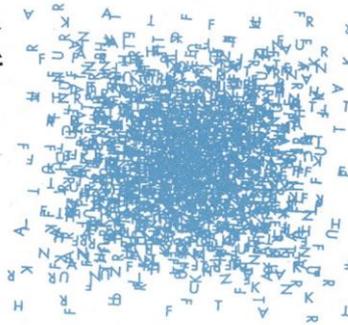


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Test Report

For REWITEC GmbH, Dr.-Hans-Wilhelmi-Weg 1, D-35633 Lahnau

A passenger car with diesel engine was used for a short initial validation of the Rewitec Nanocoating technology. To determine the influence on the fuel consumption and exhaust and particle emissions of the vehicle, the following coatings were applied to the vehicle:

- **Rewitec M2 Nanocoating for engines and**
- **Rewitec G5 Nanocoating for gears**

Technical characteristics of the car:

Manufacturer	Volkswagen	Type	Passat TDI
Mileage	147,700 (19.12.2006) km	Displacement	1900 cm ³
Power	96 kW / 4000 rpm	First registered	25. July 2002
Engine	Diesel – Euro 3		

Course of evaluations:

- 2 particle and exhaust emission tests, New European Driving Cycle (NEDC warm)
- 1 fuel consumption test at 60 km/h (38 mph) constant speed, 3rd gear, average time 420 sec.
- 1 fuel consumption test at 90 km/h (56 mph) constant speed, 4th gear, average time 420 sec.
- 1 fuel consumption test at 110 km/h (69 mph) constant speed, 5th gear, average time 420 sec.

The measurements were taken once before (1st) and once after (2nd) the treatment of the car with REWITEC Nanocoating. Between the two evaluations the car was driven by its owner in normal work day use for about 3,800 kilometers.

The results of the consumption values are represented in the following chart:

Measurement	Date	NEDC (warm)	60 km/h	90 km/h	110 km/h	Mileage
	Consumption	l/100 km	l/100 km	l/100 km	l/100 km	
First	19.12.2006	Ø 6.79	5.93	6.23	7.10	147,700 km
Second	14.02.2007	Ø 6.08	5.33	5.88	6.56	151,300 km
	*Consumption Reduction %	- 10.5%	- 10.1 %	- 5.6 %	- 7.6 %	

There is a noticeable decrease in fuel consumption evident over the whole measurement. As a result of this, it is important to recognize the resulting decrease of CO₂ and particle emissions.

**Altered presentation of results: At the request of Rewitec the calculated results of the Consumption Reduction have been amended by the first decimal place in June 2015. SGD. Dipl.-Ing. (FH) Bernd Mohn*

Frankfurt am Main, 16.02.2007


Prof. Dr.-Ing. Manfred Thesenvitz


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