



25 Thornbank Road
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www.fuelaidsystems.com
www.granfelenergyconservation.com

Chevrolet / Cadillac Dealership

The following are details of the diligence performed by Atlantic Chevrolet and Cadillac dealership located in Bayshore, New York (Atlantic) -- on the FuelAid Systems (Mark 3).

This dealership is part of the Staluppi Auto Group, which consists of over 80 dealerships locations under the brand names of Atlantic, Millennium, Advantage and Legacy, making it one of the Top 10 auto dealerships in America. Staluppi's auto brands include Chevrolet, Cadillac, Honda, Hyundai, Infiniti, Kia, Lexus, Nissan, Scion and Toyota.

The initial contact to Atlantic came through Peter Rotzi, a well known race car driver in Long Island. His son, Keith Rotzi, who in addition to being a race car driver, is a graduate of the NASCAR Institute of Technology. Keith performed various tests on his personal vehicles. He experienced significant increases in Miles per Gallon (MPG) and a 20% increase in torque. An excerpt from his testimonial letter follows:

I want to thank you for introducing me to the FuelAid System. You are aware I am a graduate of NASCAR, and hold a degree in electronics, as an electronic technician.

I was very sceptical about the use of the magnets as a fuel savings device, and boy was I wrong.

Tank went from 350 miles to 425 miles

The fuel saving system on my 2003 S-10 pickup has increased my mileage from 350 miles to empty, to 425 mile to empty. IN ADDITION, on my 1996 Suburban 6.5 diesel, I have achieved 28 miles per gallon. This is an increase of 10 miles per gallon.

Skeptical Service Manager) gets +20% Savings

Keith Rotzi also works for Atlantic Chevrolet and Cadillac in the service department. He introduced his boss, the Service Manager, to the FuelAid System. He, too, was skeptical and wanted to see the system work on his own vehicle, which, at the time, was a 2008 Chevy Trailblazer with only 1400 miles on it. He wanted to test both the MPG increase as well as emissions. His MPG increased in the 20-25% range depending on city vs. highway driving.

The NOX on his 2008 Trailblazer went down 65% from Friday to Monday on the standardized New York emission's testing. It should be noted the "after" reading was prior to reaching stabilization period for the FuelAid System. The stabilization period generally requires 3-4 full tanks of fuel during which the system fully stabilizes and gives its full increase of combustion efficiency.

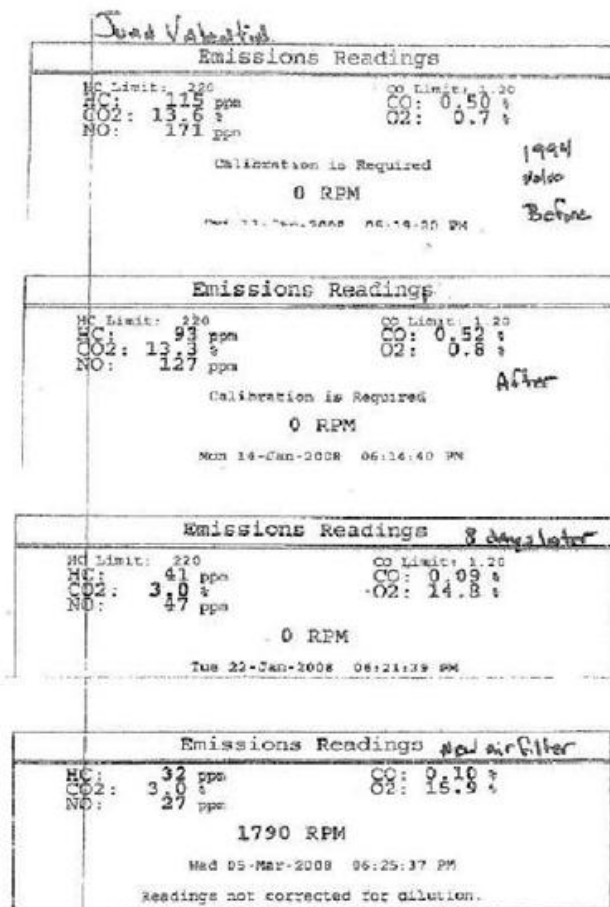
After this stabilization period, even better mileage and emission results would have been experienced. The emissions tests were performed at Atlantic, a licensed New York State emissions testing center.

A third Atlantic employee, Juan Valentin, also in the service department, tested the FuelAid System. Mr. Valentin's 1994 Volvo with over 160,000 miles failed the required New York State emissions test on Friday January 11, 2008 (the date is partially obstructed on the picture below). Mr. Valentin also expected to be faced with a costly valve job to remedy a carbon knock. He installed the FuelAid System, and on the following Monday.

Without any other treatment or repairs, his car passed his emissions test. Continuing with the due diligence and testing, this car was subsequently tested on January 22 and March 5, 2008 (following the Stabilization Period). As the emissions tests (below) clearly show, the levels dropped with each test, as the carbon, varnish and gum build up in the car's engine was getting cleaned out and the FuelAid System stabilized.

Passed Emissions with Treatment CO2 goes from 13.6% to 3%

The certified New York State emissions tests show the Hydrocarbons (HC) declining from 115 to 32, and Nitrous Oxide (NO) declining from 171 to 27, declines of 72% and 84% while the CO2 went from 13.6% to 3%.





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Tank went from 375 miles to 486 miles

The following testimonial letter states, the mileage per tank also increased from 327 to 486, an increase of almost 50%! In addition, the carbon knock completely disappeared:

My name is Juan Valentin, and I am writing to you to express my thoughts on your FuelAid System. First of all I wish to share with you my delight with the results of the system that was installed on my 1994 Volvo.

Prior to the installation of FuelAid System, my car was getting 327 miles to a full tank of gasoline, my power was minimal at best, and the car had a carbon knock that I anticipated would need to be corrected with a valve job, quite an expensive proposition. In addition, the car had failed the required New York State emissions test, so I was looking at an additional expense.

I am a mechanic at Atlantic Chevrolet and Cadillac located on Sunrise Highway in Bay Shore, New York and my employer was in the process of going through beta testing on the FuelAid System. The system was offered to me as a way of correcting the problems of my vehicle; with nothing to lose I agreed to a test installation.

I must share the results of the test. The following are the emissions tests for the car; the following reductions have occurred.

January 11, 2008 Jan 14 Jan 22 March 5 (with New Air Filter)

HC	115	93	41	32
3.1	213.6	13.3	3.0	3.0
NO	171	127	50	27
CO	0.50	0.52	0.09	0.10
O ²	0.7	0.8	14.8	15.9

The only upgrade to my car was the air filter which, as a mechanic, I am aware is an inexpensive item that should be replaced on a regular basis.

Now for the good news, my car was getting 327 miles to the tank my car is now getting 486 miles to the tank; an increase of 159 miles this is outstanding, in addition the car has more power that is noticeable from the start every morning, and my engine knock has totally disappeared. I do not need a valve job!

A totally satisfied customer
Juan Valentin

P.S. My car passed the required NYS emissions test on January 14, 2008 three days after installation, with nothing more than your system being installed.

Service Trucks Get 17% Savings City Driving

Atlantic continued to have other employees test the FuelAid System, all with positive results. For example, the truck used by the Service Department, mainly used to pick up and deliver parts, has experienced a 17% increase in MPG, almost all of which is city driving.

Before 2000 Dodge Pick-up

Emissions Readings			
HC:	231 ppm	CO:	1.83 %
CO2:	13.1 %	O2:	0.1 %
NO:	68 ppm		
0 RPM			
Thu 18-Mar-2008 05:41:17 PM			
Readings not corrected for dilution.			

After

Emissions Readings			
HC:	1 ppm	CO:	0.00 %
CO2:	0.0 %	O2:	20.8 %
NO:	21 ppm		
Leak Check is Required			
0 RPM			
Fri 21-Mar-2008 05:01:34 PM			
Readings not corrected for dilution.			

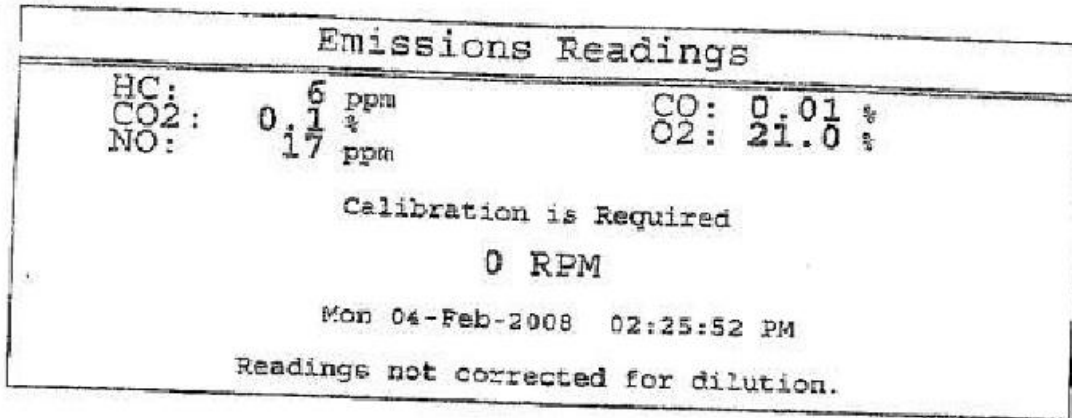
Emissions Reduced 99%

One of the most impressive emissions test results were on a 2000 Dodge Durango pickup truck with over 160,000 miles, owned by Kenneth Taylor, a former New York City police officer, and now a new car salesman at Atlantic.

It is interesting to note that even though an emissions test was not due on this vehicle, the vehicle would have failed, as the HC and NO totalled have to be below 220 to pass in New York. The "after" test, just three days later, with nothing different other than the installation of a FuelAid System, shows the HC, CO and CO2 declining 99+%. In fact, the emissions

were so low; the certified New York State emissions testing equipment printed a note to check for leaks.

Mr. Taylor also reported a smoother, more powerful ride, a common comment from users of the FuelAid System, as the system increases horsepower as well.



*2001 Mercury
GM Grand Marquis
86,000*



From Average + 19 MPG to 30.7 Mpg



Before: Average Hwy Miles in Tank: 350
After: Average Hwy Miles in Tank: 559

Tank went from 350 miles to 559 miles

Here is a picture of Link's dashboard computer readout showing his highway mileage. He was getting + 19 MPG prior to applying the system.

Originally, Bob Link averaged 312 - 350 Miles-to-Empty City/Hwy until the FuelAid System was installed. Now he averages 430 - 440 Miles-to-Empty City/Hwy and 559 Hwy.