



----- Szaki Trans Kft -----  
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## Re.: Letter of recommendation – NanoEnergizer

I, the undersigned Zoltan Szakács as the managing director and co-owner of Szaki Trans Kft (company registration no. 01-09-680666), domiciled at 1046 Budapest, Kunhalom 9, Hungary hereby issue the following letter of recommendation on the NanoEnergizer, which is based upon the tests and experiments made within our company and which are confirmed by my personal experience.

### INTRODUCTION

Our company is a medium-size truck cargo company that was established in 1999. Currently the company has 50 trucks. We are active in the entire European region, covering over 5 million kilometers yearly, which means approximately 1.2 million liters of diesel fuel consumption.

With the ever rising costs of running, to remain competitive, we were looking for cutting edge solutions and found NanoEnergizer, a motor oil additive that promised the decrease of fuel consumption among the reduction of noise, pollution and engine wear.

### OUR FLEET

Our fleet consists of the following vehicles with the mileage as indicated below. We monitor our trucks with the industry-standard WebEye system that provides information on GPS position, route, instant consumption, speed, throttle position and engine speed. Usually the same drivers drive on the same routes with similar loads, sometimes over a 100 times a year. We also have a breakdown of fuel consumption based upon the above, which we used for reference.

**TESTING**

After the careful examination of the references of NanoEnergizer, among which there is the test result provided by Volvo Trucks, we approached the Hungarian NanoEnergizer team and received helpful assistance and answers made by our service shop technicians. After seeing the technical expertise of NanoEnergizer, we decided to insert NanoEnergizer into our same condition truck. After seeing the positive results, we added NanoEnergizer into all of our trucks. Here are the results.

**RESULTS**

<b>Truck Type</b>	<b>Mileage</b>	<b>Fuel Consumption Before / After NanoEnergizer<sup>1</sup></b>		<b>Difference in %</b>
EU2 MAN 121 163 LC	13500 km	18,4	16,5	10,3 %
EU2 Scania 114 P	21900 km	20,5	19,1	6,8 %
EU2 Volvo FH12	11700 km	29,4	27,4	6,8 %
EU3 DAF 45 FT	25600 km	20,8	19,4	6,7 %
EU3 DAF 95 XF	11450 km	30,2	27,2	9,9 %
EU5 VOLVO FH 42T	19300 km	31,0	29,0	6,5 %
EU5 IVECO AS 260	15300 km	29,7	28,3	4,7 %
EU4 Renault Midlum 280	18400 km	29,2	27,9	4,5 %
EU4 MAN TGA 18 440	24800 km	30,6	28,8	5,9 %
EU3 MAN 18,413 TGA	7600 km	29,6	26,7	9,8 %
EU0 Mercedes 1120	6700 km	19,5	18,1	7,2 %
EU2 Scania P 94	6000 km	21,4	20,0	6,5 %

Also, we saw a significant reduction of smoke and noise, and felt the trucks somewhat stronger. During our tests we covered already a total of 500.000 kilometers with constant results with no noticeable problem, or malfunction.

<sup>1</sup> On the same routes with similar loads



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## CONCLUSION

We experienced an average of 7,1 per cent reduction of fuel use, which saves us approximately HUF 1.0 million ( EUR 3.400,-) per truck per year.

We found that 4 pouches of NanoEnergizer per truck per 40 thousand kms ensures the above results and there is a dramatic reduction of noise and smoke.

Further to the above, we wholeheartedly recommend NanoEnergizer.



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*László Liptai*  
Managing Director

Budapest, August 8, 2012