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Hy Clean Energy

4<sup>th</sup> September 2016

Thebarton SA 5031

As requested, below is a summary of our evaluation of your Hydrogen "on demand" unit.

Period Evaluation: 6<sup>th</sup> July 2015 until current (14 months)

- Fleet # - Truck 142
- Prime Mover - Kenworth K200                      Registration # - SX 66 ER
- Year - 2012    VIN – 6F5000000DA450142
- Engine – Cummins ISX E5 (580 HP)              Engine #- 79652640
  
- Current Odometer reading- 866,746 km      Soot% Avg (3 months) = 0.06%

#### Summary of Results

The latest results have been completed over a 3-month period with an identical truck (Truck 141) travelling from Adelaide to Sydney return with similar loads, configurations and weights.  
Both Prime Movers were used in B/Double configuration.

Truck 142 (Hydrogen) has travelled 67,609 km over this period and used 39,890 litres of diesel, therefore averaging 1.694 kilometres travelled per litre of fuel used.

Truck 141 has travelled 52,642 km over this period and used 33,902 litres of diesel, averaging 1.552 kilometres travelled per litre of fuel used.

Based on these results, Truck 142 (Hydrogen) travelling 300,000 km per annum would use 177,000 litres of diesel per annum  
Truck 141 (No Hydrogen) travelling 300,000 km per annum would use 193,173 litres of diesel per annum.

If we used a diesel price of \$1.00 per litre, the annual saving from one prime mover to the other is \$16,173.

#### General Comments

Truck 142 (Hydrogen) has travelled over 300,000 km during the testing period and has had no mechanical issues but it has had a reduction in most emissions due to the engine running a lot cleaner.

As a company who promotes clean energy, we are extremely mindful that the use of this technology will not only save money, it will reduce our use of greenhouse gases enormously.

Yours sincerely

Carl Hamilton  
Director of Operations  
Hi-Trans Express Pty Ltd

#### • NATIONAL CARRIERS •

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