

California Environmental Engineering (CEE)

ENVIRONMENTAL TESTING LABORATORY
2530 S. BIRCH STREET. SANTA ANA, CA 92707
Phone (714) 545-9822 Fax (714) 545-7667

September 21, 2007

RAPID FORCE EXHAUST TECHNOLOGY

340 E. Highland Ct.
La Habra, CA 90831

Phone (562) 587-9041 <mach1shotgun@yahoo.com>

Attn: Roy Martinez, Jr.

Re: RAM Thruster Aftermarket Exhaust System- Proof-Of-Concept (POC) Testing

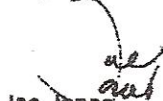
EXECUTIVE SUMMARY

A "Proof-Of-Concept" (POC) test series was conducted using the RAM Thruster aftermarket Exhaust Device. The tests were accomplished using accepted Federal Test Procedures (FTP) at the California Environmental Engineering (CEE) - Center for Environmental Research, 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 (2000 Ford Crown VIC) 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 RAM Thruster Device. After installing the Exhaust device, 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 RAM Thruster to determine accurate percentage figures for tailpipe emissions and fuel economy. Analysis of the database indicates a significant reduction in key vehicle tailpipe emissions and an increasing improvement in fuel economy using the Rapid Force Exhaust Technology (RFET). This included an impressive reduction in Total Hydrocarbons (HC), Carbon Monoxide (CO), and Oxides of Nitrogen (NOx).

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,


Joe Jones
Research Director
joec@ceecalif.com

DOCKET

08-ALT-1

DATE _____

RECD. OCT 27 2008

RAPID FORCE EXHAUST TECHNOLOGY, LLC

631 S. PALM ST. UNIT A* LA HABRA, CA. 90631

P*562-690-4137 F*562-690-7871

10/27/2008

Mr. Coe,

Thank you for responding to our letter. We at Rapid Force Exhaust Technology, LLC give you permission to enter our letter and reports from the California Enviromental Engineering and the California Air Resource Board into the Docket for the AB 118 Investment plan.

Thank you again, and if you have any questions please do not hesitate to call.

Best regards,

Roy Martinez Sr.

A handwritten signature in dark ink, appearing to read "Roy Martinez Sr.", is written over the printed name. The signature is stylized with a large, looping initial "R" and a trailing flourish.

RAPID FORCE EXHAUST TECHNOLOGY, LLC

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October 23, 2008

Attention Mr. Donald Coe
DcoE@energy.state.ca.us

Dear: Mr. Coe,

In reference to our conversation this morning, I want to express to you my sincere appreciation for you taking your time to call me. As we spoke, I explained to you that we are seeking some funding to do a proof of concept on diesel engines. As I explained, we have been working on this project for the last 5 years and have accomplished on a 2000 Ford Crown Victoria police interceptor by using a new technology. We were able to get a 20% better fuel mileage and were able to lower emissions substantially.

We have a letter from the California Air Resource Board ARB which gives us the clearance to legally market this product. It develops approximately a 20% savings in fuel and we have the proof of concept which was conducted by California Environmental Engineering. We have also tested a diesel pickup truck and tractor and we are able to obtain some very satisfactory results.

Our problem is that we have spent a considerable amount of money on these vehicles which are gasoline powered and would like to begin testing on the diesel powered engines. In preliminary opacity tests which we ran on two separate engines with over 50% reduction in opacity readings.

We are looking to get some type of grant or assistance to get the certification on the proof of concept. We know it works but we need the certification. I have spent the last 5 years calling various agencies and, until today it has actually felt like I have accomplished my goal by having heard from you.

I'm including in this letter copies of the reports from The California Environmental Engineering C.E.E. and also from California Air Resource Board C.A.R.B. with an exemption.

I again want to thank you for taking time to call me. Any additional information that you may need will be at your disposal.

Sincerely,

Roy Martinez Sr. V.P