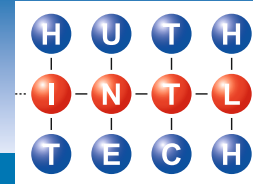


HIT-FLON®



REFERENCES

Extracts from Testimonials based on Test Results for more than 30 Trucks and 125 Passenger Cars plus 9 Expert Opinions.

Only engine coating worldwide

HIT-FLON® motor coating is the classic coating – number 1 among the engine coatings.

If you do nothing, passenger car engines chew up to 200 litres over 30,000 km.
Commercial vehicle engines up to 750 litres of diesel over 66,000 km.
TOO MUCH!!!

With HIT-FLON® you not only save fuel but you also protect your entire engine.

Huth Engineering Germany
Sonnenstraße 18 · D-82266 Inning

Tel.: **49-(0)8143-99211-2
Fax: **49-(0)8143-99211-4

Email: hit-technology@gmx.de
www.hit-technology.com

AFRICA EXPEDITIONS
HIT-FLON operating in Africa

Wolfgang Hammer
Industrial Engineer (Graduate)

Positive successes prompt me to inform you about experiences made with HIT-FLON in toughest operations under expeditionary conditions.

In the operating regions covered by us we have very specific problems with the fully off-road capable commercial vehicles of the makes MAN and MERCEDES BENZ (6 cylinder, 8.5 l diesel or multiple fuel engines) as well as MAGIRUS DEUTZ (8 and 12 cylinder, and 19.0 l).

I am convinced that by using HIT-FLON I avoid engine failures and that the reduction of diesel and oil consumption after the coating phase with HIT-FLON simply has to convince everyone of this product.

Overall improvement:
Diesel 15.75% Oil 190.1%



W. Hammer

Vehicle hire - Passenger cars - Buses
Ernst Heine



HIT-FLON TEST

DB LP 809 PR+PL

<u>Without</u> HIT-FLON		<u>With</u> HIT-FLON	
Fuel	Oil consumption	Fuel	Oil consumption
18 l for 100 km	2 l for 1000 km	14,5 l for 100 km	0,9 l for 1000 km

BMW 520

Fuel saving average 10% with mixed drive cycle
Oil saving average 25% with mixed drive cycle
In addition to the savings we also noted improved acceleration and starting ability.

Because of the positive test results all our private vehicles operate with PTFE HIT-FLON with great success.



Mann and Ludwig
Car painting requirements



Type: Commercial vehicle Daimler Benz 508D

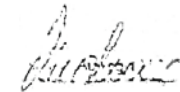
Km reading prior to coating: 98,954 km
Km reading after the coating 122,758 km

Consumption prior to coating:
Average 18.5 l of diesel for 100 km.

Consumption after the coating:
Average 15.9 l of diesel for 100 km.

Consumption prior to coating:
Average 5.0 l of oil over 5,000 km

Consumption after the coating:
Average 3.5 l of oil over 5,000 km





We have added the product HIT-FLON recommended by you to our commercial vehicle Mercedes 2228 during our last oil change and carried out a resolute test for one month.

We have arrived at the following positive result:

Distance covered per month 10,000 km

Previous consumption 100 km 35-38 litres
Current consumption 100 km 32-35 litres

Saving: approx. 10%



Sped. Walter Metzger

MÜLLER-BROT GMBH



Test Müller-Brot/HIT-FLON

Following the presentation of the consumption cards of the vehicles No. 823, 854, 862, 931, 011 an average saving of 6% of diesel fuel materialized over the first 10,000 km since the coating of the engines with HIT-FLON.

The kilometre readings of the vehicles ranged from 60,000 to 134,000 km. The distances travelled were overland routes while always the same driver drove the vehicle during the testing period and he was not informed that his vehicle had been subjected to special treatment with HIT-FLON.



Bärli
Fuhrparkleiter

FÜRSTENFELDER
FRISCHGETRÄNKE GMBH



In charge of test: Mr Kreitmair, Master mechanic
Test vehicle: Daimler-Benz, LP 710


Kilometre reading at start of test: 32,610
Kilometre reading at end of test: 36,988

Coating with 4 l HIT-FLON

Oil consumption prior to coating: 13 l/1,000 km
Oil consumption at test end: 6.5 l/1,000 km

Fuel consumption prior to coating: 25 l/100 km
Fuel consumption at test end: 20 l/100 km

In addition we were able to notice quieter engine operation.



H.H. Albrecht

**Erfrischungsgetränke GmbH
Lindau/Bodensee**



Test with HIT-FLON

In charge of test: Master mechanic
Test vehicles: Daimler Benz Typ: 1213 und 813
Test duration: 4000 km

Fuel consumption before the coating: 7.5 l/1000 km
Oil consumption at test end: 5.0 l/1000 km

Saving: 2.5 l/1000 km

In addition we were able to notice quieter engine operation.

Löffler

**HANS KOLB
WELLPAPPENWERKE**



We are pleased to inform you that the use of HIT-FLON in our vehicle MM-PP 69 produced the hoped-for success.

This vehicle is a Daimler-Benz LP 911 with 126 HP engine and 440,000 km covered.

In the meantime our vehicle has been used with HIT-FLON for approximately 35,000 km. We noticed a reduction of the oil consumption by 30.9%.

HANS KOLB
Wellpappenwerke
Fuhrpark

**Gebrüder Coenen OHG.
Autotransports**



Make: MAN, Type 16240, Engine: D-2566-MF, 240 HP

Start of test: Kilometre reading 408,749
Test end: Kilometre reading 431,931

The test covered a period of 6 weeks and a distance of 23,182 km.

1. Before the coating –
average consumption: 38.9 l of diesel over 100 km
2. After the coating –
average consumption: 34.7 l of diesel over 100 km

Fuel saving thus: 4.2 l of diesel over 100 km = 10.8%

Gebr. Coenen OHG

**PERSONENNAHVERKEHRS
GMBH RIESA**



In charge of test: Mr Wittig
Test vehicle: Ikarus 280
Test distance: 8400 km

Fuel consumption/100 km
Before the coating: 38 l
After the coating: 35 l
Saving: 7.9%

Oil consumption/1000 km
Before the coating: 2 l
After the coating: 1 l
Saving: 50%

Häring
Geschäftsführer

Gamert
AL Technik

**Car Service
Abschlepp- & Bergungsdienst**



We have tested your product in a Mercedes 1114 L (100 kW) with crane and displaceable platform (hydraulic) connected to the engine with a daily utilization of 11 hours on average with totally different loads and changing crew.

Average consumption of fuel (Diesel) per 100 km.

Before the coating:
Km reading: 96,000 km
Litres: 23.5 l

After the coating:
Km reading: 101,000 km
Litres: 20.8 l
(= after 5,000 km)

Saving: 2.7 l = 11.5%

U. Schenk

**Johannes Hustig
Fuhrbetrieb**



Test vehicle: MB 1735 Kipper
Test distance: 9032 km

Fuel consumption/100 km
Before the coating: 37.36 l
After the coating: 35.06 l
Saving: 6.2%

Oil consumption/1000 km
Before the coating: 0.50 l
After the coating: 0.00 l
Saving: 50%

Hustig
Hustig

Dipl.Ing. Karl
SCHMITT



On our commercial vehicle Daimler-Benz LP 813 engine coating was carried out after a running period of 240,000 km using HIT-FLON.

After 10,000 km of short distance operation we established up to 30% lower oil consumption and the engine noise was surprisingly reduced. Because of changing drivers the fuel consumption was not determined.

We will also re-coat our other commercial vehicles in the fleet with the HIT-FLON product.

Dipl.-Ing. K. Schmitt
(Fuhrparkleiter) i.V.

Tachinger Chemikalien und Mineralien
Handelsgesellschaft mbH



Vehicle TS-AX 777 MAN 19.362 FLS/BL

Without HIT-FLON:

From km 401,804
To km 417,508
15,704 km Diesel consumption 33.17 l

With HIT-FLON:

From km 417,508
To km 432,952
15,444 km Diesel consumption 31.59 l

Further results: Very good oil pressure
Engine runs quieter

TCM Handelsgesellschaft

Gesellschaft zum Vertrieb von
Bauelementen m.b.H.



Off-road vehicle Datsun Patrol regular petrol

Before the coating

Kilometre reading	12,000
Consumption full load	20 l
Consumption average	15 l
Oil consumption	0.5 l pro 2000 km
Maximum speed	150 km/h

After the coating

Kilometre reading	15,500
Consumption full load	17.5 l
Consumption average	13 l
Oil consumption	0 l
Maximum speed	165 km/h



Regionalbus Oberlausitz GmbH



In charge of test: Mr Walter
Test vehicle: Ikarus 280
Test distance: 6188 km

Fuel consumption/100 km	
Before the coating:	36.6 l
After the coating:	33.3 l
Saving:	9%

Oil consumption/1000 km	
Before the coating:	2.0 l
After the coating:	1.0 l
Saving:	50%

Walter
Leiter Technik

Alfred Schuon GmbH



Test result of HIT-FLON / SZM 1638 S

On the SZM we noticed a lower oil consumption and fuel saving. The oil consumption was reduced by 50% while the fuel consumption dropped from 37 - 40 l to 35 - 37 l.

Because of the results achieved we are convinced of HIT FLON.

We will recommend HIT-FLON also to our customers and motor vehicle workshops.

Alfred Schuon GmbH

Dierdorfer Reisen



Prior to the addition of HIT-FLON we had very high oil consumption through high engine loads. In our operation, the oil change on the small buses was carried out every 5,000 km and on the Mercedes buses every 10,000 km.

By adding HIT-FLON we increased the kilometres covered with the small buses to 15,000 km and with the Mercedes vehicles to 20,000 km.

The engines of the vehicles also run substantially quieter.

Dierdorfer Reisen

Ministère de l'industrie, des Postes et
Télécommunications et du Commerce
Extérieur



Le Ministère de l'Industrie a teste le produit
HIT-FLON. Ce produit réduit sensiblement
les émissions de fumée, et contribue à une
meilleure combustion.

Le gain sur la consommation en carburant
est d'environ 20 %.

Fuel- / . 20%
+ exhaust gas reduction

MINISTÈRE DE L'INDUSTRIE
DES POSTES ET TÉLÉCOMMUNICATIONS
ET DU COMMERCE EXTÉRIEUR
BUREAU DU MATÉRIEL ET DES TRANSPORTS
SECTEUR TRANSPORTS
66, rue de Valenciennes ANNEXE
75003 PARIS CEDEX 07

Lubri Flon B.V.B.A.



Running times of the test engine coated with HIT-FLON
without oil.

We, Lubri-Flon bvba, herewith confirm that our test engine
produced the following performances:

- Our engine ran a maximum of 5 hours without
interruption without oil
- Our engine ran a total of 50 hours without oil
- Our engine ran a total of 20 operations without oil

Sarens E. (zaakvoerder)

Car Service Taxi



We tested your product which is currently permanently
employed in 42 Taxis of type Mitsubishi.

As user in the city traffic of Berlin we are particularly
interested in the effects:

- Preventive wear and friction reduction
- Maintaining and optimising long-term performance
- Permanently high engine operating culture
- Optimum cold starting behaviour and cold performance
capability
- Pronounced emergency lubrication
- Fuel/oil consumption optimisation and exhaust reduction

These effects are largely confirmed by the changing
vehicle crews.

Malchin

Motorsportclub
Auto-Mobil Berlin e.V.



Test under toughest conditions/Baltic Rally

On the 5th part sprinting leg – after approximately 190 km
total distance covered, of which 70 km sprinting distance –
an engine piston burnt through ...

The engine thus practically ran without oil with maximum
possible full load acceleration (180 km/h, 5,000 – 6,500
revolutions, 150° oil temperature) a further 10 – 11 km to
the next inspection point.

Following thorough analysis the rally technicians agree:

The use of HIT-FLON with its emergency lubrication effect
prevented seizing up of the engine and thus damage of
approximately 3,000 €.

Frank Milde

Opitz & Partner



BMW 535i Schnitzer conversion 245 hp

At km 144,500
Petrol: 14.7 l/100 km Oil: 0.8 l/1,000 km

After addition of HIT-FLON

At km 148,225
Petrol: 13.4 l/100 km Oil: 0.3 l/1,000 km

I am therefore saving 650 l of petrol and 25 l of oil
for the next 50,000 km



Compression +8%

AKTUELLE WIRTSCHAFTS DIENSTE
Opitz & Partner
Immobilien Finanzierungen Vermietungen
Pienegger Str. 4 80333 München
Tel.: 089/6889347 Fax: 089/6206206

Siemens Erlangen



BOSCH Performance test, vehicle: DB 200 B
Kilometre reading: 60,930

nach Kfz-Schein bzw. Werksangaben		gemessen mit LPS 002		99,2 PS
P _{norm}	80	P _{gem}	75	
n	5200	entspr. km/h	162	
p nach t DIN 70 020	1013 20	ist	757 10	

With HIT-FLON
Kilometre reading 65,753

nach Kfz-Schein bzw. Werksangaben		gemessen mit LPS 002		107,4 PS
P _{norm}	80	P _{gem}	77	
n	5200	entspr. km/h	178	
p nach t DIN 70 020	1013 20	ist	750 18	

HP increase 8%
Speed +16 km/h

TECHNICAL UNIVERSITY OF MUNICH
 BAVARIAN STATE OFFICE FOR
 AGRICULTURAL ENGINEERING



Official test results of the HIT-FLON trial coating.

The coating was applied to agricultural machines and passenger vehicles:

1. Jaguar 80/I, self-driving field chopper
Deutz Motor F 8 L 413
2. Jaguar 80 III, self-driving field chopper
Deutz Motor F 10 L 413
3. SF 4000/II Mengele
Deutz Motor F 10 L 413
4. Passenger car FIAT 132/1800
5. Passenger car DB 300 D
6. Passenger car BMW 320
7. Passenger car BMW 316
8. Passenger car VW Golf
9. Special vehicle DB CM 615
10. Passenger car BMW 323i

For the agricultural machines that used HIT-FLON, oil consumption — in spite of the most difficult harvesting operations — went down over all by 51.2%. Fuel consumption measurements were not carried out. For the passenger cars that used HIT-FLON, oil consumption over all went down by 49.4%. Fuel consumption by all of the passenger cars, depending on the type of driving and distances — superhighways, city streets, country roads — yielded a savings of 9.4% to 14.3%.

Furthermore, it was determined that — All engines, particularly the diesel machines, ran more quietly and smoothly after the coating. The engines also showed a clear improvement in cold starts during the coldest times of the year.


 Dr.-Ing. K. Grimm
 Ltd. Akad. Dir. 

**Technical Inspection Association
 of Bavaria e.V.**

EXPERT'S REPORT

on the consequences of the application of the lubricant HIT-FLON on the exhaust emission properties

Purpose of the test:

To determine, using a vehicle, how the lubricant HIT-FLON compares to a standard commercial motor oil regarding its effect on the exhaust emission properties.

Description of the vehicle:

Ford (German), GATR (Escort), 62 kW (84 horsepower) at 5500 rpm, 1566 cubic centimeters, 3790 miles

Test Procedure:

The vehicle described above first underwent an oil change using a standard quality commercial motor oil. Then the vehicle was operated for approximately 155 miles. Subsequently, an engine test was administered in which the following engine data were tested:


- Compression
- Engine performance
- Exhaust emission properties while idling
- Adjustment of the ignition system


Then the exhaust emission properties were examined in various operating conditions (ECE cycle) with a warm engine in the city, at 55 miles per hour and at 75 miles per hour on a stationary testing device.

After carrying out a fresh oil change and applying the lubricant to be tested and the operation of the vehicle for another 560 miles, the same tests were administered.

Test Results:

	Standard Commercial Oil	HIT-FLON	Change
CO (carbon monoxide) in idle	1.0%	1.1%	+ 10%
ECE Cycle (warm test)			
CO carbon monoxide	71.2 g / test	50.6 G / test	-28.9%
CH carbon hydride	5.13 g / test	5.35 G / test	+4.3%
NO _x nitrous oxide	4.24 g / test	4.68 G / test	+ 10.4%


 H. Hördegen


 H. Neppel

Dr. GOTTFRIED NIEVELT



Statement Regarding the Product HIT-FLON

The official result involving the trial coating of the engines in three different agricultural machines and seven different passenger cars using HIT-FLON has led to the following conclusions:

After the application of HIT-FLON, the agricultural machines that were tested exhibited an oil consumption of about 50% less.

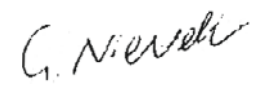
For the passenger cars, the use of HIT-FLON resulted in a decrease in oil consumption of 50%. The fuel consumption for all of the passenger cars taken together yielded a saving of 9.4% to 14.3%, depending on conditions: superhighways, city streets, country roads. A further positive observation in the report was that the engines ran more quietly and resiliently and also started better from a cold start.

The properties for emergency running without lubrication were measured on an BMW 1802 by a publicly engaged, sworn expert authority on matters of motor vehicle damage and appraisals.

With a perfectly empty crankcase and oil tank, the car was driven for more than 6 kilometers (3.7 miles) at an average speed of 30 km per hour (18 miles per hour) until the first indication of abnormal running of the engine was noticed. After refilling the motor oil, the engine was put back into operation with no damage having been done to it.

The trials undertaken by several different testing institutes on the effectiveness of HIT-FLON suggest that by using this product as a supplement to the motor oil, the following improvements are attainable:

- Reduction in friction loss
- Decrease in fuel requirements
- Increased engine performance
- Enhanced properties under emergency running without lubrication




Prof. Theodor Rummel, Ph.D Engineering
Professor, Institute for Thermoelectricity
 University of Hannover

Thank you very much for sending me the HIT-FLON. I have tried it in the 1.8 liter engine of my Subaru M-K 3886 SUV with four-wheel-drive, which I mainly use myself for business trips in my capacity as a consultant.

The roughness of the flat four-cylinder engine diminished noticeably right away and now, after running about 800 miles with HIT-FLON, the roughness has disappeared and made room for a markedly "soft" running engine. I also ascertained the fuel consumption — as always by dividing the fuel consumed by the distance traveled as indicated by the tachometer. Thus no absolute exactness was obtained but instead a relative one.

Previous fuel efficiency of the automobile (5600 miles traveled):
 between 25 and 27 miles per gallon.

Current fuel efficiency after using HIT-FLON (300 miles traveled):
 30.9 miles per gallon.



Professor Theodor Rummel

HELMUT AMELUNGSE, Chief Engineer
 Sworn Expert

Verification of the running of an engine without oil using HIT-FLON

Approximately 30 hours of a simulated driving program distributed over three days.

The test engine had about 70,000 km (43,500 miles) on it, having used Esso Super Oil. The oil was drained by the authorized agent.

Engine control: Using a Bosch Compac Tester connected to an electronic program control unit with automatic controls for the test parameters given.

Engine filling: After installing a factory-new oil filter, 600 milliliters (20 ounces) of HIT-FLON engine coating lubricant was added through the oil port under the direction of a sworn expert. Then followed the motor oil (Esso Super Oil) in four separate amounts of 0.4 quarts, 0.95 quarts, 0.95 quarts and 0.2 quarts.

Test run: According to protocol, the engine was run for 30 hours, corresponding to 3000 kilometers (1850 miles), in the specified test cycles.

Test run without oil:

The test engine was started at 10:45 am. From 11:00 until 11:04, the idle running speed was kept between 1260 and 1320 revolutions per minute. At 11:06, with the oil pressure at 0.5 bar and the temperature at +60° C (140° F), the motor oil with HIT-FLON was drained.

At 11:08 the oil flow ran dry to the last drop. Until 11:21 the engine ran without any oil at all.

Result: The engine ran in idle mode without any motor oil perfectly for 15 minutes.



AVU Engineering Office
 Automobiles – Transportation – Environment



EXPERT OPINION

The consumption of fuel and lubricants for a BMW 316i / HIT-FLON

The product was added when the odometer read 28,800 miles.

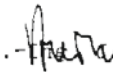
The vehicle covered a distance of 3160 miles. Of that, about 60 % was on city streets, 10 % was on roads and highways, and 30 % was on superhighways traveling as fast as the car was capable of doing or what the law permitted.

With an unvaried driving style and consistent utilization of the automobile, as based on subjective evaluation, the following averages for fuel consumption were recorded:

- Before HIT-FLON was added, 7500 miles were driven. Mileage = 25.23 miles per gallon
- During the build-up of the coating, 1550 miles were driven. Mileage = 26.79 miles per gallon
- After completion of the coating 1600 miles were driven. Mileage = 27.57 miles per gallon

The values ascertained show an increase in fuel efficiency of 2.4 miles per gallon. This figure represents an improvement of about 10 % over the original mileage. If the vehicle above is driven in the way as described for approximately 25,000 miles per year, a fuel-savings of between 74 and 95 gallons of gasoline per year should result.



Dipl.- Sturm