

Tadger Group News August, 2006

<http://www.tadgergroup.com>

If you have news, views, reviews, or simply want to say hi, please contact your agent or us: support@tadgergroup.com

Recent Events

June 10, 2006

Hong Kong Polytechnic Institute completed it's testing of the Tadger. Emissions and fuel economy were tested using a chassis dynamometer. The results speak for themselves.

For the detailed report click below:

<http://www.tadgergroup.com/files/Chassis%20Dyno%20Fuel%20Economy%20Test%20from%20HK%20PolyU.pdf>

July 2006

The DOE in Washington contacted Doug Scouten, patent owner. They are committed to helping fund work on the new Tadger design, currently under way at the University of Buffalo. Their interest is in both the research and marketing of the newly patented product.

July 31, 2006

Belgrade University has completed extensive emissions and fuel economy testing in their campus lab, and the final report is in the translation stage. However, overall results showed Oxides of Nitrogen (NOx) reductions of 7 percent, Particulate Matter (PM) reductions of 11 percent, and fuel economy improvements of 5-7 percent under normal operating conditions.

Latest Test Results

We've recently completed two new road trials and two NY 240 Emission tests:

Shelby County Schools: Two school buses with Cummins 1999 ISB (5.9L) engines were tested using the Shelby County School Tracking System to track fuel economy.

Calculations indicate an 11.8 percent mileage improvement, resulting in an average savings of \$0.045 per mile driven.

<http://www.tadgergroup.com/files/Shelby%20County%20Schools.pdf>

B.R. Williams used their fuel system to track fuel economy of three trucks (Cat C13, Detroit Series 60, and a Volvo VED12). B.R. William's staff monitored all testing and tracking, and released the results to Tadger. There was a 9.4 percent average mileage improvement. This results in an average savings of \$0.042 per mile driven.

<http://www.tadgergroup.com/files/B.R.%20Williams.pdf>

Long Island Gasoline Retailers Assoc., Inc. Two personal vehicles were tested using the NY 240 emission test standard. The vehicles were baseline tested without the Tadger, and then re-tested with Tadger. Results showed reductions in HC, CO, NO_x and CO₂. We were able to input the results into the carbon balance equation to estimate fuel economy improvements.

<http://www.tadgergroup.com/files/Demonstration%20for%20LIGRA.pdf>

Industry News

While the baby-boom generation is retiring, federal defense and entitlement programs are being expanded. Hence it is unlikely that federal highway spending will increase.

In the face of unsustainable traditional revenue sources, cash-strapped state and provincial governments are looking to sell off existing roads to private groups.

They are also anxious to let private companies handle the expense of new road construction, in exchange for permanent tolls.

A new federal report on tolling says that half the U.S. states have toll roads or are planning them, and public support is among the factors that allow for successful implementation.

Getting public and political support for toll roads can be difficult. To sway the masses towards toll roads, some governments have succeeded by legislating to facilitate tolling, as in Texas; by appointing a task force to explore and sell the virtues of tolling, as in Minnesota; and marketing the benefits and choices that tolling may offer to a user. For example, pricing of California Interstate 15 is intended to maintain a free flow of traffic in the toll lane.

Tolling is only one funding mechanism states are hoping can provide new revenue. Tolling enthusiasts claim it can decrease congestion by inspiring drivers to share rides, use public transportation, drive in off-peak times or take less crowded roads, the GAO report says.

But the unintended consequences of private road ownership are never touted.

The province of Ontario has seen tolls triple on its highway 407 since the road was sold to a private company. When first constructed by the province in the mid 1990s, the official government line was that tolls would be in effect until construction costs had been recouped, estimated to take 30 years. Now that it has been sold, highway 407 users will pay what most view as usurious rates, forever.

Tolling opponents say tolls represent additional taxation, sometimes don't cover the full cost of upgrades, and are unfair to the transportation industry. Other difficulties include coordinating with multiple jurisdictions and discouraging motorists from taking non-toll roads to save money.

Some reports say that states and provinces anticipate a doubling of freight traffic in the next 20 years, although none will say what fuel they expect all those vehicles to be running on.

New customers

Fast Trax

New Dealers

Mobile Emissions Testing

diesetest@tadgergroup.com

Check out our web site for other Dealers and Agents:

<http://www.tadgergroup.com/international/international.php>

Company Profile

We want to feature **you** in this newsletter. Simply tell us about your company, and what you're experiencing with Tadger We'll take care of the writing.

To be featured in our monthly newsletter **please contact your agent or us directly:**
admin@tadgergroup.com

Future Events

August 25 - 27, 2006

Winona Peach Festival

Winona, ON

<http://www.winonapeach.com>

Nov. 3 - 5, 2006

CamExpo

Centre de Foires de Quebec

Quebec

<http://www.cam-expo.com>

Tadger Success Story

Here is a letter sent in from one of our satisfied customers:


Aug 1st 2006

Tadger Group International
Mr. Kietzman
2190 Lakeridge Dr.
Holland MI 49424

Dear Matt

I wanted to take a minute to write a note and let you know that I have been experiencing an 8% increase in fuel economy since I installed the Tadger product. Please feel free to use this letter for any reference.

Sincerely


Patrick Quarterman
Holland, Michigan