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## RHL4 – 1.38 LITRE ENGINE TESTING UPDATE – 4 MAY 2006

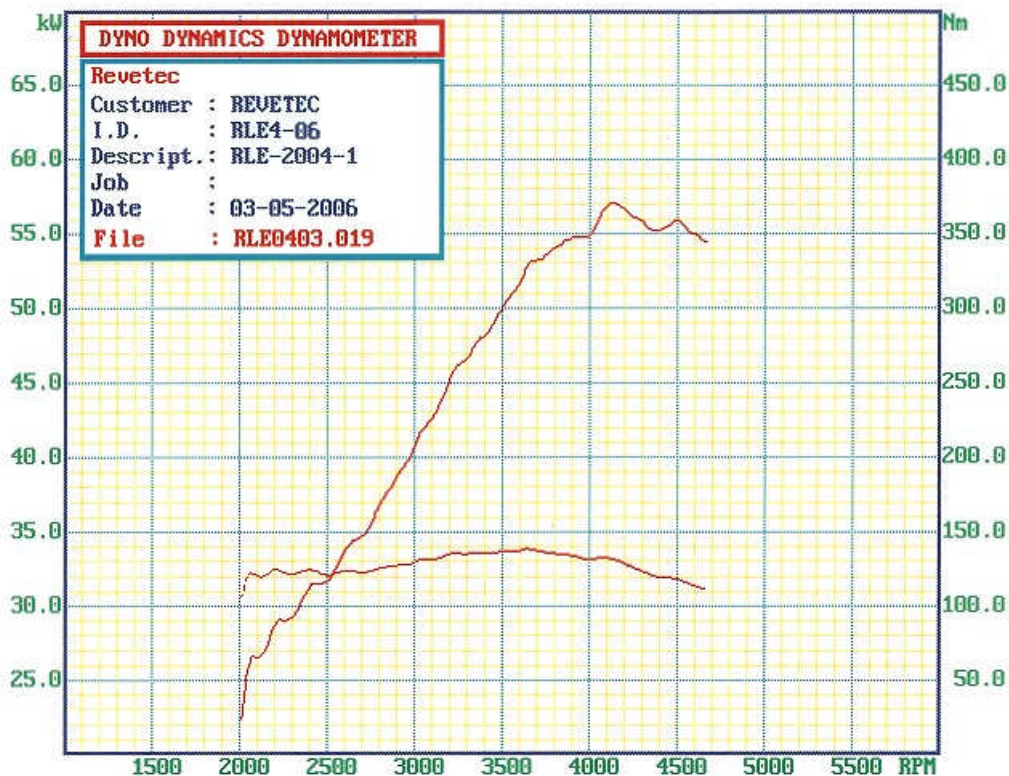
We have completed the modifications to the engine required prior to sending the RHL4 prototype engine to Mahindra. Modifications were required to bring the engine's reliability, operation characteristics, power and torque, to suit an automotive application. We are pleased to announce that we have now met these requirements and will be packing the engine up for transport to Mahindra.

Below is the dynamometer printout from the last tune and test day on the 3<sup>rd</sup> of May 2006. Note the flat torque curve.

The RHL4 engine is producing torque of 125Nm@2,150rpm peaking at 140Nm@3,650rpm ending at 112Nm @4,650rpm. This is an excellent torque curve providing great even acceleration right through the rev range. This flat curve is a direct advantage produced by the trilobate cam system which holds maximum mechanical advantage for most of the stroke. We are over the moon with the current result.

We also modified the intake and exhaust manifolds which has increased breathing resulting in increasing the previously reported 44kW@2,620rpm up to 57kW@4,120rpm which is a further 30% increase in power.

We have also increased the previous rev range from 2,600rpm to 5,000rpm for this test. The engine will rev higher but in this test we were looking for the current peak power and torque which we achieved. Further development by Mahindra will further increase these figures.



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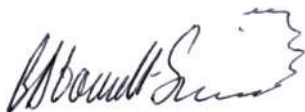
Let's compare our RHL4 to the Toyota Prius engine.

	REVETEC RHL4	TOYOTA PRIUS
Capacity	1.38	1.5
Number of Cylinders	4	4
Bore/Stroke	94mm/50mm	75mm/84.7mm
Power	57kW@4,120rpm (76 hp)	57kW@5,000rpm (76 hp)
Torque	140Nm@3,650rpm (103 lb-ft)	111Nm@4,200rpm (82 lb-ft)
Compression Ratio	9:1	13:1
Number of valves	16	16
Valve train	4 valves per cylinder	4 valves per cylinder/variable
Ignition	Direct ignition	Direct ignition
Injection	Haltech multipoint EFI	Toyota Multipoint EFI

Not only are we producing the same power with a smaller capacity engine, but we are doing it at a lower rev which saves fuel. We also are producing more torque than the Prius at a lower rev with a far shorter stroke.

The RHL4 engine will now be packed for shipping to Mahindra in India. Once the engine arrives Brad Howell-Smith will travel to India to meet the development team and provide extensive training to Mahindra.

Kind Regards



Brad Howell-Smith  
 Chairman  
 Revetec Holdings Limited