

# About CEE

**California Environmental Engineering, LLC.** is a major emission laboratory committed to developing products and increasing services to accommodate customers' needs and continually striving to keep in front of new emission regulations. It started at a time when automotive vehicle emission reduction was key and the idea had started to grow tremendously. Agencies were interested in enacting laws and regulations to reduce emissions from vehicles and engines to work towards cleaner air and a cleaner environment for the nation.

CEE was established in 1984. Its clients include government agencies such as California Air Resources Board, major automotive manufacturers such as VW, BMW, Nissan, Mitsubishi, and other manufacturers. CEE, LLC has state of art equipments to test emissions from engines, vehicles, motorcycles, ATV's, trucks, Buses, etc. CEE, LLC has a procurement department for in-use testing programs required by manufacturers. CEE, LLC is a place where any entity can test their device, additive, engine and vehicle.

As a major EPA-recognized and CARB-Certified mobile source emissions laboratory, we are continually upgrading our testing facilities and equipment in response to changing regulatory mandates and vehicle technology.

Our clients include major domestic and foreign automotive manufacturers, suppliers, oil companies, and government agencies. At CEE LLC, we have the experience and flexibility to create unique programs to meet a wide range of client specifications.

Through the efforts of our skilled staff, we have been intimately involved in California air pollution programs over the past twenty-five years.

<http://www.ceecalif.com/>

<http://www.youtube.com/watch?v=VadX1c1gpNw>

**California Environmental Engineering (CEE)**

ENVIRONMENTAL TESTING LABORATORY  
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July 3, 2007

**Wei-Ling Kuo**

Moletech International Limited  
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Phone: +886-2-85124366 Ext. 17

**Re: Moletech Fuel Saver Device; Proof-Of-Concept (POC) Testing.**

**EXECUTIVE SUMMARY**

A "Proof-Of-Concept" test series was conducted using the **Moletech Fuel Saver** aftermarket device. The tests were accomplished using accepted **Federal Test Procedures (FTP)** at the California Environmental Engineering (CEE) - **Center for Environmental Research** in Santa Ana, California. The test protocol was based on **Federal Test Procedures** defined in CFR-40, Part 86, Appendix 1. The independent test facility is both EPA-recognized and CARB-certified. A representative light-duty gasoline vehicle (2004 Chevrolet Tahoe) was selected and used for the chassis-dynamometer tests.

The POC test series included three (3) FTP-Tests to establish an average "Baseline" without the **Moletech Fuel Saver Device (MFSD)**. After installing the Moletech System, the test vehicle was run 50(+) miles to familiarize the fuel supply and computer with the aftermarket device. Three additional FTP-Tests were accomplished for an average with the **MFSD**. The average baseline was compared to the average established using the **Moletech System** to determine accurate percentage figures for tailpipe emissions and fuel economy. Analysis of the database indicates a reduction in key vehicle tailpipe emissions and an increasing improvement in fuel economy using the Moletech Fuel Saver Device. This included a significant reduction in Total Hydrocarbons (THC) and Carbon Monoxide (CO).

The results of the limited but decisive test series is considered noteworthy and verifies with a high level of confidence the viability of the technology while indicating that more dramatic improvement could be expected and achieved with time. The device, as tested, provided results that are more dramatic than similar technologies previously evaluated.

Regards,



Joseph Jones  
Research Director

**California Environmental Engineering (CEE)**

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November 27, 2007

**Wei-Ling Kuo**

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Email: business@moletech.com


**Re: Moletech Fuel Saver Device; Proof-Of-Concept (POC) Testing**

**Executive Summary**

A "Proof-Of-Concept" test series was accomplished in June 2007 using the **Moletech Fuel Saver Device**. The tests were performed at the California Environmental Engineering (CEE)-Center for Environmental Research in Santa Ana, California. The test protocol used was in accordance with the Federal Test Procedures (FTP) defined in CFR-40, Part 86, Appendix 1. A representative light-duty gasoline vehicle (2004 MY - Chevrolet Tahoe) was selected and used for the chassis-dynamometer tests. Analysis of the database with and without the Moletech fuel saver device indicates a noteworthy reduction in regulated tailpipe emissions and an increasing improvement in fuel economy.

An additional set of POC tests were performed on the same vehicle (2004 MY, Chevy Tahoe) after five months and over 6,000 miles. The strategically located **Moletech Fuel Saver Device's** had been left installed since the initial test series. The results indicated a significant reduction in all regulated tailpipe emissions and an improvement in the baseline fuel economy. These data indicate the viability of the Moletech Fuel Saver Device in continued use with time.

An additional set of fuel consumption tests were performed on the Highway using the Society-of-Automotive Engineers (SAE) Surface Vehicle Recommended Practice J1321. These tests were accomplished using a pre-defined operational route and a 2000 MY GMC-Sierra truck with 107,000 actual miles. The tests were conducted by Finnel and Associates and performed under the guidance of California Environmental Engineering (CEE) technicians. The average fuel economy was approximately five percent and supports the claim of overall improvement using the Moletech Fuel Saver Device.

  
Joseph Jones  
Research Director

**California Environmental Engineering (CEE)**

ENVIRONMENTAL TESTING LABORATORY

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December 5, 2007

**Attn. Wei-Ling Kuo**

Moletech International Limited

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**Re: Moletech Fuel Saver Device; SAE (Society-of-Automotive Engineers)  
Surface Highway Test (J1321).**

**Executive Summary**

A set of fuel consumption tests were performed on the Highway using the Society-of-Automotive Engineers (SAE) Surface Vehicle Recommended **Practice J1321**. These tests were accomplished using a pre-defined operational route and a 2000 MY GMC-Sierra truck with 107,000 actual miles. The tests were conducted by Finnel and Associates and performed under the guidance of California Environmental Engineering (CEE) technicians. The average fuel economy was approximately five percent and supports the claim of overall improvement using the **Moletech Fuel Saver Device**. Specific details on difference(s) in **fuel economy** may be obtained by contacting **Moletech Fuel Saver** at <business@moletech.com>

The test practice (J-1321) provides a standardized test procedure for accurately comparing the in-service Fuel Consumption of a test vehicle. The result of a test using this procedure is the percent difference in fuel consumption between two test conditions. The results of **4.28% decrease** in fuel consumption using the **Fuel Saver Device** is considered unusually noteworthy and is significantly better than similar technologies previously tested.



Joseph Jones  
Research Director

Attachment: Table 1

**CEE, LLC**  
**California Environmental Engineering**  
**Environmental Testing Laboratory**

May 30, 2008

**Wei-Ling Kuo**

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**Re: Moletech Fuel Saver Device; Proof-Of-Concept (POC) Diesel Testing**

**Executive Summary**

A "Proof-Of-Concept" test series for **diesel** engines was accomplished during April/May 2008 using the **Moletech** Fuel Saver Device. The tests were performed at the California Environmental Engineering Center For Environmental Research in Santa Ana, California. The test protocol used was in accordance with the Federal Test Procedures (FTP) defined in CFR-40, Part 86, and Appendix 1. A representative medium-duty diesel vehicle (2003 MY- Dodge RAM 2500) with 39,000 (+) miles was selected and used for the chassis-dynamometer tests.

A set of tests were initially performed without the Moletech device to establish a "baseline" average for tailpipe emissions and fuel economy. After installation of the fuel saver and a predetermined mile accumulation another set of tests were accomplished to establish a post test data average of tailpipe emissions to compare to the baseline average.

The comparative data average indicates a significant reduction in all regulated tailpipe emissions and an improvement in fuel economy. These data indicate the viability of the Moletech Fuel Saver Technology in use with diesel vehicles. The results are considered important and indicate that more dramatic improvement could be expected and achieved with time.

  
Joseph Jones  
Research Director




**December 1<sup>st</sup>, 2008**

**Executive Bulletin**

California Environmental Engineering (CEE) along with Lotus Engineering in Ann Arbor, Michigan performed a series of Fuel Economy Tests using a randomly selected 2005 MY Toyota Camry. The tests were performed with and without the Moletch Fuel Saver Device. All tests were conducted in a controlled environment at an EPA and CARB recognized laboratory that is ISO certified. The Fuel Economy Test results were compared to the EPA Emission and Fuel Economy test data for the selected vehicle. The well defined test demonstrated improved Fuel Economy greater than twelve percent (12%) using the Moletch Fuel Saver.

The decisive test series indicate the viability of the Moletch Device and the high probability of its continuing improvement with time.

  
Joseph Jones  
Research Director



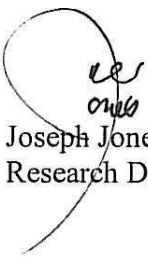
December 1<sup>st</sup>, 2008

## Executive Summary

A Proof-Of-Concept (POC) test series was accomplished in September/October 2008 using the Moletch Fuel Saver Device. The tests were performed at the Lotus Vehicle Engineering Laboratory in Ann Arbor, Michigan. The work included Federal Test Procedure (FTP) tests and Highway Fuel Economy Tests (HWFET). The test series was monitored by personnel from the California Environmental Engineering (CEE) Center for Environmental Research in Santa Ana, California.

The test protocol used was in accordance with the procedures defined in the Code of Federal Regulations (CFR) – 40, Part 86, Appendix 1. A representative light-duty gasoline passenger vehicle (2005 Toyota Camry) was selected and used for the chassis-dynamometer tests. Analysis of the database with and without the Moletch Fuel Saver device indicates a significant improvement in fuel economy.

Recognizing the test vehicle was a well maintained certified Partial Zero Emission Vehicle (PZEV) designed, engineered and built to also meet the Super Ultra Low Emission Vehicle requirements the (6%) fuel economy improvement achieved is considered specifically important. Partial Zero Emission Vehicles have cutting-edge emission controls and are the cleanest mass-produced vehicle available. Not all hybrids vehicles meet PZEV standards. The six percent (6%) improvement in fuel economy on the Toyota is very momentous. The short but decisive test series indicate the viability of the Moletch Fuel Saver device, and the high probability of its continuing improvement with time.

  
Joseph Jones  
Research Director