QIANG LONG SDN BHD
(Co. No. 1589795-U)
B-5-10, Southgate Commercial Centre, Jalan Dua,
Chan Sow Lin, 55200 Kuala Lumpur, Malaysia.
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President's Foreword
By Mr. Eric Chiwe, President, Qiang Long Sdn. Bhd.

With reference to the above, I am truly glad and proud to share the complete and final technical test results from SIRIM Malaysia. Before you proceed to review these official technical data and reports, I would like to elaborate here in a way that everyone can easily understand. All explanations in this letter are directly referred to the technical information provided by SIRIM Malaysia, and none of the content here has been manipulated or altered in any way.

This letter serves as an elaboration of the entire testing process, which was personally witnessed by me and my team from Qiang Long Sdn. Bhd.

1) Testing Period & Venue:
   The test was conducted from 10th to 12th September 2025 at Universiti Teknologi Malaysia (UTM), Johor, under the supervision of the SIRIM Malaysia Automotive Division.
2) Test Equipment:
   The roller chassis dynamometer (Rotronics – Autoscan with KRONOS software)
3) Test Scope:
   Two types of data were collected — the engine performance and carbon monoxide emission — before and after installing the K-Tech Patch.
4) Patch Used:
   Only one (1) K-Tech Patch was used throughout the entire test.
5) Test Procedure:
   The vehicle was tested from 50km/h to 120km/h continuously for 12 hours.
6) Fuel Efficiency:
   Fuel-saving performance reached 5% after the 5th stage engine run, as stated in the remark's column of the SIRIM report.
   The highest observed saving recorded was approximately 10%. As stated in index 10 of the report.
7) Fuel Preparation:
   Index 6 confirms that 100% completely fuel dissolved (RON 95 + Patch) in the tank and ready for testing.
8) Installation & Activation:
   Index 7 outlines that the K-Tech Patch must be placed beneath the fuel tank and the engine allowed to warm up for at least 10 minutes. This step is crucial, as the terahertz wave technology in the patch produces rapid low frequency resonance that breaks fuel molecules into smaller clusters.
9) Progressive Efficiency:
   According to index 8, within 2 hours, fuel savings improved from 0% to 5%, and after 12 hours achieved approximately 10%. This demonstrates that the longer the patch is in use, the higher the performance output – potentially reaching up to 15% or more fuel savings over time.

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10) Engine and Emission Improvement:
    Index 9 from SIRIM reports that the K-Tech Patch not only reduces fuel consumption but also enhances the engine environment by:
    a) Increasing oxygen in the engine by 10% within 12 hours -- indicates an increase in the engine's combustion efficiency and also helps to put more oxygen into the environment
    b) Lower Carbon Dioxide represents combustion completeness – promoting cleaner fuel burning
    c) Lower Nitrogen Oxide emission – less air pollution & acid rain.
    d) Clearing leftover Hydrocarbons – less soot and particulates
    e) Less of the highly toxic Carbon Monoxide gas – safer environment.

As a result, the engine runs smoother, cleaner, and performs more efficiently — ultimately contributing to cleaner safer air quality and environmental sustainability.

11) Carbon Emission Reduction:
    Index 9.2 indicates that K-Tech Patch is environmentally friendly and capable of helping reduce the air pollution index, a growing concern in many urban areas globally, including Malaysia.

In conclusion, these results prove that K-Tech is not only a breakthrough in fuel-saving technology but also a real contribution toward environmental preservation.

I sincerely hope this explanation will help you understand the full impact of this innovation and inspire everyone to take the initiative to save fuel, reduce pollution, and protect our planet for the generations to come.

According to the World Health Organization (WHO), a major portion of the Air Pollution Index (API) originates from vehicles and machineries — contributing up to 70%–80% of total air pollution worldwide.

Together, let us be part of the solution — for a cleaner, safer, and healthier world.

Attachments / Appendices:
Appendix A: SIRIM Malaysia Technical Test Report Serial No.: 2025MA1150
Appendix B: Certificate of Technical Testing — Universiti Teknologi Malaysia (UTM) Certificate Serial No.: 01-2025

Eric Chiwe
President
Qiang Long Sdn. Bhd.

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TEST REPORT

REPORT NO : 2025MA1150	PAGE : 1 OF 18

Applicant	: QIANG LONG SDN. BHD. (202401043949) B-5-10, SOUTHGATE COMMERCIAL CENTRE, JALAN DUA CHAN SOW LIN, 55200 KUALA LUMPUR, MALAYSIA.
Manufacturer	: QIANG LONG SDN. BHD. (202401043949) B-5-10, SOUTHGATE COMMERCIAL CENTRE, JALAN DUA CHAN SOW LIN, 55200 KUALA LUMPUR, MALAYSIA.
Product	: PATCH
Reference Standard / Method of Test	: Performance and Emission Evaluation on a Gasoline Engine Powered Vehicle using Chassis Roller Dynamometer for the Product Testing 'PATCH'.
Description of sample/ Description of Test Specimen	: The 'PATCH' results for both fuel consumption test and exhaust emission test were captured based on 12 hours compared with standard test of chassis dynamometer. Brand: K-TECH (sticker for fuel saving) Marking: one (1) Sticker PATCH' was received in good condition on 11 September 2025 for testing.

Disclaimer: All the information stated above has been provided/agreed by the Applicant. SIRIM QAS International Sdn. Bhd. shall not be held responsible for the accuracy, completeness, or validity of the information provided by the Applicant which may affect the validity of the test results. The accuracy and reliability of the test results are contingent upon the integrity and accuracy of the information provided by the Applicant.

Date Received of Complete Application	: 31 July 2025
Job No.	: J20251390794
Description of Test Results/ Overall Test Result	: The test results of the submitted test samples are described in Page 13, Page 15 and Page 16 of this test report.
Issued Date	: 16 October 2025

Approved Signatory;

SIRIM QAS International Sdn. Bhd. MECHANICAL & AUTOMOTIVE SECTION

(NOOR AZLIE BIN AHMAD)	(IR. KAMARULZAMAN BIN MAT ZIN)
Testing Executive	Head Mechanical & Automotive Section Testing Services Department

TEST SUMMARY:

Tests were performed according to:

<table>
<tr><th>Type of Test</th><th>Remark</th></tr>
<tr><td>Performance and Emission Evaluation of Chassis Roller Dynamometer using the product ‘PATCH’. The ‘PATCH’ is a sticker, and the functionality is for fuel saving products.

The test was conducted with a primary emphasis on comparing two distinct scenarios.

i. the baseline condition such as standard test of chassis dynamometer.
ii.with sticker ‘PATCH’. The test commenced after 12 hours of RON 95 + ‘PATCH’ attached at below fuel tank of tested vehicle.

There is comparative analysis with before and after to assess the impact of an intervention by comparing outcomes method for uncovering changes over time by directly comparing two sets of data as agreed with both parties concerned.</td><td rowspan="4">After 12 hour ‘PATCH’ was attached below fuel tank of tested vehicle, the improved fuel economy attained compared to baseline operation observed.

One (1) ‘PATCH’ per 40 litres of RON 95 gasoline achieved fuel saving up to 5% (noted at speed of 60 and 70 km/hr).

The average result was a reduction in fuel of 4%.

Details Test Results on Page 13.

The exhaust emissions reduction percentage are shows in Table 4 on Page 15. The others result for emission constituents measured and observed as refer to Page 16.</td></tr>
<tr><td>Steady state road speeds:
50, 60, 70, 80, 90, 100, 110 and 120 km/hr.</td></tr>
<tr><td>RON 95 gasoline (baseline)
Hereafters refer as ‘baseline’</td></tr>
<tr><td>PATCH
(1 sticker / 40 litres gasoline)
Hereafters refer as ‘PATCH’</td></tr>
<tr><td colspan="2">The fuel efficiency and exhaust gas emissions test were conducted at Malaysian public research university, specifically UNIVERSITI TEKNOLOGI MALAYSIA (UTM), Skudai Johor Malaysia in a controlled laboratory setting, and using recently certified and calibrated state-of-the-art and lab-scale testing equipment for fuel efficiency and exhaust gas emissions.</td></tr>
<tr><td colspan="2">Specifications of the test vehicle as refer on Page 4 and Page 5.</td></tr>
<tr><td colspan="2">Remark: The test results refer exclusively to the test sample presented for testing. The test results relate only to the individual item which has been tested. Without the written approval of the test laboratory this report no 2025MA1150 may not be reproduced in extracts.</td></tr>
</table>

SIRIM QAS International Sdn. Bhd. MECHANICAL & AUTOMOTIVE SECTION

1. INTRODUCTION

The test program was conducted to determine the fuel consumption and exhaust emissions of the 'PATCH' such as sticker for fuel saving characteristic of an internal combustion engine under a control laboratory environment with the usage of the Roller chassis dynamometer (Rotronics-Autoscan with KRONOS software). The sample test indicated as 'PATCH' was submitted by QIANG LONG SDN. BHD.

The applicant claims that one (1) piece of 'PATCH' is capable of better fuel efficiency (extra millage potential) as fuel consumption in terms of fuel consumption Litre/100Km (L/100Km) and combustion quality. Fuel consumption data were collected using the Ono-Sokki fuel flow meter, Model: Onosokki DF313 and Exhaust gas emissions data were collected using the Emission gas analyzer (EMS). This equipment was supplied by Universiti Teknologi Malaysia (UTM) Skudai, Johor Malaysia.

The scope of work given to SIRIM QAS International Sdn. Bhd. is to evaluate these claim and to use a conventional spark ignition engine (in conjunction with a standard fuel i.e RON 95 gasoline) to evaluate the capability of a 'PATCH' operated in gasoline engine of tested vehicle.

2. PRODUCT DESCRIPTION

The product 'PATCH' was developed and manufactured by QIANG LONG SDN. BHD. According to the information, this product is an Advance Terahertz Technology which the function to releases tera-hertz waves, produces rapid low frequency resonance and triggers a series of changes at a molecular level within the fuel. One (1) sticker of 'PATCH' shall be used to treat up 40 litres to 50 litres of gasoline as declared by applicant.

3. TEST VENUE

The test was performed at the Automotive Development Centre (ADC), Universiti Teknologi Malaysia (UTM), located at Skudai Johor Bahru, Johor Malaysia.

4. TEST DURATION

Three (3) days programmed started from commencement of installation until completion of the test evaluation testing on 10 September 2025 until 12 September 2025.

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MECHANICAL & AUTOMOTIVE SECTION

5. TEST EQUIPMENT

The following test equipment is used to undertake the experimental works:

5.1 Specifications of the test vehicle: Mazda 3 IV Hatchback 2.0 SKYACTIV-G (162 Hp) Automatic specifications as below.

General data	
Generation	3 IV Hatchback
Modification	2.0 SKYACTIV-G (162 Hp) Automatic
Start of production	2019 year
Powertrain Architecture	Internal Combustion engine
Body type	Hatchback
Seats	5
Doors	5
Fuel Type	Petrol (Gasoline)
Performance specs	
Weight-to-power ratio	8.6 kg/Hp, 115.7 Hp/tonne
Engine technical data	
Power	162 Hp @ 6000 rpm.
Power per litre	81.1 Hp/l
Torque	213 Nm @ 4000 rpm.
Engine location	Front, Transverse
Engine displacement	1998 cm3
Number of cylinders	4
Position of cylinders	inline
Compression ratio	13
Number of valves per cylinder	4
Fuel System	Direct injection
Engine aspiration	Naturally aspirated engine

Engine technical data: Continued	
Valvetrain	DOHC
Engine oil capacity	4.2 l
Coolant	6.3-6.5 l
Power	Electric Steering
Suspension and brakes specs	
Drivetrain Architecture	The Internal combustion engine (ICE) drives the front wheels of the vehicle.
Drive wheel	Front wheel drive
Number of Gears (automatic transmission)	6
Front suspension	McPherson
Rear suspension	Torsion
Front brakes	Ventilated discs
Rear brakes	Disc
Assisting systems	ABS (Anti-lock braking system)
Steering type	Steering rack and pinion
Tires size	215/45 R18
Wheel rims size	R18
Dimensions	
Length	4460 mm
Width	1795 mm
Height	1435 mm
Wheelbase	2725 mm
Weights, volume and space	
Kerb Weight	1400 kg
Fuel tank capacity	51 liters

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MECHANICAL & AUTOMOTIVE SECTION

5.2 Front and Rear of Chassis Dynamometer Test Bed.

Figure 1: View of Mazda 3 IV Hatchback 2.0 SKYACTIV-G (162 Hp) on front wheel of the chassis roller dynamometer (front view).

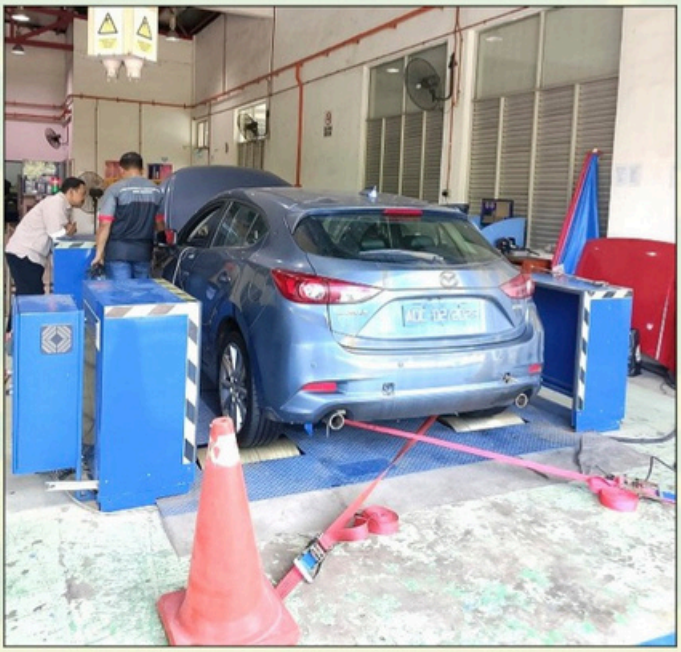

Figure 2: View of rear wheel of the tested vehicle on the chassis roller (rear view).

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MECHANICAL & AUTOMOTIVE SECTION

5.3 Fuel consumption equipment:

Figure 3: View of installation fuel filter device. Installed at the fuel line to measure the fuel consumption by the engine.

Figure 4: View of Ono-sokki fuel flow detector.

Figure 5: View of Ono-sokki fuel flowmeter.

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MECHANICAL & AUTOMOTIVE SECTION

5.4 Test fuel is RON 95 gasoline as a test fuel for this experiment.

Figure 6: View of 'PATCH' pasted onto the 20 litre HDPE container.

Figure 7: View of RON 95 gasoline dropped into the vehicle fuel tank.

5.5 The roller chassis dynamometer (Rotronics-Autoscan with KRONOS software).

Figure 8: View of Roller chassis dynamometer testbed.

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MECHANICAL & AUTOMOTIVE SECTION

5.6 Additional device during this test program is Emission gas analyzer (EMS)

To measure exhaust gases namely oxygen (O_2), carbon dioxide (CO_2), nitrogen oxide (NO_X), hydrocarbon (HC) and carbon monoxide (CO).

Figure 9: View of Emission gas analyzer (EMS).

Figure 10: View of Emission Probe in Exhaust.

Figure 11: View of emission recorded output from Emission gas analyzer (EMS).

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6. TEST PRODUCT

The product 'PATCH' shall be pasted at the bottom of fuel tank, located at center of tank is recommended. It is to be energized fuel and requires left overnight with idling engine operation for 12 hours (for passive dilution method) as requested by applicant and agreed with both parties concerned. After completion of baseline test (standard) in day one (1), the second day appropriate at 12 hours on 'PATCH' idling completion, the test program of fuel consumption and exhaust emission test shall be starting such as using the RON 95 + 'PATCH' and it was 100% completely fuel dissolved in the tank and ready for testing on chassis dynamometer.

Figure 12: View of 'PATCH' in packaging as supplied by QIANG LONG SDN. BHD.

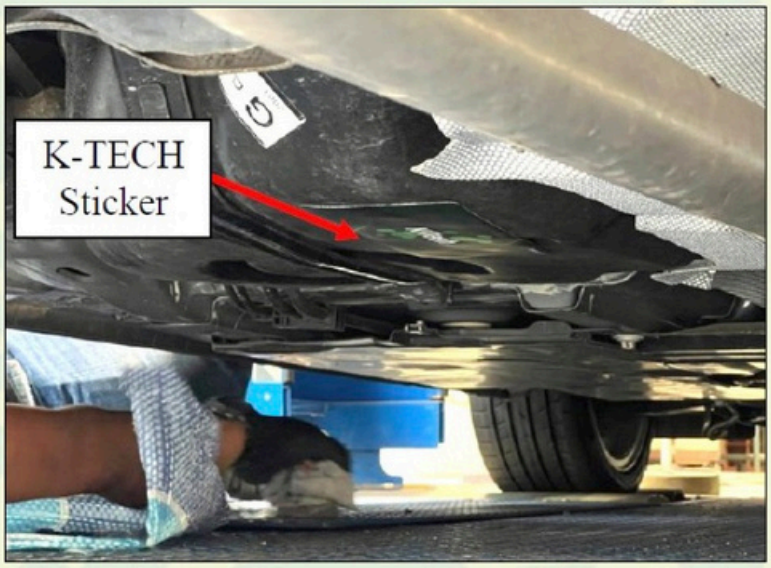

Figure 13: Wipe and clean the surface area of fuel tank.
Apply and stick the K-Tech Fuel Saver Patch on the center surface of the fuel tank.

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MECHANICAL & AUTOMOTIVE SECTION

7. PROCEDURE

The detail procedures are as follows:

1. The engine oil, filter, air filter, coolant and spark plugs are originally received from the client.

2. The tests were conducted using a standard RON95 gasoline, purchased from the PETRONAS petrol station nearby to UTM Skudai at Johor Bahru Malaysia. It was used to determine the performance characteristics as a based data for purpose of comparison.

3. The test vehicle was installed with *Ono-Sokki* fuel flow meter. *Ono-Sokki* fuel flow meter at location between the fuel pump and throttle body for the measurement. A digital flow meter was each connected to the fuel outlet and fuel inlet (return fuel) lines. These were in turn connected to a digital reader (*Ono-Sokki* fuel flow meter, Model: OnoSokki DF313) that recorded the difference between the fuel flow in the two lines to give the fuel consumption rate and total fuel consumed during the test.

4. The fittings, hoses and clips were properly tightened to ensure there are no leakages and chocking.

5. Engine was warmed-up for 20 minutes under idling condition or until a stabilised operating condition is attained. A Steady-state test at part load throttle are below;

    i. First, the engine was running at idling speed until it was stable and all the required parameters were noted (e.g. Fuel consumption and emissions)
    ii. For the next set of data, the vehicle speed was raised to set at 50 km/hr at “D” transmission and all the required parameters were noted (e.g. Fuel consumption and exhaust gases emission)
    iii. Subsequently, the speed was set at 60 km/hr, 70 km/hr, 80 km/hr, 90 km/hr, 100 km/hr,
    110 km/hr and 120 km/hr data were recorded according to its respective speed.
    iv. Step (i to iii) was repeated at least three (3) times as to get the average data.
    v. Release the dynamometer load and engine throttle to cool down the engine and dynamometer.
    vi. Then the whole test procedures were repeated for testing with ‘PATCH’ + RON95 from client. The ‘PATCH’ requires in idling engine operation for 12 hours minimum before testing for enough to clean inside combustion chamber presence of dirt and stubborn carbon deposits etc.
    vii. For each testing condition, the engine was allowed to operate at least 30 minutes at moderate speed and load before parameters are taken.
    viii. Once completed, the engine and all the system were shut off.

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NOTES:

1. The test was conducted by the Automotive Development Centre (ADC), Institute for Sustainable Transport (IST), Universiti Teknologi Malaysia (UTM) at Skudai, Johor Bahru, Johor Malaysia.

2. The fuel consumption test and emission test were witnessed by the personnel from Mechanical & Automotive Section (MAST), Testing Services Department, SIRIM QAS INTERNATIONAL SDN. BHD. (SQASI) and personnel of QIANG LONG SDN. BHD.

   The members of the evaluating team are:

Mohd Rozi bin Mohd Perang	- Research Officer (ADC-UTM Skudai Johor)
Datuk Param & Members	- Smart Partner QIANG LONG SDN. BHD.
Mr. Noor Azlie bin Ahmad	- Testing Executive (SIRIM QAS International Sdn. Bhd.)

3. The tests were carried out at ambient temperature of 30°C, 70%RH unless otherwise specified.

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MECHANICAL & AUTOMOTIVE SECTION

8. RESULT AND DISCUSSION

8.1 Steady-State Test

Table 1: Fuel Consumption Rate (L/100Km)

ITEM	MEASUREMENT								RESULT (%)
Test Speed (Km/hr)	50	60	70	80	90	100	110	120	
RON95 (baseline)	4.43	3.81	3.86	3.89	3.93	3.97	4.07	4.15	After 12 hour 'PATCH' tested, the maximum improve fuel achieving is 5%.
PATCH (RON95+PATCH)	4.24	3.63	3.67	3.75	3.82	3.80	3.97	4.02	
Difference from baseline (%)	- 4	- 5	- 5	- 4	- 3	- 4	- 2	- 3	

REMARK
A reduction in fuel consumption is noted from the Mixture of RON 95 + 'PATCH'. This shows there is fuel saving data. Most economical at speed 60 km/hr and 70 km/hr with 5% reduction of fuel saving as compared to RON 95 (baseline) alone. Also have an economical saving of fuel at speed at 50 km/hr, 80 km/hr and 100 km/hr were observed i.e. during initial acceleration and once normal driving speed of above 80 km/hr to 100 km/hr is attained.

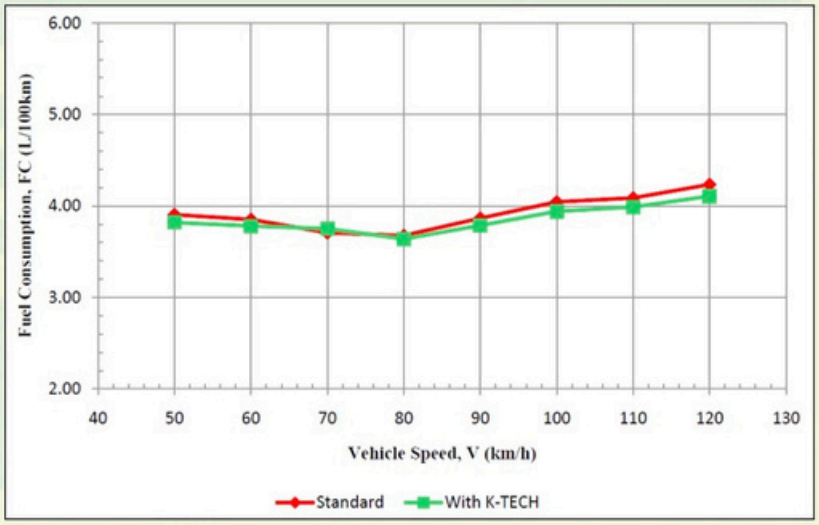

Figure 14: View of 'PATCH' shown negative (-ve) value indicates percentage reduce (fuel saving) against the base fuel.

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9. EXHAUST GASES EMISSION

9.1 The constituents measured and observed are as follows:

i) **Oxygen, O_2**
Shows excess of air present during combustion and can form NO and NO_2

ii) **Carbon Dioxide, CO_2**
Indicate a product of perfect combustion and this gas is readily absorbed by plants and trees.

iii) **Nitrogen Oxide, NOx**
Source of air pollution (smog) and can cause acid rain. NOx is directly proportional to combustion temperature. This is classified as a lethal or deadly gas.

iv) **Hydrocarbon, HC**
Fuel molecules in the engine that is not burned or burned only partially and can cause particulate and smog which contributes toward global warming.

v) **Carbon monoxide, CO**
A product of incomplete combustion and occurs when carbon in the fuel is partially oxidized rather than fully oxidized to CO_2. It is also classified as a high toxicity or poisonous gas.

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9.2 Results of Exhaust Gases Analysis after 12 hours 'PATCH' tested on tested vehicle.

Table 2. Data from test 1 (Steady-State Test) for baseline test.

Parameter	**Baseline**							
Dyno road speed (km/hr)	50	60	70	80	90	100	110	120
CO2 (%)	10.8	10.7	10.7	10.8	10.7	10.5	10.4	10.3
O2 (%)	10.0	10.0	10.0	9.7	9.8	9.9	10.0	10.1

Table 3. Data from test 2 (Steady-State Test) for RON 95 + 'PATCH' test.

Parameter	**RON 95 + 'PATCH'**							
Dyno road speed (km/hr)	50	60	70	80	90	100	110	120
CO2 (%)	10.2	10.3	10.2	10.1	10.1	10.1	10.1	10.1
O2 (%)	10.6	10.1	10.7	10.6	10.3	10.3	10.3	10.3

Table 4. Results of Exhaust Gases Analysis from Steady-State Test

Parameter	**RON 95 + 'PATCH' Vs Baseline**							
Dyno road speed (km/hr)	50	60	70	80	90	100	110	120
CO2 (%)	- 6	- 4	- 5	- 6	- 6	- 4	- 3	- 2
O2 (%)	6	1	7	9	5	4	3	2

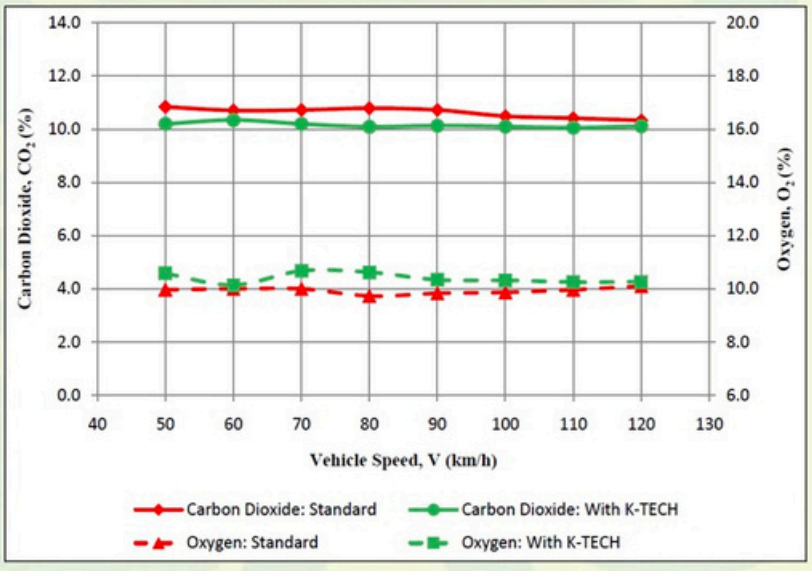

Figure 15: View of 'PATCH' shown positive (+ve) of oxygen and negative (-ve) of carbon dioxide at various vehicle speed respectively.

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i) Oxygen (O_2) and ii) Carbon Dioxide (CO_2)

O_2 constituent of the exhaust gas shows excess of air (lean mixture) to be present during combustion and this can lead to formation of Oxides of Nitrogen (air consists of O_2 and N_2) and heat loss. Higher O_2 content in the exhaust gas indicates the excess air occurred during the combustion process.

The oxygen and carbon dioxide emission output shown in Figure 15. The 'PATCH' produced higher O_2 and lower CO_2. CO_2 represents the combustion completeness as it is the final product of combustion process while O_2 represents the amount of air left unused in the combustion process. The trend showed in Figure 15 was indicating combustion incompleteness of fuel using 'PATCH'.

Figure 15 illustrates the graph of oxygen (O_2) and carbon dioxide (CO_2) against vehicle speed for the tested vehicle before and after 'PATCH' sticker used.

iii) Oxides of Nitrogen (NO_X)

NO_X emission is directly proportional to combustion temperature. High cylinder temperature which occurs during the combustion process can cause nitrogen to react with oxygen to form NO_X. It is source of air pollution (smog) and cause acid rain.

As the vehicle used 'PATCH' sticker, the NOx emission shows reduction trend with the increase of vehicle speed for both baseline and 'PATCH'. The 'PATCH', on the other hand, shows the range of 0-2ppm NOx reduction at all vehicle speed under both conditions observed.

iv) Hydrocarbon (HC)

HC constituent indicates the fuel molecules in the engine do not burn or burn only partially and can cause particulate and smog.

Furthermore, the hydrocarbon emission showed that the 'PATCH' produced lower hydrocarbon compared to base fuel primarily at all vehicle speed. The average HC emission reduction with the usage of 'PATCH' is 9ppm at all speeds.

v) Carbon Monoxide (CO)

CO emission is a product of incomplete combustion and occurs when carbon in the fuel is partially oxidized rather than fully oxidize to CO_2. It is also a high toxicity gas.

For CO, with 'PATCH' sticker used produced CO constituents ranging from 0.00% to 0.03% of the vehicle used 'PATCH' sticker was produced same level with the standard condition.

SIRIM QAS International Sdn. Bhd. MECHANICAL & AUTOMOTIVE SECTION

10. OBSERVATION AND CONCLUSION

After completion of this testing, the 'PATCH' tested at 12 hours on tested vehicle using chassis dynamometer was observed with positive outcome on both results. The salient points derived from the tests and evaluations carried out are as follows:

Fuel Economy (Saving)

Use the 'PATCH' evidently was able to improve fuel economy compared to baseline (standard) operations. After 12 hours passed the PATCH' at the below fuel tank had occurred the 'PATCH' shows that it is most economical at speeds of 50km/hr, 60km/hr, 70km/hr, 80km/hr and 100km/hr. The overall improvement or fuel saving efficiency generated by using the 'PATCH' is up to 5% in comparison to the base fuel, under controlled environment. The others speed also showed an improvement of fuel saving attained. A 5% improvement in fuel efficiency is generally considered good, especially in industrial.

Exhaust Emission

The 'PATCH' has very good effect on exhaust gas emissions. It significantly reduced toxic and poisonous gases emitted, thus protecting the environment and very suitable to combat climate change. It also helps the vehicle to operate close to the stoichiometric combustion value.

As a summary, the 'PATCH' at different speeds produces different rate of reduction and despite the difference, it is still a solution that can significantly reduce exhaust emission and poisonous gases that is being released to the atmosphere.

Conclusion

All the above test results from this experiment for only 12 hours taken after baseline (standard) test using chassis dynamometer. There is comparative analysis with before (standard) and after (PATCH) to assess the impact of an intervention by comparing outcomes method for uncovering changes over time by directly comparing two sets of data as agreed with both parties concerned. In general, the product 'PATCH' was observed to be safe, environmentally friendly and offer positive fuel savings is below 10% observed.

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MECHANICAL & AUTOMOTIVE SECTION

Unless otherwise stated, the results shown in this Test Report shall be valid exclusively for the specific sample either provided by the Applicant or sampled by the qualified officer and tested by SIRIM QAS International Sdn. Bhd. In deriving the results of this Test Report, SIRIM QAS International Sdn. Bhd. has relied solely on the sample and data information provided by the Applicant, in accordance with the applicable standards requested by the Applicant in the Application Form. This Test Report shall not be reproduced, except in full, without written approval from the Head of Quality, Occupational Safety and Health & Environment (QOSHE) of SIRIM QAS International Sdn. Bhd. Kindly refer to the last page of this Test Report for the 'Conditions Relating to the Use of SIRIM QAS International Test Report'.

CONDITIONS RELATING TO THE USE OF SIRIM QAS INTERNATIONAL TEST REPORT

1. A Test Report will be issued in respect of the Testing Services conducted and shall relate only to the sample actually tested by SIRIM QAS International. The results in the Test Report will be based on all the information provided by the Applicant, unless otherwise stated. SIRIM QAS International makes no warranties whatsoever, and the Applicant shall not represent in any manner that any duplication or mass production of the Product is identical to the Sample actually tested, or that SIRIM QAS International has tested any duplicated or mass-produced Product. Measurement uncertainty shall be included in the Test Report when no statement of conformity is required.

2. For quantitative test results (with values), when a statement of conformity to a specification or standard is applied, the Simple Acceptance Rule shall be used. Unless otherwise stated, the Acceptance Rule with Guard Band will be applied, and an additional charge will be incurred accordingly.

3. For qualitative test results (visual observation), when requested by the applicant, a statement of conformity shall be included in the Test Report. If there is no request by the Applicant, a statement of conformity can be included in the Test Report based on SIRIM QAS International Sdn. Bhd.'s discretion.

4. The Applicant shall not at any time misrepresent the content of any Test Report provided by SIRIM QAS International Sdn. Bhd., nor shall the Test Report be misused, amended, changed, varied, or modified in any manner whatsoever by the Applicant or otherwise.

5. The Test Report shall not be reproduced, except in full, without the written approval from the Head of Quality, Occupational Safety and Health & Environment (QOSHE) of SIRIM QAS International of No. 1, Block 8, Persiaran Dato' Menteri, Section 2, P.O. Box 7035, 40700 Shah Alam, Selangor Darul Ehsan.

6. The Applicant is not permitted to use any SIRIM QAS International Sdn. Bhd., SIRIM Berhad or other SIRIM subsidiaries logos or words on packaging, sample manuals, technical specifications, items and products.

7. Subject to consent and written approval from the Head of Quality, Occupational Safety and Health & Environment (QOSHE) of SIRIM QAS International Sdn. Bhd., the Applicant may use the SIRIM QAS International Sdn. Bhd. logo or word on promotional materials. The Applicant shall only include the phrase, "A sample of this product has been tested by SIRIM QAS International Sdn. Bhd. (Test Report No) ...(dated) ... (for what test) ... (to which standard)", or similar words emphasizing that only the sample was tested. This phrase shall only be used for product advertisements or promotions (e.g.: brochures, flyers, official website). For clarity, the statement shall not be used on the sample, packaging, items or products.

8. In the event there is an investigation from a Government Regulatory Agency concerning the Applicant's Test Report, SIRIM QAS International Sdn. Bhd. may disclose the information pertaining to the Test Report for the purposes of such investigation.

9. In the event that the Applicant is found in breach of this provision, SIRIM QAS International Sdn. Bhd., SIRIM Berhad and/or other SIRIM subsidiaries may, without prejudice to any other rights and remedies, take whatever actions are necessary including but not limited to:
   a) Informing and placing a notice in the media;
   b) Obtaining an injunction from the Court (costs on a solicitor-client basis to be borne by the Applicant);
   c) Refusing to accept any further Products for Testing Services from the Applicant or whosoever related to the Applicant, whether subsidiary or otherwise;
   d) Instructing the Applicant to withdraw and recall the advertisement, statement, or document in question and to publish a clarification and apology to SIRIM QAS International, SIRIM and/or other SIRIM subsidiaries twice in a national publication of SIRIM QAS International's choice at the Applicant's sole cost; and
   e) Informing or lodging a report pertaining to the Applicant's Test Report with the relevant authorities.

10. SIRIM QAS International is committed to supporting environmentally friendly business practices by reducing paper consumption. Therefore, we do not issue any hard copies of the Test Report to the Applicant. However, additional certified true copies or softcopies of the Test Report may be issued upon request by the Applicant, subject to payment of the relevant fee. Certified true copies or softcopies of the Test Report shall only be provided for Test Reports issued not more than **three (3) years** from the date of issuance.

11. The Issuance of an Amendment Report due to the following reasons is chargeable to the Applicant:
    a) Typo or change1 in details of the Applicant's name and/or address; or
    b) Typo or change1 in details of the Manufacturer's name and/or address; or
    c) Typo or change1 in details of the Factory location name and/or address; or
    d) Typo or change1 in details of the brand, size, model and/or type designation; or
    e) Typo in details of the description of sample.

    Note: [1]Applicable only for electrical and electronic products based on IECEE OD-2020.

12. Any corrections and/or changes to the Report requested by the Applicant shall only be allowed if the date of issuance of the original Test Report has not exceeded six (6) months and shall be limited to a maximum of three (3) times. After either of these conditions is met, no further amendments to the Test Report shall be issued.

13. However, the issuance of a Supplementary Report due to the following reasons is free of charge (FOC):
    a) Misprints and typographical errors;
    b) Missing technical information as agreed in the PP1 form;
    c) Test data not reported; or
    d) Mistakes in the reporting of test data.

UTM
UNIVERSITI TEKNOLOGI MALAYSIA

Test Certificate

(01-2025)

AUTOMOTIVE DEVELOPMENT CENTRE

For:

QIANG LONG SDN BHD

(FUEL CONSUMPTION & EMISSIONS CHARACTERISTICS TESTING OF A GASOLINE VEHICLE (CAR) USING K-TECH STICKER)

We hereby certify that the results are correct to the best of our knowledge and work undertaken which has been tested by Automotive Development Centre (ADC), Institute for Sustainable Transport, Universiti Teknologi Malaysia.

The full details of the test and the results are given in our report:

(Report No: KTECH_VEHICLE TESTING-01-2025 DATED 03/10/2025)

Certificate authorized by:

Assoc. Prof. Ir. Dr. William Chong Woei Fong

Director,

Automotive Development Centre (ADC), Universiti Teknologi Malaysia