

DynoValve Installation Smog Inspection **SUMMARY**




The DynoValve Difference

O2-Oxygen 50% Reduction Overall
HC-Hydrocarbons 58% Reduction Overall
CO-Carbon Monoxide 00% Reduction Overall
NOx-Nitrogen Oxide Testing Unavailable

TOTAL EMISSIONS 54% 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 (%)			NOx (PPM)			DynoValve Overall Results
			Meas.	Meas.	Max.	Avg.	Meas.	Max.	Avg.	Meas.	Max.	Avg.	Meas.		
OEM	15mph.	627	14.70	0.20	150	39	13	1.20	0.10	0.01					
DynoValve		625	15.00	0.10	150	39	3	1.20	0.10	0.01					
DynoValve Difference				50% Reduction			77% Reduction		0% Reduction					58% Emissions Reduction	
OEM	25mph	2399	14.80	0.10	150	20	8	1.50	0.20	0.01					
DynoValve		2441	15.00	0.10	150	20	5	1.50	0.20	0.01					
DynoValve Difference				0% Reduction			38% Reduction		0% Reduction					58% Emissions Reduction	

SUMMARY: Ford E350 Step Van 2008

MPG Test Readings

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

Vehicle	PCV Type	Date	MPG	Fuel used	Distance	
FORD E350	OEM	11/5/2010	12.3	4.14	50.92	*8% Immediate Gain in MPG is preliminary and will improve with mileage.
	DynoValve	11/8/2010	13.4	5.61	74.9	

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.