VIDANT HEALTH™

November 12 2018

Vidant Health is pleased to report that, our maintenance department ran a 3-month trial of the Megapulse Technology after the company made a presentation to Vidant Health Management.

Megapulse devices were installed on our Gillig Bus, Ford F350 Utility Truck, F350 Ford Ambulance, International Bucket Truck and Taylor-Dunn Tugger.

The trial consisted of initially recording the vital signs of batteries in service and of approximately 24 months of age, after which Megapulse was installed and subsequent tests were carried out at monthly intervals for a period of 3 months.

Results showed a recovery of battery capacity and cold cranking amps (CCA) compared with the initial test data recorded prior to the installation of Megapulse Technology.

As a result of the positive trial we have installed Megapulse Technology on our Golf Carts, Floor Scrubbers, Cargo Trucks, Utility Trucks, Vans, and Ambulances as a cost and maintenance reduction solution.

Len Brannon
Vidant Health Management
Maintenance Division

Greenville Utilities

Good Afternoon Ross,

I want to take this opportunity to thank you for the informed presentation of the Mega Pulse technology and giving us the opportunity to test your product on several of our trucks and equipment. Since our fleet is mostly comprised of lead acid batteries, we wanted to put your technology to work in different situations. Recording data over different periods, we have seen steady increases over time as it relates to load and rest voltages. We now know the sulfation content in batteries have been reduced, resulting in longer battery life, less resistance on starting, charging, and other electrical components. Again I thank you and look forward to using you product in the future.

Billy Moseley
Fleet Manager
Greenville Utilities Commission
801 Mumford Road
Greenville, NC 27834
(252) 551-1515 office
(252) 375-2401 cell

Greenville Utilities

BARNHILL CONTRACTING COMPANY

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PO Box 7948
Rocky Mount, North Carolina 27804
252-823-1021 Fax: 252-823-0137

www.barnhillcontracting.com

August 21, 2018

We are pleased to report that Barnhill Contracting Company ran a 3 month trial of the Megapulse product, which was installed on our asphalt pavers, motor graders, scrapers, and dump trucks.

The trial consisted of initially recording the vital signs of batteries in service and of approximately 24 months of age, after which Megapulse was installed and subsequent tests were carried out at monthly intervals for a period of 3 months.

Results showed a steady increase in battery capacity and cold cranking amps (CCA) compared with the initial test data recorded prior to the installation of Megapulse Technology.

Justin Barnhill
Equipment Manager
Barnhill Contracting Company

Southco
DISTRIBUTING COMPANY

October 23rd 2018

When Megapulse First brought their product to our attention, we were sceptical about their claims of how their technology could protect and extend the life of our equipment batteries.

Megapulse even claimed that their technology could reverse some of the degradation in our batteries and encouraged us to test their product on some of our oldest and most degraded batteries.

With all the problems that we have experienced with batteries over the years, we agreed to test their product on three of our batteries, and the results that we have achieved were very encouraging.

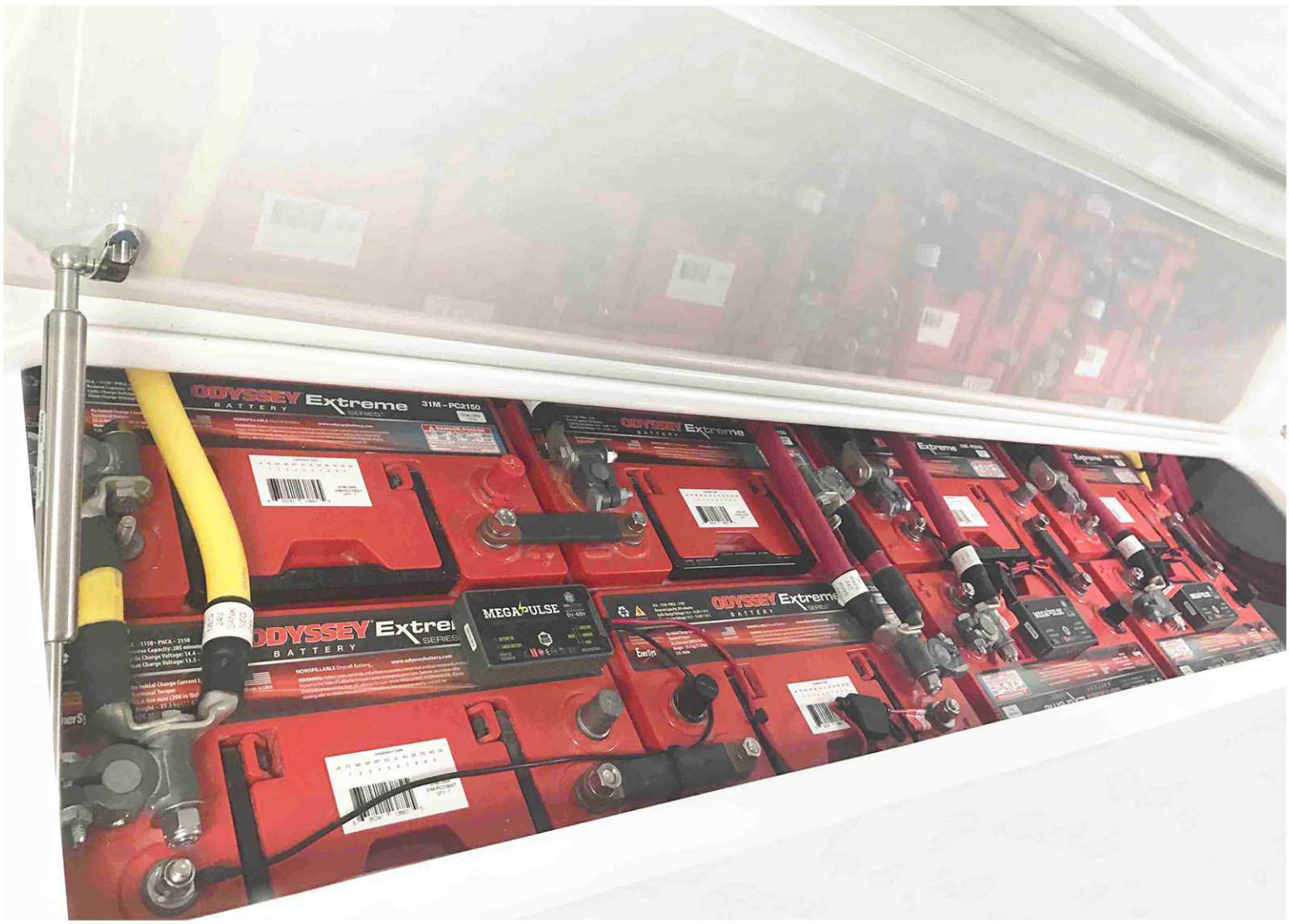
We saw noticeable improvement in the performance of the batteries that employed the Megapulse technology, and upon Megapulse's next visit several months later, we ordered additional Megapulse units for all of our warehouse equipment.

Chris Wise
CFO
Southco Distributing Company
2201 S John St, Goldsboro, NC 27530

BAYLISS BOATWORKS

We used the VEES product manufactured by Megapulse Australia Pty Ltd to bring an Odyssey PC1500 AGM battery from 0 CCA to its factory specification of 880 CCA. over a five-week period with a 2-amp charge and the VEES product wired to the battery.

We saw amazing results on our bench test. We will be installing this product on all our new builds for preventative maintenance on our intricate battery systems.



P.O. Box 300 | 600 Harbor Road | Wanchese, NC 27981
PH: 252.473.9797 FAX: 252.473.9922
www.baylissboatworks.com

Spencer YACHTS

Tuesday, February 26, 2019

Spencer Yachts has tested the Megapulse product for a period of 7 months.
In that time we have seen remarkable improvement in the strength and longevity
of our batteries in our yard equipment.

Megapulse has rejuvinated a year old battery that was showing signs of degradation,
this battery was only charged by a portable charger mounted on our small travellift.
We have seen an increase in the capacity resulting in higher voltage under load, higher
resting voltage and now need to charge this battery less frequently.

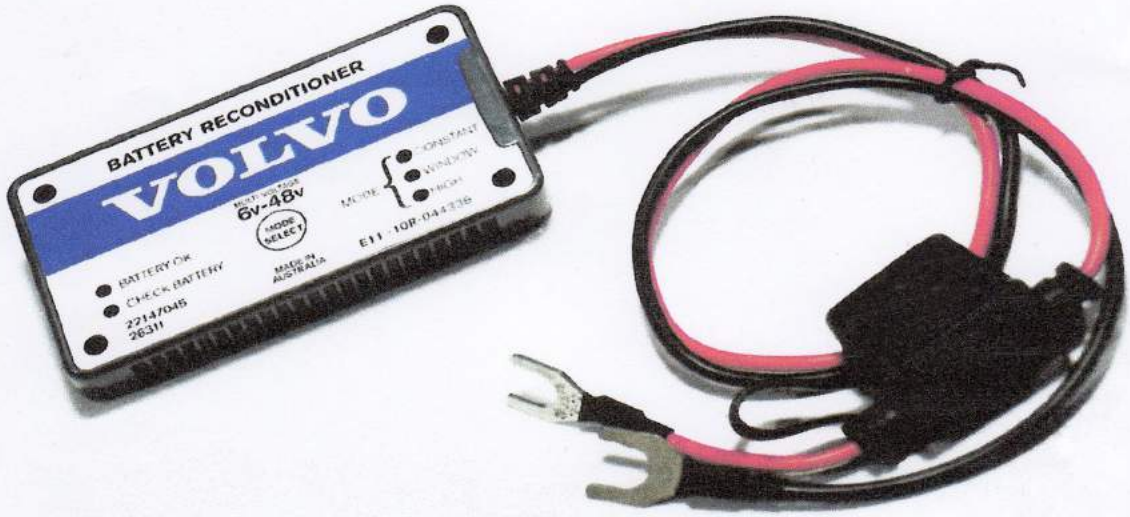
Paul Kirby
Electrician for Spencer yachts

P. O. Box 240 • 31 Beverly Drive • Wanchese, NC 27981 • Ph: 252.473.6567 • Fax: 252.473.6568 • www.spenceryachtsinc.com

Volvo Trucks. Driving Progress

BATTERY RECONDITIONER

EXTENDS WARRANTY AND REDUCES DOWNTIME



The Volvo Battery Reconditioner not only extends battery life, it extends service life of the electrical equipment and reduces truck downtime. That is why we offer extended warranty* on trucks fitted with a Volvo Battery Reconditioner.

All lead-acid batteries suffer from sulphation from day one. This causes the battery to lose power output and capacity and is a leading cause of early battery failure. Preventing this saves money and finite natural resources.

Saving batteries and alternators

The Volvo Battery Reconditioner removes and prevents sulphation. This enables the battery to continue to operate at full capacity. As a result, the alternators perform as designed and the batteries will not overheat during charging. This in turn extends battery life, reduces downtime and maximizes service life of the electrical equipment.

The Volvo Battery Reconditioner:

- Fits all batteries
- Is easy to install
- Stores up to 1500 Ah
- Provides a high pulse power
- Makes cold starting easier
- Has a compact, rugged and water resistant design

Benefits

- More uptime
- Maximum battery performance and service life
- Extended battery warranty
- Environmentally friendly

VOLVO

Volvo Truck Corporation
www.volvotrucks.com

2013.01.01 Printed in xxxx. *Contact your local dealer for more information.

Volvo Maskin AS

SERVICE INFORMATION

To:	Dept:	Date:	Sheet:
All	400	05.02.13	1 av Issued by: Jan Tytlandsvik
	Perm: 3	Group: 3	Nr. 1 / 2013

Re .: Battery and Megapulse

All vehicles which are delivered to the Armed Forces, Avinor and other customers wishing to have this equipment installed on their vehicles, will have a battery charger and Megapulse installed.

The battery charger and Mega Pulse will be purchased into the warehouse at Volvo Construction Equipment Mastemyr.

The battery charger is of the thin type which is simple and mount (available in 12 and 24 volt and varied types of connections on demand).

Megapulse's task is to keep the battery free of sulphates and optimize the battery condition.

Sign:
Jan Frode Tytlandsvik

Fra: Per Dyblie [mailto:per.dyblie@mercedes-benz.no]
Sendt: 9. oktober 2008 16:04
Til: carsten.c.steede@daimler.com
Kopi: Jörg Tantow
Emne: Megapuls and Mercedes-Benz

Dear Sir

I am pleased to give you some information about our experience with the product Megapulse.

It has been known for some time in Norway and the result so far is astonishing, I am convinced about the effect this product gives the electrical system on our vehicles.
First of all it gives the batteries a "much better and longer life",which results in avoiding a lot of electrical problems both for customers and our workshops.
In Norway with the climatic conditions we have, the Megapulse product is saving us from a lot of problems.

In Norway we have decided to fit Megapulse on every Vito and Sprinter sold to our customers. Our experience is that customers with older vans are also installing Megapulse when they replace their vehicles.

We are also aware that large corporate customers such as the Coca Cola company in Norway have made the decision to fit Megapulse on their older vehicles with newer vehicles to follow.

If you want to have a more tecnical information you may contact our tecnical expert, Jörg Tantow, jorg.tantow@mercedes -benz.no. He is very well informed.

Best regards
Bertel O. Steen AS

Mercedes-Benz

Per Dyblie
Salesdirector Vans
Mercedes -Benz Norge
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Fax: +47 67 92 60 61

SCANIA
Norsk Scania AS

REPORT

To: Mike Janssen
Copi to: Geert Galle
From: Bjørn Engesmo

Oslo, 30. april 2009

MEGAPULSE IN NORWAY

Regarding Mega Pulse in Norway we have a truck fleet of 70 trucks with Mega Pulse fitted, these trucks are now 3 years old and we have made a comparison with trucks in the same operation type and with the same drive and mileage-production per year.

Test results have surprised us greatly:
On trucks with Mega Pulse we have in the course of three years not changed batteries, generator, or other components due to power problems and we have not had the costs on the agreements that go on starthelt etc.

Total these cars had an error percentage of power problems in 0.3% off stock while trucks without Mega Pulse had faults on 56% of stock.

We have had periodic acid mesurements for those cars and acid balance is completely smooth and high after three years.

Norsk Scania AS has also made a decision to mount the Mega Pulse on all new trucks with R&M agreement and on all trucks with R&M contract that has more than 3 years left of contract period.

We do not have a scientific test on the product but all our figures conclude that Megapulse is a cost reducing product that have a good effect on the batteries and the cost is very low on each vehicle.

SCANIA
Norsk Scania AS

Oslo, August 2011

Evaluation of Battery Conditioner - Megapulse.

Scania AS of Norway has been testing Megapulse MK4-24V in our contract vehicles and in Scania vehicles sold to Eastern ASKO AS since 2005. The Megapulse products were acquired from the Scandinavian Distributor of Megapulse Australia.

All vehicles installed with Megapulse have been regularly monitored and battery measurements carried out and recorded. Selected vehicles are used in the distribution sector and are fitted with electric loading platforms.

We have learned from reports generated from tests carried out on 70 trucks from the period of 2005 to 2010 that Megapulse helps to reduce operating costs.

The tests entailed monitoring the batteries on the 70 vehicles fitted with Megapulse throughout the contract period of 5 years, and at the same time monitoring similar vehicles not fitted with Megapulse over the same 5-year period. The total cost over the period for battery replacement and electrical system faults for the 70 vehicles fitted with Megapulse was NKR 69,000 whereas vehicles not fitted with Megapulse incurred significantly higher costs, in fact more than 50% higher over the same period.

Based on our previous experiences, we were not surprised by the evaluation (below) made by ASKO East AS on 22 August 2011 on 5 vehicles fitted with Megapulse in 2007. The battery measurements carried out on the vehicles in question were performed in the afternoon, after all trucks had been on distribution runs from that morning. The battery cells were measured with an optical hydrometer with 3 decimals.

Vehicles tested on 22/8/2011:

AE 17833 fitted with Megapulse in 2007.
End voltage of 25.6V and all cells had acid weight of 1270 and clear electrolyte.
The vehicle was also fitted with a second unit on the cooling unit from Thermo King, and this battery measured a rest voltage of 12.8V. This battery is valve regulated so no cells were measured.

AE 17376 fitted with Megapulse in 2007
End voltage of 25.6V and all cells had acid weight of 1260 and clear electrolyte.
The vehicle was also fitted with a second unit on the cooling unit from Thermo King, and this battery measured a rest voltage of 12.6V. This battery is valve regulated so no cells were measured.

SCANIA
Norsk Scania AS

AE 22618 fitted with Megapulse in 2007
End voltage of 25.3V and all cells had acid weight of 1260 and clear electrolyte.

AE 22648 fitted with Megapulse in 2007
End voltage of 25.2V and all cells had acid weight of 1250 and clear electrolyte.

AE 18793 Joined 2007
End voltage of 25.4V and all cells had acid weight of 1250 and clear electrolyte.

In addition to the cost savings in terms of battery operation that our customers experience with our vehicles, the environmental benefit of Megapulse contributes to our vehicles in making them more environmentally friendly because each vehicle is fitted with 2 x 225Ah Lead Acid batteries weighing approximately 115Kg, Megapulse keeps these batteries in service longer helping to reduce the number of discarded batteries annually.

We also confirm that all of our SCANIA OMNI Biofuel buses delivered to Unibuss AS Oslo in 2007 and fitted with Megapulse, have to date experienced no battery related costs or electrical-related costs.

We are pleased to provide this reference and we believe that Megapulse will be included as a “Green” cost reduction aid in our vehicles.

Scania AS Norway, Department Technical Product Group.

Kjell – Erik Gisleberg
(Product Engineer)
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Office phone +47 22 06 45 00
Email: kjell.gisleberg@scania.no

Bjorn Engesmo
Manager R&M Dep.
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Email: bjorn.engesmo@scania.no

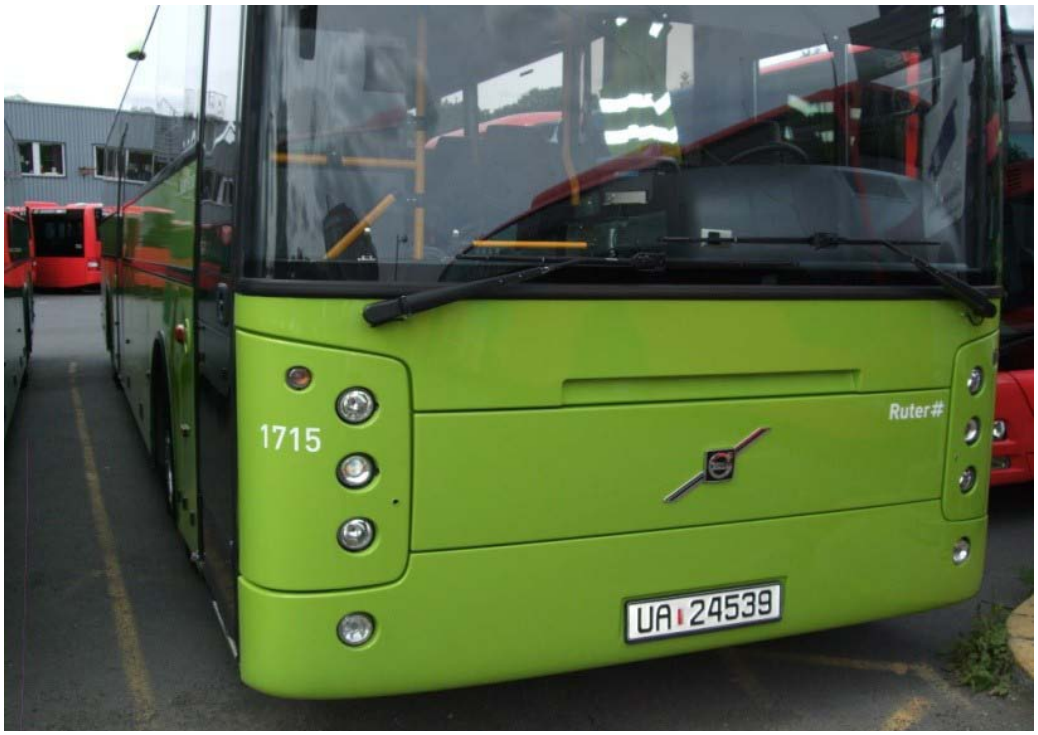
24 month field Evaluation of Megapulse

By UNIBUSS Norway.

Megapulse FAB was installed on all 460 vehicles at UNIBUSS AS, Oslo. As a result no batteries have been replaced due to “sulfation” damage in the past 2 years.

Evaluation after 2 years of operation in 24V system busses. 2x12x240Ah batteries used in all tests and measurements. No maintenance charging of batteries was carried out prior to measurements.

Nils Ellingsen, technical manager at UNIBUSS AS says about Megapulse;
“To me it’s all about predictability and that the busses run when they should. After two years of testing Megapulse in all our vehicles, I can genuinely recommend Megapulse“.



In cooperation with mechanical shop manager **Tom André Haldammen** at UNIBUSS, measurements were taken from 7 randomly selected bus batteries of varying brands. Measurements show stable and nominal battery cell values with clear electrolytes. Megapulse was installed directly over the first Positive battery terminal and the last negative battery terminal. Installation was done by in-house service personnel.

Test results:

All test measurements performed between 4th and 7th of September 2009. Measurements performed by UNIBUSS' in-house service personnel using approved instruments. Batteries were not maintenance charged during summer or prior to testing. Batteries are wet-cell type.

Bus no. 516; VOLVO
Battery 1. All cells at 1.280 acid density and clear sulfuric acid. Quiescent voltage 12.5V.
Battery 2. All cells at 1.280 acid density and clear sulfuric acid. Quiescent voltage 12.6V.

Bus no. 517; VOLVO
Battery 1. All cells at 1.260 acid density and clear sulfuric acid. Quiescent voltage 12.2V.
Battery 2. All cells at 1.260 acid density and clear sulfuric acid. Quiescent voltage 12.2V.

Bus no. 601; SCANIA BioFuel
Batteries 1 and 2 measured as one 24V battery bank.
Cells at 1.250 and 1.280 acid density and clear sulfuric acid. Quiescent voltage 25.0V.

Bus no. 604; SCANIA BioFuel
Cells at 1.260 and 1.280 acid density and clear sulfuric acid. Quiescent voltage 25.1V.

Bus no. 566; MAN
Batteries 1 and 2 measured as one 24V battery bank.
Cells at 1.240 and 1.260 acid density and clear sulfuric acid. Quiescent voltage 24.9V.

Bus no. 565; MAN
Batteries 1 and 2 measured as one 24V battery bank.
Cells at 1.240 and 1.260 acid density and clear sulfuric acid. Quiescent voltage 25.1V.

Bus no. 440; Mercedes Benz
Valve regulated battery at quiescent voltage 25.5V

Conclusion by e-mail, september 9th 2009 from UNIBUSS AS. Reproduced with permission.

"We are very pleased with the performance of the Megapulse installations on our buses. We rarely need to replace batteries thanks to Megapulse. We especially appreciate that all bus electronics function properly, and the assistance from Megapulse, so that almost all our previous problems have been resolved."

Tom Andre' Haldammen
Mechanical shop manager, Alnabru

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E: enquiries@mcintyre-equipment.com.au

To Whom it may concern,

On Anzac Day 2015, a 1952 6X6 GMC truck which we own and operate to support Veterans marching each year in the Brisbane City Parade, suffered a fuel supply problem at the start of the rollout which caused us to crank the engine longer than usual to get the truck started.

Thankfully after a few minutes of cranking, just before the old dying batteries fully collapsed, the engine finally started. The two x 12-volt Lead Acid Batteries are configured in series for the onboard 24-volt system, and these are the original batteries that were installed just prior to importing the truck from USA in 2007.

In 2016 prior to starting to market the MEGAPULSE battery conditioner though our dealer network, Ross Naddei from Megapulse, offered to run a trial of their technology on our GMC truck to prove the technology's ability in rejuvenating degraded batteries. Ross conducted pre-installation tests on the two degraded batteries, then installed 2 x Megapulse VEES units (one on each battery) and continued to periodically test and monitor the results over the following 4 months and 2 weeks. The periodical load tests revealed surprising results with the batteries coming back to their full CCA rated capacity by the end of the test period.

Table of results

Start of Test May 31/05/2016
Test Vehicle: US Army truck GMC 6x6 (24v system)
Test Equipment: Midtronics Conductance Tester
On-Board Batteries: 2 x Delkor Calcium 12v/450 CCA

Pre-install test - 31/05/2016

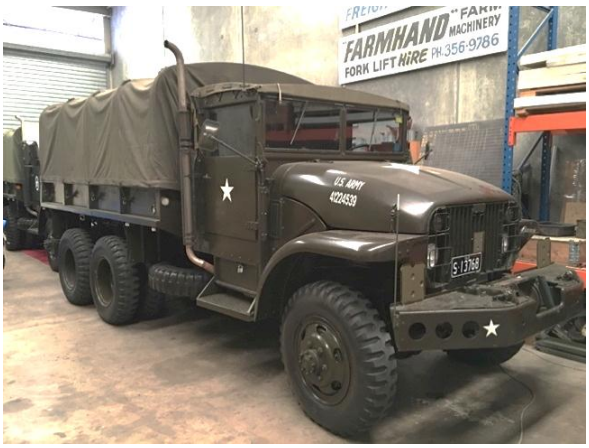
Driver side batt State of Charge	12.2v	Passenger side batt State of Charge	12.2v
Driver side batt CCA test	382 CCA	Passenger side batt CCA test	377 CCA

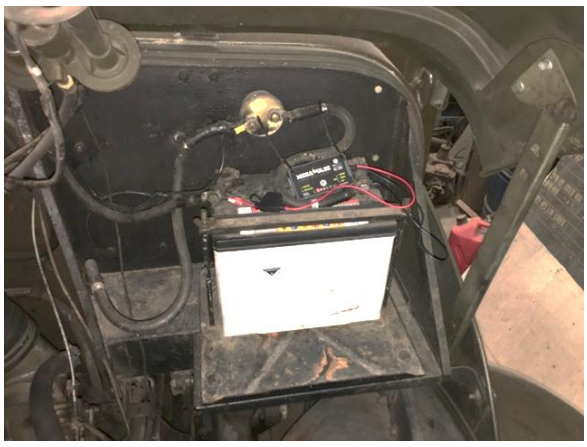
Test 1 - 25/08/2016

Driver side batt State of Charge	12.55v	Passenger side batt State of Charge	12.61v
Driver side batt CCA test	427 CCA	Passenger side batt CCA test	438 CCA

Test 2 on 17/10/2016

Driver side batt State of Charge	12.66v	Passenger side batt State of Charge	12.68v
Driver side batt CCA test	452 CCA	Passenger side batt CCA test	463 CCA





Today, the GMC truck which is used once a year and has the batteries charged every three months on average, is still running the same 2007 batteries which are still performing at their full rated capacity.

If there was ever a case of proof, the GMC trial clearly defined to us the benefits of the MEGAPULSE battery conditioner.

Regards
Rob McIntyre | Director

Megapulse, test report Høvik 27.02.09

1. Background

The testes were performed at Unitech Energy AS office in the period from December 4th 2008 to February 27th 2009.
The purpose of the test is to check the development of the performance of batteries in initial bad condition with the Megapulse.

2. Conclusions

The defect battery banks have shown increased acid gravity, battery voltage and capacity after the completion of the tests. The battery bank capacities have increased in the range of 75-85%.The short circuit capabilities, CCA, were measured to be in the area of 290A-540A after the test.

3. Batteries

Two 24V battery banks consisting of two 12V batteries each are tested with the Megapulse MK4, ver. 2 to investigate the effect on the battery banks.
The batteries are Lead Acid batteries, type: Volvo Heavy Duty Extra II with a rated capacity of 225Ah at 20A discharge rate.
All batteries are initially in a bad condition and are classified as defects. The batteries have been installed in Heavy Volvo trucks.
The tests are initiated by Calix AB, Sweden.

4. Testing

Prior to mounting the Megapulse, the batteries were fully charged with a 24V charger, type Calix BC 2412, providing 12A charging current.

After completion of the charging process, the battery banks were discharged with a constant current of 10A to check the initial capacity.

The battery banks were then fully charged and the 24V Megapulse was connected to the battery banks.

After 38 days the battery banks were fully charged.

Acid gravity and battery voltage were monitored and the capacity was tested after the battery banks were recharged.
After recharging the batteries, the batteries were again connected to the Megapulse until end of February month. The batteries were then tested for capacity and acid gravity.

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1322 Høvik
Norway

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Telefax +47 21 93 22 51
E-Mail: post@unitechenergy.no
WEB: www.unitechenergy.no
Enterprise nr: NO 988870595

5. Test results:

Acid gravity:

Battery no: 1

Date	Cell no.1	Cell no.2	Cell no.3	Cell no.4	Cell no.5	Cell no. 6
04.12.08	1,18	1,19	1,18	1,16	1,18	1,19
10.12.08	1,18	1,19	1,19	1,17	1,19	1,19
17.12.08	1,18	1,19	1,18	1,17	1,18	1,19
07.01.09	1,18	1,18	1,18	1,16	1,18	1,18
After recharge:						
12.01.09	1,27	1,28	1,27	1,25	1,27	1,28
26.01.09	1,27	1,28	1,28	1,26	1,28	1,28
02.02.09	1,27	1,28	1,27	1,25	1,27	1,28
After recharge:						
24.02.09	1,29	1,30	1,29	1,27	1,29	1,30

Battery no: 2

Date	Cell no.1	Cell no.2	Cell no.3	Cell no.4	Cell no.5	Cell no. 6
04.12.08	1,18	1,18	1,19	1,17	1,18	1,18
10.12.08	1,19	1,18	1,19	1,18	1,19	1,19
17.12.08	1,18	1,18	1,19	1,17	1,19	1,18
07.01.09	1,17	1,17	1,18	1,17	1,18	1,18
After recharge:						
12.01.09	1,27	1,27	1,28	1,26	1,28	1,27
26.01.09	1,28	1,27	1,29	1,27	1,28	1,28
02.02.09	1,27	1,27	1,28	1,26	1,28	1,28
After recharge:						
24.02.09	1,29	1,29	1,30	1,28	1,30	1,30

Battery no: 3

Date	Cell no.1	Cell no.2	Cell no.3	Cell no.4	Cell no.5	Cell no. 6
04.12.08	1,30	1,29	1,25	1,30	1,29	1,26
10.12.08	1,30	1,30	1,27	1,31	1,30	1,27
17.12.08	1,28	1,29	1,26	1,30	1,28	1,25
07.01.09	1,27	1,28	1,24	1,29	1,26	1,23
After recharge:						
12.01.09	1,30	1,30	1,27	1,31	1,29	1,26
26.01.09	1,29	1,29	1,27	1,30	1,29	1,26
02.02.09	1,29	1,29	1,26	1,30	1,28	1,26
After recharge:						
24.02.09	1,27	1,30	1,28	1,27	1,26	1,28

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E-Mail: post@unitechenergy.no
WEB: www.unitechenergy.no
Enterprise nr: NO 988870595

Battery no: 4

Date	Cell no.1	Cell no.2	Cell no.3	Cell no.4	Cell no.5	Cell no. 6
04.12.08	1,30	1,23	1,25	1,30	1,30	1,28
10.12.08	1,31	1,26	1,27	1,30	1,31	1,29
17.12.09	1,29	1,26	1,25	1,29	1,30	1,26
07.01.09	1,28	1,24	1,24	1,27	1,28	1,24
After recharge:						
12.01.09	1.30	1,26	1.26	1,30	1,30	1,28
26.01.09	1,29	1,27	1,29	1,29	1,30	1,27
02.02.09	1,29	1,26	1,25	1,29	1,30	1,26
After recharge:						
24.02.09	1,28	1,28	1,30	1,27	1,29	1,29

Battery voltages:

Date	Battery no:1	Battery no:2	Battery no:3	Battery no:4
04.12.08	12,2V	12,3V	12,8V	12,8V
10.12.08	12,2V	12,3V	12,8V	12,8V
17.12.08	12,2V	12,2V	12,8V	12,7V
07.12.09	12,2V	12,2V	12,7V	12,7V
After recharge:				
12.01.09	12,8V	12,8V	12,8V	12,8V
23.01.09	12,74V	12,78V	12,87V	12,84V
02.02.09	12,75V	12,79v	12,84V	12,82V

Capacity development:

Date:	Battery bank no. 1:	Battery bank no. 2:
04.12.08	65Ah	80Ah
12.01.09	120Ah	125Ah
27.02.09	120Ah	140Ah

From the test results it can be seen that the batteries performance have been improved.

Finally the batteries short circuit capabilities, CCA were measured.
The test instrument used for this test is: Heavy Duty Battery Analyzer 7200 from Volvo.

Battery No.:	CCA:
Battery no. 1	293A
Battery no. 2	372A
Battery no. 3	385A
Battery no. 4	538A

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Phone +47 21 93 22 50
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WEB: www.unitechenergy.no
Enterprise nr: NO 988870595

REC Wafer Norway AS
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3908 Porsgrunn
Tlf: 35 93 70 00 Fax: 35 93 70 01
986 384 030 MVA
www.recgroup.com

We purchased our first Megapulse FAB in April of 2009, to install on one of our forklift trucks running a 48V / 630Ah battery system.

The battery bank in the forklift truck was due for replacement as it was exibiting signs of failure.

The cost of replacing the batteries at that time was 38,000 NOK, our technicians advised us after some product research was carried out on Megapulse FAB, to purchase FAB instead of buying new batteries.

The batteries in the forklift truck in question are still performing to this day at near new capacity.

We must say that we are very impressed with the FAB concept of keeping existing batteries healthy and in service longer instead of discarding them and buying new bateries.

Since April 2009 we have purchased an additional 43 Megapulse FAB for installation on our trucks.

Our Technicians and Management confidently recommend this product as a cost saving measure.

Porsgrunn 4-10-2011

Svein Skoglund
Operational Purchaser

Stokke, August 2011

Our experience with Megapulse FAB

We first made contact with Megapulse in August 2005.

After an introduction on the function, features and benefits of installing Megapulse FAB on lead acid batteries, we decided to conduct an in-house test by installing the Megapulse FAB on five of our order pickers which use 24V traction battery systems.

The result after one year of testing was very encouraging, following this positive result, management decided in August 2006 to install Megapulse FAB on all our battery applications, as well as in all our distribution vehicles at the Stokke facility.

To date we have only replaced one traction battery (450Ah), and two AGM batteries on "snail mini mover equipment". In the same period we have not had any significant expenses in relation to Speed/Load controllers or other electrical equipment on any of our electric vehicles. We attribute the credit for this directly to the use of Megapulse FAB.

We have a large number of petrol / Diesel and electric vehicles which have lead-acid batteries as their primary power source, these vehicles over the past 5 years have experienced a significant reduction in maintenance costs, and as a direct result of "healthy batteries", we have had a significant increase in production.

We have also experienced very severe winters since 2006 with up to 28 degrees below Zero (Celsius), we have not had any downtime on the trucks, add to this that "the snail mini movers" have operated flawlessly in temperatures of four degrees Celsius for two consecutive shifts.

Our crews and managers confidently recommend Megapulse FAB as a significant product in terms of cost reduction, safety and reliability.

Mathias Fon
Operations