

DynoValve Installation Smog Inspection **SUMMARY**




The DynoValve Difference

O2-Oxygen 33% Reduction Overall
HC-Hydrocarbons 84% Reduction Overall
CO-Carbon Monoxide 74% Reduction Overall
NOx-Nitrogen Oxide Testing Unavailable

TOTAL EMISSIONS 63% Reduction Overall

**As HC-Hydrocarbons are reduced,
 Catalytic Converter life is increased

- **Green Vehicle Convergence**
- **Reduces Emissions** 
- **Increases Fuel Economy**
- **Improves Engine Performance**

The DynoValve, a computer controlled variable orifice, replaces the stock PCV valve and continuously modulates the introduction of crankcase gases to the engine. The DynoValve eliminates the negative side effects produced by the stock PCV valve, while still eliminating harmful crankcase emissions. **The results are immediate; reduced exhaust emissions, improved performance, and increased fuel economy.**

Smog Test Readings

Valve Type	Test	RPM	CO2		O2		HC (PPM)		CO (%)			NO (PPM)		DynoValve Overall Results
			Meas.	Meas.	Max.	Avg.	Meas.	Max.	Avg.	Meas.	Max.	Avg.	Meas.	
OEM	Idle	692	13	2.70	150	39	100	1.20	0.1	0.02	na	na	na	pass
DynoValve		685	13.6	1.80	150	39	17	1.20	0.1	0.01	na	na	na	pass
DynoValve Difference				33% Reduction			83% Reduction			50% Reduction			% Reduction	55% Emissions Reduction
OEM	25mph	2560	13.7	1.50	150	20	46	1.50	0.2	0.43	na	na	na	pass
DynoValve		2548	14.4	1.00	150	20	7	1.50	0.2	0.01	na	na	na	pass
DynoValve Difference				33% Reduction			85% Reduction			98% Reduction			% Reduction	72% Emissions Reduction

SUMMARY: Chevy P30 StepVan 1998

(Because there was no Chassis Platform, Nox reading were not available)

Vehicle	PCV Type	Date	MPG	Fuel used	Distance	
CHEVY P 30	OEM	11/5/2010	11.3	4.51	50.92	*14% Immediate Gain in MPG is preliminary and will improve with mileage.
	DynoValve	11/8/2010	13.1	3.81	50.92	

DynoValve®
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 SaviCorp Inc.
ARB E.O. No. D-677



MEMBER



- O2-Oxygen**-Read as a percentage.
 Any reading is a result of the car running too rich or too lean.
- HC-Hydrocarbons**-Read in PPM (Parts Per Million).
 A high HC reading is an indication of unburnt fuel.
- CO-Carbon Monoxide**-Read as a percentage.
 A high CO reading is often a result of raw fuel passing through the car's system.
- NO-Nitrogen Oxide or NOX**-Read in PPM (Parts Per Million)
 A high NOX reading can be an indication of a weak Catalytic Converter.