

Tadger Group News February, 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

Dec. 28, 2005

Tadger was featured in the West Niagara News.

A picture of Amie Mogford, daughter of Tadger President John, was pictured installing a Tadger on her Mom's car.

<http://www.tadgergroup.com/files/West%20Niagara%20News%20Release%2012.28.05.pdf>

Jan. 26, 2006

Tadger attended the first annual Heavy Duty Aftermarket show in Las Vegas. Tadger identified the potential for new supplier partnerships. Tadger also reviewed several new products for future consideration.

On a side note, the slot machines were generous to the TADGER cause!!!

Jan. 28, 2006

Tadger had a 2-page feature article in "La Revue" in Gatineau, Quebec.

<http://www.tadgergroup.com/files/La%20Revue%20Release%20Small%201.28.06.pdf>

Latest Test Results

We've recently completed four new road trials:

JCJ Trucking: Two over-the-road trucks were tested using the ECM on 2005 Volvo VED-12 engines to track fuel economy. There was a 4.8 percent mileage improvement, resulting in an average savings of \$229.15 per month, per truck

Pinty's Fine Foods: Three food delivery trucks were tested using the Cat ECM on C-13 engines to track fuel economy. There was a 6.05 percent mileage improvement resulting in an average savings of \$194.54 per month, per truck

Heartland Express: Three 2005 trucks with Cummins ISX and Cat C-14 engines were tested using the ECM to track fuel economy. There was a 3.5 percent mileage improvement resulting in an average savings of \$123.54 per month, per truck

Monro Muffler/Brake: Five Ford Ranger / Dodge Dakota (Gas) auto parts delivery trucks were tested using the Corporate Fuel Management system to track fuel economy. There was a 1.5 Mpg improvement (11.0 percent) resulting in an average savings of \$24.31 per month, per truck

Average savings: \$182.41 per month per truck! (Does NOT include Gasoline results)

Industry News

Biodiesel not necessarily the answer

The trucking industry is questioning the sustainability of biodiesel as an appropriate fuel, citing At least one report has concluded that producing biodiesel requires more energy than what is produced by burning it.

According to a study published in March conducted by Dr. David Pimentel, professor of ecology and agriculture at Cornell University, producing biodiesel from soybeans required 27 percent more fossil energy than the biodiesel fuel produced when burned. Using sunflowers to make biodiesel required 118 percent more energy.

The U.S. Energy Information Administration (EIA) has stated that biodiesel has an energy content that is 11 percent lower than petroleum-based diesel.

An EIA report on biodiesel concluded that unless soybean oil prices drop dramatically, it biodiesel could not be produced in quantities large enough to be cost-competitive with petroleum diesel.

EIA did note that the ultra low sulfur diesel (ULSD) program will offer an opportunity for biodiesel as a lubricity additive, since “the cost disadvantage...would not be as great.”

A recent U.S. energy law calls for 4 billion gallons of renewable fuel, specifically ethanol and biodiesel, to be mixed with the on-road gas and diesel supply in 2006. The renewable energy quota will be increased up to 7.5 billion gallons by 2015.

The ratio of biodiesel to ethanol production requirement is to be determined by refiners. It is expected that refiners will distribute biodiesel closer to soybean growing areas in the Midwest. American biodiesel producers currently enjoy an excise tax credit of \$1 per gallon for biodiesel.

The Ontario Ministry of Agriculture Food and Rural Affairs has indicated that it is working on a policy that would incorporate biodiesel as a component of its own renewable fuel standard. This has raised concerns amongst Ontario trucking interests.

While that would be helpful to growers of plants used to make biodiesel, the move is seen as detrimental to the transportation industry, which would be forced to absorb the cost.

In a press release David Bradley, Ontario Trucking Association president, said, "Given that there is no scientific basis supporting the environmental benefit of using biodiesel given the introduction of clean diesel and smog-free engines beginning next year, we cannot accept the imposition of the potential cost burden for the trucking industry and the Ontario economy from mandating biodiesel."

New customers

Ideal Supply
Bucanero Brewery
Norpac

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:**
tadger@tadgergroup.com

Satisfied Customers

Greyhound Transport: Prior to Christmas 2005, two Greyhound buses failed Provincial Emissions Test for excessive opacity (soot). A Tadger was installed in each bus. Within one week both buses passed the emission test. Other than installing Tadgers, NO Other Maintenance Was Performed.

Chef Container: see attached reference letter.
January 27, 2006

Tadger Group International/Sequential Group
Matt Kietzman
2190 Lakeridge Dr.
Holland MI 49424

Dear Mr. Kietzman,

Greetings from Chef Container, thank you for introducing the TADGER product to us. Since the purchase we are in the process of installing them on our fleet. I would like to share the results we have gained from the TADGER product.

We have '05 Autocar Trucks with 330 hp Cummings with Allison automatic transmissions. On our weekly Grand Rapids route with a front load garbage truck our daily fuel consumption was 52 gal a day. With the TADGER it went to 43 gal a day. This represents a 9 gals a day savings. You can do the math.

Fuel usage on our city truck that starts and stop every 100 feet, we have calculated a 7% savings, with equals a savings of \$102 per month of savings.

Also, a gasoline TADGER was installed on the salesmen's Ford Ranger. With a little change in driving habits the mileage when form 23.6 mpg to 25.3mpg. Again, you can do the math.

I still am in the process of installing the balance of the TADGER product which will yield greater saving for our company.

Thank you for the quality product, we will keep you posted on the implementation and our next steps. We look forward to working with you and your support team on our other companies transportation needs.

Again, thank you for your time and assistance in the installation process.

Don Gritter
Maintenance Manger, Chef Container.
Steele Enterprise, WestShore Recycling and Transfer Station.

Future Events

Earth Day - Apr. 22, 2006

Jamaica Fun Run - Promotional Contest open to all Tadger Team Members -Launches
Feb. 2006

TMC Annual Conference - 50th Anniversary
Feb. 14 - 17, 2006
Tampa Bay, FL