1980 / ‹ min fordulatszámon 50 L / H üzemanyag – fogyasztással.

A mérések után a motort leállítottuk, az üzemanyagot kezeltük Green Plus égés-katalizátorral 2008. 11. 27 – én 10 53 perckor, majd a motort újra indítottuk és folyamatos üzem mellet 11 14 perckor megismételtük a méréseket.

A méréseket a fent leírtak szerint ismételtük meg, és az alábbi adatokat mértük.

1. 11 , 21 L / H
2. 29 , 27 L / H
3. 38 , 30 L / H
4. 49, 32 L / H

A következő mérés 12 , 00 órakor történt.

1. 11 , 04 L / H
2. 28 , 80 L / H
3. 38 , 30 L / H
4. 48 , 00 L / H

Újabb mérés 12 , 35 órakor.

1. 11 , 32 L / H
2. 27 , 91 L / H
3. 37 , 89 L / H
4. 48 , 00 L / H

Az utolsó (befejező) mérésnél 13 , 05 perkor az alábbiakat regisztráltuk.

1. 10, 37 L / H
2. 27 , 91 L / H
3. 37 , 5[illegible] L / H
4. 46 , 75 L / H

Leírtak alapján egyértelmű, hogy a bázisméréshez képest javulás mutatkozott.

Nagyigmánd 2008. 11. 27.

Pirik István
IKR Zrt. részéről

Vörös Sándor
IKR Zrt. részéről

Lukács András
Green Plus képviselő

RABA M·A·N

RABA M·A·N

1. 0NM/2050 r/m
   17,89%
2. 500NM/2050 r/m
   3,86%
3. 700NM/2010 r/m
   6,25%
4. 900NM/1980 r/m
   6,5 %

fuel consumption is better (17,89%), improved and better with loading as well

CO_2 reducing (fuel economy tests)

138 minutes test

schenck process

GREEN PLUS

IKR BÁBOLNA

Gain Dryer

Less technical problems, less stopping

Less smoke

Clear, lighter flame

Photo: András Páli

Hungarian tester

Green Plus® teszt a Ravazdi Mezőgazdasági Szövetkezetnél.
2006. 10. 26.

A teszttel azt kívántuk bizonyítani, hogy a Green Plus® nanotechnológiás üzemanyag-égés katalizátor terményszárítókban is kifejti kedvező hatásait. A legfontosabb cél az volt, hogy a tökéletlen égés miatti koromlerakódások okozta állásidőt a minimálisra csökkentsük.
A két égőfejes terményszárító gyakori leállásával veszélyeztette a környékbeli gazdák terményeit és üzemközbeni sürű füstje a lakosságnak is szemet szúrt, mert több kilométerről látszott.

A terményszárító: BÁBOLNA gyártmányú, B1 15
Égőfej: TYSSEN
Fűtőanyag: extrakönnyű fűtőolaj

7.00 Beindítás
A kezelő személyzet szerint közepes füsttel.

7.20 Lángvizsgálat
Az eredetileg rövid és vörös láng megnyúlt és szalmasárga színűre változott. A nagyobb felületű láng biztosítéka a hatékonyabb égésnek

7.35 A szárító hőszabályozása
A hőszabályozást termosztátok végzik, úgy hogy az égőfejeket ki be kapcsolják hőigény szerint. Az ilyen visszakapcsolás utáni füstfelhő már alig látszik.

8.15 Hőszabályozás
Gyorsabban éri el a szárító az üzemi hőfokot és így többször, hosszabb időre kapcsolódnak le az égőfejek: FŰTŐOLAJ FOGYASZTÁS CSÖKKENÉS.

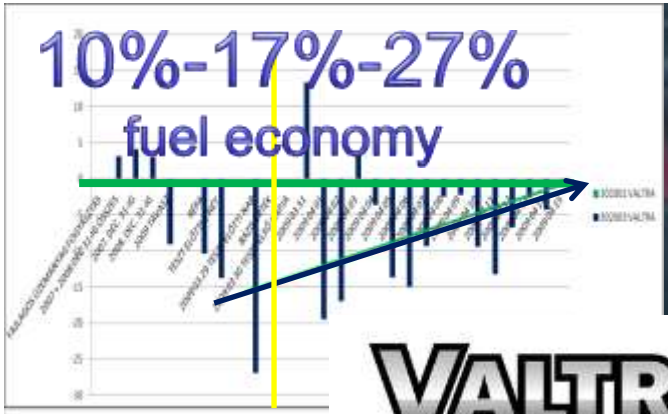
Értékelés:
A Green Plus® beváltotta hozzáfűzött reményeket, mert tökéletesebb égés mellett kevesebb olajjal egyenletesebb szárítás tud így létrejönni.
Fűtőolaj fogyás a teszt előtt: 25 VAGON / 50000 L GÁZOLAJ
Fűtőolaj fogyás a teszt ~~előtt~~ UTÁN 30 VAGON / 50000 L GÁZOLAJ

Ravazd, 2006. 10. 26.

ThyssenKrupp

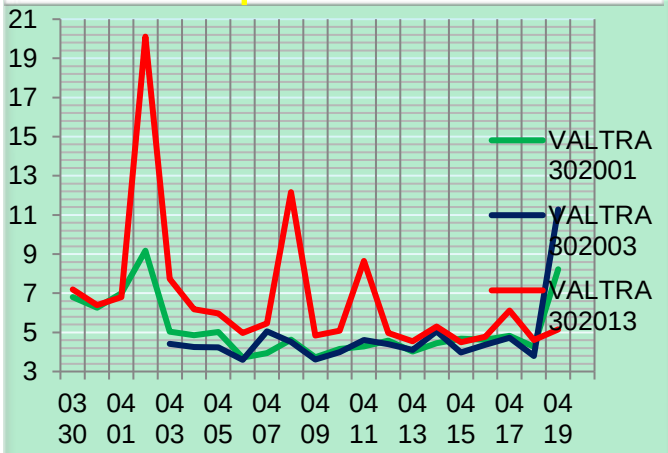
+ 5 wagons, more dried grain (+50 tons)

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666



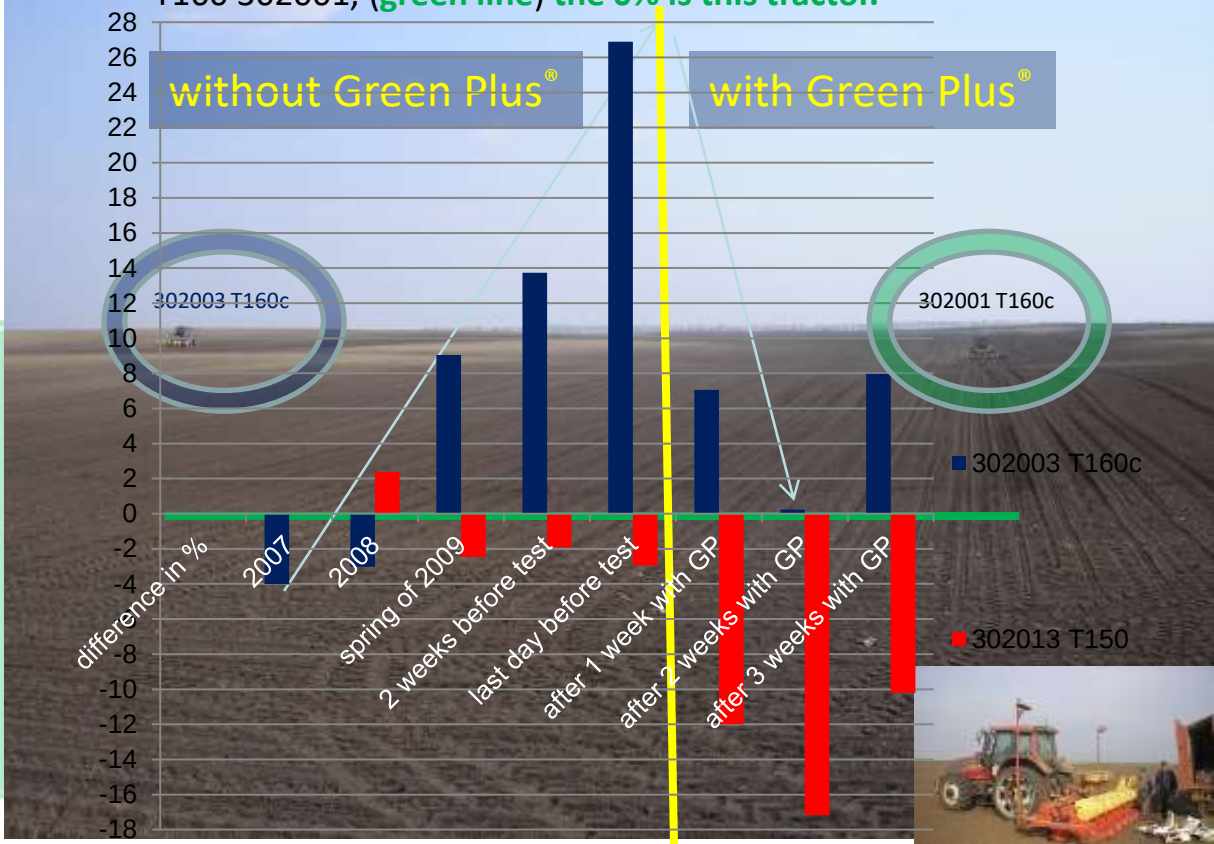
VALTRA

03.30-20.04.2009. Bajmok, Serbia, Matijević-Agrar Valtra-Green Plus® test results: cc10% fuel economy in 3 Valtra T tractor's comparison
Green line is Green Plus®- tractor,
Red is the tractor with same economy in previous time,
Blue is the same type but different economy Valtra,
Yellow is the start of treating



Efficiency in hectar/work hour/liter

Comparison in %, comparised to Green Plus® treated tractor Valtra T160 302001, (**green line**) **the 0% is this tractor.**



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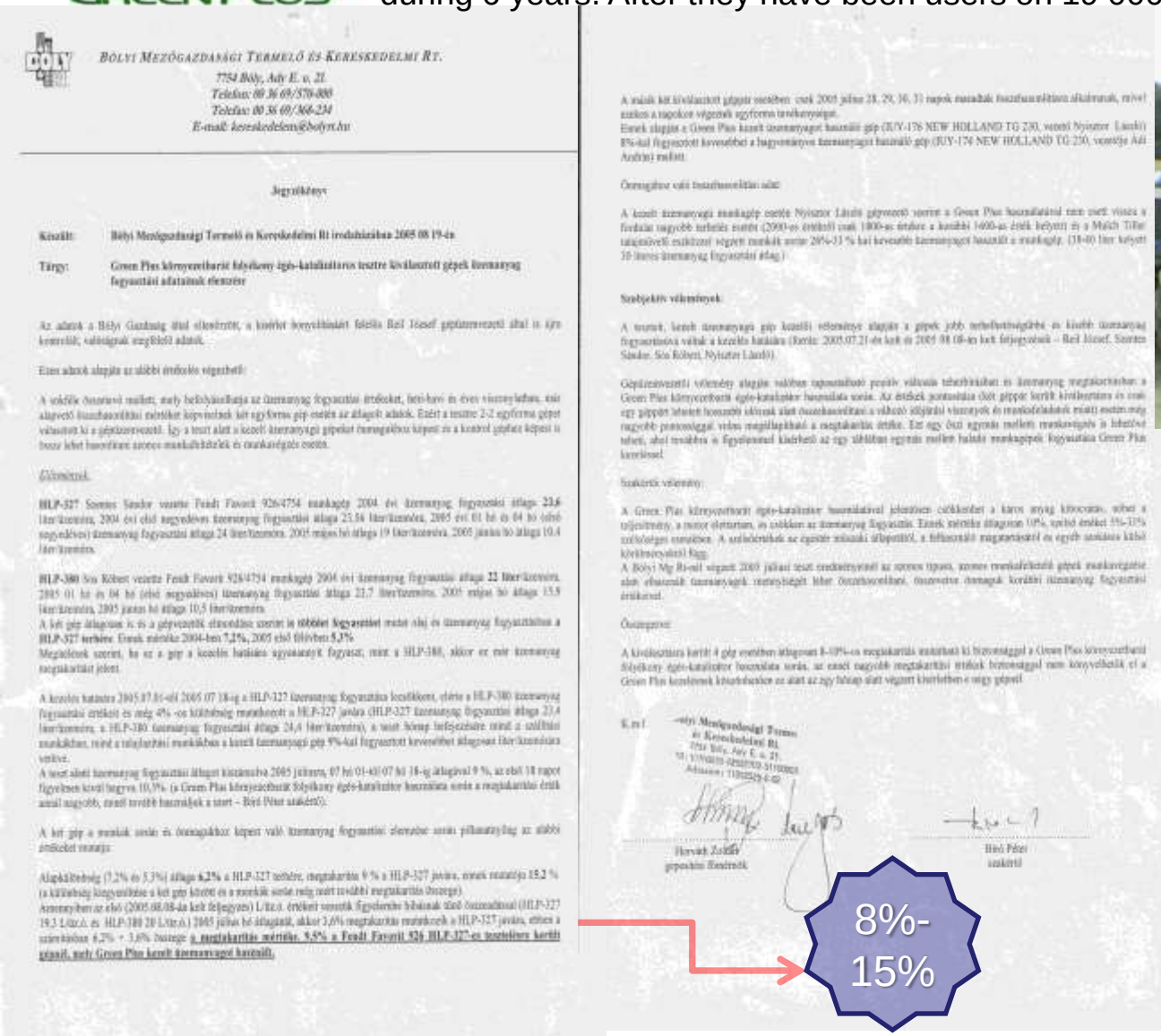
Fuel savings minimum 8-10% at Bóly Co.

Company located in Hungary, one of them of the biggest agriculture companies. They tested more pair control tests always positive results during 6 years. After they have been users on 19 000 hectares since 2007.



BÓLYI MEZŐGAZDASÁGI TERMELŐ ÉS KERESKEDELMI RT.

7754 Bóly, Ady E. u. 21.
Telefon: 00 36 69/570-000
Telefax: 00 36 69/368-234
E-mail: kereskedelem@bolyrt.hu

Jegyzőkönyv

Készült: Bólyi Mezőgazdasági Termelő és Kereskedelmi Rt irodaházában 2005 08 19-én

Tárgy: Green Plus környezetbarát folyékony égés-katalizátoros tesztre kiválasztott gépek üzemanyag fogyasztási adatainak elemzése

Az adatok a Bólyi Gazdaság által ellenőrzött, a kísérlet honyolításáért felelős Reil József gépüzemvezető által is újra kontrolált, valóságnak megfelelő adatok.

Ezen adatok alapján az alábbi értékelés végezhető:

A sokfélle összetevő mellett, mely befolyásolhatja az üzemanyag fogyasztási értékeket, hétri-havi és éves viszonylatban, mér alapvető összehasonlítási mértéket képviselnek két egyforma gép esetén az átlagolt adatok. Ezért a tesztre 2-2 egyforma gépet választott ki a gépüzemvezető. Így a teszt alatt a kezelő üzemanyagú gépeket ömmagukhoz képest és a kontrol gépfuz képest is bosz lehet hasonlítani azonos munkafeltételek és munkavégzés esetén.

Eltérnények

HLP-327 Szentes Sándor vezette Fendt Favorit 926/4754 munkagép 2004 évi üzemanyag fogyasztási átlaga 23,6 liter/üzemóra, 2004 évi első negyedéves üzemanyag fogyasztási átlaga 23,56 liter/üzemóra, 2005 évi 01 hó és 04 hó (első negyedéves) üzemanyag fogyasztási átlaga 24 liter/üzemóra, 2005 május hó átlaga 19 liter/üzemóra, 2005 június hó átlaga 10,4 liter/üzemóra.

HLP-380 Sós Róbert vezette Fendt Favorit 926/4754 munkagép 2004 évi üzemanyag fogyasztási átlaga 22 liter/üzemóra, 2005 01 hó és 04 hó (első negyedéves) üzemanyag fogyasztási átlaga 23,7 liter/üzemóra, 2005 május hó átlaga 15,9 liter/üzemóra, 2005 június hó átlaga 10,5 liter/üzemóra.
A két gép átlagosan is és a gépvezetők elmondása szerint is többlet fogyasztást mutat olaj és üzemanyag fogyasztásban a HLP-327 terhére. Ennek mértéke 2004-ben 7,2%, 2005 első félévben 5,3%.
Megtelőnek szerint, ha az a gép a kezelés hatására egyszerűnyit fogyaszt, mint a HLP-380, akkor ez mér üzemanyag megtakarítást jelent.

A kezelés hatására 2005.07.01-től 2005.07.18-ig a HLP-327 üzemanyag fogyasztása lecsökkent, elérte a HLP-380 üzemanyag fogyasztási értékeit és még 4% -os különbség mutatkozott a HLP-327 javára (HLP-327 üzemanyag fogyasztási átlaga 23,4 liter/üzemóra, a HLP-380 üzemanyag fogyasztási átlaga 24,4 liter/üzemóra), a teszt hónap befejezésére mind a szállítási munkákban, mind a talajlazítási munkákban a kezelt üzemanyagú gép 9%-kal fogyasztott kevesebbet átlagosan liter/üzemórára vetítve.
A teszt alatt üzemanyag fogyasztási átlaget kiszámolva 2005 júliusra, 07 hó 01-től 07 hó 18-ig átlagával 9 %, az első 18 napot figyelmen kívül hagyva 10,3% (a Green Plus környezetbarát folyékony égés-katalizátor használata során a megtakarítási érték annál nagyobb, minél tovább használjuk a szert – Bíró Péter szakértő).

A két gép a munkák során és ömmagukhoz képest való üzemanyag fogyasztási elemzése során pillanatnyilag az alábbi értékeket mutatja:

Alapkülönbség (7,2% és 5,3%) átlaga 6,2% a HLP-327 terhére, megtakarítás 9 % a HLP-327 javára, ennek mutatója 15,2 % (a különbség kiegyenlítése a két gép között és a munkák során még mért további megtakarítás összege).
Azonnyiben az első (2005.08.08-án kelt feljegyzés) L/üz.ó. értékeit vesszük figyelembe hibásnak tűnő összeadásnál (HLP-327 19,3 L/üz.ó. és HLP-380 20 L/üz.ó.) 2005 július hó átlagánál, akkor 3,6% megtakarítás mutatkozik a HLP-327 javára, ebben a számításban 6,2% + 3,6% összege a megtakarítás mértéke, 9,5% a Fendt Favorit 926 HLP-327-es tesztelésre került gépnél, mely Green Plus kezelt üzemanyagot használt.

A mérők két kiválasztott gépjár esetében csak 2005 július 28, 29, 30, 31 napok maradtak összehasonlításra alkalmasak, mivel azokon a napokon végeznek egyforma tevékenységet.
Ennek alapján a Green Plus kezelt üzemanyagot használó gép (JUY-176 NEW HOLLAND TG 230, vezető Nyisztor László) 8%-kal fogyasztott kevesebbet a hagyományos üzemanyagot használó gép (JUY-174 NEW HOLLAND TG 230, vezetője Adi András) mellett.

Önmagához való összehasonlítás alatt:

A kezelt üzemanyagú munkagép esetén Nyisztor László gépvezető szerint a Green Plus használatával nem esett vissza a fordulat nagyobb terhelés esetén (2000-es értékről csak 1800-as értékre a korábbi 1600-as érték helyett és a Mulch Tiller talajmívelő eszközzel végzett munkák során 20%-33 % kai kevesebb üzemanyagot használt a munkagép. (38-40 liter helyett 30 literes üzemanyag fogyasztási átlag.)

Szubjektív vélemények

A tesztek, kezelt üzemanyagú gép kezelői véleménye alapján a gépek jobb terhelhetőségűrbe és kisebb üzemanyag fogyasztásává váltak a kezelés hatására (Kerés: 2005.07.21-én kelt és 2005.08.08-án kelt feljegyzések – Reil József, Szentes Sándor, Sós Róbert, Nyisztor László).

Gépüzemvezetői vélemény alapján valóban tapasztalható pozitív válozás tehetbírásban és üzemanyag megtakarításban a Green Plus környezetbarát égés-katalizátor használata során. Az értékek pontosítása (két géppár került kiválasztásra és csak egy géppárt lehetett hosszabb időszak alatt összehasonlítani a változó időjárási viszonyok és munkafeladatok miatt) esetén még nagyobb pontossággal volna megállapítható a megtakarítás értéke. Ezt egy őszi egymás mellett munkavégzés is lehetővé tehetí, ahol továbbra is figyelemmel kísérhető az egy sáblóban egymás mellett haladó munkagépek fogyasztása Green Plus kezelésnel.

Szakértők véleménye:

A Green Plus környezetbarát égés-katalizátor használatával jelentősen csökkenhet a káros anyag kibocsátás, sőbet a teljesítmény, a motor élettartam, és csökken az üzemanyag fogyasztás. Ennek mértéke átlagosan 10%, szélső értéket 5%-33% szélsőséges esetben. A szélsőértékek az egyéntér műszaki állapotától, a felhasználó magatartásától és egyéb azokáson külső körülményeknél függ.
A Bólyi Mg Rt-nél végzett 2005 júliusi teszt eredményeinél az azonos típusú, azonos munkafeltételű gépek munkavégzése alatt elhasznált üzemanyagok mennyiségét lehet összehasonlítani, összevetve ömmagok korábbi üzemanyag fogyasztási értékeivel.

Összegzése:

A kiválasztásra került 4 gép esetében átlagosan 8-10%-os megtakarítás mutatható ki biztonsággal a Green Plus környezetbarát folyékony égés-katalizátor használata során, az ennél nagyobb megtakarítási értékek biztonsággal nem könyvelhetők el a Green Plus kezelésnek köszönhetően ez alatt az egy hónap alatt végzett kísérletben e négy gépnél.

E.m.f.

Bólyi Mezőgazdasági Termelő és Kereskedelmi Rt.
7754 Bóly, Ady E. u. 21.
Telefon: 00 36 69/570-000
Adatszám: 11802529-6-02

Horváth Zoltán
gépesítési Elemzők

Bíró Péter
szakértő

8%-15%

Hungarian tester and user

New Holland can work with 200 RPM higher with Green Plus® in overloaded situation. Basic RPM is 2000, loaded RPM is 1600, with Green Plus® 1800.

Fendt control's different is15,2% fuel saving.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

www.dmgrt.hu

Previous objection:

*This is too good results.

*The driver attitude was better.

*They did not stole.

*This was a luck.

*It was a trick.

*Impossible.

So, sounds like end of the objections, this solution works very well, if we do not use it we are fool.

After many double pair tests prove that the **Green Plus®** using is the only reason of economy.

CLAAS RENAULT mazda CASE IH AGRICULTURE MAN

Hungarian tester and user

JEGYZŐKÖNYV

Dalmand Zrt. has16 000 hectares,
They use Green Plus® on 10 000 Ha worked territory.

Készült: A Dalmandi Mezőgazdasági Rt. Középhidvégi Gazdaság hivatalos helyiségében, 2004. június 16.-án

9-10%
Fuel economy

Jelen vannak: Bíró Péter Humán Profi Kft. részéről
Bernhardt Ferenc Dalmand Rt. részéről

Tárgy: Green Plussz folyékony katalizátor próba eredményei

A katalizátor használata során a kisautó kategóriába (Mazda B 2500, Renault Trafic) kimutatható mintegy 9-10 %-os üzemanyag megtakarítás, és a gépkocsi motorja rugalmasabb, fürgébb és dinamikusabb lett.

A Magnum MX-270-es erőgép kísérleténél a motor erősebbnek bizonyult, a kontroll erőgéppel szemben (szántásnál 1 fokozattal magasabb fokozatban tudott szántam.).
A mintegy három hetes vizsgálat során az egy üzemórára eső üzemanyag fogyasztása 20 %-kal alacsonyabb lett a kontroll erőgéppel szemben.
Szemrevételezés alapján úgy tűnik, hogy a káros anyag kibocsátás (korom) is lényegesen alacsonyabb. A folyékony katalizátor elhagyása esetén a motor ismét zajosabb és lomhább lett., ami természetesen nem azt jelenti, hogy a motor ezzel károsodik, csak visszaáll az eredeti állapotába.

They have been using Green Plus® since 2004.

K.m.t.

DALMANDI MEZŐGAZDASÁGI RT.
7211 DALMAND
Középhidvégi Gazdasága
Adószám: 11283807-2-17

Bíró Péter

20%
Fuel
economy

Bernhardt Ferenc

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY

The World Standard in Green Fuel Solutions

GREEN PLUS

10 years reference of today Green Plus ® user

Reference letter between third party firms from today Green Plus® user who uses it since 9 years.

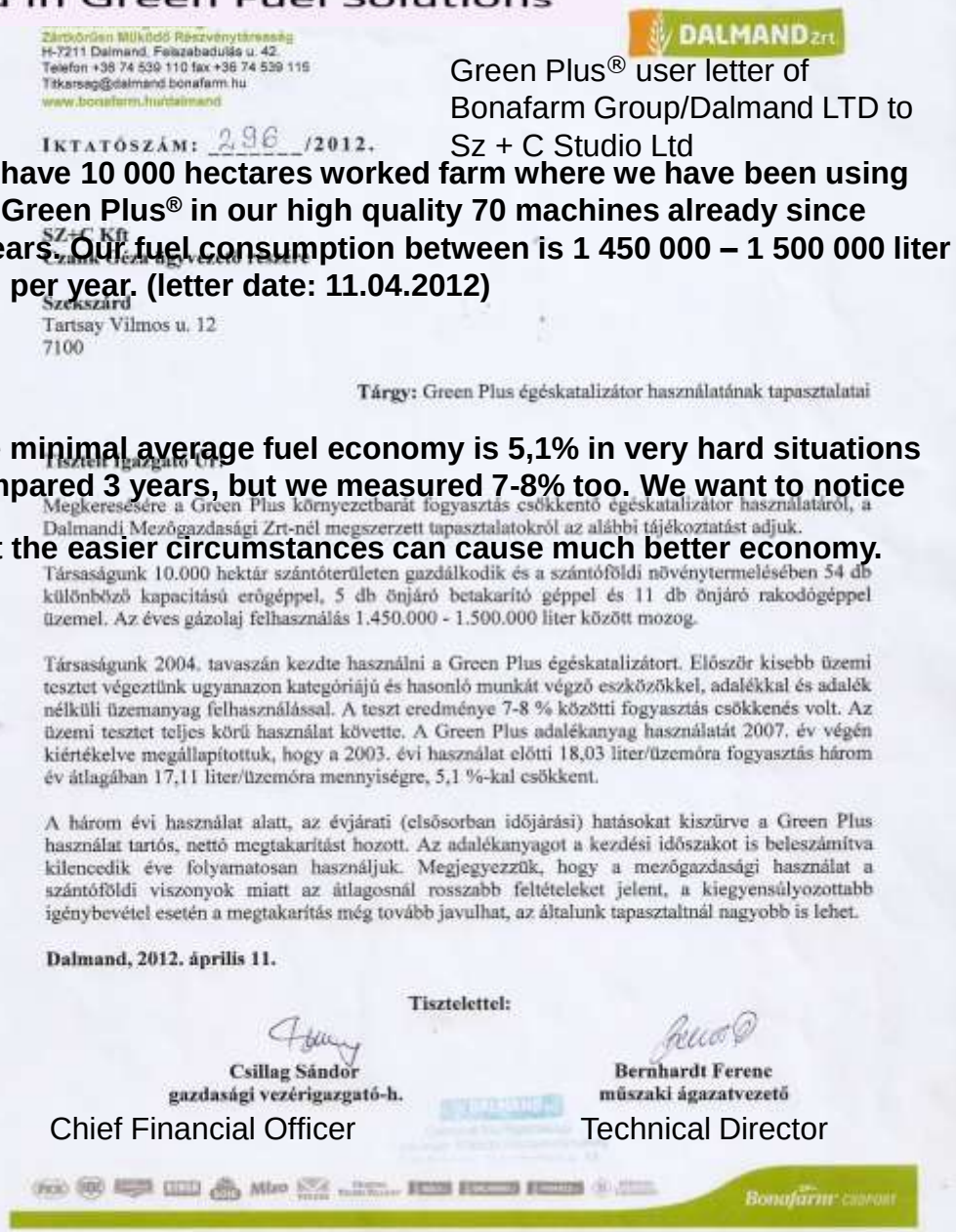
After 3 years serious Green Plus® tests 3 years Green Plus® using in MOL fuels, after this 1 selected farm used fuel without Green Plus® as control farm, after this period they compared these 6 years. They are very satisfied in the 9 years Green Plus® using period.

The supplier worker helps in the treating of Green Plus® at big tank mixing.

Green Plus® user letter of Bonafarm Group/Dalmand LTD to Sz + C Studio Ltd

We have 10 000 hectares worked farm where we have been using the Green Plus® in our high quality 70 machines already since 9 years. Our fuel consumption between is 1 450 000 – 1 500 000 liter fuel per year. (letter date: 11.04.2012)

The minimal average fuel economy is 5,1% in very hard situations compared 3 years, but we measured 7-8% too. We want to notice that the easier circumstances can cause much better economy.



Zártkörűen Működő Részvénytársaság
H-7211 Dalmand, Felszabadulás u. 42.
Telefon +36 74 539 110 fax +36 74 539 115
Titkarsag@dalmand.bonafarm.hu
www.bonafarm.hu/dalmand

DALMAND Zrt

IKTATÓSZÁM: 296 /2012.

SZ+C Kft

Székszárd
Tartsay Vilmos u. 12
7100

Tárgy: Green Plus égéskatalizátor használatának tapasztalatai

Tisztelt Igazgató Úr!

Megkeresésére a Green Plus környezetbarát fogyasztás csökkentő égéskatalizátor használatáról, a Dalmandi Mezőgazdasági Zrt-nél megszerzett tapasztalatokról az alábbi tájékoztatást adjuk.

Társaságunk 10.000 hektár szántóterületen gazdálkodik és a szántóföldi növénytermelésében 54 db különböző kapacitású erőgéppel, 5 db önjáró betakarító géppel és 11 db önjáró rakodógéppel üzemel. Az éves gázolaj felhasználás 1.450.000 - 1.500.000 liter között mozog.

Társaságunk 2004. tavaszán kezdte használni a Green Plus égéskatalizátort. Először kisebb üzemi tesztet végeztünk ugyanazon kategóriájú és hasonló munkát végző eszközökkel, adalékkal és adalék nélküli üzemanyag felhasználással. A teszt eredménye 7-8 % közötti fogyasztás csökkenés volt. Az üzemi tesztet teljes körű használat követte. A Green Plus adalékanyag használatát 2007. év végén kiértékelve megállapítottuk, hogy a 2003. évi használat előtti 18,03 liter/üzemóra fogyasztás három év átlagában 17,11 liter/üzemóra mennyiségre, 5,1 %-kal csökkent.

A három évi használat alatt, az évjárati (elsősorban időjárási) hatásokat kiszűrve a Green Plus használat tartós, nettó megtakarítást hozott. Az adalékanyagot a kezdési időszakot is beleszámítva kilencedik éve folyamatosan használjuk. Megjegyezzük, hogy a mezőgazdasági használat a szántóföldi viszonyok miatt az átlagosnál rosszabb feltételeket jelent, a kiegyensúlyozottabb igénybevétel esetén a megtakarítás még tovább javulhat, az általunk tapasztaltnál nagyobb is lehet.

Dalmand, 2012. április 11.

Tisztelettel:

Csillag Sándor
gazdasági vezérigazgató-h.

Chief Financial Officer

Bernhardt Ferenc
műszaki ágazatvezető

Technical Director

Bonafarm csoport

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

JOHN DEERE MTZ OPEL FIAT

Felhasználói tapasztalatok a GREEN /%. környezetbarát üzemanyag-katalizátorral

Felhasználó neve: VERES RÓBERT
Cégnév:
Cím: 7181 TEVEL, MUCSI U. 30/1.
Telefon / Mobil:

Gépjármű / munkagép típusa, kora: JOHN DEERE, MTZ, OPEL

A vizsgált jármű ..... kilométert / üzemórát teljesített a

A GREEN /%. hatása a motor gyorsítóképcsségére:

A GREEN /%. hatása a jármű fogyasztására: CSÖKKENT, 5% MUCSI

Ha a jármű fogyasztása csökkent, ennek mértéke: 7-8 százalék.

Egyéb észrevétel: MUNKÁNK SORÁN TAPASZTALTUNK MEGTAKARÍTÁST, VALAMINT JOBB FORGÓT ÉS NAGYOBB GÁZPEDÁL REAKCIÓT. TÖBBLET MUNKAÓRÁT NEM TAPASZTALTUNK. MEGTAKARÍTÁS TAPASZTALHATÓ.

Dátum: 2004.09.08

aláírás

08.09.2004.

Felhasználói tapasztalatok a GREEN /%. környezetbarát üzemanyag-katalizátorral

Felhasználó neve: VERES RÓBERT
Cégnév:
Cím: 7181 TEVEL, MUCSI U. 30/1.
Telefon / Mobil: 30/901-1893

Gépjármű / munkagép típusa, kora: JD 6410 8 éves

A vizsgált jármű 6200 3500 kilométert / üzemórát teljesített a GREEN /%.-szal.

A GREEN /%. hatása a motor gyorsítóképességére: jobb

A GREEN /%. hatása a jármű fogyasztására: csökkent

Ha a jármű fogyasztása csökkent, ennek mértéke: 20 százalék.

Egyéb észrevétel:

Dátum: 2007.05.24.

aláírás
VERES RÓBERT
mezőgazdasági vállalkozó
7181 Tevel, Mucsi u. 30/1.
Telefon: 06-30-901-1898
Adószám: 52947919-2-37

24.05.2007.

Hungarian tester and user

7-8% economy is on the first 3 weeks.

20% is few years later.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

CASE IH AGRICULTURE

Improved fuel economy 10%

FELJEGYZÉS

GREEN PLUS környezetbarát égés katalizátor tesztjénél az alábbiakat tapasztaltuk : a mot

fordulatszáma nem esik könyen vissza terhelés alatt, üzemanyag fogyasztás csökkenése k

10%, motorolaj fogyasztás csökkenése 30%.

A tesztelés alatt elhasznált GREEN PLUS égés katalizátorral 3460 l üzemanyagot kezeltü

A tesztesésre került munkagép típusa MX MAGNUM 270.

A tesztelést végző személy Eil Zoltán beosztása mg. Gépész.

Jelen vannak:Gyurkovics János, Biró Péter, Eil Zoltán, Bánhidy Gy

Készült az Aranyfürt Mg. Szövetkezet Gépműhelyénél

Szekszárd, 2006.06.07.

Gyurkovics János | Biró Péter | Eil Zoltán | Bánhidy Gyula

ARANYFÜRT
Mezőgazdasági Szövetkezet
Szekszárd
Adószám: 10107380-2-17
Bank: 10104601-46007384-00000000

Reduced from 2 liters to 1 liter the refilled egine oil

30%?

NEW HOLLAND

Felhasználói tapasztalatok a GREEN /%. környezetbarát üzemanyag-katalizátorral

Felhasználó neve: ...

Cégnév: ...

Cím: ...

Telefon / Mobil: 06-30/9458656

Gépjármű / munkagép típusa, kora: NEW HOLLAND G210 bocsátva 1997.05.13.

A vizsgált jármű 9300.- kilométert / üzemórát teljesített a GREEN /%.-szal.

A GREEN /%. hatása a motor gyorsulóképességére: ...

A GREEN /%. hatása a jármű fogyasztására: ü.ó-ként 3l megtakarítás 32-33 l/ü.ó.-ról 30 l/ü.ó-ra

Ha a jármű fogyasztása csökkent, ennek mértéke: ~10 százalék.

Better the fuel consumption -10%

Egyéb észrevétel: A 100 ü.ór.-ként motorolajcsere 40 l/100 ü.ó.-ról 20 l/ü.ó-ra ezt várom. Indításnál füstös.

Dátum: 2004. 10. 12.

Nagyházi László
aláírás

Reduced the refilled engine oil from 4Ls to 2 liters

50%

Hungarian testers

Refilled engine oil is half

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Tisza Farm Produce Kft. / Ex-Lex Ltd.

13 000 Ha

Tisza Farm Produce Kft. H-3384 Kisköre-Rákhát, Pf.5. Tel.: (00 36)36 358 306 Fax:(00 36)358401

English owner in East Hungary

Bécsi u. 1-3.V/3.
1052

8-10% fuel economy

Tisztelt Palkovics Úr.

A Tisza Farm Produce Kft. 2003 július elején vásárolt először kísérleti mennyiséget a Green Plus katalizátorból. Az üzemanyagba téve az Önök terméke hamar éreztette hatását, így a kezdeti sikeres tesztelés alapján 2003 július közepe óta úgy a mezőgazdasági, mint a szállító gépeinken teljes körüen alkalmazzuk azt.

Cégünk jelentős üzemanyag –felhasználását a Green Plus használatával 8-10% -kal csökkenteni tudjuk, ami több tízmillió forintos költségmegtakarítást jelent éves szinten.

A szubjektív tapasztalatok szerint a gépek csendesebben, egyenletesebben járnak, mióta az üzemanyagban Green Plus is van, és semmilyen káros, veszélyes hatását nem tapasztaltjuk.

A Green Plus használatát a továbbiakban is folytatni kívánjuk, előnyei alapján ajánlani tudjuk bármely, jelentős gépparkkal és üzemanyag-felhasználással rendelkező vállalatnak.

Kisköre, 2003. szeptember 12.

Üdvözlettel:

Richard Merrikin
Ügyvezető igazgató
Tisza Farm Produce Kft.

MTZ
CAT
CASE IH
AGRICULTURE

GREEN PLUS KÖRNYEZETBARÁT FOLYÉKONY ÉGÉSKATALIZÁTOR ÜZEMITESZT ÉRTÉKELŐ LAPJA

OROSHÁZA AGRO-M RT

A tesztelést végző cég: Agro-M Zrt. Orosháza
A tesztelést irányító, felelős személy neve: Lucz Tibor – telefonszám: 68/412-611
Tesztelés helye: Agro-M Zrt. Orosháza, Szőlősi üzem, és Tankerület mezőgazdasági területei

Tesztelés ideje: 2009.04.01-02

6 200 Ha

A tesztelés a Green Plus környezetbarát folyékony égéskatalizátor üzemszerű használatával elérhető fogyasztás-csökkenést hivatott mérni és igazolni.

A teszten, illetve azok előkészítésében részt vett Lucz Tibor az Agro-M Zrt. képviseletében és Magyar Viktória a Green Plus Magyarország képviseletében.

A tesztelés alá vont gépek:

1.	IH Magnum 8950	MOO-7180 frsz.	450 l üzemanyag tartály
2.	MTZ 80	BAM-805 frsz.	120 l üzemanyag tartály
3.	MTZ 80		120 l üzemanyag tartály

A gépek kezelői a teszt indulása előtt tájékoztatást kaptak arról, hogy tőlük az eddig megszokott gépkezelési / vezetési stílust várjuk el, szokásaikon ne változtassanak.

A bázis értékek felvételéhez az alábbi módszert alkalmaztuk:
Reggel, üzemkezdéskor mindhárom gép tartályát színültig teletöltöttük. A szokásos napi menetben elvégzett munkák után ismét ugyanaddig a szintig töltöttük. A szint azonosítása érdekében fényképfelvétel készült. Az itt kialakult fogyasztási értékek lettek a bázisértékek a három gép esetében. Megállapítást nyert, hogy az értékek – összevetve azokat a korábbi nyilvántartásokkal – az eddigi fogyasztási átlagértékeikhez hasonlóak, így biztos alapja, bázis értékei lehetnek a tesztelésnek.

Ezen adatok rögzítését követően a gépek üzemanyag tartályának teljes tartalmát kezeltük Green Plus égéskatalizátorral.

A tesztelés alatt a gépek a szokásos módon végezték munkájukat, majd minden nap végén teletöltésre került az üzemanyag tartály. Minden egyes üzemanyag felvételkor az üzemanyag mennyiségének megfelelően előírt Green Plus mennyiség került hozzáadásra.

Az üzemanyag teszt alatt elfogyasztott mennyiségét, a hozzáadott Green Plus mennyiségét és a fogyasztási adatokat a helyszínen készített adatfelvételi lapok adatai alapján a mellékelt elszámoló táblázatok részletesen tartalmazzák.

A teszt adatainak kigyűjtésekor, azokat elemezve az alábbi eredményeket állapíthatjuk meg:

A rövid tesztelési időszak ellenére mindhárom gép esetében fogyasztás-csökkenés figyelhető meg, értéke közelíti a 7%-ot.

Készült: Orosháza, 2009. április 2.

Lucz Tibor

HUMAN PROFIL Kft.

Magyar Viktória

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Bicskei Mg Zrt.’s Test on Etyek (HU)
20-21.11.2006.

New Holland test

Instead of 30 cm the deep of plowing is 40 cm and faster ready with less fuel

Without GP **3,83 Ha** 23,86 liter/work hour
With GP **4,21 Ha** 20,14 liter/work hour

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

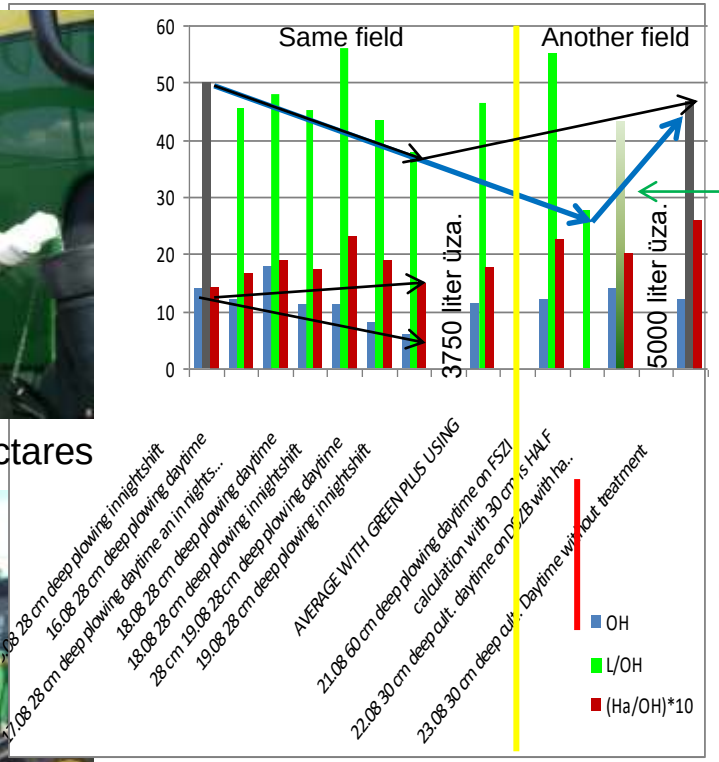
BIOFRIENDLY
The World Standard in Green Fuel Solutions

GREEN PLUS 5000 liters of MOL diesel fuel treatment

Febargro Zrt. Test result – non stop plowing

More hectares

Less operation hour



FEBAGRO ZRT – Biofriendly Green Plus® test result

Felsőbácskai Agrár Részvénytársaság febagro

FEBARGO ZRT – BIOFRIENDLY GREEN PLUS® TEST NOTICE

We performed a fuel consumption experiment in our agricultural professional company on same field in Felsőszentiván from 15th of August. The John Deere 8335 R (MIB-849) machine worked 24 cm deep plowing non-stop in 24 hours and its hectare/operating hour/ liter fuel consumption significantly reduced comparing to the started baseline with Biofriendly Green Plus® liquid combustion catalyst using but during the machine was able to farm more hectares in less time too. These results valid in time of the used 5000 liters quantity of fuel as sum results just like that improved last reached result compared to the baseline result what reached result much more significantly, this result of the process result of the using of the effect material of premium fuel, say Green Plus.
Comparing in baseline to average reduced the l/oh in 5.84%, ha/oh in 20, 8%, comparing to the reached result the l/oh reduced in 24.3% and the ha/oh reduced in 4.76% what proves together the improving in performance and the reducing in fuel consumption.
Visible was the real positive difference at harder working process as well.

Date: 11.09.2014 Felsőszentiván

FEBAGRO FELSŐBÁCSKAI AGRÁR ZRT. 6447 Felsőszentiván, Jókai u. 1. Adószám: 12078420-2-03

Péter Biró
testing expert

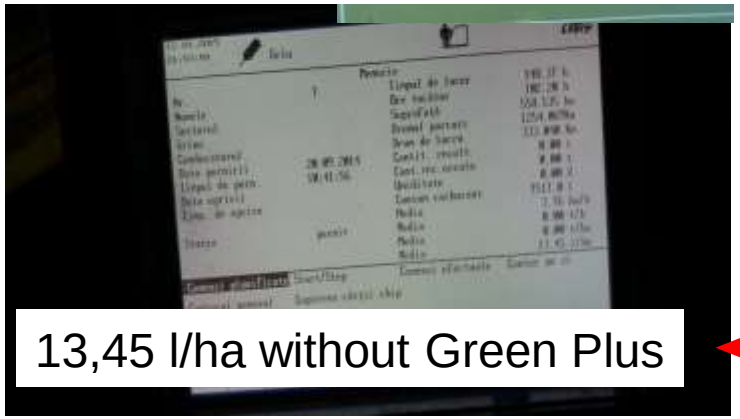
Balogh Zoltán
farm manager

difference at same field at same work with Green Plus treated fuel				
	Average changing in %		Reached result in %	
Black column without Green Plus Green column with Green Plus	L/op.H.	Operation hour per hectare	L/ÜÓ	Operation hour per hectare
	-5.84116	-20.80200501	-24.3	-4.761904762
Total fuel using reducing in %		-26.64316979		-29.06190476

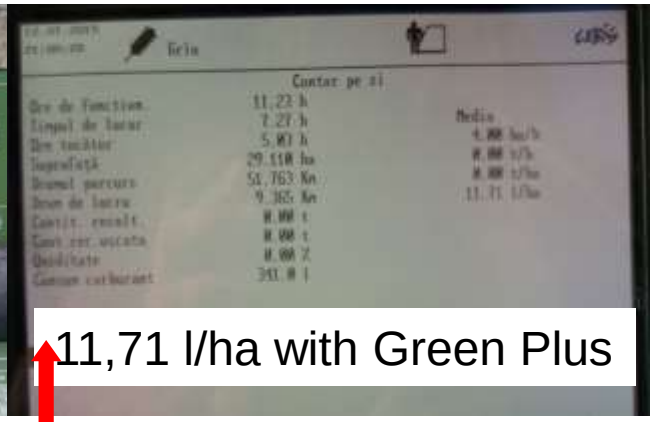
GREEN PLUS

CLAAS Lexion combine harvester test on 8000 hectares with 6 combines 20% fuel saving (07.2015. RO)

K opacity reduced from K0.3 to K0.03 on idle and from K1.21 to K0.77 on max RPM with Green Plus



13,45 l/ha without Green Plus



11,71 l/ha with Green Plus

Clean motor fuel using lower usually than dirty

Dirty engine fuel using is higher usually but with Green Plus is lower the fuel consumption

www.greenplusfuel.com/uzemanyag_fogyasztas_tesztek.htm +36 30 33 22 666 www.facebook.com/greenplusfuel

GREEN PLUS

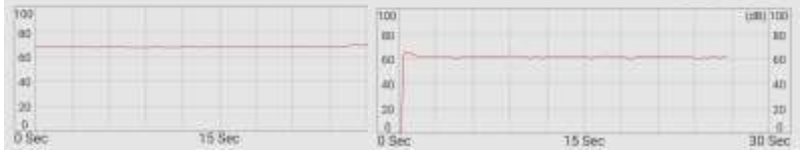
CASE IH Magnum plowing test result: 15-24% fuel saving 13/14.04.2016 Boldur / RO/ EU

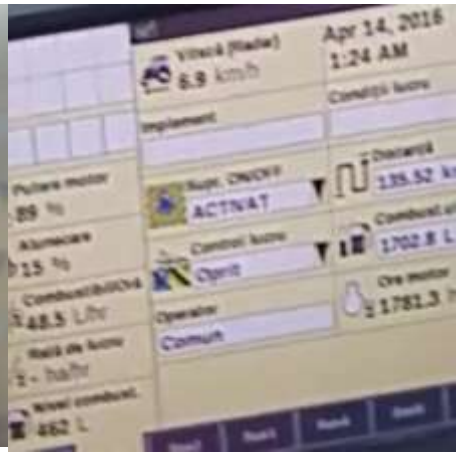
56.6 L/H 86% 6 km/h without Green Plus
On good condition half wet soil, little uphill

48.5 L/H 89% 6.9Km/h with Green Plus on heavy wet soil uphill
AdBlue using proved +13.8% bigger loading

Without Green Plus, G7
RPM 1050

with Green Plus, G7
RPM 1050





www.greenplusfuel.com/fuel_consumption_testing.htm +36 30 33 22 666 www.facebook.com/greenplusfuel

GREEN PLUS

INGLEBY FARMS & FORESTS - John Deere 8730 RT test result in plowing-harrowing: fuel using - 20% l/ha

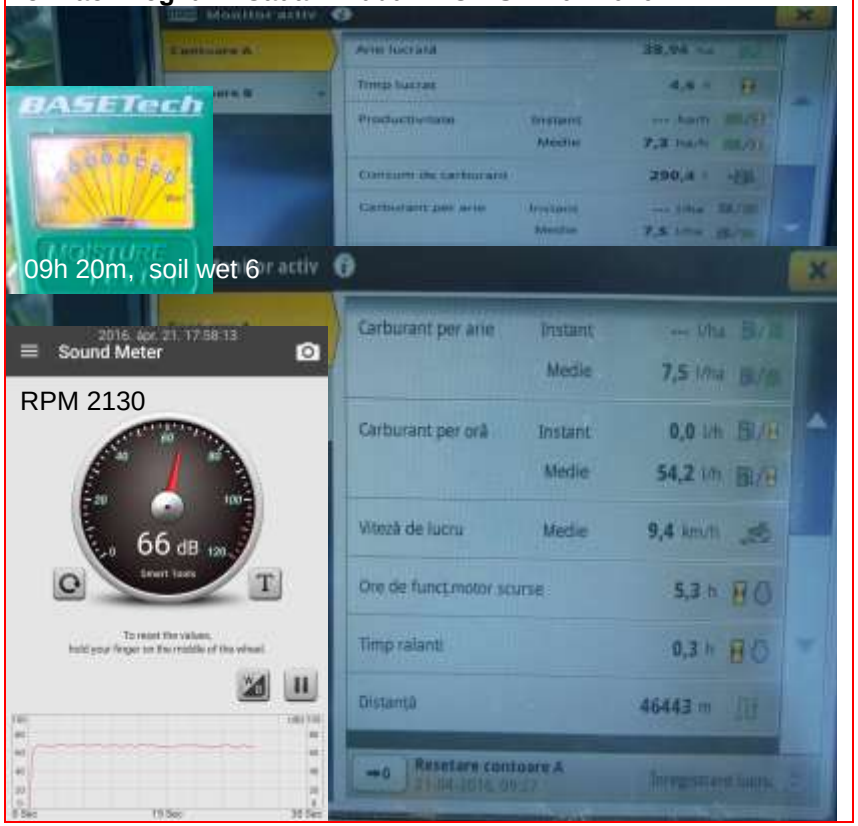
Compared data of the same period from morning to afternoon with same weather and soil water of condition in 3 days audit, 31 hours observation

without Green Plus

Semi dry – semi wet soil, little uphill

7.3 ha/h	**7.5 l/ha**
54.2 l/h	9.4 km/h

Tormac / Végvár – Cadar / Kádár /RO/EU 21.04.2016



with Green Plus

Semi dry – semi wet soil, more uphill

8.5 ha/h	**6 l/ha**
50.8 l/h	9.5 km/h

Tormac / Végvár – Cadar / Kádár RO/EU 22.04.2016

GREEN PLUS

Mining machines like Green Plus treated fuels, costumers are very satisfied with 8-28% fuel saving results

Mining at the Mine of Dorog/HU

Felhasználói tapasztalatok a Green Plus
környezetbarát üzemanyag-katalizátorról

Felhasználó neve: MOCSNIK IMRE
Cégnév: BAUMIT KFT.
Cím: 2510 DOROG, BAUMIT út 1.
Telefon / Mobil: 30/3491-032

Gépjármű, munkagép típusa, kora, állapota: CATERPILLAR
kombinálható 2éves tér

A géppel végzett munka jellege: BÁNYÁSZAT

CATERPILLAR®

A jármű ..... kilométert/üzemórát teljesített a Green Plus® használatával.

A Green Plus® hatása a motorra, gyorsítóképességére: ~6% fogyasztás
csökkent

A Green Plus® hatása a jármű fogyasztására: .....

Ha a jármű fogyasztása csökkent, annak mértéke: ~6 %

Egyéb észrevétel: Kisnyékbe kedvező indítás,
kevesebb füst

Jelen nyilatkozat aláírásával hozzájárulok, hogy a Green Plus Magyarország referenciáiban fenti adatok megjelenjenek.

Dátum: 2010.11.10.

www.baumit.hu

aláírás

Constatări referitor la utilizarea catalizatorului ecologic, lichid pentru combustie GREEN Plus

GREEN PLUS

Romanian constructor company

Numele și prenumele utilizatorului ..... Oaru Alexandru .....

Denumirea firmei ..... GC TECHNOCER .....

Adresa: Năvodari str. Metalurgiștilor nr 16 .....

Telefon / Mobil: 0721367273

E-mail: .....

LIEBHERR

Tipul autovehiculului / utilajului, vechimea, nr.circulație: Excavator
Liebher ; 5 ani

Vehicolul a efectuat 540 kilometri/ore cu GREEN Plus

Efectul catalizatorului GREEN Plus asupra accelerației motorului:
Mai lună

Efectul catalizatorului GREEN Plus asupra emisiilor de gaze.
Emisii reduse

Efectul catalizatorului GREEN Plus asupra consumului de carburant:
Consumul a scăzut

Dacă consumul a scăzut, în ce procent 8 %

Reduced fuel consumption 8%

Improved performance of Liebherr machineries

Data : 10.10.2008

Semnătura și ștampila

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Constatări referitor la utilizarea catalizatorului ecologic, lichid pentru combustie GREEN Plus

Numele şi prenumele utilizatorului ....MATE IANOŞ....

Denumirea firmei ...SC MATCON SRL....

Adresa: ..LUGOJ, P-TA I.C. DRAGAN nr. 2, jud. TIMIS

Telefon / Mobil: ....0256 / 359 698....

Tipul autovehiculului / utilajului, vechimea: ....

....BMW - 6 ani....

Vehicolul a efectuat ..3000.....kilometri/ore cu GREEN Plus

Efectul catalizatorului GREEN Plus asupra acceleraţiei motorului:

...consideram ca accelerate este mai eficienta....

Efectul catalizatorului GREEN Plus asupra consumului de carburant:

...s-a remarcat un consum mai mic cu 8%....

Romanian BMW test:

Dacă consumul a scăzut, în ce procent ...8.....%

Improved fuel economy 8%

Alte observaţii : ....pornire usoara....

Data :

17.12.08.

Semnătura şi stampila

S.C. MATCON S.R.L. OUT 3977965 ARROVIZIONARE

...nálói tapasztalatok a Green Plus®
...etbarát üzemanyag-katalizátorról

KOVÁCS KÁLMÁN
KOVICS BT
1144 Szentmihálysi u. 13
30/9775-118

Gépjármű, munkagép típusa, kora, állapota: IFA L 60
Erősen használt

A géppel végzett munka jellege: Fuvarozás

A jármű 4000 kilométert/üzemórát teljesített a Green Plus® használatával.

Smoother engine, better engine brake

A Green Plus® hatása a motorra, gyorsítóképességére:
-5 liter/100 km Érezhetően erősebb és hallhatóbb motor

A Green Plus® hatása a jármű fogyasztására: -5 l/100 km

Fuel economy

Ha a jármű fogyasztása csökkent, annak mértéke 10-15 %

Egyéb észrevétel: Könnyebb indítás, hatékonyabb motorfék hatás

Easier engine start

Dátum: 2008 XI 13

www.kovicsfuvar.hu

aláírás

The DEKRA quality certificate demands the environment friendly supply chain from ELKA

ELKA
INTERNATIONAL LOGISTICS

Your partner for Road, Sea, Air transports
and high quality logistic services for
textile and conventional goods

The Elka demands the green transport from subcontractors.

MILES AHEAD

QUALITÄTS-MANAGEMENT
Wir sind zertifiziert
Regelmäßige freiwillige
Überwachung nach ISO 9001:2000

QUALITÄTSMANAGEMENT ISO 9001:2000

Certification de Personnes
NF EN ISO/ CEI 17024: 2003
▶ Diagnostic technique immobilier

DEKRA Certification de Personnes
DEKRA

DEKRA

Anerkannter Prüfstützpunkt

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

BIOFRIENDLY

The World Standard in Green Fuel Solutions

The Tolnatej Zrt. is the only Hungarian properties milk product factory in Hungary www.tolle.hu

Easier engine starting in very hard cold, less emission, 10% fuel economy at fleet.

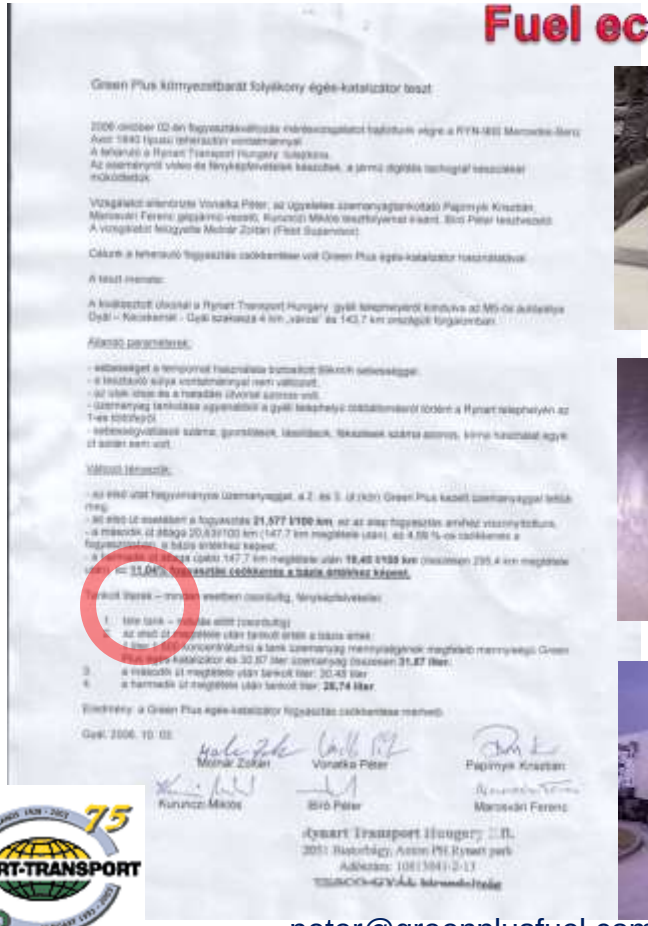
peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

On-road protocol test
Labor Level Analysis
at 600 trucks fleet.

Experience of Diesel testers 11%

Fuel economy



Green Plus környezetbarát folyékony égés-katalizátor teszt

Molnár Zoltán Vonatka Péter Papinyik Krisztián

Kurunczi Miklós Bíró Péter Marosvári Ferenc

Gyál, 2006. 10. 03.

Tranyr test in Rynart age

RYNART-TRANSPORT

Green Plus environment friendly liquid burning-catalyst testing in Rynart

We did a consumption measurement test on RYN-900 **Mercedes-Benz Axor 1840** type truck with trailed vehicle in 02. October. 2006
The truck belongs to Rynart corporation.
There are video and photos about this happening, and digital tachograf of the truck was working.

The test was examined by Péter Vonatka (fuel injector on duty), Ferenc Marosvölgyi (driver), Miklós Kurunczi (test helper), Péter Bíró (test master).

Our purpose was to reduce consumption with using Green Plus burning-catalyst.

How was the test managed:

The chosen road line was from Rynart parking place (Gyál) on M5 highroad to Kecskemét: 4 km "town" and 143,7 km open road traffic.

Constant parameters:

- speed was controlled by tempomat 89 km/h
- load of truck with trailed vehicle was not change
- road lines and times were the same
- the fuel injection were from the same tank of Rynart parking place (number 1 fuel handle)
- speed change, acceleration, braking, slowing were the same, air condition was not used

Variable factors:

- the first road was taken with normal fuel, and the 2. 3. were taken with Green Plus mixed fuel
- the consumption of firs road **21,577 l/100 km** it is the basic datum which we can compare
- the second road average consumption 20,63l/100 km (after 147,7 km), this 4,59 %-less than the basic datum
- the third road average after 147,7 km **19,45 l/100 km** (after all 295,4 km), this **11,04% less than the basic datum..**

Liters had been refueled – every time to full, see photos:

1. full tank – before start (totally full)
   1 liter 1:500 concentrated Green Plus burning-catalyst appropriate to the refueled amount and 30,87 fuel, alltogether: **31,87 liter.**
2. after the second road, refueled liter: 30,48 liter
3. after third road, refueled liter: **28,74 liter**.

Result: with Green Plus burning-catalyst consumption reducement is measurable.

Gyál, 03.10.2006.

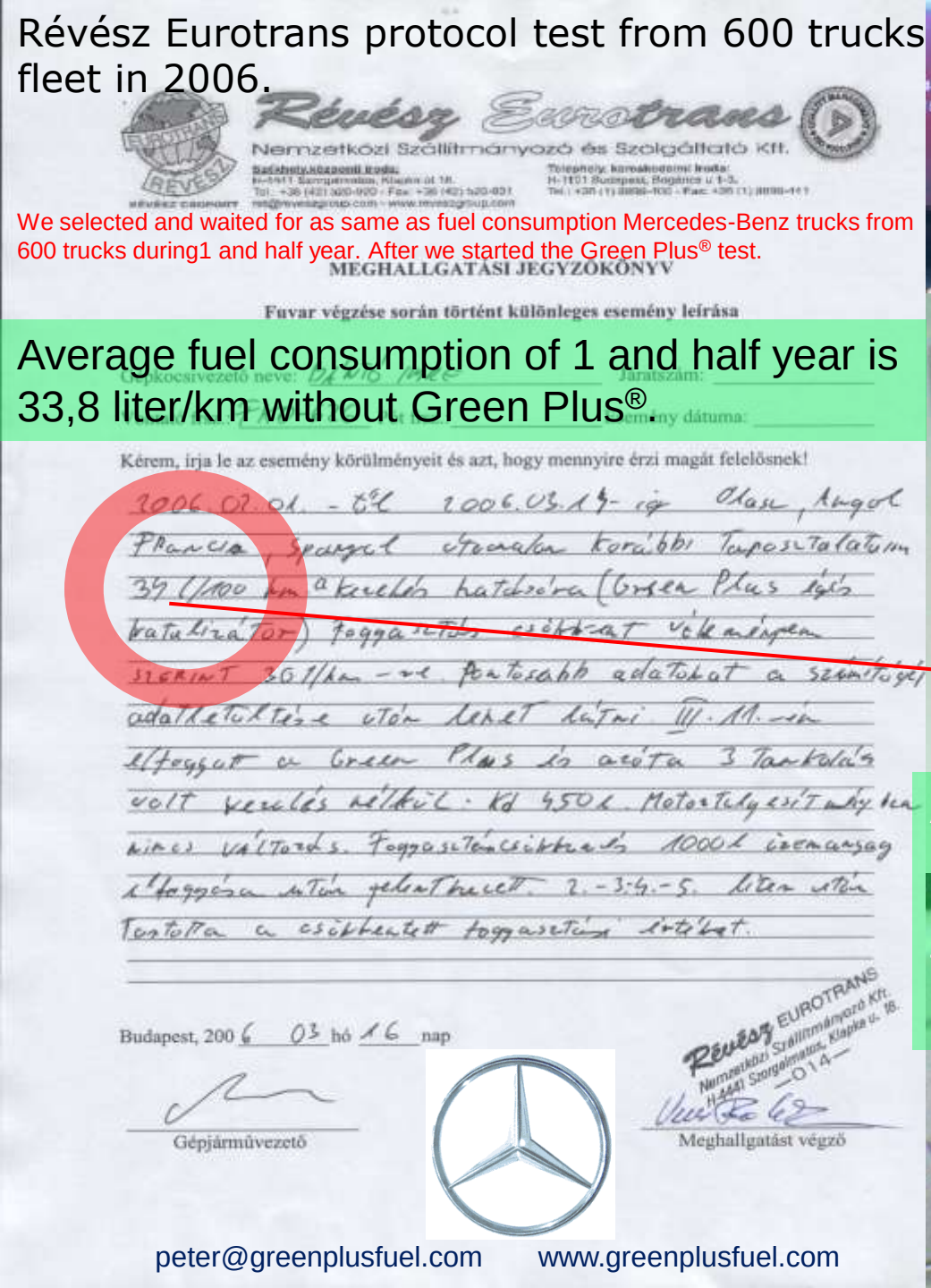
Molnár Zoltán Vonatka Péter .....

Kurunczi Miklós Bíró Péter Marosvári Ferenc

RYNART-TRANSPORT 75 10

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Révész Eurotrans protocol test from 600 trucks fleet in 2006.


Révész Eurotrans
Nemzetközi Szállítmányozó és Szolgáltató Kft.

We selected and waited for as same as fuel consumption Mercedes-Benz trucks from 600 trucks during1 and half year. After we started the Green Plus® test.

MEGHALLGATÁSI JEGYZŐKÖNYV

Fuvar végzése során történt különleges esemény leírása

Gépkocsivezető neve: DANIO MEE Járatszám:

Kérem, írja le az esemény körülményeit és azt, hogy mennyire érzi magát felelősnek!

2006.02.01.-től 2006.03.14-ig Olasz, Angol Francia, Spanyol útvonalon korábbi Tapasztalatom 39 l/100 km a kezelés hatására (Green Plus égés katalizátor) fogyasztás csökkent véleményem szerint 30 l/km-re. Pontosabb adatokat a számítógép adatletöltése után lehet látni. III.11.-én elfogyott a Green Plus és azóta 3 tankolás volt kezelés nélkül. Kd 450 l. Motortulgesítmény ban nincs változás. Fogyasztáscsökkenés 1000 l üzemanyag elfogyása után jelentkezett. 2.-3.-4.-5. liter után tartotta a csökkentett fogyasztási értéket.

Budapest, 2006 03 hó 16 nap

Gépjárművezető

Meghallgatást végző

Révész EUROTRANS Nemzetközi Szállítmányozó Kft. H-4441 Szorgalmatos, Klapka u. 18. -014-

Average fuel consumption of 1 and half year is 33,8 liter/km without Green Plus®

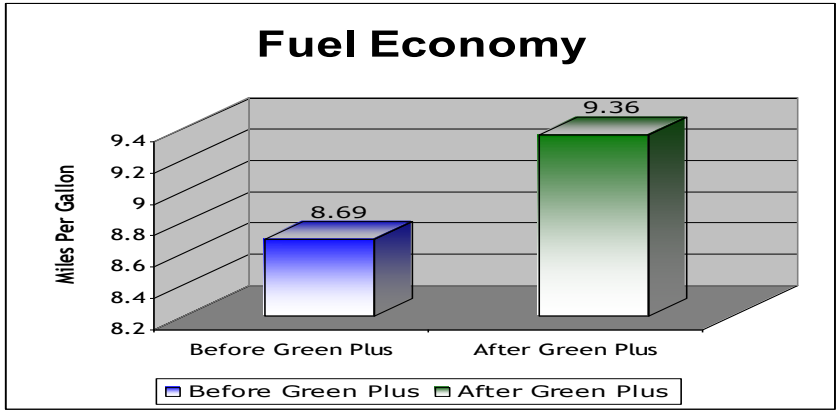
More than 16% fuel economy

Average fuel consumption with Green Plus® improved **16%** fuel economy on European Highway and improved more than 10% on Romanian roads in the test months.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Test summary

In March of 2003, Biofriendly and FedEx Freight partnered to conduct the Society of Automotive Engineers (SAE) J-1321 Fuel Economy Test. A combination of four test and control trucks performed a precise on-road test that resulted in an improvement in fuel economy of 7.15%



P&O Trans Australia

P&O Trans Australia (Qld) Pty Ltd
A.B.N. 21 009 677 383
Bingera Drive
Fisherman Islands Qld 4178
PO Box 702
Wynnum Qld 4178
Telephone +61 7 3268 8303
Facsimile +61 7 3268 8353

4th November 2002

Mr Michael Carroll
Biofriendly Corporation
158 Sawpit Lane
BRADBURY CA 91010

Dear Mike

Re: Your Combustion Catalyst Green Plus

We are happy to report to you that P&O subsidiary Smith Bros, who have been using your Combustion Catalyst Green Plus at the Fishermans Island Queensland, Australia have shown over a five-month period a reduction in fuel consumption over 15%.

We have various different makes and models of prime movers as well as other body trucks and forklifts. All of these vehicles have realized improvements and they are showing a noticeable reduction in smoke.

I have talked with Tim Squires (Transport Manager) and Jim Hayes (Maintenance Supervisor) about your product. They have indicated that they are both very pleased with the results and support the purchase of the material for Smith Bros.

Based on the success of this five-month demonstration, Smith Bros are now proceeding to purchase your product on a long-term basis at your normal terms and conditions. I recommended the promotion of your product to the rest of P&O Ports sites.

We thank you for your help and assistance and we look forward to a long and successful working relationship utilizing your amazing Green Plus product.

Yours sincerely

G N SERGEANT
DIRECTOR

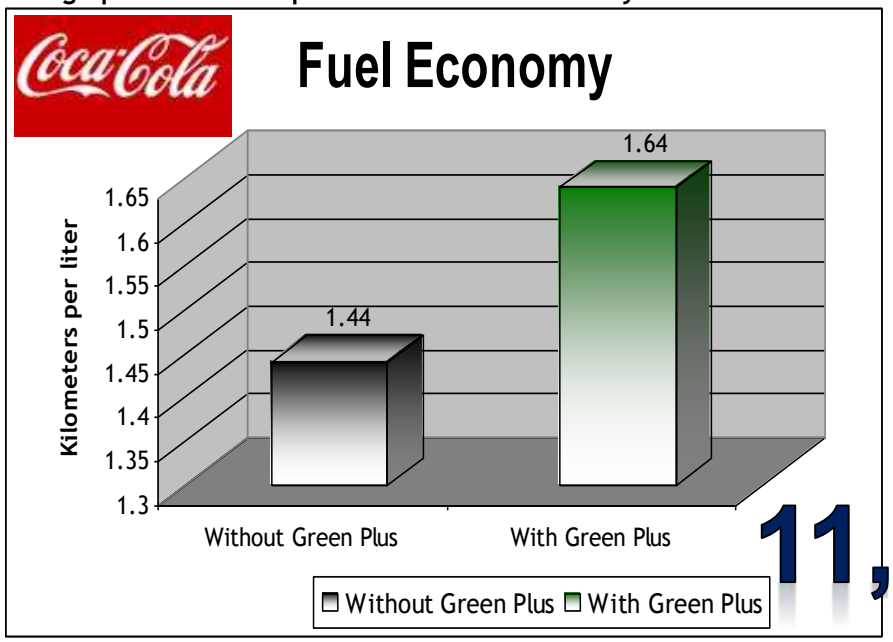
We are very happy, the over 5 months test period with Green Plus® showed (on forklifts, ships, trucks) over 15% fuel saving.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Coca-Cola test summary

Coca Cola bottling Company of Queretaro, Mexico conducted a test of Green Plus for their trucks. The result of this test was an overall improvement in fuel economy of 11.49%. This test was conducted over a period of two months and the trucks tested experienced no adverse affects relating to Green Plus®.

This graph shows an improvement in fuel economy of 11.49%



Pepsi-Cola Bottling Co. of the Black Hills

P. O. Box 709 • 1511 Turbine Drive • Rapid City, South Dakota 57709-0709
Phone 605-342-0362 • FAX 605-342-6382

July 19, 2002

Teddy Watson
Associate Director of Marketing
158 Sawpit Lane
Bradbury, CA 91010

Re: Biofriendly's Green Plus Catalyst

Dear Teddy:

Over the past three months, Pepsi-Rapid City has successfully performed a demonstration of Biofriendly's fuel catalyst -- Green Plus. Owned by Admiral Beverage Company based in Worland, Wyoming, we are located in Rapid City, South Dakota and manage and handle the distribution of Pepsi-Cola products throughout the Black Hills region of South Dakota.

As of today, the diesel delivery vehicles we selected for the demonstration have improved their fuel efficiency by an average of 15%. This improvement translates into 15% less diesel fuel consumed, therefore saving us dramatically in dollars at the fuel pump. Over a yearly time period with 15% less fuel consumed, Pepsi-Rapid City will consume 13,116 less gallons of diesel fuel, which means approximately $14,296.92 will be saved.

We are very pleased with the results we have achieved with Green Plus, and believe Biofriendly can enable any fleet such as ours to run more efficiently while at the same time being more environmentally friendly. We recommend this product not only because of the fuel savings and environmental benefits, but also because of its ease of use. Green Plus is very simple to use, and little of the product is needed to produce rewards. Thanks again for improving our fleet's performance. We look forward to continuing our commitment to Biofriendly and Green Plus in the future.

Sincerely,

Leonard Hernandez
General Manager
Pepsi-Rapid City, South Dakota

11,49% KONTRA 15%

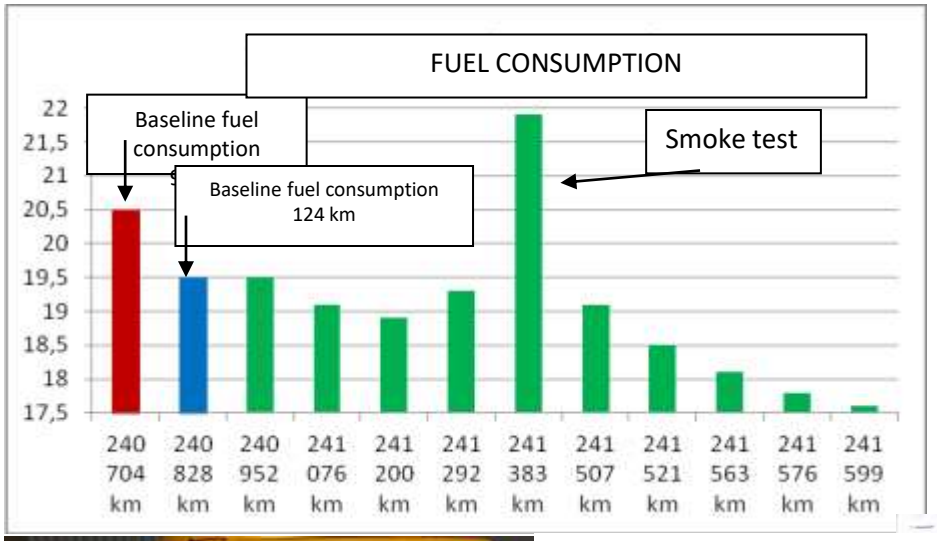
peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY
The World Standard in Green Fuel Solutions

GREEN PLUS

EURO5 DAF XF105 motorway protocol test with 60 parameters checking

NTA new engine result K 0.07 opacity reduced to zero, fuel using improved up to 15-25%



Smoother DAF noise
Cleaned exhaust pipe, pipe gas smelling cleaner,
Experience after test: Automatic gear changing instead of 9 is between 11-10 on uphill

www.greenplusfuel.com/uzemanyag_fogyasztas_tesztek.htm +36 30 33 22 666 www.facebook.com/greenplusfuel

BIOFRIENDLY
The World Standard in Green Fuel Solutions

GREEN PLUS

improved performance

and 8-15% fuel saving (CO_2 reducing)

SAE-J 1321 test protocol
at new EU5 and EU6 trucks

Paul NUTZFAHRZEUGE Service Center

11.10.2012. PASSAU

Josef Paul GmbH & Co. KG

Green Plus Deutschland UG
Sandweg 9

D-94508 Schöllnach

Ihre Zeichen, Ihre Nachricht vom: | Unser Zeichen, unsere Nachricht vom: Wasner Bernhard | Telefon, Name: | Datum: 17.10.2012

Bestätigung

Sehr geehrter Hr. Zarbl,

hiermit bestätigen wir Ihnen die Durchführung folgender Kraftstoff- Verbrauchstests, **mit und ohne Green Plus,** welche wir am 29.09.12 und am 11.10.12 durchgeführt haben. Des Weiteren konnten wir zeitgleich einen vier wöchigen Langzeittest erfolgreich beenden!

Bei allen Testfahrten wurden die Ergebnisse durch das tatsächliche nachtanken des Kraftstoffs ermittelt.
Die Tests wurden mit drei verschiedenen Fahrzeugen gleichzeitig durchgeführt, bei voller Ausladung. Die ersten Fahrten wurde ohne Green Plus durchgeführt, um einen Referenz Wert zu haben, bei den anschließenden Testfahrten wurde die zwei schlechtesten Fahrzeugen mit **Green Plus** befüllt, um den direkten Vergleich zu haben!

Bei allen Tests, stellte sich bei jenen Fahrzeugen, welche mit Green Plus betrieben wurden, eine Kraftstoffeinsparung von 8 bis 15% ein!

Die exakten Testfahrt- Aufzeichnungen liegen alle vor, und sind zu jeder Zeit einzusehen!

Für weitere Rückfragen stehen wir gerne zur Verfügung!

Mit freundlichen Grüßen

i.V. Bernhard Wasner
-Betriebsleiter-

Daimler AG and MAN
Developer and main dealer
in Germany

200 years tradition company
3000 partners

They called by Japan
for helping
to Fukushima
disaster

www.truckworks.de

www.paul-nutzfahrzeuge.de

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BIOFRIENDLY

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GREEN PLUS

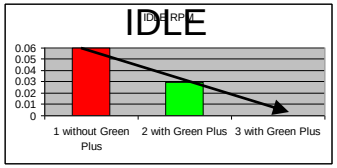
Baltrans Kft GCA GROUP, Százhalombatta
Renault (VOLVO) T460 EURO 6 test 22.06.2016 (HU)

Fuel consumption and emission test with brand new vehicle, loading 37.38 tons (from 84 km to 347.6 km)

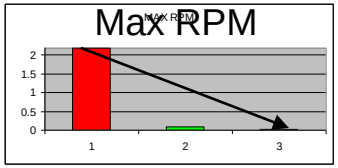
21.2 l/100km without Green Plus (34.9)

19.1 l/100km with Green Plus using (31.1)

K opacity result

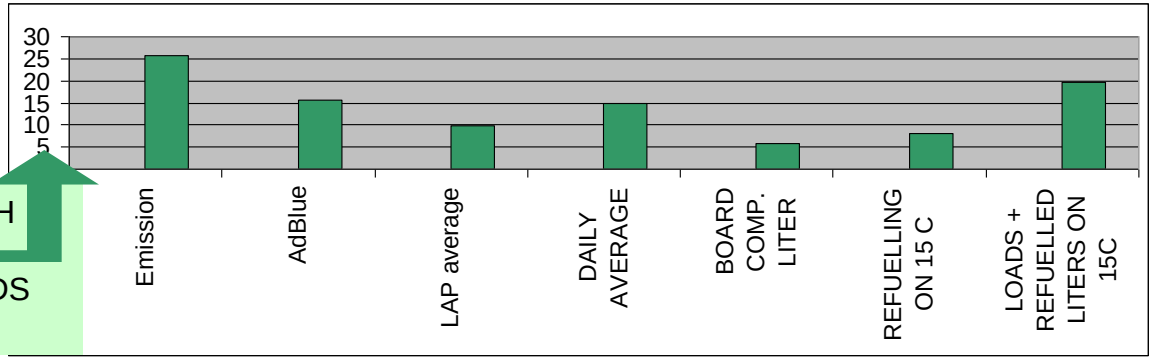


0.06
0.03
0.00



2.18
0.10
0.03

Red column means the baseline without Green Plus using, green color with Green Plus using



IMPROVED FUEL CONSUMPTION WITH GREEN PLUS IN %
BASE ON 7 DIFFERENT TEST METHODS
10 starts, stops, slowing on 3 x 87,7 km

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

BIOFRIENDLY
The World Standard in Green Fuel Solutions

DAFCOCHIM IVECO Emission -50%

Visible 50% emission reducing with Green Plus®

12 09 2012, Targu Mures, Romania

DAFCOCHIM

SIMTEX-OC

S.C. DAFCOCHIM S.R.L. INTRARE / IESIRE Nr. 4670 Data 12. Sep. 2012

C â t r e, Toti cei interesati,

Prin prezenta confirmam faptul ca prin utilizarea catalizatorului GREEN PLUS, testat pe unul din autocamioanele noastre IVECO STRALIS, dupa utilizarea a 2 litri catalizator 1:1000, cantitatea de fum emanata a scazut simtitor (cu peste 50 %).

Economia de combustibil va putea fi comunicata dupa finalizarea testarii si efectuarea calculelor.

Cu stimă,

Responsabil test
Director comercial
Ing. Dan Felician

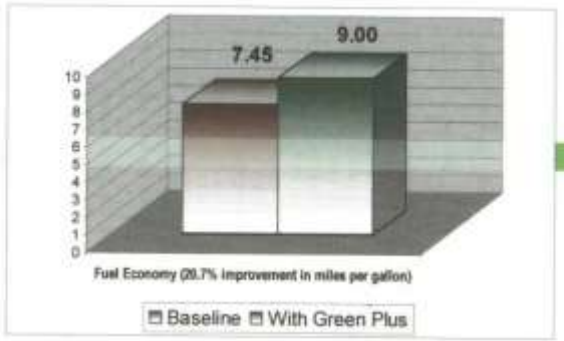
peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666 +381 61 320 8955 +40 733 913 045

GREEN PLUS

3210 Citizen Avenue
North Las Vegas, Nevada 89032
(702) 636-0623
(702) 636-0661 fax

ATC™

Fuel consumption between 9% - 20%



A Las Vegas-i Közlekedési Vállalat tesztjének eredménye

Az ATC, a Las Vegas-i tömegközlekedési vállalat 7 autóbuszán tesztelte a Green Plus-t két hónapig. Az eredmény: 20 százalékos üzemanyag-megtakarítás.

March 18, 2002

Bio-Friendly Corporation
158 Sawpit Lane
Bradbury, CA 91010

Re: Bio-Friendly's Combustion Catalyst

Dear Mr. Hutcheon:

ATC is a worldwide regional transportation management company, which facilitates the operations for a large number of Transit Authorities throughout the nation. At our Las Vegas location Bio-Friendly Corporation, a California based company that is registered with the EPA (Environmental Protection Agency), conducted a two and a half month demonstration of their Combustion Catalyst Green Plus. Their product performed better than what they had claimed with an impressive 20.2% increase in fuel economy on a best case basis and a 9.4% improvement on a worst case basis allowing for climactic and air conditioning changes. Their liquid catalyst is easy to use and safe to handle. The quantity of product that is needed is incredibly minute. Its concentration is 50 parts per million which equates to half an ounce per 40 gallons.

The savings to ATC's Las Vegas location using Bio-Friendly, at the demonstrated 20.2% savings, is almost $600,000 per year. Besides paying for itself many times over, this product lowers emissions and by cleaning the combustion system, it will greatly extend the lifetime of our engines.

I am extremely happy with what Bio-Friendly's Combustion Catalyst Green Plus has done for our buses. I highly recommend the use of Bio-Friendly to anyone with the responsibility of managing a fleet of vehicles such as ours.

Kind regards,

Mike Jackson

Mike Jackson
Maintenance Manager
ATC of Nevada

NEX National Express Corp

BIOFRIENDLY

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GREEN PLUS

Zero Emission Program in Mexico

GOBIERNO DE JALISCO
PODER EJECUTIVO
SECRETARÍA DE MEDIO AMBIENTE PARA EL DESARROLLO SUSTENTAB

Otros 6 autobuses, están en etapa final de la fase de acondicionamiento, mostrando una disminución de un 10 a 35%.

Las 4 unidades restantes, que son las más viejas de la flotilla de la Ruta 634, todavía se encuentran en etapa de acondicionamiento, por lo que las emisiones muestran incrementos de opacidad de entre un 12 a 61%.

Con estos resultados alentadores obtenidos primero en Zapotlán el Grande y ahora en Zapopan con la Ruta 634, que muestran importantes beneficios ecológicos y económicos, hacen de este Programa Emisión Zero para la Calidad del Aire, a través del uso del catalizador Biofriendly una alternativa viable para el mejoramiento del entorno ecológico de la Zona Metropolitana de Guadalajara.

"2006 Año del Bicentenario del Natalicio de Don Benito Juárez García"
Guadalajara Jal, 1 de Junio de 2006

Ing. Angel Ricardo Martínez Valencia
Director Estatal de Afinación Controlada Obligatoria

Introduction to Mexico State of Jalisco government emissions test

In Mexico, the government of the State of Jalisco where Guadalajara, the country's second largest city is located conducted an emission test on 35 buses in 2006.

In Latin America the primary focus has been the reduction of opacity in vehicle emissions. Therefore the objective of the test was to reduce opacity by 50% within 90 days.

The trial was managed by the Director of Mandatory Emission Controls for the State of Jalisco. After baseline data was gathered, the results were achieved within 67 days of use of Green Plus. The average reduction in opacity from the Green Plus treated buses was 72%.

GOBIERNO DE JALISCO
PODER EJECUTIVO
SECRETARÍA DE MEDIO AMBIENTE PARA EL DESARROLLO SUSTENTABLE

A QUIEN CORRESPONDA:

RESULTADOS COMPARATIVOS DE OPACIAD ANTES Y 90 DIAS DESPUES DE UTILIZAR EL CATALIZADOR LIQUIDO BIOFRIENDLY, EN EL COMBUSTIBLE DEL PARQUE VEHICULAR DE LAS EMPRESAS:

ALIANZA DE CAMIONEROS:

No. Económico	Litros de Diesel/día	Modelo	Marca	Linea Base	Ultima Medición	% de la Disminución en Opacidad
1416	117.75	1993	DINA	27.8	10.0	65%
1496M	148.58	1994	DINA	20.1	8.0	60%
1400	133.87	1996	Navistar	21.2	0.2	98%
1462	125.28	1993	DINA	22.8	7.2	70%
1397	117.45	1993	DINA	16.4	9.8	40%

VEHICULOS DE LA EMPRESA TRANSPORTE URBANO DE GUADALAJARA TUR:

No. Económico	Litros de Diesel/día	Modelo	Marca	Linea Base	Ultima Medición	% de la Disminución en Opacidad
706-06	107.90	2003	MB	8.8	2.0	85%
702-12	120.86	2003	MB	11.5	0.5	95%
702-14	111.58	2003	MB	8.6	1.1	85%
702-50	127.92	2003	MB	7.4	2.4	70%
702-60	117.45	2003	MB	9.9	ND	65%

GOBIERNO DE JALISCO
PODER EJECUTIVO
SECRETARÍA DE MEDIO AMBIENTE PARA EL DESARROLLO SUSTENTABLE

VEHICULOS DE LA EMPRESA SERVICIOS Y TRANSORTES:

No. Económico	Litros de Diesel/día	Modelo	Marca	Linea Base	Ultima Medición	% de la Disminución en Opacidad
2161	83.20	1998	DINA	12.6	0.2	98%
2166	111.67	1998	DINA	14.9	2.7	88%
2165	138.77	1998	DINA	11.9	4.0	65%
2303	113.34	1998	DINA	10.8	1.4	88%
2112	125.12	1998	DINA	14.0	4.6	65%
2505	86.22	2005	Inter.	5.0	0.0	100%
2503	68.12	2005	Inter.	4.6	0.0	100%
2555	92.96	2005	Inter.	3.6	0.0	100%
2513	92.94	2005	Inter.	3.9	0.0	100%
2561	87.98	2005	Inter.	3.5	0.0	100%
2577	119.65	2006	Inter.	1.6	0.0	100%
2578	104.16	2006	Inter.	2.0	0.0	100%
2579	119.73	2006	Inter.	1.7	0.0	100%
2580	119.00	2006	Inter.	1.7	0.0	100%
2584	125.94	2006	Inter.	0.9	0.0	100%

SIMBOLOGIA:

MB = Mercedes Benz
Inter = Internacional
Navistar = Navistar
DINA = DINA
ND= Vehiculo NO disponible el dia de la medición.

Guadalajara Jal, 15 De Julio de 2006
"2006 año del Bicentenario del Natalicio de Don Benito Juárez García"

Ing. Angel Ricardo Martínez Valencia
Director de Afinación Controlada Obligatoria

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

GREEN PLUS

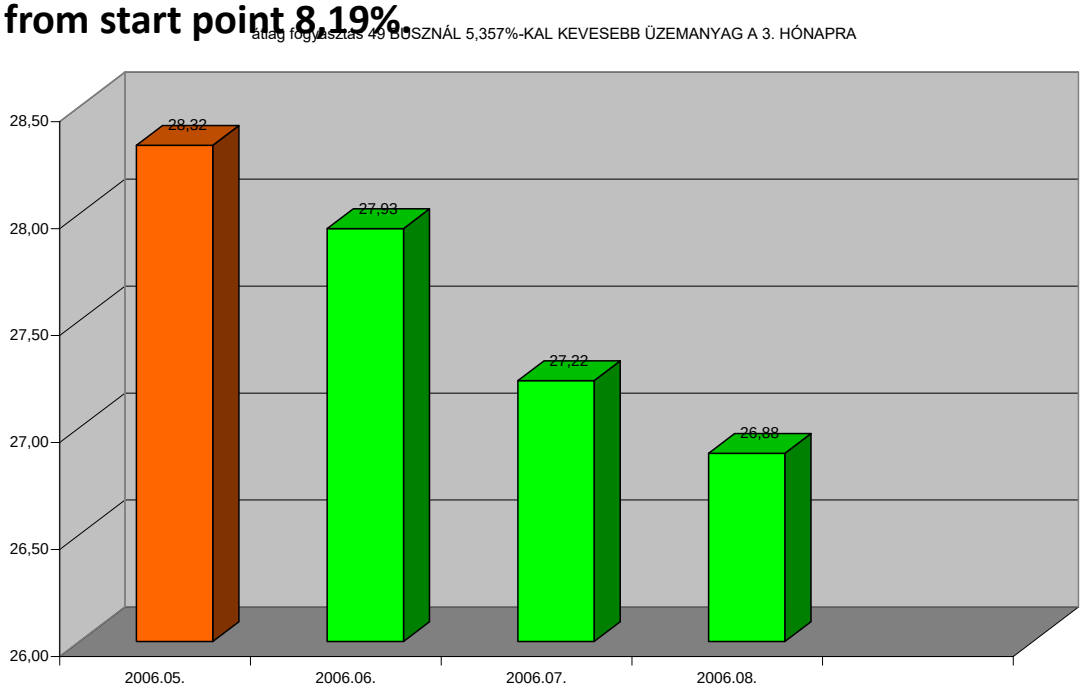
BIOFRIENDLY

The World Standard in Green Fuel Solutions

We demonstrated Green Plus® efficiency on protocol audit test at **49 buses** in the biggest Hungarian Bus Company Volánbusz Rt – located in Budapest in 2006 .
(They have more than 1000 buses and work together with EUROLINES).

Results are well at the night parking buses in the official park (improved 27% fuel economy) and worse at home night parking buses , fuel consumption + 9% (stolen it at home).

Base fuel *already treated with Lubrizol Go*, this plus treated by **Green Plus®,** improved 3 months combined total fuel economy more than 5% (included the stolen fuel too), **achieved fuel economy from start point 8,19%.**



Tárgy: nagyüzemi Green Plus teszt és audit
Helyszín: Cegléd, Volánbusz Rt műszaki telepe
Cél: üzemanyag gazdaságosság és az emissziós értékek csökkentése

Eredmények:

1. A buszok 66%-a több, mint 8%-os megtakarítást mutat a 3 hónapos Green Plus használat során, 33% a nem megtakarító. Előbb a 33%-ba tartoznak 100%-osan a javításra szorult, és nem Cegléden tankoló és főzuska nem Ceglédről állomásozó buszok.

2. Nagyobb értéket elvárni nem lehet a szélsők megtakarítást deszűrő rendszere miatt, ugyanakkor a Green Plus hatékonysága annál nagyobb.

3. A végértékekben az is látható, hogy a bázishónaphoz képest legmagasabb átlag megtakarítási érték 10%, a legmagasabb többletfogyasztási érték 9%. A pozitív különbség 9%, Kiugróértek 27% megtakarítás.

4. Időjárás szempontjából a 2006-os év nyári hónapjai, az augusztus 2 °C-kal alacsonyabb, mint a 2005-ös évi, az és a nagyobb számú viharos, szeles idő okoz magasabb fogyasztást, esetünkben a Green Plus teszt alatt 2-3 %-ot jelent, amit a megtakarításhoz hozzá kell adni.

5. A szokásos tankolt üzemanyag: MOL „OKO" üzemanyag „Lubrizol EZ" adalékkal kezelt, nem hagyományos üzemanyag, már adalékolt. Így a két anyag (Lubrizol és Green Plus) együttes hatását vizsgáltuk a fogyasztás tekintetében és nem különálló a Green Plus hatását.
Az eredmények tehát az adalékolt üzemanyagon való még javítani tudó képességet igazolják.
A MOL nem foglalkozik 3% egészalatti értékek közötti teljesítményű adalékkal, ill is hozzáadhatunk 3%-ot egy adalékolatlan alapértékhez.

A napokban folyó Közlekedéstudományi Intézet akkreditált mérései is 10%-os üzemanyag megtakarítást, fordulatszám tartományától függő 17-20%-os teljesítmény növekedést, 30-60%-kal kevesebb gázemissziót, 17%-kal kevesebb káros részecske kibocsátást mutattak ki, hasonlóan jókat, mind a nemzetközi laborok munkatársai szerte a világban.

Mellékelem a Rynart Transport Hungary 11%-os 2006-os őszi távfűtési protokoll teszteredményét, a Révész Euroliners (Waberer's Rt) 10-16%-os európai körutas beújeinek eredményét és a Rovaszki mg-i kazán tesztereredményét (bíztató lány, ti végérnnal több részletről mag).

A Green Plus teszt alatt tapasztalt részletezések:

Minden teszt kritikuma az összehasonlíthatóság és a kiértékelhez tartozó értékek, adatok megléte.

A belső audit jellegű vizsgálatunk során szándékos esetben nem teljesítettük a kritériumok, a folyamatosság és a közelítő partnerség miatt viszont időnkünk a cég szokásaihoz.

Kiváltó biztonságossá tett rendszerben a helyszíni jelenlétek alkalmával több kísérletet is felkeresztünk, amin az üzemanyag kijuthat (azon túlmenően, hogy az üzemanyag rendszer bárhol megbontható). Sajnos a nyomásmérő felszerelésének elveget kellett tennünk, mely szerint csak 07.00 órától 16.00 óráig lehetünk a cegléd telepen, mindenféle kamera és fényképezőgép használatának szigorú mellőzésével.

A kapcsolás feltételeken lábjavítók lehetőnk volna néhány hurcsa esemény.

- A telepen gyakorlatilag 16.00 és 0.700 óra közötti biztonsági őrzés van, senki nem mehet be, főleg mi nem mehettünk be. Tapasztaltuk éppen 1 hónapja, hogy például a Civenus kft.nek 3 emberi ragtak ki, mert a biztonsági őrzés idese alatt pénzek esetéli hető reggelig gyakorlvá vált az üzemanyag különös elűnése.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

Improved the fuel economy from 4 % to 16%, also reduced the emission in 60%.

Karbantartási Divízió — Autóbuszkarbantartó Üzem

Local Public Transport test in Hungary

Green Plus üzemanyag adalék vizsgálati eredmények

I. Próbapadi mérési eredmények összegzése:

AKD-564 (Ikarus 260)

1. Dinamikus teljes terheléses mérés

- -40 km/h-nál a fogyasztási értékek az összes mérést figyelembe véve átlagosan mintegy 4 %-al kb. 2l-el csökkentek 100 km-re.
- -50 km/h-nál 1 mérés kivételével (ahol 4 %-al 2,9 l-el csökkent a fogyasztás) a fogyasztási értékek szinte nem változtak.
- -60 km/h-nál a fogyasztási értékek szintén alig változtak, az utolsó mérés eredménye megegyezett a bázis értékekkel

Összeségben megállapítható, hogy egy mérés kivételével (2004.05.03.) a fogyasztási értékek dinamikus próbapadi vizsgálat esetén nem vagy csak alacsony sebességnél csökkent minimálisan.
Az emissziós értékek viszont minden esetben nagy mértékben (20-40%-al csökkentek)
A motorteljesítmény értékek a bázis értékhez viszonyítva csökkentek, de még így is az igényelt teljesítmény felett maradt.

2. Részterheléses mérés

- 40 km/h-nál magas padi terhelés esetén átlagosan 2,88 l, 5%-os fogyasztás csökkenés tapasztalható 100 km-en. Közepes padi terhelésnél 4,7 literes 12%-os átlagos fogyasztás csökkenés tapasztalható. Alacsony padi terhelésnél az átlagos megtakarítás már csak 1,3 liter 100 km-re.
- 50 km/h-nál magas padi terhelés esetében kismértékű fogyasztás csökkenés után az utolsó méréseknél már minimális fogyasztás emelkedés tapasztalható 100 km-en. Az átlagos fogyasztás csökkenés így 0,48 liter 1%. Közepes terheléskor a fogyasztás csökkenés átlagosan 1,48 liter-re emelkedik, 4%-os csökkenés 100 km-en. Alacsony padi terheléskor 1,6 liter 6%-os átlagos fogyasztás csökkenés tapasztalható 100 km-en.
- 60 km/h-nál magas padi terheléskor átlagosan 6 %-os a fogyasztás csökkenés ez 3,38 liter megtakarítást eredményezett 100 km-n. Közepes terhelésnél a fogyasztási értékek átlagosan 8 %-al 3,3 literrel *növekedtek* a bázis értékekhez képest. Megállapítható, hogy ebben a mérési tartományban ingadoznak legjobban a fogyasztási értékek az összes mérést figyelembe véve.
- Alacsony padi terheléskor az átlagos fogyasztás csökkenés 1,54 liter 6%. Az utolsó mérésnél a fogyasztás a bázis adatokhoz képest 16 %-al 4,2 literrel kedvezőbb a kiinduló eredményektől 100 km-n. Ez az eredmény az összes mérés között a legkedvezőbb.

Az összes mérést figyelembe véve az emissziós értékek nagymértékben 50-60%-al csökkentek.
Az padi átlagfogyasztás értékek viszont szinte nem változtak, minimálisan csökkentek 0,35 literrel a bázis adatokhoz képest.

- Adalékolás előtti időszak: 2004.02.25-04.13-ig
  Megtett km: 6167
  Norma fogyasztás: 2495,08 liter — 40,45 l/100 km
  Valós fogyasztás: 2377,85 liter — 38,55 l/100 km
  Megtakarítás: 117 liter 5 %

- Adalékolás utáni időszak: 2004.04.14-06.16-ig
  Megtett km: 6165
  Norma fogyasztás: 2502,65 liter — 40,46 l/100 km
  Valós fogyasztás: 2246,09 liter — 36,31 l/100 km
  Megtakarítás: 257 liter 10 %

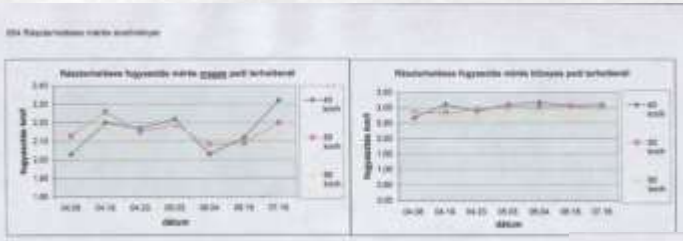
Az adalék ára nettó 5,6 Ft/l-el emeli az üzemanyag árát.
Üzemanyag ára: nettó 160 Ft/l → 165,6 Ft/l

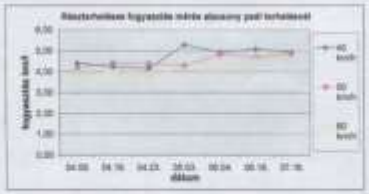
100 km-n az elfogyasztott üzemanyag ára adalékolás előtt: 6.168 Ft
adalékolás után: 6.012 Ft

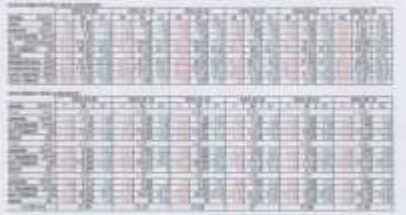
Megállapítható, hogy közelítőleg azonos futásteljesítmény mellett az adalékolás után 100 km-n 156 Ft-os üzemanyag megtakarítás észlelhető.
A norma fogyasztáshoz viszonyítva az üzemanyag megtakarítás 5 %-os növekedést eredményezett.

MISKOLC VÁROSI KÖZLEKEDÉSI RT
Autóbuszkarbantartó Üzem 3.
3527 Miskolc, Szondi Gy. u. 1.

2004-06-28







http://www.mvkzrt.hu

MISKOLC VÁROSI KÖZLEKEDÉSI ZRT.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

WEEKENDBUS®

Referencia levél

a GREEN Plus környezetbarát üzemanyag katalizátor használata során tapasztaltakról.

A ***WEEKENDBUS Közlekedési Rt.*** közel 20 darabos haszon- és személygépjármű parkja alkalmas helyszíne lehetett a GREEN Plus üzemanyag katalizátor üzemi tesztelésére. Cégünk üzemeltetésében fiatalabb és idősebb autóbuszok, teherautók és személygépkocsik is megtalálhatók. A gépjárművek üzemanyag ellátására telephelyünkön saját üzemanyagtöltő állomás üzemel.

2002. augusztusában kettő darab járműben történt meg az adalék alaptesztelése, és mára már az összes gépkocsiban bátran alkalmazzuk a GREEN Plus környezetbarát katalizátort.
A tesztelés megkezdése utáni második hónap elején, már látható jelei voltak a várt eredménynek. Számszaki adatok alapján az üzemanyag fogyasztás átlagosan 6-8% -os csökkenése volt tapasztalható.

Cégünk kifejezetten ajánlja a GREEN Plus katalizátort minden nagyobb haszongépjármű flottát üzemeltető vállalkozásnak, mind a költségek csökkentése, mind a motorok életkorának megnövelése érdekében egyaránt.

Budapest, 2002. november 1.

WEEKENDBUS Rt.

WEB-025

ÜZEMANYAG NYILVÁNTARTÁS

Dátum	Liter	Megtett km	Km óra állása	Fogyasztás
2002.08.06	-	-	97425	-
2002.08.16	53,24	685	98090	8,01
2002.08.24	51,18	642	98732	7,97
2002.08.27	51,83	678	99410	7,64
2002.08.30	21	271	99681	7,75
2002.09.02	55,01	771	100452	7,13
2002.09.06	21	310	100762	6,77
2002.09.09	50,14	702	101464	7,14
2002.09.13	51,8	718	102182	7,19
2002.09.18	48,71	676	102858	7,21
2002.09.21	46,01	649	103507	7,09
2002.10.03	53,32	743	104250	7,18
2002.10.10	37	521	104771	7,10

Átlagfogyasztás: 7,35

GTE-779

ÜZEMANYAG NYILVÁNTARTÁS

Dátum	Liter	Megtett km	Km óra állása	Fogyasztás
2002.08.03	-	-	611610	-
2002.08.04	169	411	612021	41,12
2002.08.08	171	400	612421	42,75
2002.08.16	345	584	613005	41,95
2002.08.26	220	542	613547	40,59
2002.09.03	210	517	614064	40,62
2002.09.08	275	679	614743	40,50
2002.09.10	109	272	615015	40,07
2002.09.14	295	757	615772	38,97
2002.09.15	69	178	615950	38,76
2002.09.21	451	1218	617168	37,03
2002.09.25	206	533	617701	38,65
2002.09.28	129,03	333	618034	38,75
2002.10.02	173	446	618480	38,79
2002.10.10	475	1280	619760	37,11
2002.10.14	247,01	638	620398	38,72

Átlagfogyasztás: 39,63

2002.10.15

Hungary – WEEKENDBUS Co.

From **8,01** l/100km fuel consumption in August reduced to **7,1 l**/100km in October!

From **42 l** /100km fuel consumption in August reduced to **37-38** l/100km in October!

Because the colleagues do not believe the good results in science group, they wrote only part of results.
In the otherhand they count only summary result but not count the objective numbers from basic point to endpoint what shows the correct numbers. The summary shows only the tendency.

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

BUS TEST IN THE CARPATHIAN MOUNTAINS
CRITICAL POINTS: -35°C, BIG SNOW IN 2010

Only that bus started what used Green Plus catalyst in cold winter!

Base knowledge: the winter's fuel consumption is higher in 2010, but

Test of Biofriendly Green Plus® liquid Combustion Catalyst to 2010 April from 2009 December

	without Green Plus® before		with Green Plus® after		
Romania/EU	average fuel consumption in liter				
Local Transport Bus Company	2008	2009	2010	Fuel economy %	average %
December	33,09	29		12,36	
January		32,5	30,4	6,46	
February		31,08	26,7	14,09	
March		30,03	27,04	9,95	
				42,86	10,715

monthly budget of fuel 160 000L	annual budget	economy
€ 224 000	€ 2 688 000	€ 288 019,2

price of the Green Plus®			monthly cost of Green Plus®	annual cost	min. net profit
-€ 0,07			-€ 11 200	-€ 134 000	€ 154 019,2

negative influences	2009/2010	plus economy
temperature in test period was	cooler = decreases the economy by heating	+ %
snow in test period was	more = decreases the economy by traffic	+ %
positive effects		plus economy
reduced harm emission and air pollution	better climate-, environment- and health protection	+ %
higher technical safety	better in warm and in cold temperature too	+ %
higher health safety	reduced chance to cancer, asthma, allergy, stroke, TB, mortality	+ %
higher certificate of conformity	ISO,OSHA, EMAS, FSC BS EN, CSR, RS, tenders	+ %
ENGINE OIL CONSUMPTION	-50 %/	IF IT NEED TO FILL BETWEEN TWO CHANGING PERIODS + %

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GREEN PLUS

HIGER

Improved the engine oil pressure

President of County ordered the test in Local Public Transport Company- at I.T.P.

without Green Plus®	**16:48** 12.10.2012		**with Green Plus®**	**18:43 12.10.2012**
Engine oil pressure:	0,85		**1,4**	
RPM SUN SRA-3:	618		618	
RPM SUN SSM2000:	595		595	
Noise:	86 dB (decibel)		**84-85** dB	
Temperature :	18^{0}C		17,8^{0}C	
Humidity:	35%		36%	
Air pressure :	979 hPa		979 hPa	

Conducted test was at SC Troleibuzul SA Public Transport Company. We started the tests with a bus (license plate number B 91FKD, km 17 242, type KLQ6891GAE3 HIGER bus / microbus category IV) at 16 hour 09m. The engine's oil pressure fallen from 3 to 0,85 in short time because we used the engine on high RPM (2634RPM) 10 minutes per 10 minutes. We tested the engine emission ongoing idle speed and on high RPM to without Biofriendly Green Plus® Combustion Catalyst and later from hour 17.00 with Green Plus® too. It was visible that the smoke was more due to cleaning up inside of engine at first and later the smoke reduced. The effect of Green Plus® caused bigger volume burning and this cleaned up the deposits what caused as domino effect a better oil pressure, smoother and less noise of engine and the oil temperature improved too. These objective data able to show anytime at any type of vehicle that the Green Plus® effects for burning and for the technical condition of engine on positive way.

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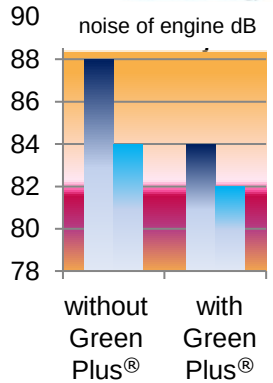
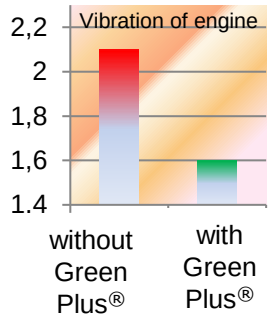
ISUZU Opacity (K) result reduced from 4,21 to 0,96 (~**80%**)

ROMPETROL

Covenant of Mayors
Committed to local sustainable energy





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e-mail: ctp@ctparad.ro
www.ctparad.ro

S.C. COMPANIA DE TRANSPORT PUBLIC S.A. ARAD
Adresa: Calea Victoriei nr. 35B-37
310158 ARAD / ROMÂNIA
Reg. Com. J02 / 680 / 95 C.U.I.: RO 1706600

1/1

VIZAT, ... ING. ȘTEFAN GHEORGHE PETRU

PROCES VERBAL

Încheiat la data de 23.11.2012

Procesul verbal s-a încheiat în urma efectuării unor teste de emisii poluante a unui autobuz din parcul SC CTP SA. Testările s-au efectuat pe standul stației I.T.P. Autobuzul pus la dispoziție pentru testare este de tipul ISUZU, model MD 22 cu număr de circulație AR 06 FNY (motor Diesel).

S-au efectuat măsurători de emisii poluante în următoarele condiții:

1. Măsurători cu combustibilul din rezervor fără catalizator. S-au efectuat 10 testări, între orele 9.00 – 10.12, nivelul de început al indicelui de opacitate fiind de 4,21. De asemenea, s-a măsurat: nivelul vibrațiilor produse de motor, valoarea fiind de 2,1; zgomotul motorului, valoarea fiind de 84÷88 dB.
2. Măsurători cu combustibilul în care s-a introdus o cantitate de 40 ml (concentrație de 1:1000) de catalizator lichid pentru combustie Green Plus produs ecologic (flacon nr. GPF 000407). S-au efectuat 15 testări, între orele 10.40 – 14.16, nivelul final al indicelui de opacitate fiind de 0,96. De asemenea, s-a măsurat: nivelul vibrațiilor produse de motor, valoarea fiind cuprinsă între 1,6 – 1,7 ; zgomotul motorului, valoarea fiind de 82÷84 dB.

În urma celor efectuate s-a constatat o diminuare de 78% a indicelui de opacitate față de media de 50% prognozată de furnizorul catalizatorului.

Prezentul test s-a făcut la propunerea Primăriei Municipiului Arad, având în vedere că Municipiul Arad este parte integrantă a unor programe de mediu privind reducerea poluării.

Personalul prezent la testări a constatat scăderea vizibilă a fumului (gaz de eșapament) precum și reducerea zgomotelor produse de motor respectiv a vibrațiilor induse de funcționarea motorului.

Participanți la test:

CTP Arad – ing. Han Mircea (inspector I.T.P.)
- Niculai Larion (specialist stație I.T.P.)
- Sărăndan Gheorghe (conducător autobuz)
- ec. Berecz Gavril

SC Green Plus SRL Lugoj: - prof. Biro Peter (specialist testări)

GREEN PLUS S.R.L. Lugoj-Romania

S.C. COMPANIA DE TRANSPORT PUBLIC S.A. ARAD
Cont: BANCA TANSILVANIA: RO71 BTRL 0020 1202 1716 20XX sucursala ARAD

Cod PG 553-2- 1

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GREEN PLUS

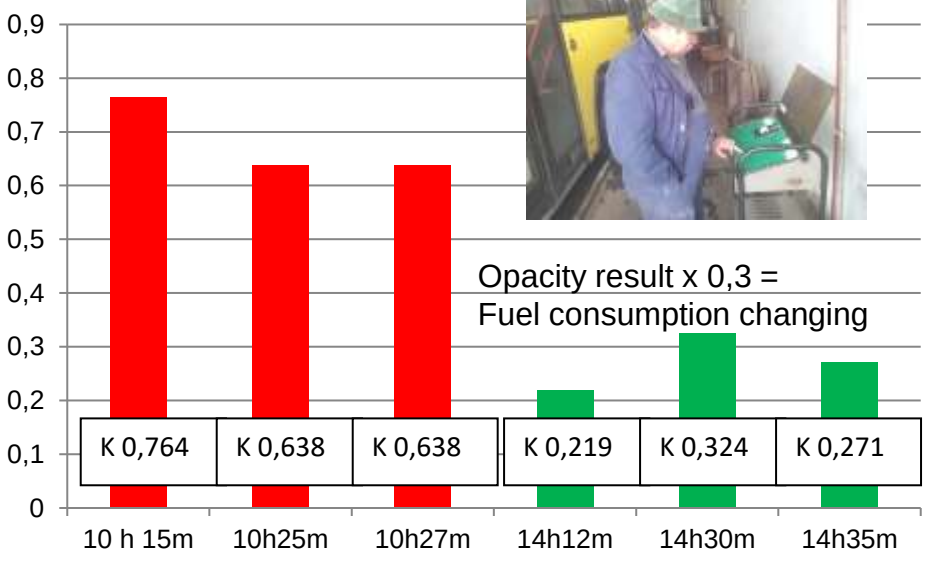
NIS
GAZPROM NEFT

MAN

JP SUBOTICA-TRANS

NIS fuel test on 15th of March 2013 at MAN bus in JP Subotica Trans (SRB)

- 57% (K Opacity result) smoke reducing



Opacity result x 0,3 =
Fuel consumption changing

Without Green Plus®

With Green Plus® component fuel

Project	**City Hall emission reducing at own bus company**
Emission Test Order	**Subotica Municipality**
Test Station:	**JP Subotica-trans, own control station of Public Transport**
test controlers	
Supervisor	Zsolt Fehér Opletan, technical manager
Main Controler	György Gönczöl, engineer
technical tester	Csaba Sánta, manager of technical control centre
Controler	Ivankovic Zvonimir
Controler	Tihamer Filep
Auditor	Péter Bíró, test specialis
Opacity tester	DIMOMETAR LA-100
Weather report	http://www.meteoprog.hu/hu/weather/Subotica/ ,
	http://www.meteoprog.hu/hu/fwarchive/Subotica/
Weather Tester	HOME weather reporter SAL
Noise and Vibration Tester	Samsumng Galaxy SII, gStrings v1.0.12,
	Smart Vibrometer ver.1.3.5, Sound Meter v1.4.7
bus type	**MAN Lion's Classic**
reg.n	WMAA74ZZ98T012637 / *A74D298*
YEAR PROD.	2008
ENGINE LITER	6871 CM3
engine power	206 kW
Engine ID	D0836 LOH 02 (euro 3)
fuel type	euro diesel
FUEL SUPPLIER	NIS Nafta Industria Srbije
EU CATEGORY	(Opacity K =)
Opacity license	2,441
km ON BOARD	272 047 km
KM Recorder by office	KM
REVIZII	269 495 km 27.02.2013
TANK SIZE	300 liter
liter fuel in tank	270-280 liter
Treated fuel quantity	300 liter
Used Catalyst Reg. N.	GPF 410 1:1 000 concentrate
Used quantity from Catalyst	300 ml
sea level	110 m
date	15.03.2013
oil temp	
ACC.TIME to full RPM (2800)	~ 5 sec
oil pressure	from 1,82 to 2,2 on base and 2,2 average and 5 at full loading
rpm min	690-700
rpm max	2800

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IRISBUS SFR160 IVECO Test at ATLAS REISEN ATLASSIB partner company

ATLASSIB Holding Autotim result: 13-20% fuel saving (04.04.2014 RO)

61,2 liters without Green Plus
But less passenger (325),
less pedal actions **(-26%)**

On Thursday

1	9	10	0
38	21	59	2
35	35	70	3
41	27	68	4
20	18	38	5
17	18	35	6
0	0	0	R
0	0	0	acceleration
33	17	50	deceleration
7	0	7	brake
28	16	44	stop
219	152	381	18 l/100km

53,06 liters with Green Plus
But more passenger (567),
more pedal actions and
bigger
RUSH HOURS on Friday

	6	6	0
50	38	88	2
50	38	88	3
53	48	101	4
22	28	50	5
0	23	23	6
4	0	4	R
1	0	1	acceleration
46	37	83	deceleration
6	2	8	brake
35	28	63	stop
232	248	515	15,6 l/100km

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GREEN PLUS

NIS GAZPROM NEFT

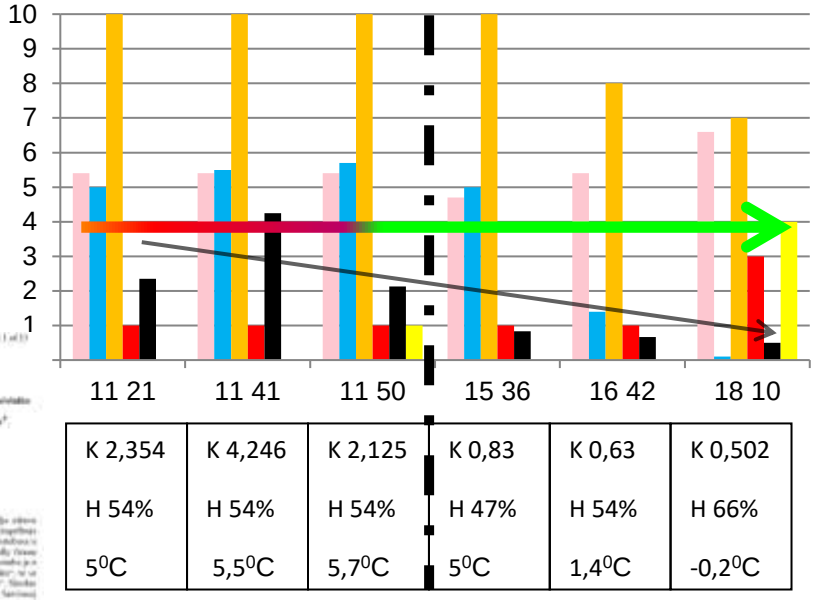
MAN

44x6 Official NIS Fuel Test of Local Government of Pančevo on engine IKARBUS at JKP ATP (Serbia) 04.12.2013

- 80% (K Opacity result) smoke reducing

JKP ATP PANČEVO
AUTOTRANSPORT PANČEVO

Test document number::
00039255/04.12/2013



K 2,354	K 4,246	K 2,125	K 0,83	K 0,63	K 0,502
H 54%	H 54%	H 54%	H 47%	H 54%	H 66%
5^{0}C	5,5^{0}C	5,7^{0}C	5^{0}C	1,4^{0}C	-0,2^{0}C

Average improving
- Opacity: - 80%
- Engine oil refueling time 400%
- Motor vibration: - 50%

nincs Green Plus®

van Green Plus® katalizátor

Biofriendly Green Plus® liquid combustion catalyst proved its ability that it can reduce the opacity in 50%. Average reducing is 75% in opacity in worse condition (-5^{0}C cooler air temperature, +12% higher humidity, + 4,6% in critical hotter water cooler temperature) = ~ 83% emission reducing. **Baseline in 54% humidity (K 2,354 + K 4,246 + K 2,125) / 3 = K2,9 comparing to 0,502 reached result is 83% improving in emission.** Different is between the biggest K7,21emission and the lowest K0,397 is 94,49%.

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GREEN PLUS

EURO 5 EEV AdBlue new Mercedes-Benz Conecto G downtown and overland 1 month test

K Opacity reduced from 0.13 to 0.04, - 69%, fuel consumption reduced in 16-20% 03.2014. .RO

Without Green Plusl

With Green Plus

CAPELEC

CLIENT:

MERCEDES CONECTO G

Vehicul:

B 86 ZYE

Nr. inmatriculare:

104 834

Kilometri:

Notes:

R.A.T.T. TIMISOARA CERTIFICAT PT. EXACTITATEA SI REALITATE 50

25/03/2014 14:18:33

OPACIMETRU
CAP3200 Copyright CAPELEC
VERIFICARE OPACITATE

Serie nr.: 00510

TURBO DIESEL
Linita OPACITATE: 3.00 /n
Temperatura ulei: 77(°C)

Proba nr.	RAL. (rpm)	Regul. (rpm)	Tbaza (s)	K (/n)
1	560	1670	0.76	0.13*
2	560	1670	0.48	0.12*
3	560	1670	0.76	0.13*

K mediu= 0.13 /n
Delta K= 0.01 /n
REZULTAT: ADMIS

Without Green Plus

CAPELEC

CLIENT:

MERCEDES CONECTO G

Vehicul:

B 86 ZYE

Nr. inmatriculare:

104 834

Kilometri:

Notes:

R.A.T.T. TIMISOARA CERTIFICAT PT. EXACTITATEA SI REALITATE 50

26/03/2014 15:54:50

OPACIMETRU
CAP3200 Copyright CAPELEC
VERIFICARE OPACITATE

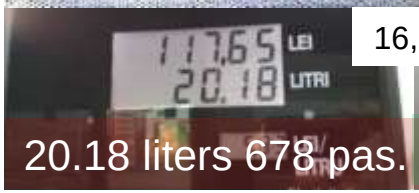
Serie nr.: 00510

TURBO DIESEL
Linita OPACITATE: 3.00 /n
Temperatura ulei: 78(°C)

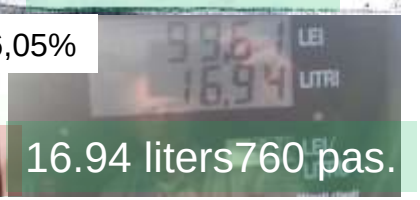
Proba nr.	RAL. (rpm)	Regul. (rpm)	Tbaza (s)	K (/n)
1	560	1670	0.96	0.04*
2	560	1670	0.76	0.04*
3	560	1670	0.86	0.05*

K mediu= 0.04 /n
Delta K= 0.01 /n
REZULTAT: ADMIS

With Green Plus



16,05%



20.18 liters 678 pas.

16.94 liters760 pas.

Contracted refueling at same Lukoil station pistol

Average fuel using without catalyst in overland is 32,01 l/100km, but with catalyst is 24,84 l/100km. Downtown traffic in rush hours also reduced in same rate:

19,24%

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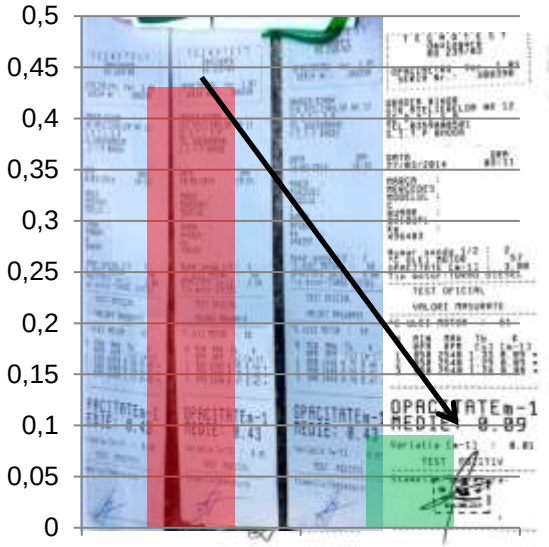
GREEN PLUS

OTL Oradea Transport Local S.A.

results: K opacity smoke -79%, fuel savings between 8% and 24%

Oradea Local Public Transport strict 2 drivers test, 2014.03.10- 2014.03.31. RO



Green Plus nincs, érték 0.43

Green Plus van, érték 0.09

Smoke reducing

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GREEN PLUS

DB BAHN

eichberger reisen

EU 6 bus test at Deutsche Bahn's daughter company 2013

9% stable fuel savings
in changed circumstances too
(long and short, ordinary road,
freeway, etc.)
http://www.eichberger-reisen.de

Eichberger Reisen GmbH & Co. KG
Dürnöderweg 3
94072 Bad Füssing
Tel 08531 | 9449-0
Fax 08531 | 9449-90

info@eichberger-reisen.de
www.eichberger-reisen.de

Dear Mr. Zarbl,

Herewith we confirm that we conducted fuel testing on our bus MB Travego (YOM 2012, Euro 6) with your product ***Green Plus*® liquid catalyst** over a period of **14** days.

The results at all test runs have been determined through actual refueling.

The test runs have been conducted under regular conditions during everyday business operations (long and short hauls, ordinary road, freeway, etc.) and have achieved a 9% less fuel consumption.

For further questions please contact Mr. Wagnhuber.

With kind regards

Wagnhuber Herbert
Technical Manager

September of year 2013

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GREEN PLUS

ARRIVA
a DB company

http://www.arriva.co.uk/transport-leader/about-us/deutsche-bahn

ARRIVA UK 200 BUSES FLEET TESTS: -16% FUEL USING WITH Green Plus® USING

DB2020
that's the new sustainable strategy of Deutsche Bahn

DB is in 130 countries,
~ 310 000 employees

Arriva operates 19,500 buses across 14 European countries, providing essential daily services for millions of people. ARRIVA UK has 1400 buses in London. Green Plus tested at 200 fleet depos (garage) and the total fuel consumption reduced in 16%.

GREEN PLUS®
ENERGY TRANSITION FUEL

BIOFRIENDLY
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DB BAHN

German railway test at Deutsche Bahn 2013

Dear Mr. Zarbl, We hereby confirm that fuel consumption tests with and without Green Plus® until April 2013 were performed. In all tests, the results were determined by refueling the fuel. The tests were conducted with several trains (diesel railcar class 628) at the same time and in the normal daily train services performed under similar conditions. In the tests presented at the trains, which were operated with Green Plus® fuel savings of about 10%. Based on these results, we decided, Green Plus® over a longer period (6 Months) to test.

http://www.bahn.de/gaeubodenbahn/view/index.shtml
http://hu.wikipedia.org/wiki/Deutsche_Bahn

DB BAHN

Plattling, 22. Mai 2013

Bestätigung

Sehr geehrter Herr Zarbl,

hiermit bestätigen wir Ihnen, dass Kraftstoff-Verbrauchstests mit und ohne Green Plus® bis April 2013 durchgeführt wurden.

Bei allen Testfahrten wurden die Ergebnisse durch Nachtanken des Kraftstoffs ermittelt.

Die Tests wurden mit mehreren Zügen (Dieseltriebwagen der Baureihe 628) gleichzeitig und im normalen täglichen Zugverkehr unter vergleichbaren Bedingungen durchgeführt.

Bei den Tests stellte sich bei den Zügen, welche mit Green Plus® betrieben wurden, eine Kraftstoffeinsparung von ca. 10 % ein.

Aufgrund dieser Ergebnisse haben wir uns entschlossen, Green Plus® über einen längeren Zeitraum (6 Monate) zu erproben.

Bei Rückfragen stehen wir Ihnen gerne zur Verfügung.

Mit freundlichen Grüßen

Anton Stelzlen

Gäubodenbahn

peter@greenplusfuel.com www.greenplusfuel.com +36 30 33 22 666

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GREEN PLUS

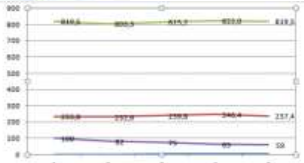
2068 Jenbacher-Siemens locomotive 180 times shunt test with 350m long cars

Rail Cargo Hungaria HÍRMONDÓ

Smoke -80%
Fuel using reducing 10-20%

A Rail Cargo Group hírei

A Rail Cargo Carrier sikeres kísérlete bio üzemanyag-adalékkal



Műszaki vélemény:
A fent leírt kísérletben a **Biofriendly Green Plus**® anyag hozzáadása a **92 55 0409 002-8** mozdony üzemanyagához **az üzemanyag felhasználás csökkenését eredményezte.** (lásd diagram ilix vonal)
A csökkenés pontos, százalékos mértéke a rövid kísérleti időtartam, a kevés számú kísérleti szakasz miatt álláspontom szerint a lefolytatott eljárással nem határozható meg, de az kijelenthető, hogy **a változás tendenciája egyértelműen jelzi az alkalmazás célszerűségét.**

Debrecen, 2014. július hó 02

Rozsos Ferenc
ügyvezető

A Rail Cargo Hungaria Zrt. megalapítása óta törekszik a környezettudatos működésre és arra, hogy a vasúti fuvarozás során a lehető legkisebb ökológiai lábnyomot hagyja. Ennek jegyében optimalizálja folyamatait és ezért kutatja szüntelenül azokat e lehetőségeket, amelyekkel csökkenteni lehet a káros anyagok kibocsátását. A Rail Cargo Group és a csoporthoz tartozó vállalatok erről ugyanígy gondolkodnak.

A dízel üzemű mozdonyok esetében a gázolaj felhasználás mérséklése, illetve az égés során kibocsátott füst mennyiségének csökkentése a cél. A Rail Cargo Carrier legutóbb egy nagyon érdekes és előremutató kísérletet végzett el vasútüzemi telephelyén, a Rail Cargo Terminal-BILK, Dunaharaszti mellett. A szakemberek azt mérték, hogy a Biofriendly Green Plus környezetbarát üzemanyag-adalék milyen hatással van a mozdonyok fűtőanyag-fogyasztására.

Az első teszten a Rail Cargo Carrier Kft. részéről Horváth Zoltán üzemeltetési vezető, együttal ISO 14001:2004 Környezetközpontú Irányítási Rendszer minőségirányítási vezető és Csernák István vasútüzem vezető vett részt, másrészről Bíró Péter európai innovációs menedzser és tesztszakértő, a Biofriendly Green Plus folyékony égéskatalizátor forgalmazója. Részt vett a kísérletben

Rail Cargo Hungaria HÍRMONDÓ

a Gép-Controll System Kft. ügyvezetője, Rozsos Ferenc is, aki a Rail Cargo Carrier dízelüzemű mozdonyaira szerelt 38 adatgyűjtő és adatfeldolgozó rendszer szakértője. A tesztben egy az alapelőírásoknak megfelelő üzemanyag-felhasználású SIEMENS 2068 típusú, 1989-ben gyártott és 2013-ban felújított mozdonyt használtak, amit egy erre a célra kijelölt vágányszakaszon tesztelteket 9 órán keresztül, 14 és fél kilométeres távon.

A mozdony egyenletes terhelését egy 350 méter hosszú, 350 tonna súlyú üres szerelvény mozgatása biztosította. A teszt előtt ellenőrizték a betankolt üzemanyag hőmérsékletét, mérték az aktuális légköri jellemzőket napon és árnyékban, valamint ezeket lekérték meteorológiai szolgáltatóktól is. A helyszínen kapcsolható GPS segítségével is mérték és rögzítették a pályaszakaszokat, felmérve a mozdonyvezetők valós vezetési stílusát is.

Az első teszt eredményei meggyőzőek voltak: a bevont szakértők egyhangú véleménye alapján a Biofriendly Green Plus folyékony égéskatalizátor használatával csökkent a felhasznált üzemanyag mennyisége. A teszt eredménye megerősítette a Rail Cargo Hungariát abban, hogy lehetséges tovább javítani a működés környezettudatosságát.

Az első teszt alapján a Rail Cargo Carrier a Biofriendly Green Plus folyékony égéskatalizátor alkalmazása mellett döntött. A Rail Cargo Carrier és a Biofriendly Green Plus forgalmazója megállapodtak, hogy féléves alkalmazás után az égéskatalizátor tartós alkalmazásának hatását újra értékelik.

GREEN PLUS

BIOFRIENDLY

The World Standard in Green Fuel Solutions

Green Plus® using on seas and on rivers

- Results help meet new International Maritime Organization (IMO) emissions standards
- Green Plus has proven engine maintenance improvements
- Green Plus has undergone sea trials for five years on tankers, container ships, ferries, tugs, trawlers and other vessels
- Certified Test Results show significant reductions in Sulfur Dioxide, Nitrogen Oxides and Opacity.
- Fuel economy improves 4-7%,
- Mahart-Passnave, riverboat Hatz power motor generator test result on improved fuel economy 15% at MOL Bunker Gasoil DIN 51603-1

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Leányfalu Pleasure-boat test in Danube in Budapest (12-13 05 2007)

Improved fuel consumption in minimum 15% at 0.2 m/m% sulfur content diesel

MAHART passnave

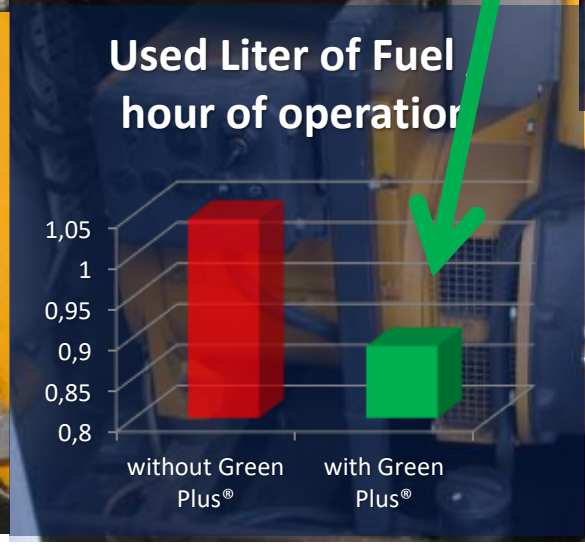
MOL

HATZ DIESEL

MOL Bunker Gasoil DIN 51603-1
marked by Solvent Yellow 124 financial marker

Power generator engine's result:

* Engine operation time is longer in 18%
* With triple number of voyagers
* More refrigerator opening (fresh drinks)
* **15% fuel saving**



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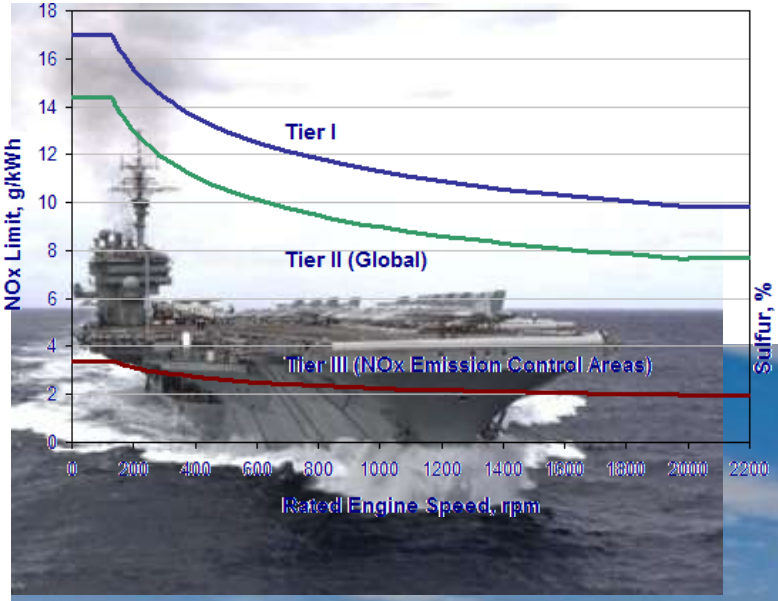
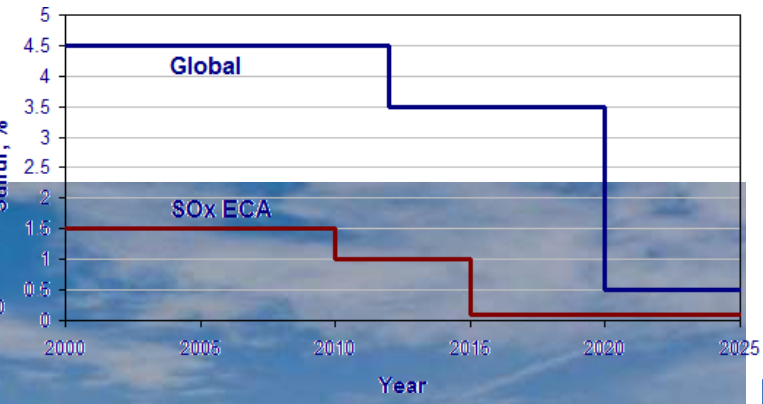
IMO STANDARDS ARE EASILY MET

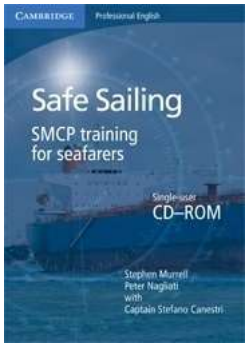
Green Plus® using = category Tier +



ISM International Safety Management - Code "means the Safe Operation of Ships and for Pollution Prevention of the International Management Code (hereinafter referred to as" ISM Code ") by the International Maritime Organization by Assembly Resolution adopts and amends



The movement vehicles pollute the air near the sport participants, high content of harmful substances emissions impede the athlete's breathing!



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GREEN PLUS

SULFUR LEVEL REDUCED TO ZERO

WÄRTSILÄ STORK®

Improving High Sulfur Fuels - Fuel Improvement on a UK Red Eagle / Funnel

scientifics

AIR & EMISSIONS TESTING GROUP

Stack Emissions Testing Report

Total Particulate Matter
Sulphates
Combustion Gases
Hydrogen Sulphide
Sulphurous VOCs
Elemental Analysis

Green Plus Limited

Red Eagle Ferry

Stork-Wartsila FHD 240 Turbo Deisel Engine -Test Run

Sampling Date 15th July 2003

Job Number LAB 04490

- Scientifics Ltd (UK Certified Lab) was commissioned to measure emissions from the *Red Eagle* Ferry
- The *Red Eagle* uses Marine Diesel with **1900 ppm of sulfur**
- The *Red Eagle* runs a Stork-Wartsila FHD 240 Turbo Diesel Engine between Southampton and the Isle of Wight
- The *Red Eagle* is a medium speed ferry
- The test sampled gases and particulate matter

- Sulfur emissions were **reduced to zero**
- Particulate matter **reduced to 5.2 mg/m3 "very low"**
- These results are **better than IMO** standards
- **Green Plus® enabled the UK Ferry to use poor quality, high sulfur fuel and still get the emissions output of an IMO standard, high quality fuel**

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SULZER

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Improving High Sulfur Fuels

NATA

WORLD RECOGNISED ACCREDITATION

Fuel Improvement in Arafura

- The Arafura, a container ship that sails from South Korea to Australia generally uses a high quality **2.3%** sulfur fuel.
- In a trial with Green Plus, the Arafura used a much less expensive and lower quality **3.2%** sulfur fuel to see what would happen.
- **The results showed that Green Plus enables Arafura to use low quality fuel and achieve the emissions levels of much higher quality fuel.**

Arafura Emissions Testing					
	SOx	NOx	CO	PM	Fuel Sulfur %
Baseline	9.42	18.48	0.43	0.50	2.3
Treated	9.43	14.43	0.40	0.44	3.2
Change	0.01	-4.05	-0.03	-0.06	0.90
% Change	0.1%	-21.9%	-7.0%	-12.0%	39.1%
Baseline and Treated data measured in grams per kilowatt hour					

Data Gathered by Accredited Emissions Testing Consultants of Victoria Australia (Melbourne)

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MAN B&W

Diesel A/S Emission and engine tests

MAERSK

MAN B&W conducted a 4,778-hour test on a

7S50MC HITACHI engine using Green Plus®
Georg Magnussen M.E., B.Sc, Operation Department Superintendent,
MAN B&W Copenhagen Denmark – Varna, Bulgaria

"The piston No. 5 was overhauled in connection with end of test with the fuel additive Green Plus® from the company Biofriendly. This piston was also overhauled at the start of the test and at that time as now the condition was good with low wear rates for all parts, see details in cylinder condition report."

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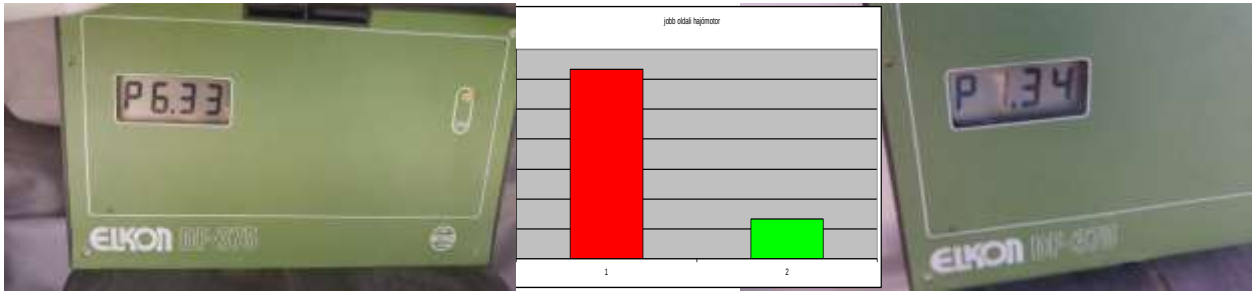
CATERPILLAR® engine yacht test, Budapest 18.09 - 02.10.2015 (HU)

Elízium yacht smoke reduced in 72-78% on 700RPM, improved the different between 2 engine as well



K opacity 6.33 without Green Plus, 1.34 with Green Plus using

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GREEN PLUS

Pacific Basin

Green Plus user since 2003

Return on Investment at Chinese partner, ROI analysis

Fuel Savings Results

	Avg. Fuel/Mile Saving	Avg. Miles	Avg. Tons Used	Avg. Tons Saved
Per Ship/Per Day	0.002	348.89	22.366	0.65

Financial Results

	Fuel Price/Ton*	Gross Savings	Green Plus Cost	Net Savings
Per Ship/Per Day	$ 623.00	$ 402.88	$ 38.02	$ 364.86

Financial Savings Using Green Plus & Return on Investment

	Daily Savings	Monthly Savings	Yearly Savings	GP Yearly Cost	ROI
1 ship	$ 364.86	$ 10,945.67	$ 133,263.55	$13,887.61	859.59%
44 ships	$ 16,053.65	$ 481,609.55	$ 5,863,596.30	$611,054.78	859.59%

*Fuel Price/Ton number from http://www.bunkerindex.com/prices/asia.php

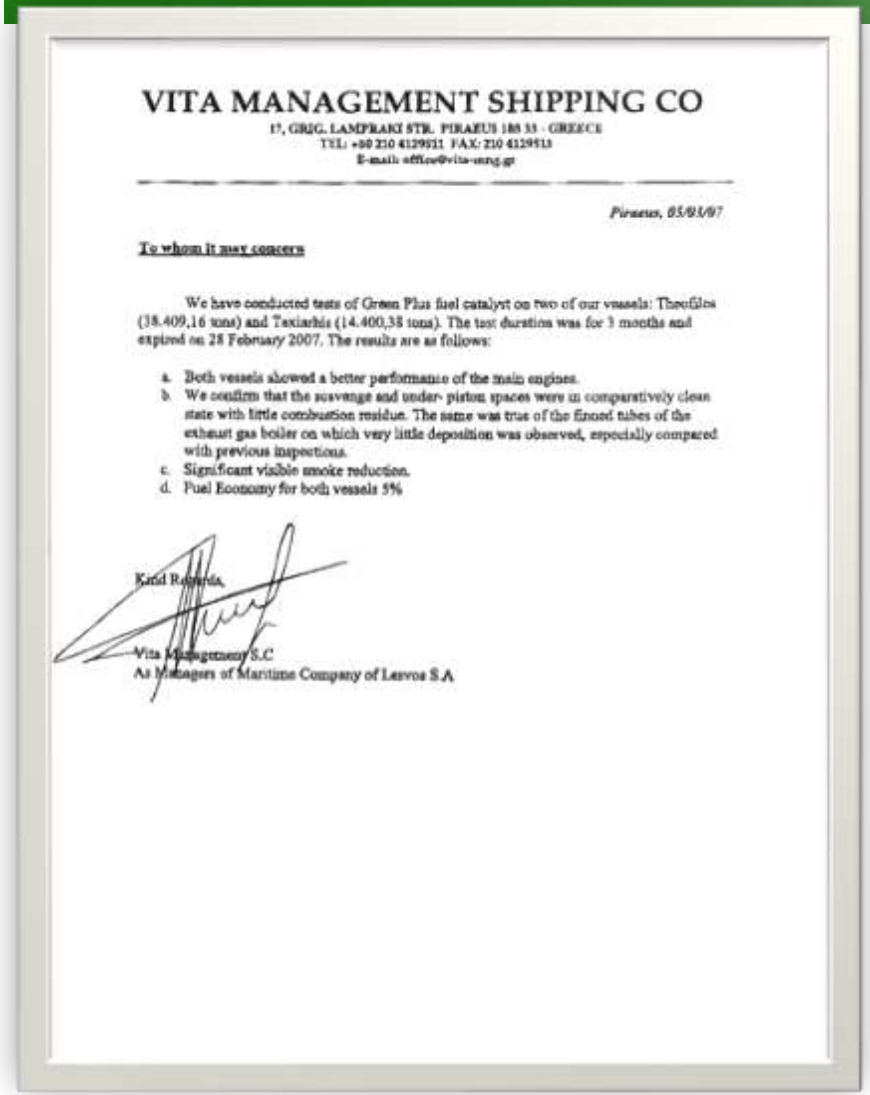
Image by Pacific Basin Shipping Limited

ROI 1: as shows this table the cost of **Green Plus®,** the ROI is big 859% at big volume user, Realized this years by years and this company growing faster, now they has 250 ships. **When calculated** 44 ships, then was the profit **5 and half million USD.**

ROI 2: reduced the maintenance time operation hour from ~12 000 to ~8000.

http://www.pacificbasin.com/en/about/fleet.php

container shipping reference letters



VITA MANAGEMENT SHIPPING CO

17, GRIG. LAMPRAKI STR. PIRAEUS 185 33 - GREECE
TEL: +30 210 4129511 FAX: 210 4129513
E-mail: office@vita-mng.gr

Piraeus, 05/03/07

To whom it may concern

We have conducted tests of Green Plus fuel catalyst on two of our vessels: Theofilos (38.409,16 tons) and Taxiarhis (14.400,38 tons). The test duration was for 3 months and expired on 28 February 2007. The results are as follows:

a. Both vessels showed a better performance of the main engines.
b. We confirm that the scavenge and under- piston spaces were in comparatively clean state with little combustion residue. The same was true of the finned tubes of the exhaust gas boiler on which very little deposition was observed, especially compared with previous inspections.
c. Significant visible smoke reduction.
d. Fuel Economy for both vessels 5%

Kind Regards,

Vita Management S.C
As Managers of Maritime Company of Lesvos S.A

Pacific Basin

TO WHOM IT MAY CONCERN

"Pacific Basin Shipping (HK) Ltd, as a Biofriendly customer, has been monitoring the fuel usage of our fleet since October of 2008. In that time, monitored ships have shown an average improvement of 2~3% in fuel economy. We have seen the cost of IFO 380 rise significantly recently making the return on investment from using Green Plus attractive".

Dated the 1st day of March 2011.

Jay K. Pillai,
General Manager, Fleet

Pacific Basin Shipping (HK) Limited
7/F, Hutchison House, 10 Harcourt Road, Central, Hong Kong
Tel: (852) 2233 7000 Fax: (852) 2865 2810 website:www.pacificbasin.com

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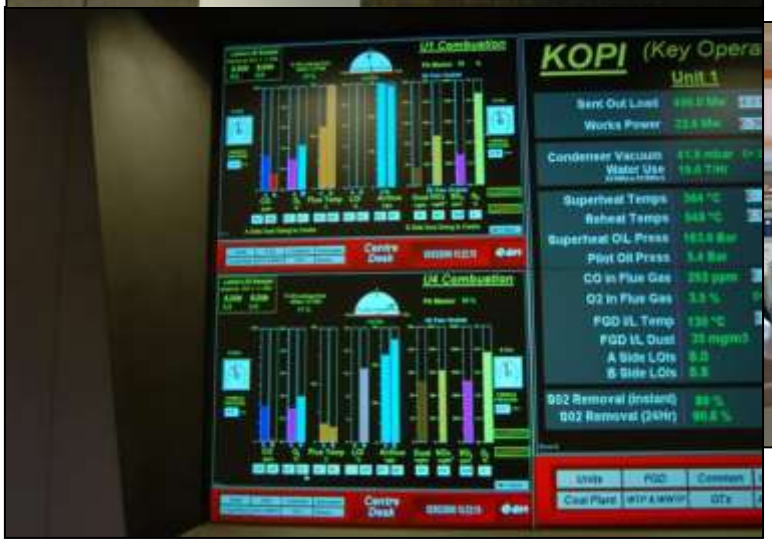
E•ON UK Power Station Research Facility and

Coal Fired Power Plants



UK

China

Turkey

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Near Shanghai in China

RESULTS OF COAL FIRED POWER PLANTS

Day	Tons of coal	Total tons of steam
5-22	438	3382
5-23	390	3292
5-24	374	2910
Mean	400.67	3196.7
5-25	First day of Green Plus	
5-26	362	3152
5-27 (Some flow issues)	406	3129
5-28	360	3118
5-29	340	3160
5-30	326	3201
5-31	357	3170
Mean	358.5	3155

LOI reducing 55%;
Steam producing per coal using improved in10%;

NOx reducing 5-20%,
SOx reducing 19%

Daly coal using in Tons and in Steam producing
The red shows the differences without Green Plus®,
The Green shows with Green Plus®

- Baseline average was 400.67 tons per day
- Baseline average tons of steam was 3194 tons per day
- Baseline average of 7.973 tons of steam per ton of coal burned
- Green Plus® treatment average was 358.5 tons per day
- Green Plus® treatment average was 3155.6 tons of steam per day
- Green Plus® average of 8.80 tons of steam per ton of coal burned
- Steam produced per ton of coal with Green Plus® present was an increase of 10.37%
- With Green Plus® present there was an average of **11.8%** less coal used per day

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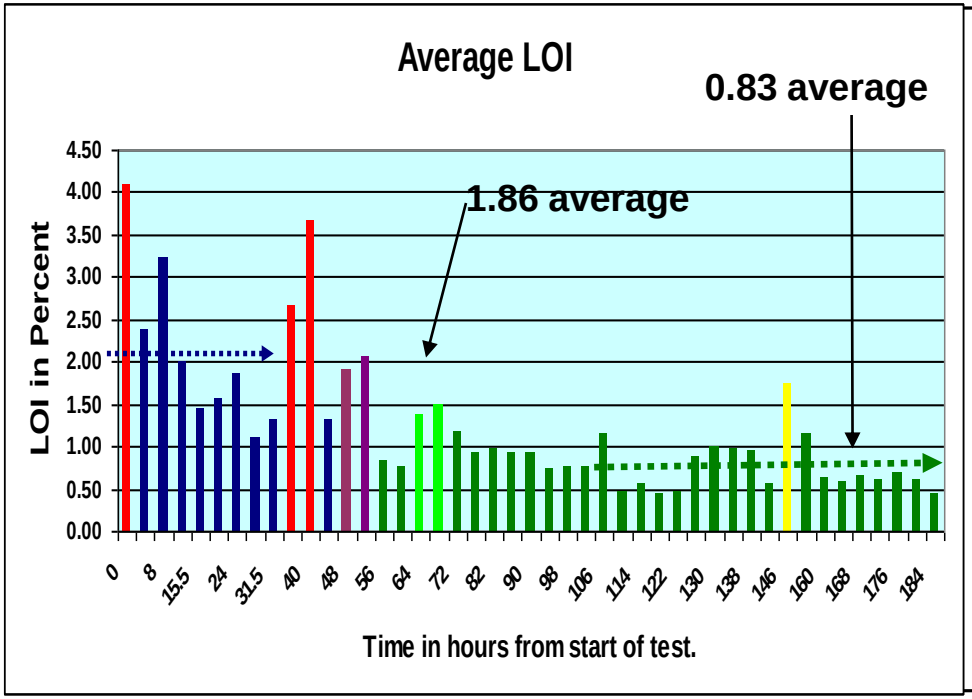
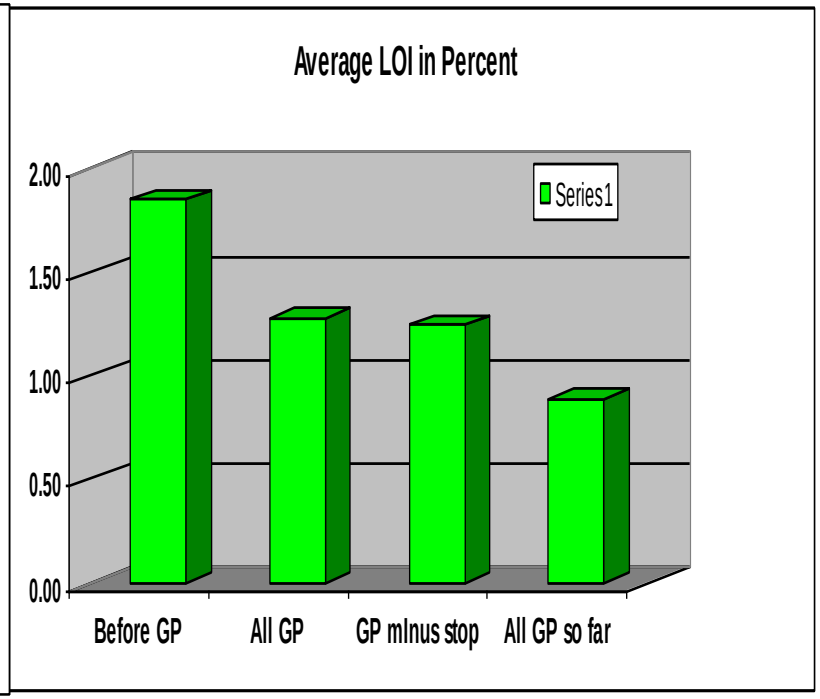
Unburned carbon content in the ash is very important at the cement producing in the building sector.

Under 7% carbon content is incoming, over 7% is outcoming





Bars represent LOI (Lost In Ignition – Unburned Carbon in the Ash) for each 4 hour period. Blue bars are baseline with coal only. Dark green are coal treated with Green Plus®. Purple pump off for repairs, Light Green low flow while repairs occurred, Yellow an outlier due to operating conditions. Results show 55.4% reduction in LOI yellow, when boiler worker left the workplace and did not come intime (coffee).

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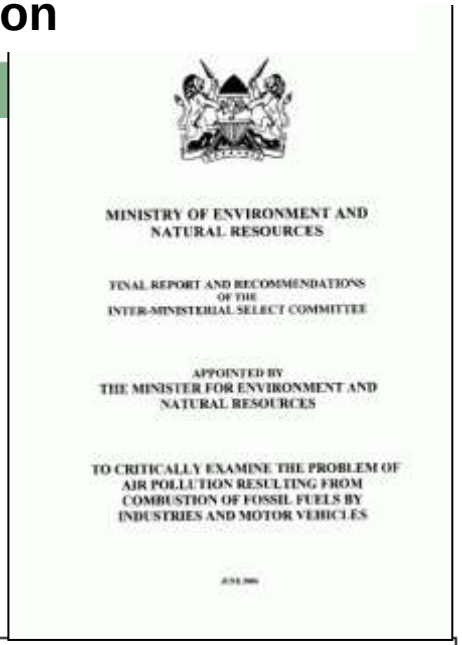
Fuel Improvement in Kenya Power Station

Improving High Sulfur Fuels

- Station Used Poor Quality Fuel Oil: 1.48% Sulfur Content
- Test Results Showed a 63% reduction of SO_X, as well as significant reductions in smog forming emissions
- **Green Plus® enabled the Kenya Power Station to use low quality fuel, which produced lower emissions than would be expected of much higher quality low sulfur fuel**
- **CO2 -10%, O2 +10%**

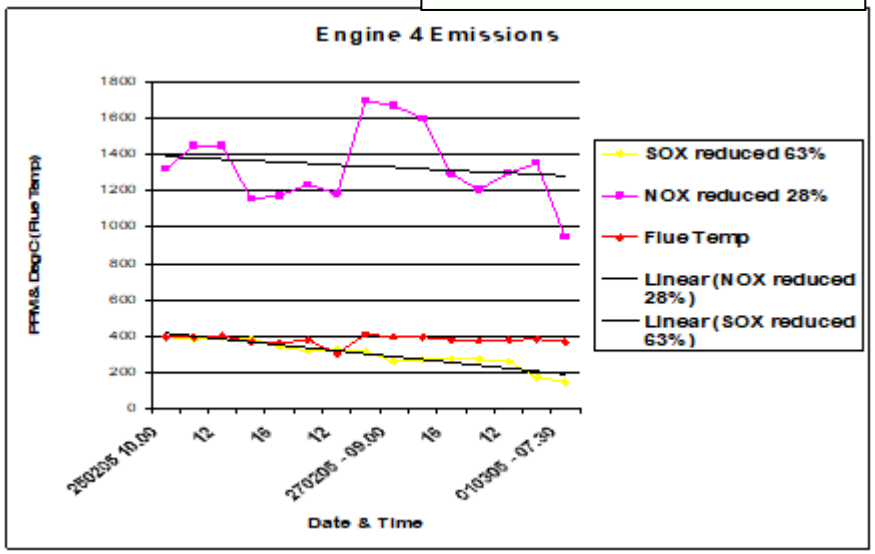


MINISTRY OF ENVIRONMENT AND NATURAL RESOURCES

FINAL REPORT AND RECOMMENDATIONS OF THE INTER-MINISTERIAL SELECT COMMITTEE

APPOINTED BY THE MINISTER FOR ENVIRONMENT AND NATURAL RESOURCES

TO CRITICALLY EXAMINE THE PROBLEM OF AIR POLLUTION RESULTING FROM COMBUSTION OF FOSSIL FUELS BY INDUSTRIES AND MOTOR VEHICLES



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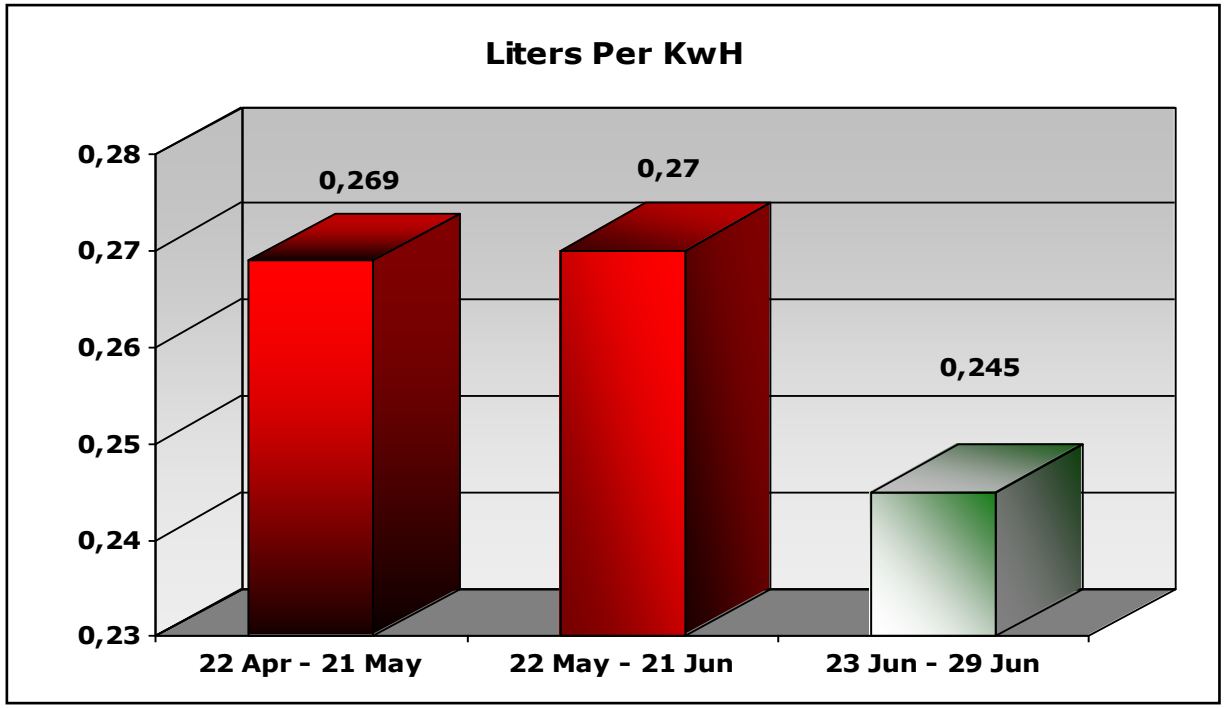
Indonesian Power Station

LFO
In 1 week test
9% fuel economy



	Untreated Fuel (LFO)		Treated with Green Plus (LFO)
Descriptions	**22 Apr to 21 May 2006**	**22 May to 21 Jun 2006**	**22 Jun to 29 Jun 2006**
Fuel Consumption (Liter)	1,705,090	490,773	510,780
Electrical Production (KWH)	458,818	1,818,700	124,953
Efficiency (Liter /KWH)	**0.269**	**0.270**	**0.245**

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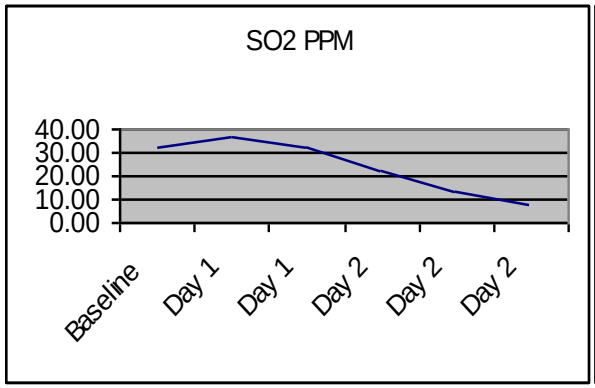
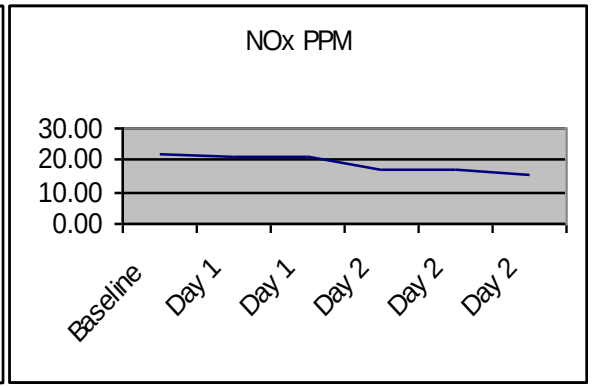
We saved the Lefkosia Brick Factory from closing in Cyprus

Heavy Fuel Oil Furnace – 2 Day Test

2.5% Sulfur fuel





- SO_2 Reduced 76%
- NOx Reduced 29%

Results:

1.Saved from closing, 2.Saved workers,
3.Higher quality bricks, 4. Bricks made in shorter time, 5. From less fuel,
6. Cleared chimney, 7. Reduced the emission.

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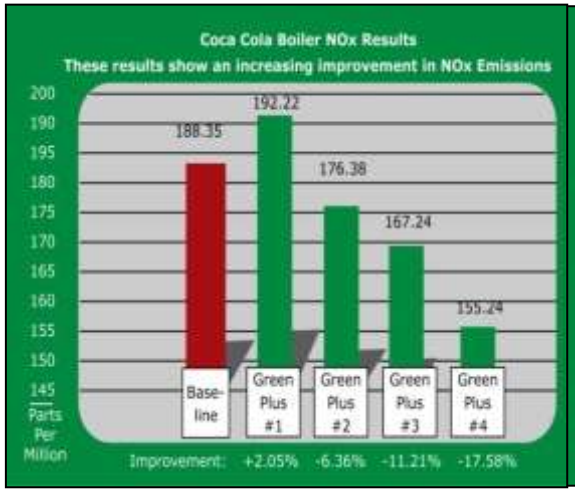
Cyprus Coca Cola Plant

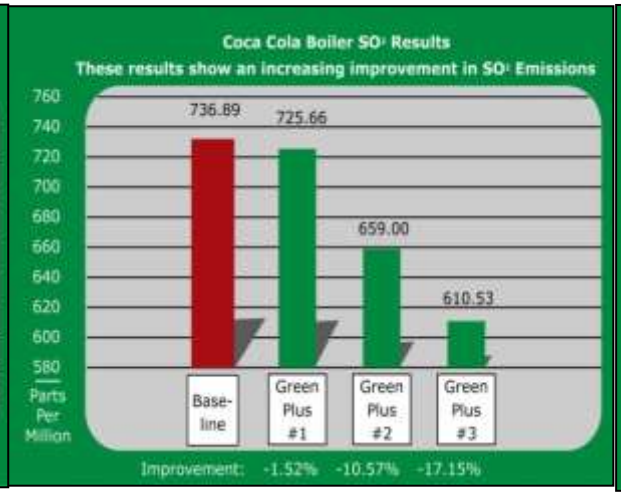
Coca-Cola

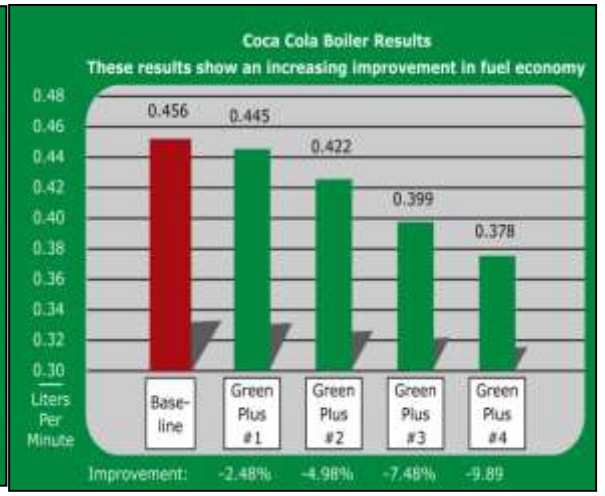
Heavy Fuel Oil Boilers 2 Day Test, 2% Sulphur fuel

- SO_2 Reduced 17.15%
- NOx Reduced 17.58%
- Fuel Economy improved 7.5%

Wellman ROBEY







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The Combustion Problem

- **Do fuels burn completely in the combustion cycle?**
  - In most cases, no
  - Fuels do not burn completely in the combustion cycle
  - The average combustion engine only converts about 40% of fuel burned to mechanical energy*
  - The average thermal efficiency of coal-fired power plants is 35-36%**

- **What are the factors that cause this incomplete burn?**
  - Poor oxygen and fuel mixture
  - Timing when initiating the process
  - Insufficient energy available to initiate the burn

*U.S. Department of Energy, Energy Information Administration

** World Coal Institute

The thermodynamic efficiency with coal has been improved over time. "Standard" steam turbines have topped out with some of the most advanced reaching about 35% thermodynamic efficiency for the entire process, which means 65% of the coal energy is rejected as waste heat into the surrounding environment. Old coal power plants, especially "grandfathered" plants, are significantly less efficient and reject higher levels of waste heat.

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The ignition / combustion problem

The Results of an Incomplete Burn

- Hydrocarbons and CO are emitted into the environment contributing to pollution
- Harmful emissions such as NOx, and SOx are released which contribute to SMOG and Acid Rain.
- Carbon deposits build up resulting in a loss of efficiency
- Power output is lowered
- Increased Maintenance cycle

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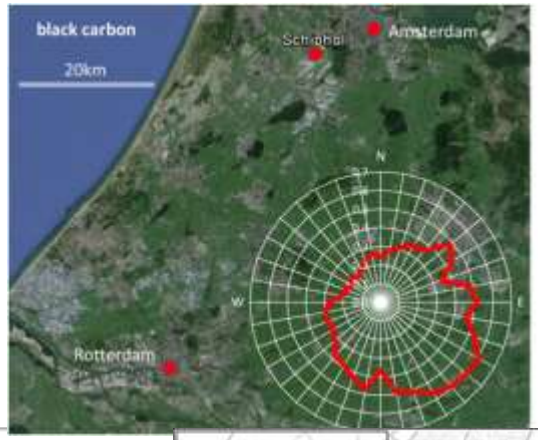
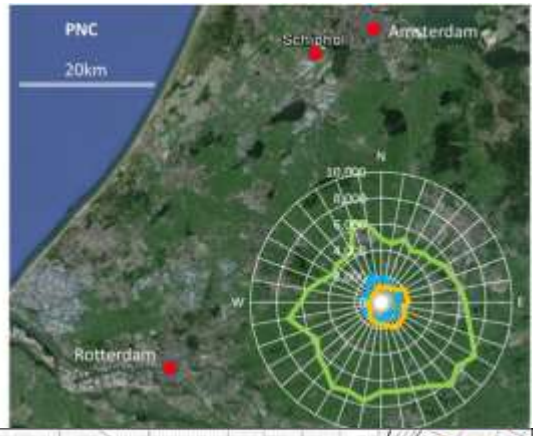
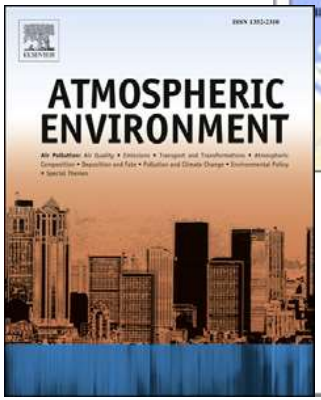
http://www.sciencedirect.com/science/journal/13522310

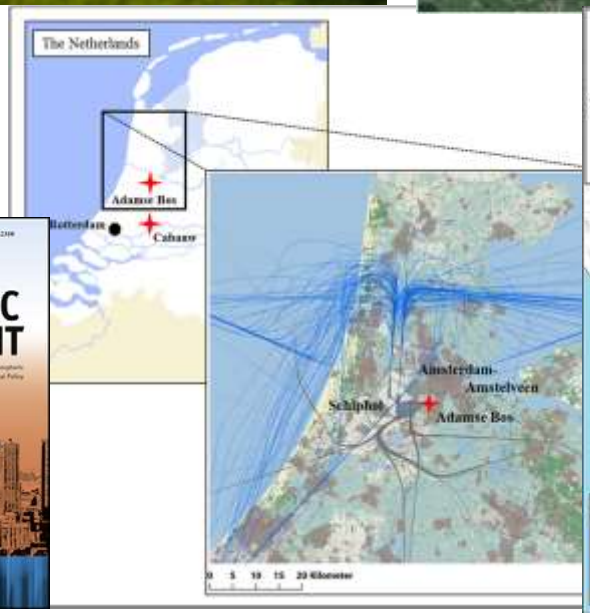
http://www.greenfo.hu/hirek/2015/05/08/brutalisan-szennyeznek-a-repulogepek

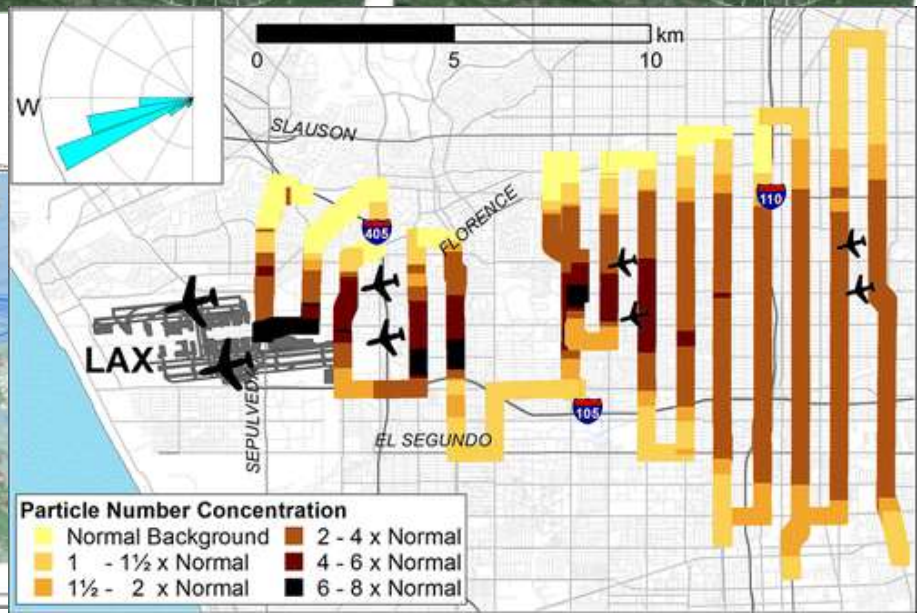
Emission Reducing – Experiences in Public Transport 02.07.2015 Budapest / HU / EU











GREEN PLUS®
ENERGY TRANSITION FUEL

BIOFRIENDLY
The World Standard in Green Fuel Solutions

AIR TOTAL

LYCOMING

Fuel Economy Test

3X1 HOUR, 2000 RPM, 1000 FEET ALTITUDE, AVIATION GASOLINE FUEL CONSUMPTION REDUCING

Cessna

CESSNA C-172-R IO-360-L2A test, Szeged 22.09.2016 (HU)

	ONLY LEFT TANK	BOTH TOGETHER
	33.33 L	41.14 L
	32.53 L	38.17 L
	31.38 L	35.93 L

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GREEN PLUS

Green Plus® Combustion Catalyst

- Green Plus® is an homogenous liquid fuel combustion catalyst. A true catalyst rather than a traditional additive
- Green Plus® can be added to gasoline, diesel, heavy fuel oil, coal
- Molecular Technology – small amounts of Green Plus® treat vast quantities of fuel
- Green Plus® improves the combustion of fuel. Better Combustion “Positive Domino Effect” results in:
  - Reduced Emissions
  - Improved Fuel Economy
  - Improved Engine/Boiler Performance

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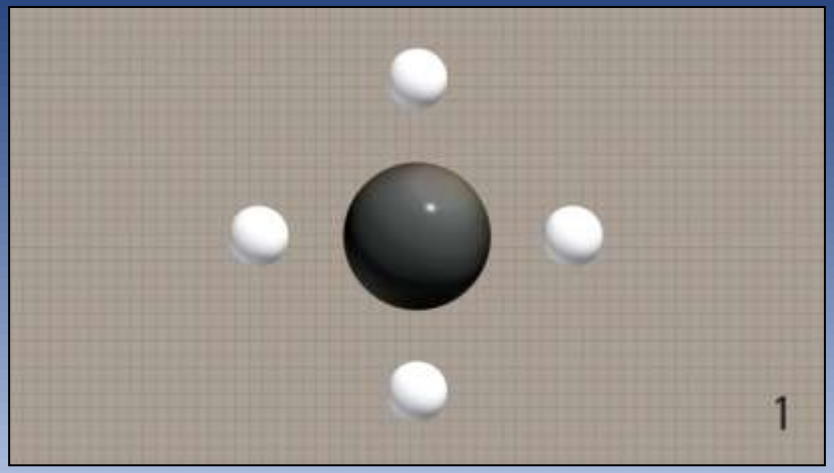
Coal atoms, methane, flame



The Green Plus® liquid catalyst helps the ignition and total burning process at those materials what include carbon (the coal is the black sphere and the hydrogen is the white as you see the methane on the picture).

This is the basic and the essence, so you have not to select the materials, what you want to burn, there helps the Green Plus® if Green Plus® fuel formula finds carbon. Green Plus® helps in the combustion by principle of activating energy but bears in the heat, in the flame and causes much better oxygen connections.

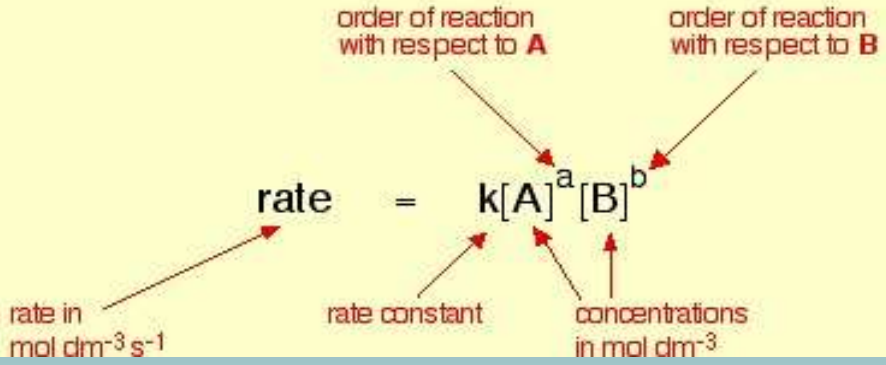
Background of activation energy – how borns the chemical Catalyst

http://www.chemguide.co.uk/physical/basicrates/arrhenius.html

The Arrhenius equation

Rate constants and rate equations

You will remember that the rate equation for a reaction between two substances **A** and **B** looks like this:



Common sense and chemical intuition suggest that the higher the temperature, the faster a given chemical reaction will proceed.

Quantitatively this relationship between the rate a reaction proceeds and its temperature is determined by the Arrhenius (Chemical Nobel Award in 1903) Equation.

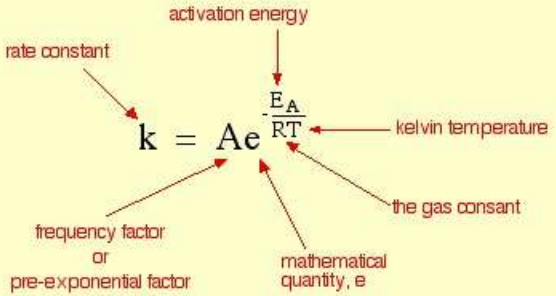
At higher temperatures, the probability that two molecules will collide is higher. This higher collision rate results in a higher kinetic energy, which has an effect on the activation energy of the reaction. The activation energy is the amount of energy required to ensure that a reaction happens.

So, the starting point of chemical reactions depend on energy level. The beginning of the burning is easier and linear if this level lower. The Green Plus® helps it and other reaction effects in too.

These are all included in the so-called *rate constant* - which is only actually constant if all you are changing is the concentration of the reactants. If you change the temperature or the catalyst, for example, the rate constant changes.

This is shown mathematically in the Arrhenius equation.

The Arrhenius equation



What the various symbols mean

Starting with the easy ones . . .

Temperature, T

To fit into the equation, this has to be meaured in kelvin.

The gas constant, R

This is a constant which comes from an equation, pV=nRT, which relates the pressure, volume and temperature of a particular number of moles of gas. It turns up in all sorts of unlikely places!

Activation energy, E_A

This is the minimum energy needed for the reaction to occur. To fit this into the equation, it has to be expressed in joules per mole - not in kJ mol^{-1}.

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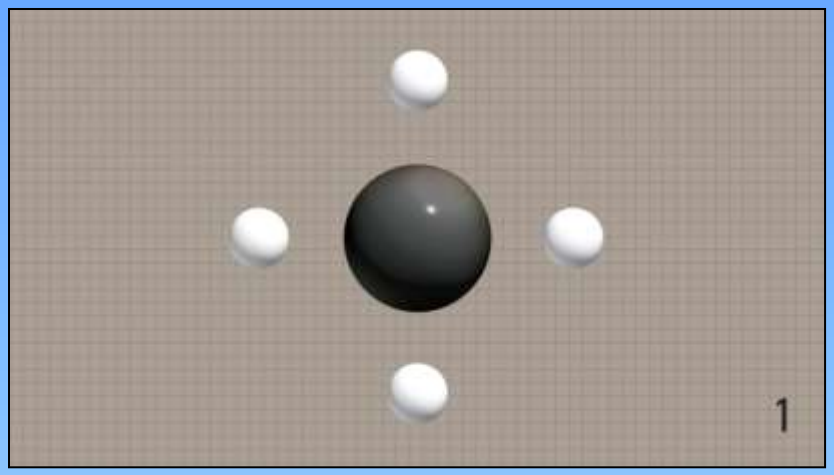
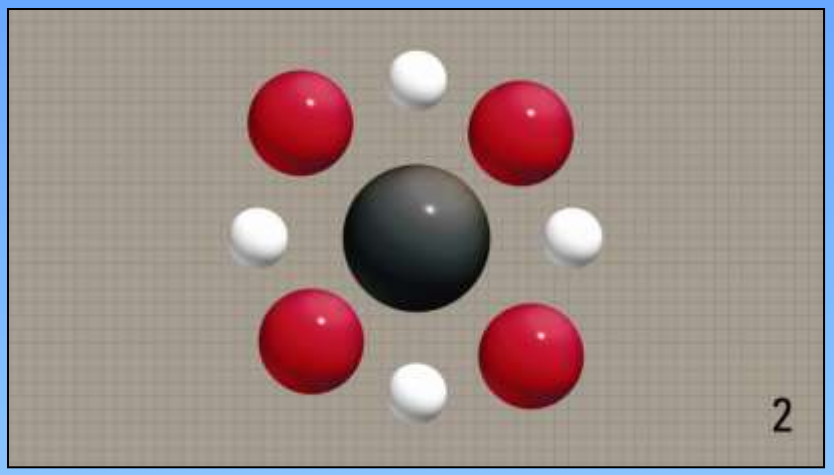
How Green Plus Improves Fuel Combustion

Section-1

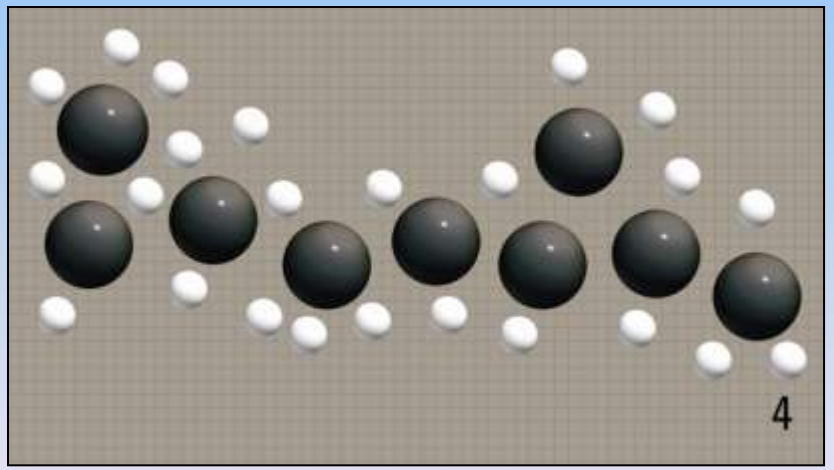


Methane is a simple hydrocarbon made up of four hydrogen atoms and one carbon atom.



Oxygen can easily reaches every part of a simple hydrocarbon like methane.

For this reason, methane burns almost completely, leaving little or no pollution.



Gasoline and diesel hydrocarbons tend to form a complex structure.

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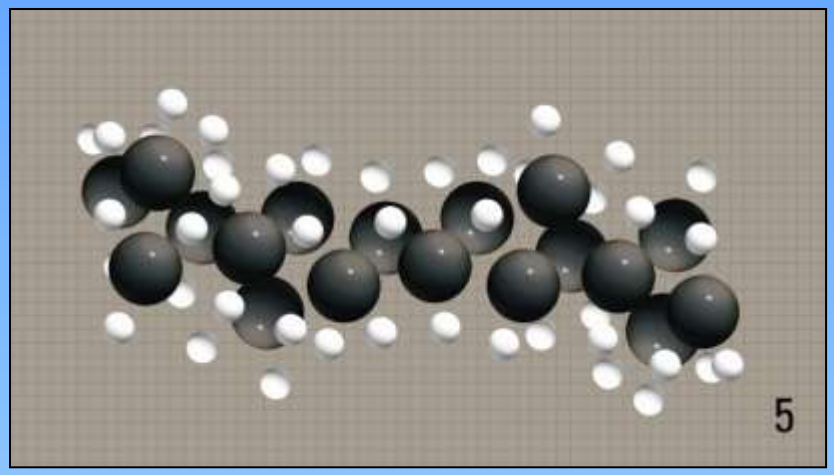
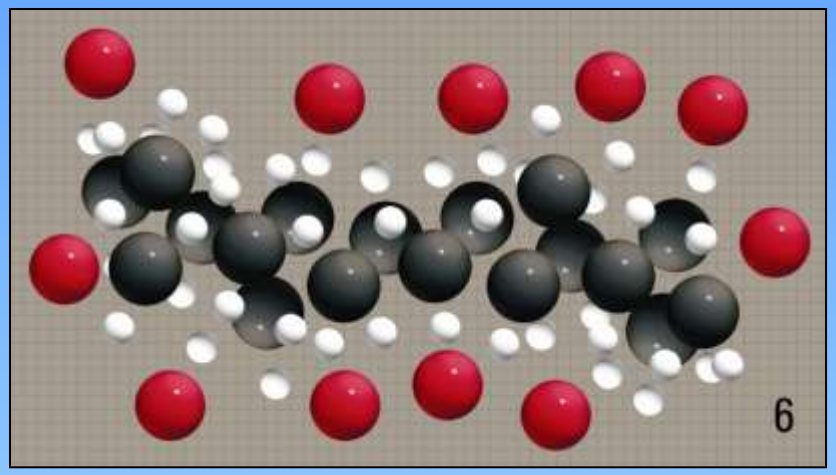
How Green Plus Improves Fuel Combustion

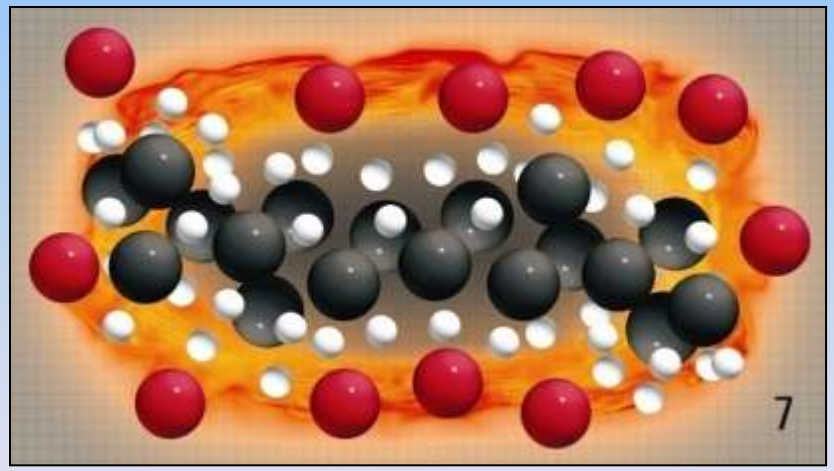
Section-2



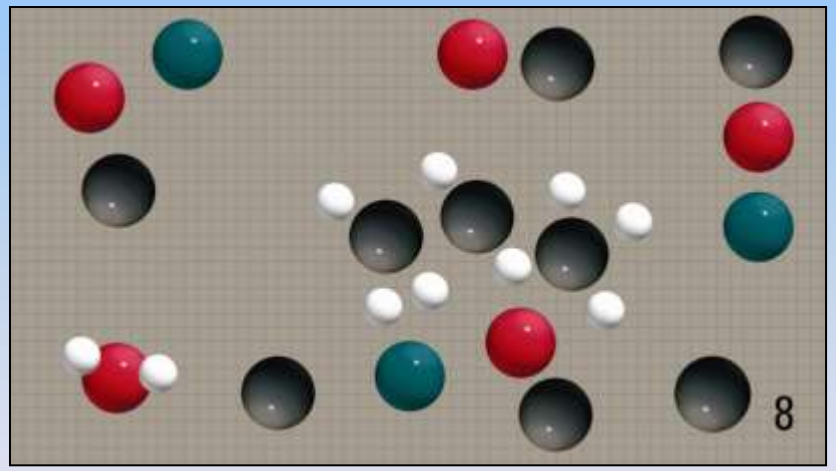
Unfortunately these hydrocarbons tend to get bundled up with one another, creating clusters.



When hydrocarbons bundle, oxygen cannot reach all the fuel.



Therefore, the hydrocarbons in gasoline, diesel, fuel oil, etc., do not burn completely.



The result of this incomplete burn is exhaust. These partially burnt molecules contribute to pollution.

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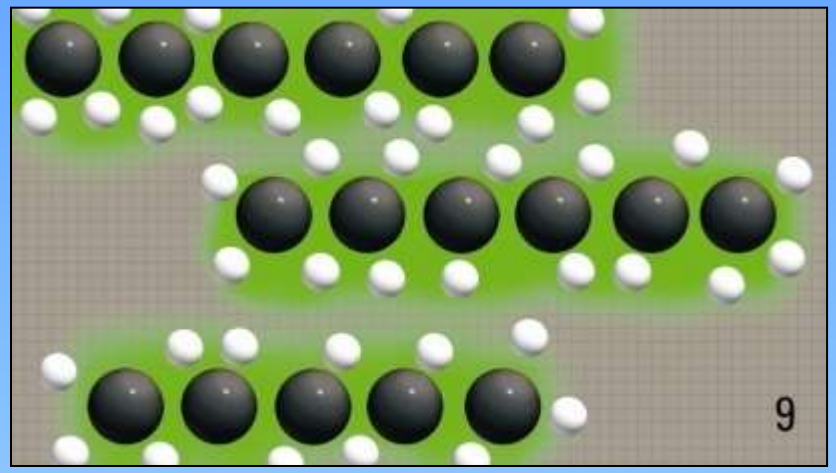
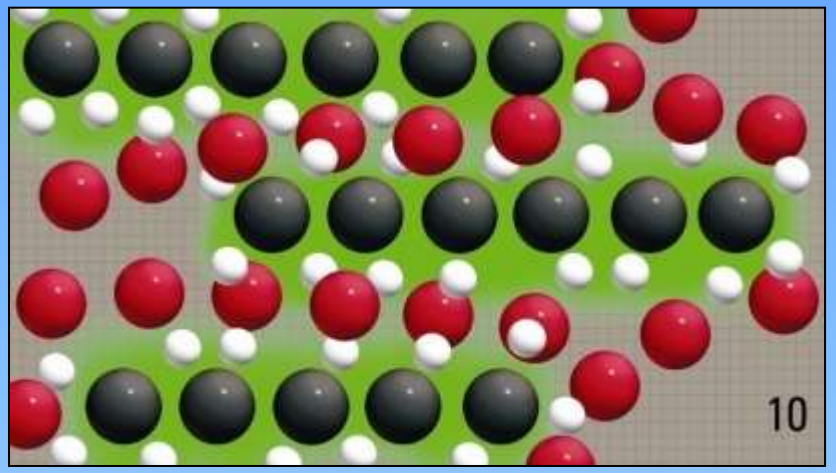
How Green Plus Improves Fuel Combustion

Section-3

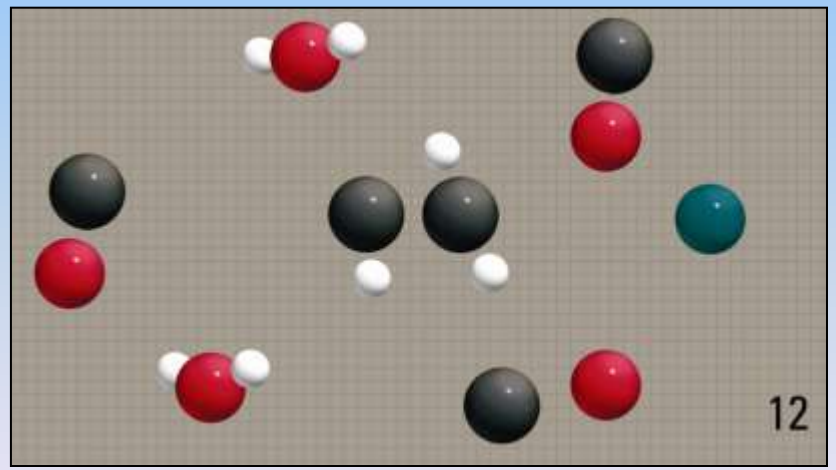


With the addition of Green Plus, these molecules are catalyzed, allowing the hydrocarbons to unbundle.



During this unbundling, these hydrocarbons are more readily exposed to oxygen molecules, creating a reaction.

This reaction is a more complete burn of the hydrocarbon chains.



The result of a more complete fuel burn is a reduction of emissions and increased fuel efficiency.

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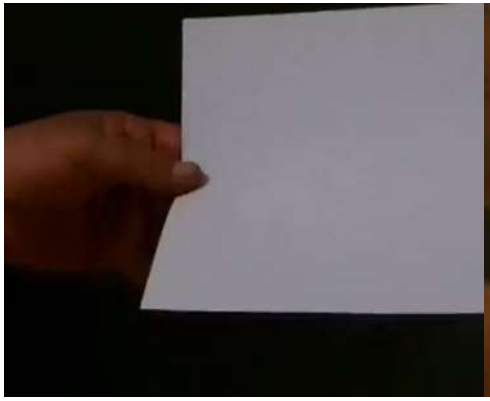
http://www.youtube.com/watch?v=1jGrDWwB9gQ&NR=1&feature=endscreen

How works Green Plus®?

The visible sign of the unburned fuel is the smoke, reason: the necessary oxygen cannot to connect to total burning surface.

The smoke (unburned fuel) reduces, the burning more perfect, if the surface is more opened where can connect the oxygen



If we crumple an A/4 paper to paper-ball, then hard to ignite that and to burn

If we open its surface, much better burns, this does the Green Plus® too..

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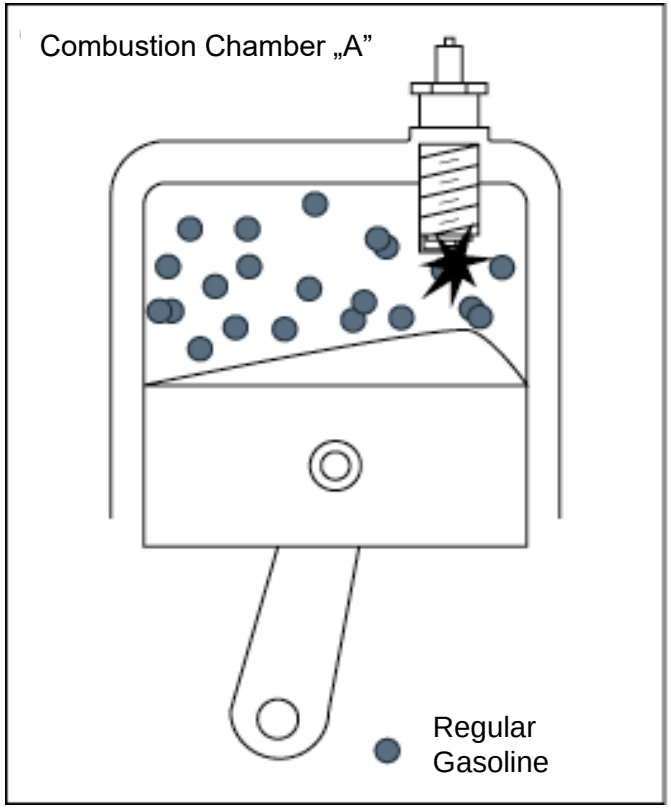
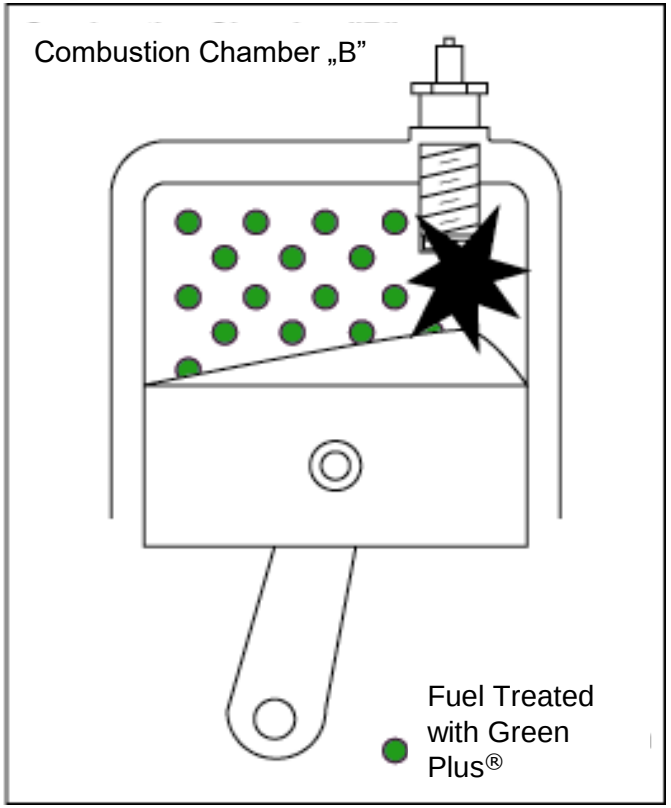
How Green Plus® Works – more homogeneous burning



Combustion Chamber "A" shows how regular gasoline molecules are disorganized and cause fuel waste.



Combustion Chamber "B" shows the molecules from fuel treated with Green Plus® lined up and ready to burn — creating a bigger explosion and more burn for your buck.

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How Green Plus® Works – more homogeneous burning

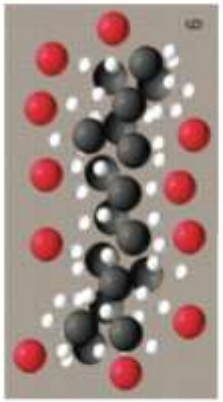
The drag reducers and lubricant additives able to relieve sufferings and vibration of piston a little bit, but in fact the most important ignition and combustion processes helped by the burning catalyst what usable together with another additives.

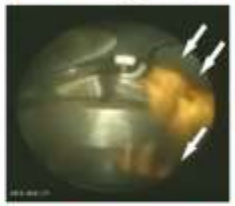
The flame is not enough big with fuel usually because the clusters of the hydrocarbon chain in the molecular configuration do not let the Oxygen to connect into inside part of the clusters but only around the clusters during burning process.

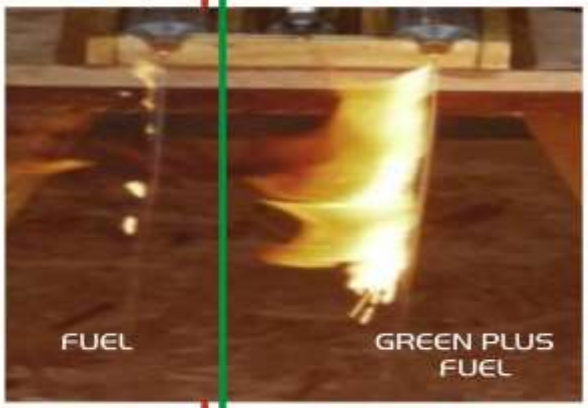
WHITE = HYDROGEN
RED = OXYGEN
BLACK = CARBONE
GREEN = P

REAL PHOTO ABOUT UPPER AND SIDE CROSS SECTION OF BURNING CHAMBER. NO EXPLOSION IS SAME TI ME. FLAME IS NOT EVERYWHERE.

Watch: YouTube Inside an Engine
watch?v=7tA52k2CB4E
watch?v=UvmBLqjaZxY





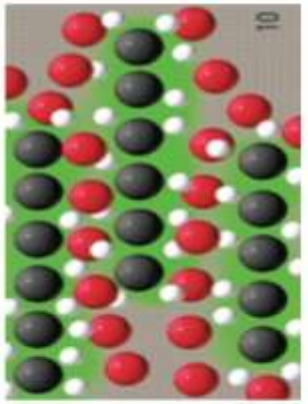


The inside part is the unburned fuel, the paid harm air pollution as fuel cost is the smoke, emission. This smoke is very expensive. Minimum 1 month fuel cost per year also the maintenance and repairing cost of the engine parts due to unperfect burning. Waste of money and energy.

GREEN PLUS

The burning is more perfect in Green Plus content fuels case because Green Plus formula creates more Oxygen connections into inside parts of hydrocarbon chain. The result is bigger flame. Joyride is as same as than with more Octanes or Cetanes. Boost without extra Octane or Cetane.

GREEN = GREEN PLUS LIQUID IGNITION AND COMBUSTION CATALYST



The flame is bigger but not hotter due to oxygen active burning, burn more parts of the injected fuel, result is less smoke/emission due to more perfect burning, better performance, bigger horsepower and bigger torque with lower fuel consumption.

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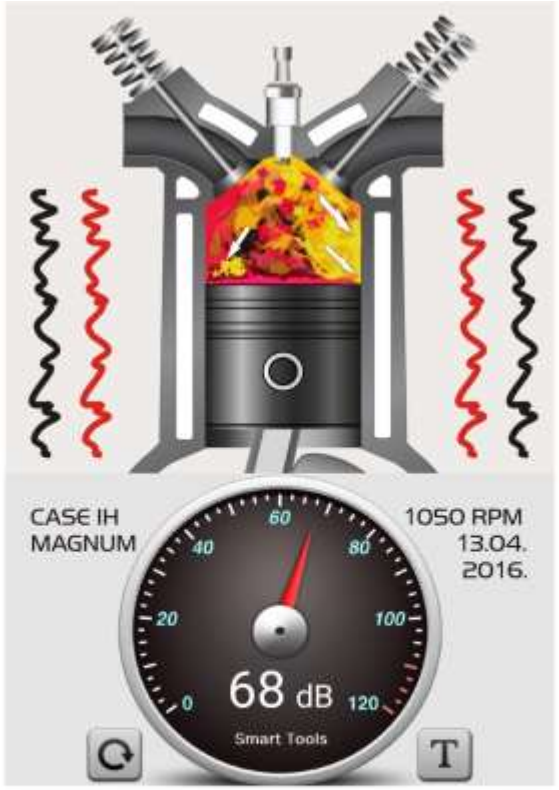
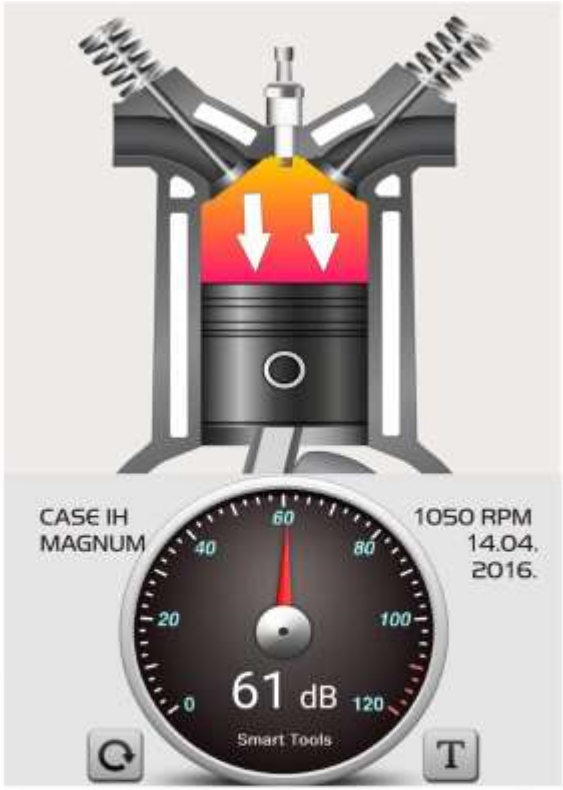
How Green Plus® Works – more homogeneous burning



The smaller flames push the piston from different side from different angle on different points in different time with different force what causes waste of energy, noise, vibration, deposits and overheating. **It causes pain for engine more thousands time per minute (RPM).**

WITHOUT GREEN PLUS CATALYST



The bigger homogeneous flame fills totally out the burning chamber and pushes the piston linearly with same force from one way what proves smoother and energy efficient engine working also the bigger flame cleans the inside of engine and its parts, **improves the lifetime.**

WITH GREEN PLUS CATALYST

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How Green Plus® Works

The Results of Green Plus® Enhanced Combustion

Improves the burning, suffuses more environment oxygen – oxygen sticking -
More linear, softly cleans the burning place with larger volume of burning

Unleaded Gasoline Shell 95

Before Green Plus®

After Green Plus®

Exhaust Gas Boiler - HFO

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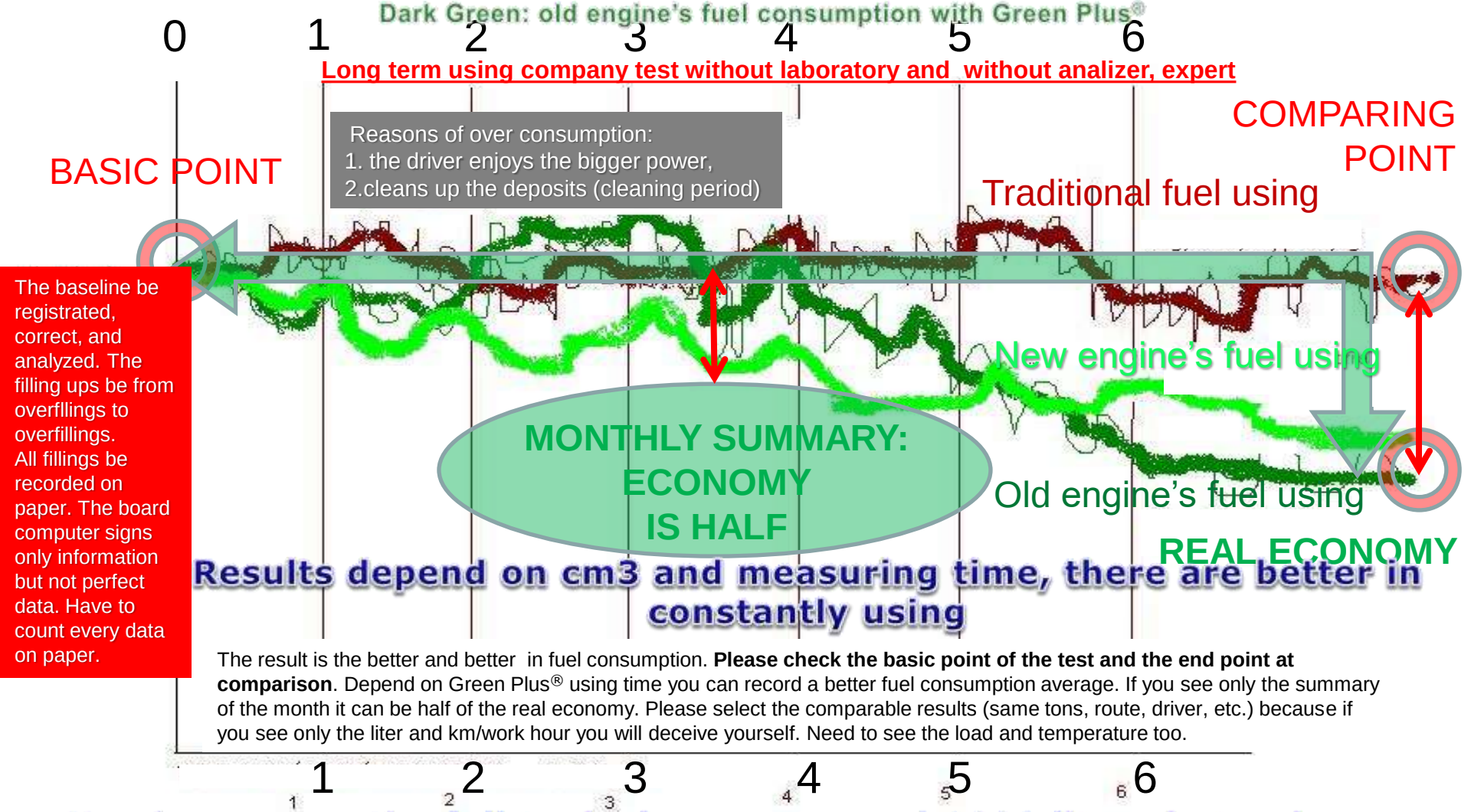
Red: traditional fuel consumption without Green Plus®

Light Green: new engine's fuel consumption with Green Plus®

Dark Green: old engine's fuel consumption with Green Plus®



The baseline be registrated, correct, and analyzed. The filling ups be from overfllings to overfillings. All fillings be recorded on paper. The board computer signs only information but not perfect data. Have to count every data on paper.

The result is the better and better in fuel consumption. **Please check the basic point of the test and the end point at comparison**. Depend on Green Plus® using time you can record a better fuel consumption average. If you see only the summary of the month it can be half of the real economy. Please select the comparable results (same tons, route, driver, etc.) because if you see only the liter and km/work hour you will deceive yourself. Need to see the load and temperature too.

Numbers mean the full tanks in car case and 1000 liters in truck case

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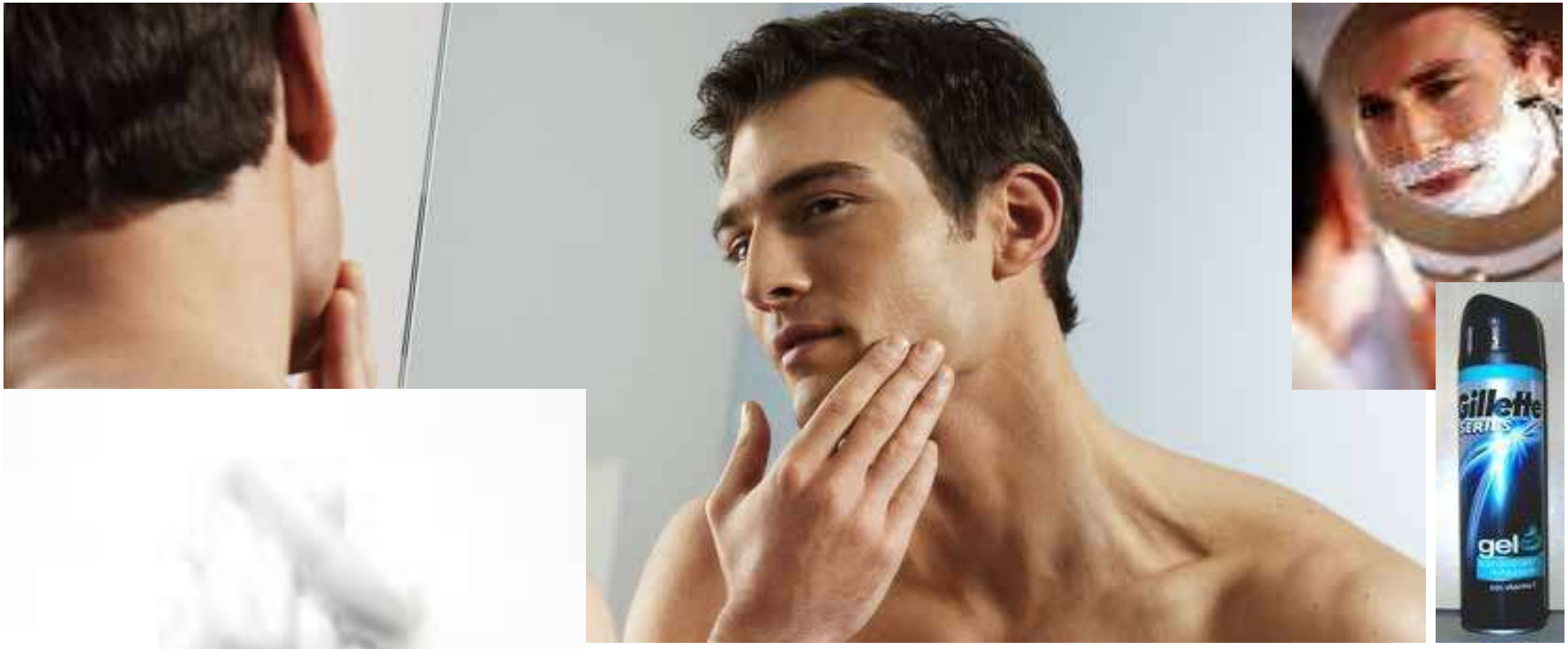
„Gel effect" is similar than „Green Plus® effects"

Green Plus® constantly gets better effects



It is not aggressive, Green Plus® does not do immediately the improvement of all functions, but fast and works on very softly way in his every action.

Shaving foam firstly is big after disappear . . .

Gel firstly is little, after grows and grows …

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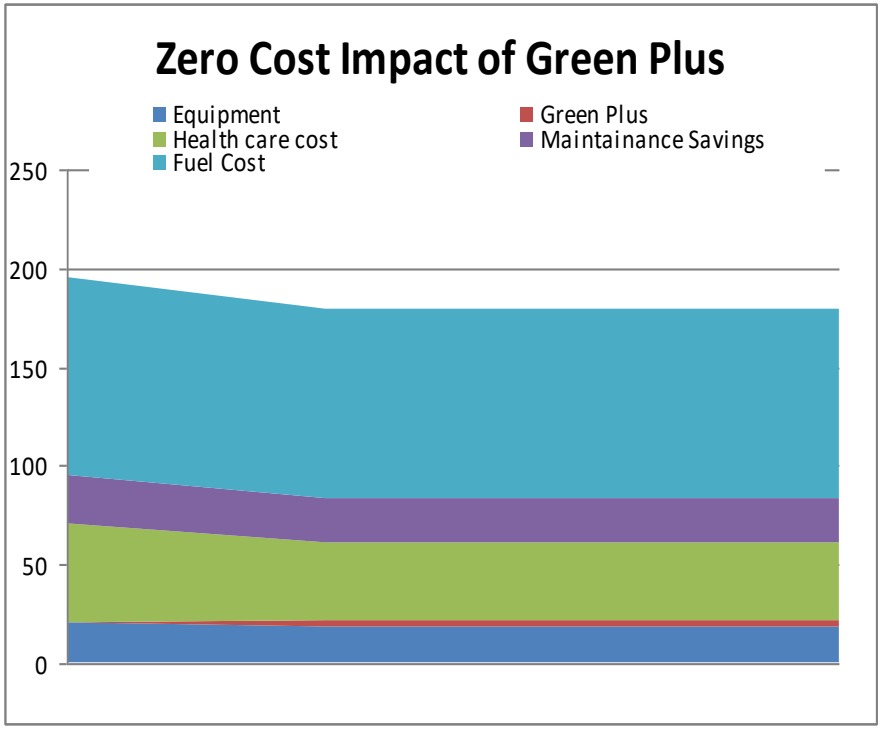
Green Plus® Delivers Zero Cost + Net Savings

the price of Green Plus® is independent of compulsory budget, the previous cost does not rise up.

Business Cases in Coal Fired Power Plants



- Auxiliary power use may decrease
- Steam cleaning of boiler may become easier or less frequent
- Extends the life and lowers the cost of other emissions mitigation systems such as precipitators, SCR, bagging, etc.
- Potential for decrease in FGD system maintenance costs and improvement in gypsum quality
- Installation of Green Plus® requires extremely low capital expenditures
- Green Plus® system is extremely safe, offers high reliability and redundancy

- Increase in the steam produced per ton of coal consumed. This increase in combustion efficiency allowed the operator to reduce the consumption of coal.
- This improved efficiency means a decrease carbon dioxide emissions per ton of steam produced.
- The improved combustion efficiency means a reduction in the auxiliary power consumption.
- Bottom ash is reduced as less carbon is retained in the ash.
- The improved combustion has demonstrated less deposition on fireside surfaces so requiring energy for steam soot blowing.
- NOx and SOx emissions are reduced through the improved combustion so reducing the requirement for NOx and SOx reagents and their delivery systems. In addition, trials have shown an improvement in thermal efficiency that result in reductions of carbon dioxide (CO2) emissions, which are believed to be a major contributor to global warming.

Return on investment:

fuel 5%, maintenance 10%,

facility, engine/boiler's life 20%,

Healthy spending 20%

Successful implementations of Green Plus® have been completed in coal-fired boilers ranging in size from 40 megawatts to 500 megawatts. In each trial there has been a measurable improvement in thermal efficiency and a reduction in unburned carbon in the fly ash. Reductions of NOx and SO2 have also been documented.
The results of the trials have shown reduction in unburned carbon, also known as Loss on Ignition (LOI) up to 55%. Thermal efficiency improvements have been as high as 4%.
After the coal power plant's leaders filled our power plant questionnaire we discuss the answers with our colleagues in London and in California. Before we can begin the test we have to make some photos in the power plant. The full preparing time appr. 6 weeks. The Green Plus® system can be start without of boilers stop.

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Engineers, technical managers have to know the possibility that they can stand front of CEO, general managers and owners with positive example

Must be set aside who afraid of knowledge that how many is the fuel consumption

Must be understand that no supportable never ending the losses from owner‘s budget.

The Green Plus® has been proven and applied solution in all Continents. Standard, receipt (this choice is as like as big different between milk and beer or cook with or without salt, if we use this Catalyst the cost is reduces and if we do not use Green Plus® our cost rises up).

The company reduces the fuel consumption, the CO_2, Green House Gases and other emission also the $PM_{(x)}$ (black carbon) with Green Plus® by the new decarbonization road plan of governments.

- Improves the firm’s qualification of ISO 14001 (environment) and ISO 16001 (energy efficiency) in this way;
- fails against of EU 2008/50/EC directive, helps in smog-day reducing,
- fails against of EU 2009/406/EC directive, reduces the Green Houses Gases quantity,
- fails against of basic environmental legal principle, helps in treatment at sources instead of end of pipe solutions.

So if the company’s fuel using 5 million liters per year:
5 million liters x 1 €/diesel = €5 million , 10% fuel economy is €500 000.
Green Plus® Combustion Catalyst for 5 million liters is €250 000, clear profit is €250 000.

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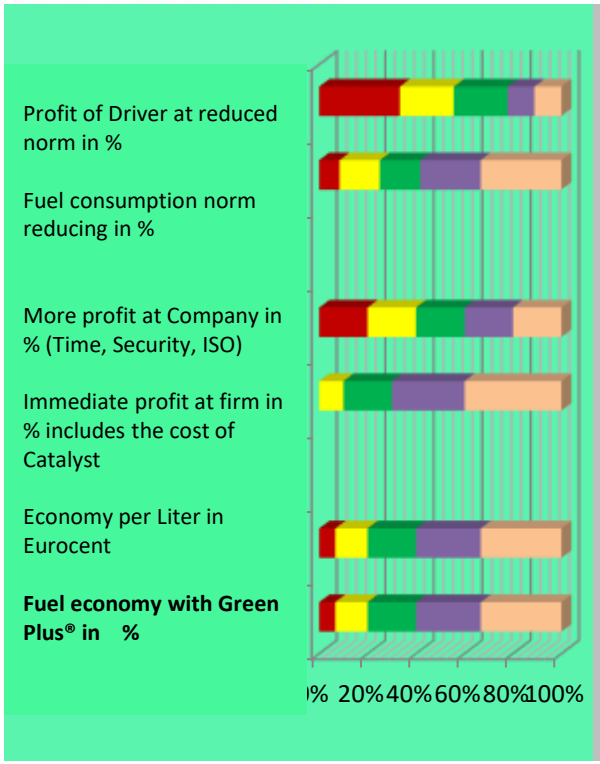
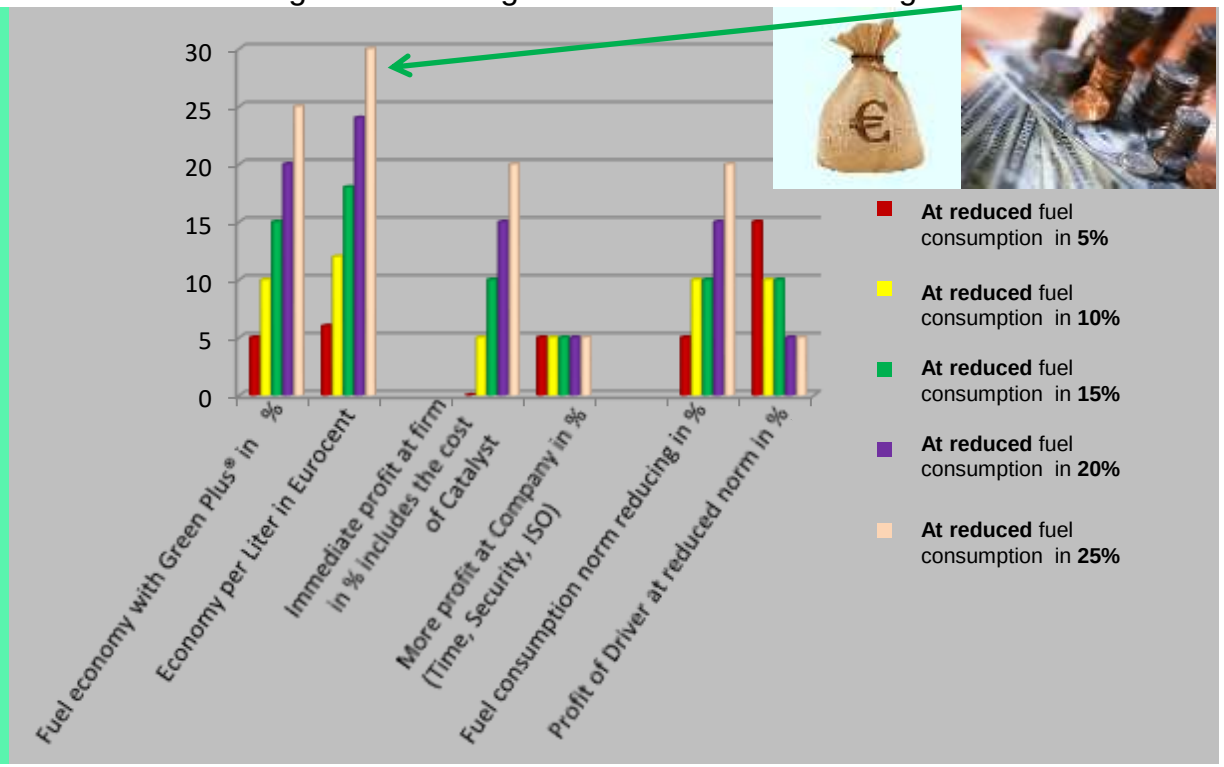
Regarding to the fuel consumption norm, Company and drivers the graphs show the distribution of economy with Green Plus® using at fleet.

In the more stringent monitoring of the fuel case the savings are more.





Fuel consumption reducing with Green Plus® using in %	5	**10**	**15**	20	25
Economy per Liter in Eurocent	6	**12**	**18**	24	30
Cost of Green Plus® Combustion Catalyst in Eurocent	6	**6**	**6**	6	6
Immediate profit of Firm in % (included the cost of Green Plus®)	0	**5**	**10**	15	20
More Company's profit in % (Time, Security, ISO)	5	**5**	**5**	5	5
Reduced fuel consumption norm in %	5	**10**	**10**	15	20
Net profit of driver at reduced fuel consumption norm in %	15	**10**	**10**	5	5

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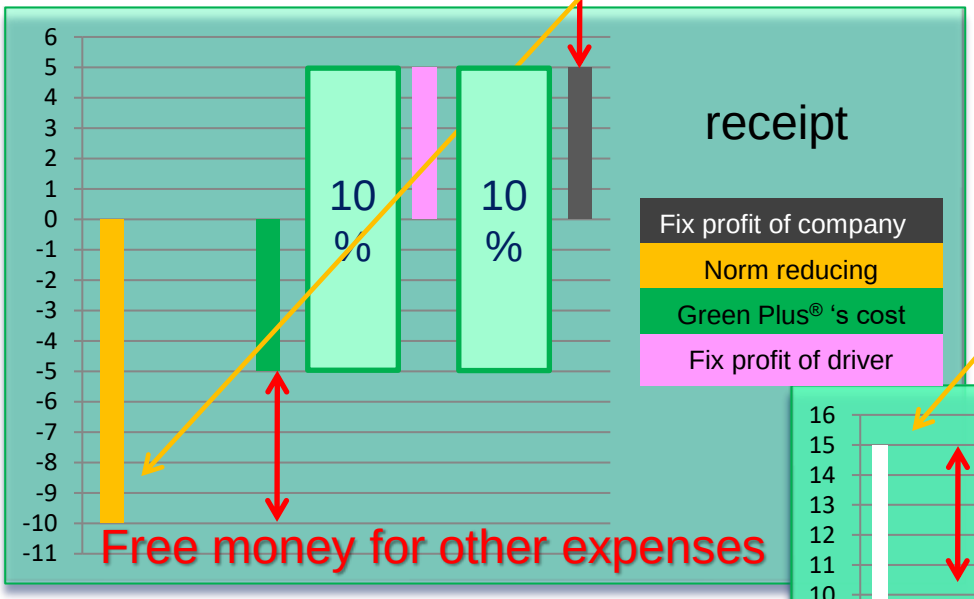
It can useable without test because it is standard, receipt by Laboratories and Third Parties

Companies reduce the fuel norm in 10% usually

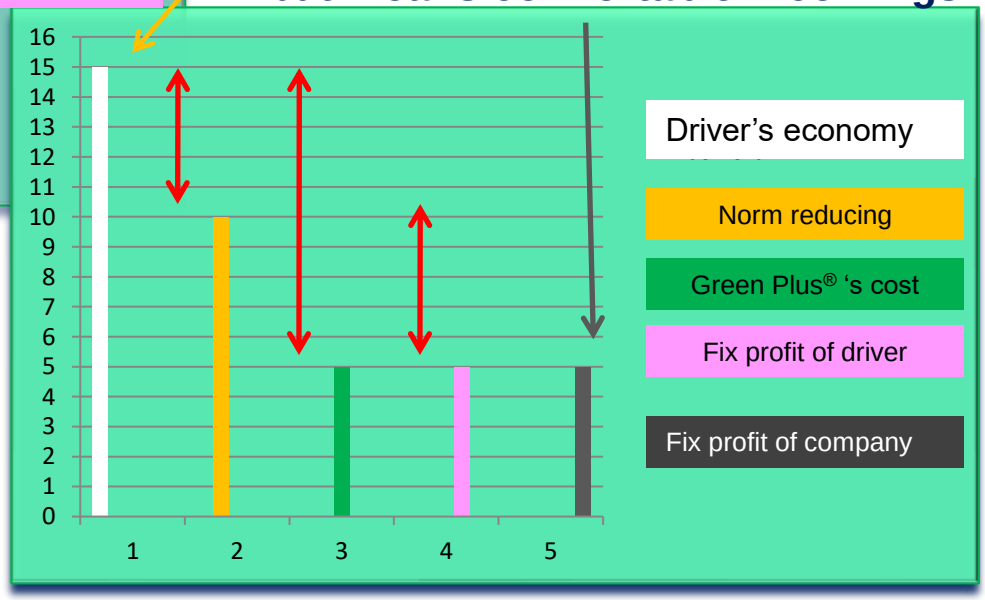
and give the Catalyst into the hand of drivers, because the Green Plus® reduces the fuel consumption between 10% and 20% in continuous using case. **The economy is better if the check control is more stringent!**

Free money for other expenses



The reduced norm gives still more economy chance for drivers between 5% and 10% also the expenses of company is less. Need not to check the drivers they use it or not use the catalyst.

The Green Plus® does mot mean expenses, does not mean luxury, **but means comfortable incomings!**



In case of test the test is only the driver's test, is not the test of Green Plus®

If the economy is under 10% the driver's morals is not good, but if economy is between 10% and 20%, you can trust in the driver!

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BIOFRIENDLY

The World Standard in Green Fuel Solutions

GREEN PLUS

This is a WIN-WIN-WIN business from oil refinery to enduser

1 truck / bus uses 4-6000 liters fuel in 1 month, average = 5 000 liters

its 10% = 500 liters

In net € 1,2 fuel price case 600 € = 500 liters

Investment the price of Green Plus® for treating of 5 000 liters fuel ~ net **300 €.**
Benefit is the price of non used fuel minimum ~ net 600 €.
If we have no risk, pay we for anyone 300 € per month for 600 € profit? It's DEAL!

1 truck / bus / month net economy = **300** € PER YEAR = 3 600 €

10 truck / bus / month net economy = 3 000 € PER YEAR = 36 000 €

100 truck / bus / month net economy = 30 000 € PER YEAR = 360 000 €

1 000 truck / bus / month net economy = 30 000 € PER YEAR = 3 600 000 €

Depend on check control and any other setting can be more

the guarenteed minimum result!

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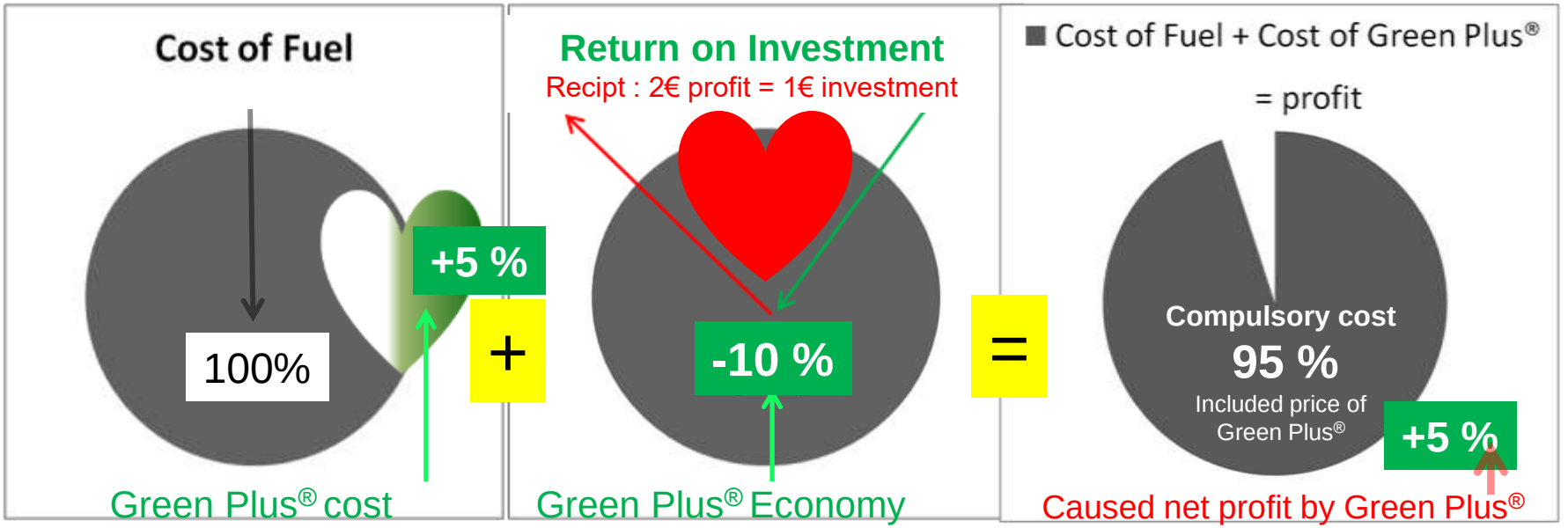
Compulsory fuel cost does not rise up but reduces with Green Plus®

Business receipe is :1EUR invest. = 2EUR profit



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GREEN PLUS

Who did not yet use Green Plus®

they paid its double price at each filling,

but did not enjoy
advantages of Green Plus®
what's more
during this time produced much
harm materials,
which are cause diseases,
accidents, death

+

caused extreme changing in weather

smoke = money

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BIOFRIENDLY

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GREEN PLUS

Unnecessarily wasted money without Green Plus®

The lifetime of a car's Catalyst at normal using 80-100 thousand kms, or 3-4 years.

http://vintrade.de/katalisator.html

Sometimes the emission check control result shows only the higher fuel consumption or emission. This may refer to improper operation of the catalyst, which causes serious motor problems later. Even minor crashes or other mechanical effect may damage the catalyst.

The on time changed Catalyst cost is €100-5000 at special service center for car owner, but this prevention save much money for owner also it prevented further serious failures.

The non-used extracted catalyst's qualification is hazardous waste, for its collection, treatment and recycling need more environmentally license.

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GREEN PLUS

The Green Plus® using means **+ 25-200% improvement in lifetime, reduces further costs**, order losses and service time too!

GREEN PLUS®
ENERGY TRANSITION FUEL

BIOFRIENDLY
The World Standard in Green Fuel Solutions

The Green Plus® using means**+ 25-200% improvement in lifetime, reduces further costs**, order losses and service time too!

Laboratory test showed the cleaning in fuel system and fuel savings in low loaded case

The dynamometer test used rubber oil before Green Plus test, what caused dark brown deposit inside of filter. When we used normal MOL standard diesel fuel, the deposit not changed, But when we start the Green Plus treated MOL diesel fuel using, visible the big changing inside of filter on the right side picture.

10 days average test results after different loading low loaded Caterpillar engine in minus 2 Celsius and 20 Celsius degrees, maximum RPM (2532): 7.868% fuel economy . Little bit lower than maximum RPM (1700): 19.88% fuel economy

16	16	17	18	19	25	25	25	25	25
RPM	g/KWh								
1700	1572	1330	1240.4	1272.4	1249.4	1310.5	1281.5	1166	1124.9
		-15.3944	-21.0941	-19.0585	-20.5216	-16.6349	-18.4796	-25.827	-28.4415
2525	1073	981.5	966.8	939.4	1012.3	979.8	964.5	928.2	1093.9
		-8.52749	-9.89748	-12.4511	-5.65704	-8.68593	-10.1118	-13.4949	1.94781

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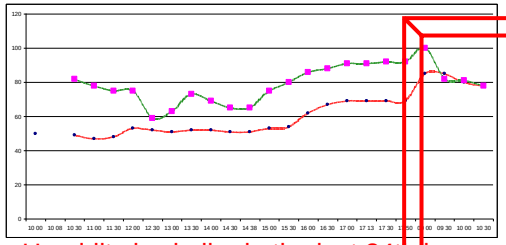
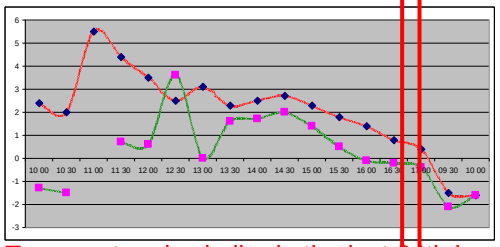
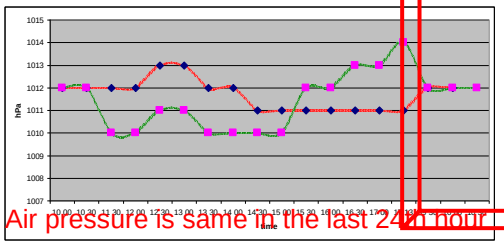
Perkins LOVOL 106TAG14 generator engine half test 2 x 24 hours 14-16.12.2016. Sipet (RO)



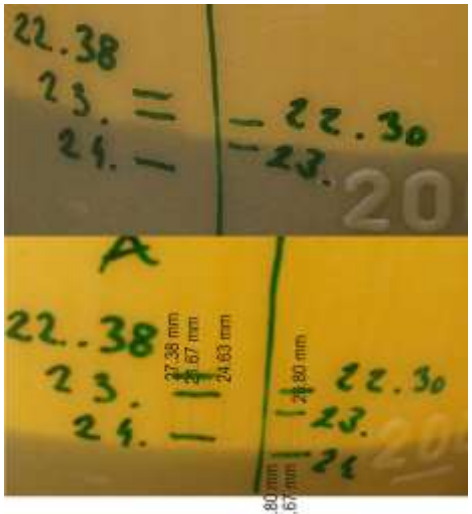
Humidity is similar in the last 24th hour



Temperature is similar in the last 24th hour



Air pressure is same in the last 24th hour



After the critical bad condition **1 hour, the 24th hour comparing**	minimum	maximum	Middle line	average
Used Diesel baseline, mm	21.67	27.38	24.63	24.56
Used Green Plus Diesel mm	20.8	23.8	21.67	22.09
Difference in %	**-4.01477**	**-13.0752**	**-12.0179**	**-9.70262**

Reduced the smoke in -69%
Base on this the fuel consumption -20%
base on liter measuring minimum -9.7%
+
Improved the performance on lower Oil Temperature A, V, KW
Green Plus Diesel **Cleaned** the Fuel tank
More linear and smoother the Engine, **reduced**, **the noise & vibration**

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Summary

- Green Plus® was created by world-class innovators
- Green Plus® is being marketed by an experienced team of businessmen and is available worldwide
- Green Plus® can be used in most fuel types including diesel, bio-diesel, HFO, gasoline and coal
- Green Plus® is easy to implement
- Green Plus® is safe for use by humans
- Green Plus® has not caused damage to an engine during its more billion kilometers of use
- Green Plus® causes poor quality fuels to perform as if they were higher quality fuels
- Green Plus® upgrades the quality of all fuels

ABBREVIATIONS, CERTIFICATES

BREF	–	BEST AVAILABLE TECHNIQUES REFERENCE
BAT	–	BEST AVAILABLE TECHNOLOGY
EEF	–	ECO ETIQUETTE FUEL
ETF	–	ENERGY TRANSITION FUEL
IPPC	–	DIRECTIVES FOR BEST SOLUTION USING INSTEAD OF END-OF PIPE SOLUTION
EPA	–	REGISTERED BY UNITED STATES ENVIRONMENTAL PROTECTION AGENCY, ENVIRONMENTAL PRODUCT (US EPA)
LEF	–	LOW EMISSION FUEL
LCF	–	LOW CARBON FUEL
SDG	–	SUSTAINABLE DEVELOPENT GOALS OF PARIS CLIMATE AGREEMENT
TCEQ TXLED	–	TEXAS COMISSION ON ENVIRONMENTAL QUALITY - TEXAS LOW EMISSION DIESEL LAW
GSL	-	GDOD STANDING LETTER
SDG+	-	SMART DOSER OF GREEN PLUS

HUMAN RIGHTS FOR HEALTH, 2008/50/EC, 2009/406/EC, NATIONAL ENVIRONMENTAL AND CLIMATE PROTECTION GOALS DO DEMAND THE COMPULSORY USING. OF GREEN PLUS TECHNOLOGY

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