

Reducing Emissions + Fuel Usage Costs...

The Fossil Fuel Stabilizer was invented in the late 1980's with the main theme/purpose of reducing emissions globally... One of the side benefits, as well, became the reduction in consumption of the type of fuel being used in the equipment that this device was installed upon. This technology/product not only benefits the environment and the application, but extends the life of the equipment

it's being installed on as it cleans pre-existing conditions of carbon/scale build-up and prolongs its life and decreases maintenance costs with NO further labor expenses involved. It can also be transferred from the old equipment to its replacement equipment, thus increasing ones initial investment even further as it has a metallurgical life of 80-100 years... (its code is 304L Stainless Steel).



This innovative technology which is intellectual property (trade secret) has already reduced the following examples (to name a few - below)... Additional hidden savings that will be noticed over time:

- * NO maintenance ever,
- * NO moving parts (so nothing to repair or replace),
- * does NOT contain magnets as to affect any false readings or affect any computerized equipment,

- * NOT an additive,
- * nothing to replenish or remember to replenish,
- * comes with a one year money back performance guarantee.
- * will increase your Bottom Line after ROI since this is not an expensed item per se, but a revenue source.

It has achieved the following (to name a few) in Fuel and Emissions reductions:

FUEL savings - to name a few:

- * 18% on Natural Gas (Duke Energy)
- * 37.8% on Diesel (US DEPT HUD)
- * 36.14 % (Singapore Polymer Plant)
- * 25% Increase MPG-Peterbilt Truck
- * 27% on Diesel-East Chicago School System
- * 20%-23% savings (Yachts/Ship)
- * 20.66% on Diesel (Habitat for Humanity)
- * 6.6% Increased boiler efficiency (School)



(Duke Energy)



(Habitat for Humanity - Romania)

EMISSIONS reductions - to name a few:

- * 96% reduction on emissions (NOX - Duke Energy)
- * 96%-99% reduction on bio-diesel (School Buses - East Chicago School System)
- * 193,000 Pounds CO2 (US DEPT HUD - Housing Authority)

	BEFORE/ppm	AFTER/ppm	REDUCTION
CO =	11,933	23	-99.81%
HC =	.36%	.05%	-86%
SO2 =	9	1	-89%
NOX =	40	0	-100%

(East Chicago School Bus - Bio Diesel)

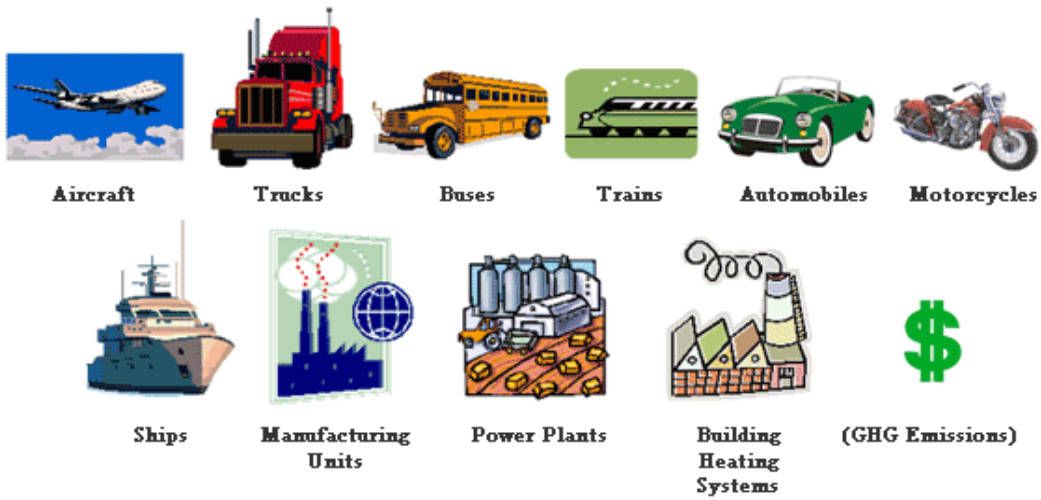
Applications:

The applications for this technology/product are enormous... Any equipment using any type of combustable fuel... some of the applications:

- * Boilers - Engines - Diesel Engines - Buses
- * Locomotives - Shipping Vessels - Trucks
- * Ferry Boats - Boats/Ships - Fuel Cells
- * Cogeneration - Furnaces - Kilns - Ovens
- * Aircraft - Power Plants, etc, etc.

- * Manufacturing - Building Heating Systems
- * Automobiles - Motorcycles (will have a bit of a longer payback period because of the small fuel usage)
- * IDEAL for any/all GHG emission projects

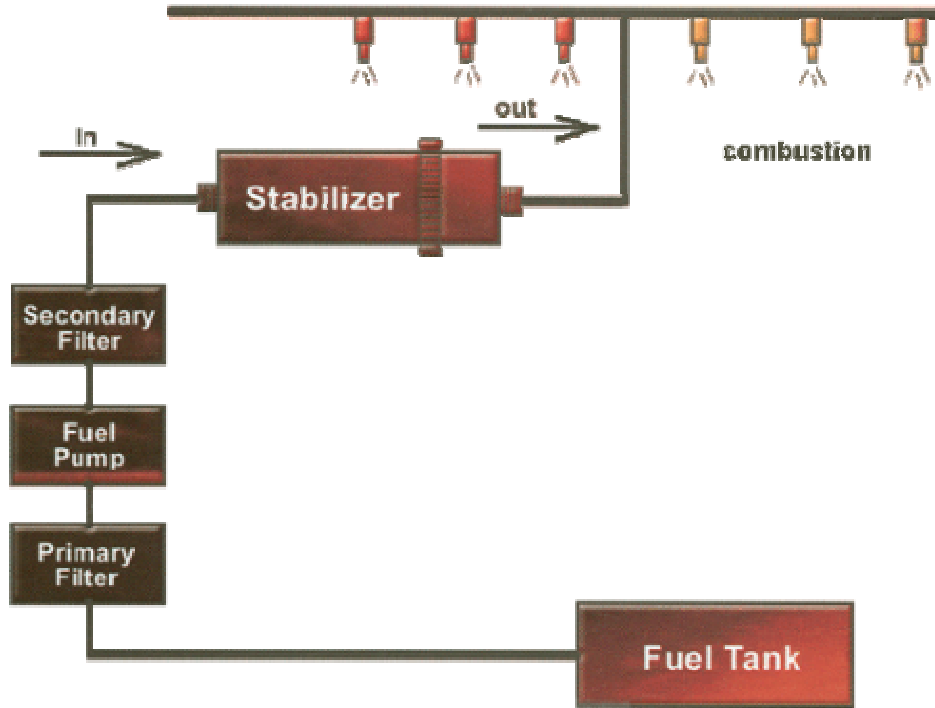
The application or the main purpose for this product would be what managements main focus is on: **Emissions or Fuel Savings!**



Installation:

Installation is easy and simple... It is installed after pumps and filters on the FUEL line... It is "sized" by the OD (outside diameter) of the fuel line itself... NOT the size or HP of the equipment...

All units less than 1 inch come with JIC/compression fittings... All units over 1 inch to our largest unit of 6 inches... ONLY come with flanges... It has been already tested at a PSI of 1600 / 110 bar.





(US DEPT HUD)

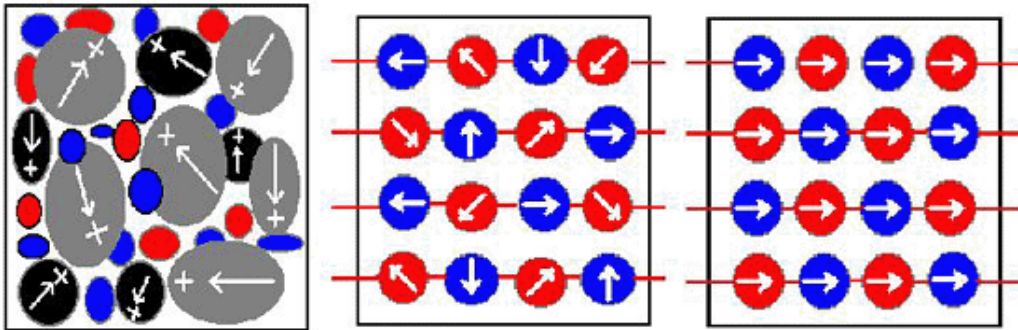
How it works:

This product is not patented, but protected under intellectual property rights globally. The process (trade secret) makes the fuel more stable or uniform and thus burns more precise - an economizer - so to speak), thus giving the results we have achieved. There is documentation by various states/agencies stating the acceptance or analyses that this product performs as stated or better: Colorado, Indiana, Wyoming, California-CARB #D282 & D529, US Army/Picatinny Arsenal, NJ Dept of Transportation.

Several diesel manufacturers noted that this product will not void the warranty as it is installed on the fuel line/pipe and not the

equipment itself. There are also several newspapers articles written already stating the results and performances achieved, including comments by a NJ State Senator as well as the bias from political sources... Even the EPA report makes conflicting comments of its operation and yet its own comments and analyses say it does work... review our rebuttal (4 E)...

Additional documents: press page - specifications/sizes, certifications and our guarantee/warranty, can be reviewed in Section number 4 of our website: www.energy-group.com.



Conclusion:

We know that there will always be skeptics... NO matter what documentation we already have acquired/received, or what verifications of performances/results we already have accomplished... Somehow that's always NOT good enough or certain documents from certain countries have to prove that it works in their specific country and on their specific equipment and with their specific fuel... It's like with every new technology that is not understood nor comprehended, everyone looks for excuses for it NOT to work or that it will NOT work on their equipment...

To overcome this doubt, I always offer to do a test on their equipment to cure any/all fears and put their doubts to rest once and for all... BUT with 3 conditions:

- (a) Security Deposit,
- (b) what fuel savings are generated during the test period will be shared 50/50,
- (c) the customer is to purchase the test unit(s) once we have verified performance.

This way it's a win-win situation for everyone, including Mother Earth...

Any inquiries are welcomed.

Acknowledgements:

Dr George J Molteni (JD-PhD) is the principal author and the Chief Operating Officer of The Energy Group since 1989. Dr George has an extensive management and financial background (corporate comptroller for more than 20 years). Dr George is recognized in several of the Marquis' Who's Who publications.

His associations:

- * Past board member with the International Business Network of Greater New York
- * Member of Council Energy Advisors
- * Volunteer expert (ISEC) for the International Executives Service Core

Dr George has published several articles:

- * Condo Townhouse Life Magazine - "Energy Conservation"

* NJIT/Center for Manufacturing Systems - "Cutting Times/Reducing Energy Costs in a Manufacturing Operation"

* NY Real Estate Journal - "You can't manage what you can't measure: Success is in the details"

* Institute of Real Estate Management (IREM-NJ) - "Deregulation... Friend or Foe?"

* IFMA 2000 - Benchmark Study on Analyses of Energy Usage Costs & Patterns (graph can be seen in section 2 of website)...

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