

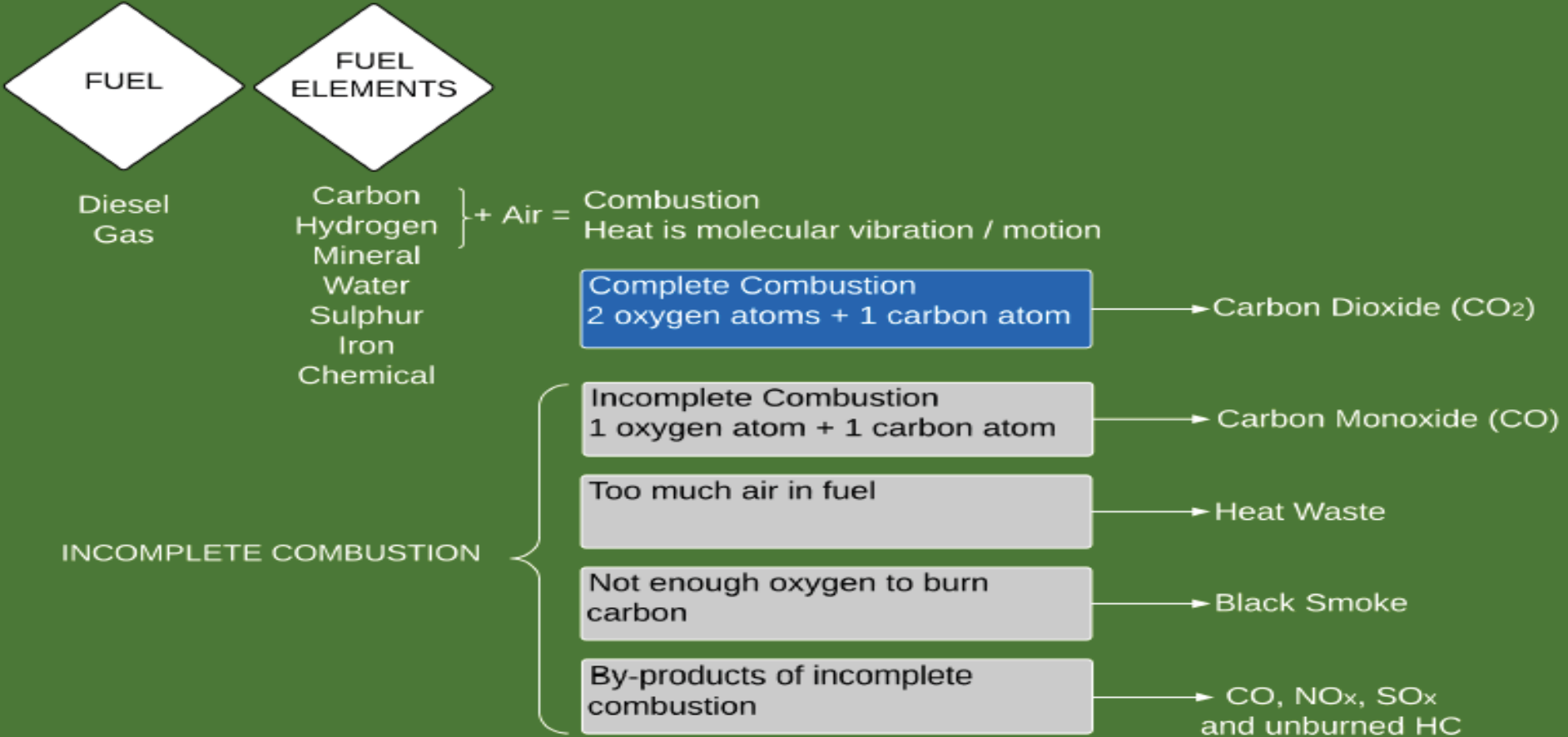
A combine harvester is harvesting a field of golden wheat. A blue tractor with a yellow trailer is positioned to the right, receiving grain from the harvester's long discharge chute. The scene is set in a vast, open field under a clear blue sky.

**A REVOLUTIONARY FUEL BURNT SAVING & CLEANING TECHNOLOGY
FOR VEHICLE & OFF HIGHWAY FARMING EQUIPMENT**



07 August 2015

THEORY OF ENGINE COMBUSTION



WHAT CAN KIKO TECHNOLOGY DO FOR VEHICLE & FARMING EQUIPMENT ?

“GAME CHANGING” Fuel Saving Function

100% SAFE Technology

Environmental Friendly – Reduce Carbon monoxide & Hydro-carbon (unburnt fuel) emission

No Maintenance nor Replacement required

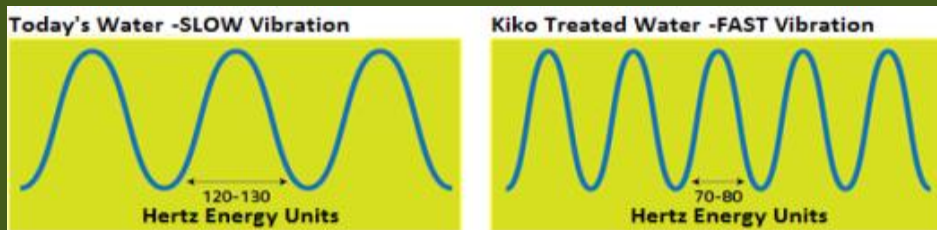
EASY to use & LONG working life



WHAT IS KIKO TECHNOLOGY ?

KIKO Stones are the carrier of the Kinetic Energy Delivery System (KEDS). The stones are natural volcanic lava from Japan charged under a proprietary know-how this carrier triggers the fuel molecules to vibrate or resonate at a speed of 1600 km per second.

Enhanced harmonics (faster vibration) of fuel allows the minute fuel molecules to separate quickly. This results in more complete combustion thereby saving fuel and lowering emissions of carbon monoxide & hydrocarbon (unburnt fuel) residuals.



KIKO KX FUEL ENERGIZER



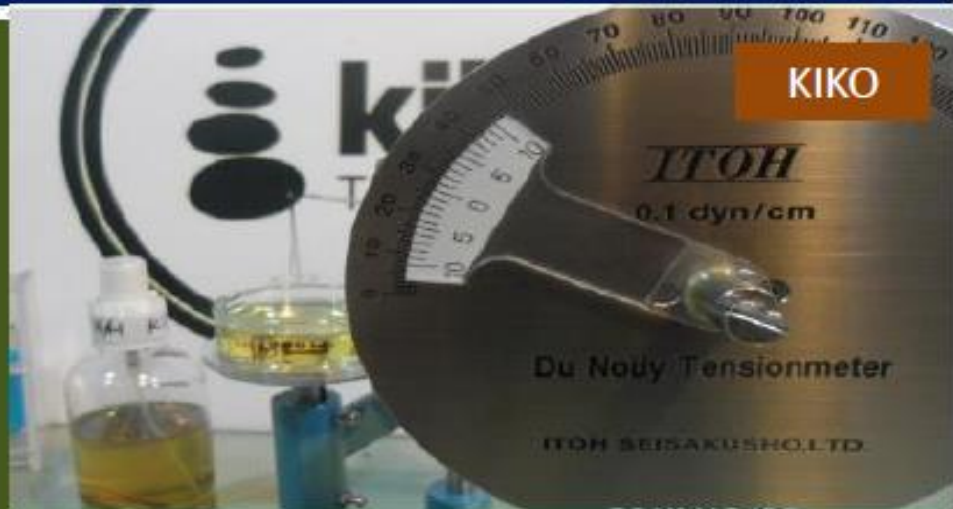
- Plastic capsule contains 12 KIKO loose stones.
- Valid for one year from date of application.
- Place KIKO loose stones directly into fuel tank.
- 100 liters – 6 stones, refill after 6 months.
- 300 liters – 12 stones.
- KIKO stone does not dissolve in fuel.



SURFACE TENSION TEST ON DIESEL FUEL – CONTROL VS KIKO NO HOLE STAINLESS STEEL MINI



Original Diesel at 30 – 32 DYNE/CM



After inserted one KIKO No Hole Stainless Steel Mini into Diesel at 25 – 26 DYNE/CM

Surface tension measures the bonding strength holding chains of carbon, hydrogen and oxygen. Lower surface tension improves combustion by 10--20%, allowing fuel to burn cleaner and produce less toxic emissions.

MAGNETIC RESONANCE ANALYSIS (MRA) TEST ON ISO PROPYL ALCOHOL WITH KIKO

- 13 DECEMBER 2014
 - BY YOU-WIN LABORATORY HONG KONG

- KIKO stones transfers kinetic energy to fuel.
- The best application is direct immersion with liquid – confirmed by the MRA Test with a + 20 reading.
- KIKO stones containing in stainless steel cartridges after fixed to exterior of fuel tank can also transfer kinetic energy through the steel walls, but its strength is much lower than the level of direct immersion.

Test Sample	MRA Reading (Before KIKO)	MRA Reading (After KIKO)	Hertz Energy Guidelines	
			Energy Range	Energy Level
Control is ISO propyl alcohol	+6	-----	-2 to +9	Low energy
KIKO test with SSF cartridges No HOLES			+10 to +13	Fair energy levels
Cartridge Immersed into Liquid	-----	+20	+14 to +20	Highly energized
Cartridge touch Exterior of liquid Container	----	+14		
Test on Pure Carbon Immersed in Liquid Placed Exterior (non contact with Liquid)	+13 +9	+18 +15		MRA is a scientific laboratory procedure allowing comparisons of energy and absorption values - scores approaching + 20 meets KIKO's specifications

KIKO STONE FUEL BURNT TEST WITH MITSUBISHI MOTOR - HONG KONG 2006

Date of test : 11 November 2006

Conducted BY : Mitsubishi Motor Test Center (HK) on a 4 cylinder 1600 cc gasoline saloon car with KIKO stones inserted into fuel tank.

	<u>Before KIKO</u>	<u>After KIKO</u>
• CO	0.341 %	0.035 %
• CO2	14.1 %	14.6 %
• HC	67 ppm	197 ppm
• O2	0.1 %	0.0 %
• Lambda	0.999	0.990

Comments after KIKO:

- CO emission reduced by 10 folds.
- HC indicated 3 times reduction in unburned fuel.
- Car owner indicated substantive saving was achieved on fuel consumption after the test.

KIKO FUEL BURNT TEST ON DIESEL POWERED VEHICLE & FARMING EQUIPMENT

LOCATION: COVINGTON TENNESSEE USA

TEST PERIODS: AUGUST TO NOVEMBER 2014

Overall Diesel Consumption Savings estimated from minimum 10% to 12% or more

<u>Vehicle Type</u>	<u>Diesel Consumption</u>	<u>Results of Test</u>
Pick up Truck	50 Gallon per week	Cost Savings = 5 gal / week x \$ 3.25 / gal x 52 weeks = Over US\$ 800 – 1,000 per annum.
Soya bean & Cotton Harvesters	300 to 500 gal / day	Off highway equipment are equipped with GPS readings. Harvesters operate about 50 to 60 days during any one season. Cost Savings = Minimum 30 gal x \$ 3.25 x mean 55 day = Over US\$ 5,300 to US\$ 9,000 per season.
Irrigation Pivots	100 gal per 2 days	Pivots are either electricity operated or run on diesel Cost Savings = 10 gal /2 days x \$3.25 x 30 to 60 days per annum = Over US\$ 500 to 1000 depending on drought condition

KIKO FUEL BURNT TEST ON MR ROY TSO'S TOYOTA CAMERY 2,400 CC - 4 CYLINDER GASOLINE CAR

LOCATION : HONG KONG 2014

Test period : November to December 2014

Before KIKO : 17 liters gas per 100 kilometers

Post KIKO : 12 liters gas per 100 kilometers

Savings : 5 liters per 100 km or 29% @ US\$ 2.00 per liter = US\$ 10 per 100 km

Estimate saving of US\$ 1,000 for every 10,000 km per annum

SUMMARY OF KIKO KX FUEL ENERGIZER

KIKO Science :

- Green pioneering nanotechnology that uses kinetic energy to break the bonds of hydrogen, carbon, NOx & SOx to improve fuel combustion.
- Non harmful to neither lubricants nor fuel tank.
- Non chemical.
- KIKO Stones tested by Intertek Lab.
- Reduces up to 10x CO emission & unburnt hydrocarbon.

Savings depend on multiple factors but can expect:

- 2 to 5 liters saving per 100 km.
- Farming equipment 12% to 20% diesel savings.
- Vehicle diesel fuel from 8% to over 15%.
- Vehicle gasoline fuels from 6% to over 12%.

POTENTIAL USERS OF KIKO TECHNOLOGY KX FUEL ENERGIZER



Farming Equipment



Long Haul Truck



"Jeepney"



Motorcycle



Stationary Fuel Tank



Military Vehicle



Pick up Truck



3 Wheeler "Tuk Tuk"

OTHER FUEL SAVING PRODUCTS IN THE MARKET

1) ZMAX Magnec1ic Fuel Power Saver

- Magne1zers are wrapped on exterior of fuel lines in Japan and on vehicles –fuel savings of ~5%
- Cost is average US\$ 300 per unit whilst frequent filter replacement is costly @ \$ 30 per cartridge

2) MPG---CAPS

- Packed in pill form – claim to offer fuel savings of up to 5%
- Pack of 10 pills retails at US\$18 –US\$30
- Product not yet approved by Na1onal Highway Traffic Safety Administra1on (NHTSA)

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