

Emission & Power Solutions – Is the triumphal march of the catalytic converter being repeated?



An American inventor named Eric D. Wachsman, while a professor at the University of Florida, Department of Materials Science and Engineering, was involved in the development of the oxygen sensor, which is currently used by all large automobile manufacturers to monitor fuel combustion in engines. However Dr. Wachsman soon recognised that the current sensor is too expensive and has limited potential regarding the reduction of exhaust gas emissions. **Consequently he developed a revolutionary sensor, which could have a similarly dramatic effect on the automotive sector as the catalytic converter in the 20th century!**

The worldwide exclusive rights of this ground-breaking development are now with the company **Emission & Power Solutions plc (WKN: GB00B439T609)**! The company was founded in 2003 and has developed, licensed and acquired technology to improve fuel use while reducing environmentally harmful emissions at the same time with the help of ultra modern equipment.

The **semi conductive sensor technology which is almost ready for product introduction** measures selective combustion gases (carbon dioxide and nitrous gases). These less than 1 cm² sensors react very sensitively to these gases and can easily combined on one single (!) chip, in order to form a multifunctional sensor. This technology for the detection of air pollutants could be used primarily in the transport, industrial and energy sectors, but also in health care.

This innovative sensor can also be used to improve combustion in petrol and diesel engines and already corresponds to the existing specifications of the American Environmental Authority. Until now large automobile manufacturers have paid \$20 – \$45 for such a sensor. **Emission & Power Solutions (EPS) can manufacture significantly better sensors for \$1.16 a piece! We estimate that EPS can easily achieve \$3-5 a piece in sales.**

To give you an idea of the market: currently 500 million sensors are being sold per year. If EPS can ensure just 10% of this for themselves, then we are talking about a turnover of **\$150-250 million per year with a very high profit margin!**

The FX reactor from EPS is a revolutionary breakthrough in the issue of fuel optimisation for diesel engines. More than 4,500 units have been sold until now. It is installed on the fuel line between the tank and the motor. The FX reactor has numerous possible uses in tractors, HGV's, buses, ship engines but also in other heavy duty areas. The FX reactor counts as retrofitting; the manufacturer's guarantee is not affected.

Due to the low costs of \$495 plus installation, many large automobile manufacturers such as General Motors for example are showing an interest. The FX reactor has also successfully undergone several independent tests. The results show an **average reduction in fuel use of at least 3-5%, an increased engine performance, a decrease in harmful emissions and an increased service life of the engine.** And even the previous test customers who covered several 100,000 kilometres with the FX reactor have been full of praise:
www.epsaves.com/pages/reactor-pages/testimonials.html.

In mid September 2009 the US government introduced a new program, to increase fuel efficiency by 5% per year and at the same time reduce greenhouse gas emissions by almost 950 million metric tons. Therefore Emission & Power Solutions (EPS) is playing their cards perfectly for the US government!

Furthermore EPS has the rights to ten further types of technology including a low cost and patented solution which can reduce the total emissions of a vehicle by 50-75%. **This is another mega seller!**

RESULT: Currently the market value of Emission & Power Solutions is €24 million. In total around \$10 million have been spent on developing the innovative products so far. Interestingly both a renowned Swiss private bank and one of the largest Italian small cap funds have shares in the company pre-market. Both investors have also signalled their participation in the next capital measure.

EPS requires another \$5 million, to further develop two of their products to readiness for market in the next 6 – 12 months. The company has made their first turnovers from the sales of FX reactors, but the **blockbuster**

potential is definitely in the area of sensor technology. EPS has the best cards to ascend to the status of a big player in matters of NOx and CO2 exhaust emissions. Ideally the company will succeed in licensing their sensor technology.

At the most recent conference of the US association of automobile engineers (SAE) in Indiana it came out that diesel engines would need a sensor to recognise ammonia (NH3) in the future). And EPS can present it! **Each new gas that needs to be measured due to new environmental specifications, means more sensors sold for EPS!** One thing was clear at the conference: EPS has no direct competition for sensor technology and could build up a monopoly in the next few years! A market worth million is waiting for EPS!

Even in the next business year with a turnover of \$3.7 million there should be a net profit of \$860,000. Due to the market launch of the sensor technology the management reckons with enormous growth rates and predicts a jump in sales from \$10.2 million to \$24.5 million as well as an increase in profit from \$2.4 million to \$7.5 million. Assuming 30 million outstanding shares that would be a profit of \$0.25 per share!

Even if just one large automobile manufacturer (e.g. General Motors) decides on an EPS product, the EPS shares will explode. We are convinced that EPS can gain all the large manufacturers as customers, as soon as the first big player orders an EPS product! If EPS can repeat the triumphal march of the catalytic converter, many EPS shareholders will become millionaires!

Get involved with Emission & Power Solutions (ISIN: GB00B439T609) in Frankfurt NOW, before other investors recognise the gigantic potential! Our conservative upside target is €2.50 for six months. Secure your investment with an individual stop price.