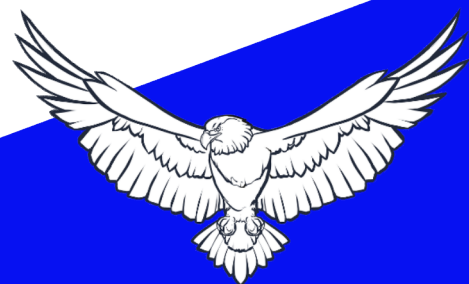


ECO 2 SAVER



M1 STANDART

SAFE FUEL min. %20- %40
MORE TORK %20



M2 CHIP POWER

SAFE FUEL min. %20
MORE TORK %40



M3 CHIP TUNING

SAFE FUEL min. %20- %40
MORE TORK %40

M4 TRUCKS

SAFE FUEL min. %10- %20
MORE TORK %30





**TÜRK
PATENT**
TÜRK PATENT VE MARKA KURUMU

FAYDALI MODEL BELGESİ

No: TR 2018 14977 Y

Buluş Başlığı

YAKIT TASARRUF VE PERFORMANS CİHAZI

ALTAN ŞAHİN

Bu belge, 6769 sayılı Sınai Mülkiyet Kanunu kapsamında 10/10/2018 tarihinden itibaren 10 yıl süre ile korunmak üzere 21/10/2021 tarihinde verilmiştir.

Prof. Dr. Habip ASAN
Başkan

Inspektionsstelle des BIV am
 Standort Rose Kfz GmbH
 Handelsstraße 14
 42929 Wermelskirchen
 Tel.: 02196 7086403
 Fax.: 02196 7086403



BOSCH
 Invented for life

E-Mail: rose-kfz@gmx.de
 Internet:

Fahrzeug-Ident.daten

Kennzeichen	RS-KN145	Erstzulassung	23.02.2006
Wegstreckenzähler	284234	Emissionsschlüssel-Nr.	0447
Fahrzeug-Hersteller	FORD (D)	Herstellerschlüssel-Nr.	8566
Fahrzeug-Typ	WGR	Typschl.-Nr.	528
Fahrzeug-Ident.-Nr.	#WF0GXXPSSG5C22876	Nenn Drehzahl [1/min]	4000

Prüfnachweis über die Durchführung der Abgasuntersuchung nach Anlage VIII StVZO

Prüfungsart	Diesel mit OBD		Prüfberichtsnummer			
Kraftstoffart	Diesel					
OBD-Funktionsprüfung				Ergebnis		
	MI-Status: Sichtprüfung bei Motor aus	#An	i. O.			
	MI-Status: Ausgelesen bei Motor an	Aus	i. O.			
	Ansteuerung MIL	#Aus	i. O.			
Prüfbereitschaft						
	Unterstützt	000000000000				
	Gesetzt	000000000000	Alle Systemtests durchgeführt	i. O.		
Fehlerspeicher						
	Abgasrelevante Fehler	0				
Konditionierung						
		Einheit	Min.	Max.	Fzg. Istdaten	
	Motortemp.	°C	60		66,0 i. O.	
	Leerlaufdrehzahl	1/min	550	950	903 i. O.	
	Abregeldrehzahl	1/min	4500	5500	5046 i. O.	
Gasstoßmessung						
	Rein.Gasst./Drehzahl	0/2000		---/---		
	Messzeit	s		0,5		
	Messmodus/Sonde			B/1		
	Trübungs-Bandbreite	1/m		0,2	0,00 i. O.	
	Arithm. Mittelwert der Trübung(P)	1/m		2,50	0,00 i. O.	
	Beschleunigungs-Bandbreite	s		0.5	0,00 i. O.	
	Gasstoß-Nr.	Trübung	Leerlaufdrehzahl	Abregeldrehzahl	Beschleunigungszeit	
	k1	1/m	1/min	1/min	s	
		0,00	902	5035	1,31	i. O.

Gesamtergebnis der Abgasuntersuchung

Bestanden

Dieser Nachweis ist innerhalb der nächsten 2 Kalendermonate bei der Hauptuntersuchung vorzulegen, ansonsten verliert er seine Gültigkeit.

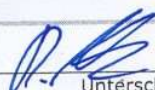
Vorhandene Mängel behoben, Nr. 4.4 der AU-Richtlinie (Mängel-Nr. 813)

#Nein

Erkannte aber nicht behobene Mängel nach Nr. 5.3 der AU-Richtlinie #

Erläuterungen #

Kontroll-Nr. NW 6-04-0415-63
 Datum/Uhrzeit 28.09.2023 14:04
 Prüfer Daniel Rose


 Unterschrift verantwortliche Person

AU Siegel

Bosch Abgasprüfung

Software BEA-PC DE V3.0 - 10.2017
 Software-Build 3.0.1671.2007
 AU-Geräteleitfaden 5.01
 Fahrzeugsolldaten V 3.63 09.09.2022 (CC)

Abgas BEA070 V1.19 CFFE0424
 Serien Nr. 0101579532
 OBD KTS515 V3.20
 Serien Nr. 0320338338

Inspektionsstelle des BIV am
Standort Rose Kfz GmbH
Handelsstraße 14
42929 Wermelskirchen
Tel.: 02196 7086403
Fax.: 02196 7086403



E-Mail: rose-kfz@gmx.de
Internet:

Fahrzeug-Ident.daten

Kennzeichen	GL-SH677	Erstzulassung	15.08.2012
Wegstreckenzähler	250533	Emissionsschlüssel-Nr.	35F0
Fahrzeug-Hersteller	PORSCHE	Herstellerschlüssel-Nr.	0583
Fahrzeug-Typ	92A	Typschl.-Nr.	AEQ
Fahrzeug-Ident.-Nr.	WP1ZZZ92ZDLA25027	Nenn Drehzahl [1/min]	4400

Prüfnachweis über die Durchführung der Abgasuntersuchung nach Anlage VIII StVZO

Prüfungsart Diesel mit OBD Prüfberichtsnummer
Kraftstoffart Diesel

OBD-Funktionsprüfung		Ergebnis	
MI-Status: Sichtprüfung bei Motor aus	#An		i. O.
MI-Status: Ausgelesen bei Motor an	Aus		i. O.
Ansteuerung MIL	#Aus		i. O.

Prüfbereitschaft	Unterstützt	011011001000		
	Gesetzt	000000000000	Alle Systemtests durchgeführt	i. O.

Fehlerspeicher	Abgasrelevante Fehler	0		
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	Einheit	Min.	Max.	Fzg. Istdaten	
Konditionierung					
Motortemp.	°C	50		93,0	i. O.
Leerlaufdrehzahl	1/min	500	950	700	i. O.
Abregeldrehzahl	1/min	2000	3000	2520	i. O.

Gasstoßmessung	Rein.Gasst./Drehzahl	0/2000		---/---	
	Messzeit	s	0,50		
	Messmodus/Sonde		B/1		
	Trübungs-Bandbreite	1/m	0,2	0,00	i. O.
	Arithm. Mittelwert der Trübung(P)	1/m	0,60	0,01	i. O.
	Beschleunigungs-Bandbreite	s	0,5	0,27	i. O.

Gasstoß-Nr.	Trübung	Leerlaufdrehzahl	Abregeldrehzahl	Beschleunigungszeit	
	1/m	1/min	1/min	s	
k1	0,01	698	2491	0,53	i. O.
k2	0,01	698	2484	0,80	i. O.
k3	0,01	699	2515	0,79	i. O.



Gesamtergebnis der Abgasuntersuchung

Bestanden

Dieser Nachweis ist innerhalb der nächsten 2 Kalendermonate bei der Hauptuntersuchung vorzulegen, ansonsten verliert er seine Gültigkeit.

Vorhandene Mängel behoben, Nr. 4.4 der AU-Richtlinie (Mängel-Nr. 813) #Nein

Erkannte aber nicht behobene Mängel nach Nr. 5.3 der AU-Richtlinie #

Erläuterungen

Abregeldrehzahl kleiner 90 % der Nenn Drehzahl (Standdrehzahlbegrenzung)

Kontroll-Nr. NW 6-04-0415-63
Datum/Uhrzeit 28.09.2023 10:57
Prüfer Daniel Rose

Unterschrift verantwortliche Person

AU Siegel

Bosch Abgasprüfung

Software	BEA-PC DE V3.0 - 10.2017	Abgas	BEA070 V1.19 CFFE0424
Software-Build	3.0.1671.2007	Serien Nr.	0101579532
AU-Geräteleitfaden	5.01	OBD	KTS515 V3.20
Fahrzeugsolldaten	V 3.63 09.09.2022 (CC)	Serien Nr.	0320338338



Hi Altan

Here are the measurements we made on the Peugeot 3008 1.5 bluehdi, driven km 72000. I have placed both measurements on top of each other so that you can directly see the difference
Blue measurement first measurement also without co2 saver Red measurement is with co2 saver

Co measurement and HC measurement are the ones that have been significantly changed in the test, the test itself is made as you would make a measurement on a Euro6 diesel car after 2018, it is called WLTP. And is a running sewing club of 23.4 km

With the driving pattern that has been fixed, I would like to point out that our equipment is not clarified as TÜV uses, so the measurement must therefore be considered a good indicative measurement that shows a difference between before and after

In both tests, the car has been stationary for at least 8 hours before the start, so all requirements should be met as well as possible

The gas measurements are made with the TEXA 5 GAS Meter, newly calibrated. carried out by Elektropartner in Grindsted, which sells the equipment.

For further questions, call 20776987 and ask for Karsten Kjeldsen Mvh kk

With kind regards / Best regards KK-Autoteknik

TLF: 20 77 69 87

Mail : info@kk-autoteknik.dk

Knastvej 3 7860 Spøttrup |

Hjemmeside: www.kk-autoteknik.dk

Facebook www.facebook.com/KKAutoteknik

KANAL DK4 MOTOR TV

In connection with features for MotorTV, we followed tests of Eco2saver.

Eco2saver was thoroughly tested over three days at KK Autoteknik in Spøttrup outside Skive in northern Jutland.

It was installed in a Peugeot 3008 that had driven approx. 72,000 km.

Before the installation of the Eco2saver we drove a distance of 250 km where we measured the fuel consumption, and we did the same after the installation.

The owner of the Peugeot had clear measurements before the installation over many thousands of km, and also measured afterwards.

The measurements at KK Autoteknik clearly showed that some of the measurements of the exhaust gases had improved significantly, but others were largely unchanged.

Before the installation we measured the fuel consumption at approx. 17 km/l - and after the installation approx. 20 km/l. However, the conditions before and after were not quite the same, where it e.g. in the subsequent test, there was quite a tailwind on most of the stretch, as well as slightly less traffic, so that in some places we did not drive quite as fast as in the first pass.

Furthermore, it must be mentioned that it is difficult to fill a car right up to the edge, and that this can vary from filling station to filling station.

Finally, it must be said that the owner of the Peugeot subsequently measured an improvement of 0.7 km/l.

But despite these factors of uncertainty, the difference is so significant that we have to say that the little Eco2saver - both in terms of emissions and consumption - makes a difference.

Both at KK Autoteknik and here at MotorTV we must say that we are pleasantly surprised

With kind regards / Best regards

Mick Ostergaard

MotorTV

Eco2energy Aps

Insurance Certificate

Topdanmark Forsikring A/S certifies that the following insurance policy has been issued:

Liability insurance

The insured	Eco2energy Aps		
Business activities	Retail sale of motorcycle parts		
	Retail sale of motor vehicle parts and accessories		
Area covered	General liability	Third Party Liability Products	Europe Europe
Scope and coverage sums	General Liability	Third Party Products liability	DKK 10.000.000 per year DKK 10.000.000 per year
	Insurance period The Insurance is consecutive with principal due date on 2023.01.01. Next time 2024.01.01.		

This certificate of Insurance neither affirmatively amends, extends nor alters the coverage afforded by the policy stated in this certificate.

This certificate provides no rights to the certificate holder and serves solely as information. This certificate solely confirms the present cover of the policy.

Sincerely

Topdanmark Forsikring A/S



Navn		Bilmærke Ford Mondeo	
Adresse 9480 Løkken		Registreringsnr. DD	Km.tal 392353
		Registreret første gang 11-7-2006	Årgang 2006
Telefon	E-mail	Stelnr. WF0WXXGBBW6U38612	Testdato 15-8-2022
Medl.nr.		Diverse oplysninger	

Testcenter Hjørring, Frederikshavnsvej 255, 9800 Hjørring		Priser Testpris kr. _____ kr Ialt kr. _____ kr <hr/> <hr/>
Testassistent <hr/> Michael Nielsen		Heraf moms. kr. Organisations nr.:31075939 kr.
Telefon 70 13 30 40	E-mail min@fdm.dk	

All technical opinions or value assessments are given on a professional basis, objectively and without regard to any party interests. The report is the property of the above member/customer and cannot be transferred to others without their consent. If you have questions about the test report, you can send an email to the test assistant who performed the test.

Send an email with your contact details to:

min@fdm.dk

The test assistant will then contact you as soon as possible.

Efterkont. antal kvarter:

1270656-1-Z362594-28



Registreringsnr. DD	Bilmærke Ford	Model Mondeo	Registreret første gang 2006
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Reason for inquiry:

Control of flue gas (K-value) after the customer has had an adjustable "device" installed which is said to be able to reduce the K-value.

Description and ratings:

K-value measured on arrival at test center for 1st time: 2.06 and 2nd time: 0.37

Subsequently, the customer adjusted the aforementioned "device" and the k-value was then measured to 1st time: 0.47 and 2nd time: 0.28

Conclusion:

-

1270656-1-Z362594-28



Side 9 af 2

INSTALLATION ON DIESEL & PETROL VEHICLES

First of all, make sure. that it is the access hose from the Fuel Filter to the Engine.

You must remove the end where it is attached to the engine or cut the hose.

Here, from the tap, the hose from the Fuel Filter is connected with a clamp and from the other end, the hose is connected to the engine inlet.

Start the engine and the rev counter should read 900 rpm



ASSEMBLY

Installation is quite simple:

the inlet hose from the filter to the engine inlet (from the fuel filter to the engine)

The hose must not be bent more than 30 degrees, because the steam must flow into the engine.

Before starting to install the ECO 2 SAVER, you must fill the tank completely and reset the km counter, after a quarter of a tank of driving you fill up again and here can you measure how many liters you have in the tank, for example. 150 km divide by 12 litres.

Remember to reset and after installation you should be able to save a quarter of a tank.