

**Bringing to Market their DynoValve that Computerizes the PCV Valve in a Vehicle  
Creating Emission Reduction and Greater Engine Efficiency Leading to  
Better Gas Mileage, SaviCorp. Is in the Right Market at the Right Time  
as Gas Prices and Environment Regulations Continue to Increase**

**Technology  
Automotive  
(SVM-OTCPK)**

**SaviCorp**

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**Serge V. Monros  
Founder, Chairman and CEO**

**BIO:**

Prior to joining SaviCorp in August 2004, Mr. Monros held several esteemed positions including Chief Technology Officer for Integrated Micro Systems Company headquartered in Vista, CA. Mr. Monros directed all phases of research & development projects from prototype design to final production.

Monros' tenure includes his role as a Senior Systems Analyst for Rockwell International's Space Transportation Services (STS) Division located in Downey, CA. As a Senior Systems

Analyst, he designed and manufactured special tooling for the Space Shuttle program, produced mechanical designs/drawings, communicated project scope/details to production teams, supervised all CNC programmers, processed change orders/revisions, and resolved various production-engineering problems.

Mr. Monros is noted for his expertise in the development of technical strategies and solutions, engineering design, CAD/CAM, NC and computer programming, database management, troubleshooting/repair, network management, and technical support. Mr. Monros has also taught career-training courses in Computer Aided Design & Computer Aided Manufacturing (CAD/CAM).

Mr. Monros-a recognized leader and innovative professional, has over 30 years of experience and continued success as an Engineer, Computer Systems Analyst, and Project Manager. Mr. Monros holds a large number of patents that are currently registered, filed, or pending with worldwide market potential.

Mr. Monros has a diverse educational background with an emphasis in Electronics, Computer Science, Programming and Robotics from the following colleges: Golden West College, Huntington Beach, CA, Southern California Regional College, Torrance, CA, and McGill University, Montreal, Canada.

**Company Profile:**

SaviCorp is an innovative automotive technology company, dedicated to

developing products that help vehicles help consumers to help the environment.

SaviCorp creates and commercializes the most superior blow-by gas and crankcase engine emission reduction technology on the market today. The world's first truly simple gasoline and diesel engine emission reduction technology provides more effective emission reduction and engine efficiency (leading to better mileage and lifespan) solutions at a lower cost to consumers, business, corporate, municipal, state and Federal vehicle fleets.

SaviCorp is the evolution of more than twenty years of automotive engine, emissions testing and materials research and development. The Company was formed to create, support and license a patented supplementary vehicle emissions reduction and fuel efficiency technology that can reduce emissions and improve efficiency. Using proprietary methods and processes our products increases fuel efficiency at the same time decreases emissions, extends engine life, resulting in dramatic cost reductions in both fuel and oil using our proprietary DynoValve products.

**Interview conducted by:  
Lynn Fosse, Senior Editor  
CEOCFO Magazine**

**CEOCFO:** Mr. Monros, what is the main focus for SaviCorp today?

**Mr. Monros:** I am an inventor and we have a couple of products. One of them is our flagship product, DynoValve. What it does is it computerizes

the PCV valve, which is the positive crankcase ventilation valve. To give you a little history, the internal combustion engine has pistons, rings, cylinders and spark plugs. Basically when the spark plugs fire, it pushes the piston down. From that explosion, depending on whether it is a new car or old car, about 10% to 20% of that explosion is wasted. That undetonated fuel, which is the exhaust at the explosion and part of the vapor that has not fully detonated, goes around the rings into the crankcase. It builds up inside where the oil is, in the oil pan. There are all kinds of build-up and it is a mist like a vapor. Undetonated fuel then mixes with the oil. Because of the way today's vehicles and engines are, the current PCV valve is like a cork. It just allows a tiny amount of gasses to ventilate. In the old days they just had a tube, which used to be called a "vent tube" that would just go out into the environment. They would spill all that oil and vapor into the concrete or the street and it would end up in the water table, polluting all of the water. What they did in the 1960's was they mandated a PCV valve. It was just something that was a check valve that would allow breathing one way, but not the other. The problem with that was that there was a great deal of backpressure, so all these vapors from all these explosions from all the spark plugs firing. There are quite a few explosions, because as you know a V-8 has eight spark plugs. Therefore, if you are doing high RPMs, especially when you are at say 3,000 RPMs, there is a great deal of explosion. Therefore, that entire vapor ends up being wasted inside the oil. Then, about three months later, the oil is black and it turns into carbon and falls into the oil contaminating the oil. Therefore, your oil changes have to be done every 3000 miles, and your engine gets really worn down fast because the carbon is like a compound. It wears all the different parts out. Hence, your typical engine would last 100 thousand miles.

What we do is we replace that OEM PCV valve. We pull the OEM PCV valve and we put on the new Dyno-Valve unit, which has a solenoid that modulates. Then we have a com-

puter, a microprocessor that is fully upgradeable and programmable that you could actually flash, change a program as the regulatory change their emission laws. We could actually put it in a Dyno and change the program to improve the results in the future. We could always improve on both lowering the emissions and also be able to give you better fuel economy. What we do is we take all those gasses that are undetonated and we route them all the way back into the vacuum manifold, where you are introduced to the fresh gas, which is cold, coming from the gas tank and the fuel filter. It takes this warm undetonated fuel that is ready to explode and mixed it with fresh fuel coming in. It preheats the fresh fuel coming in. so that the next time it gets into the firing chamber or into the cylinder; you will have a much cleaner burn. This is because it is already preheated. What happens is the entire crank case vapor is all completely cleared out because it ventilates; it is like breathing. It starts to breathe as it is supposed to, so the oil never has a chance to get contaminated, because there is never any carbon build-up. Therefore, by removing all the carbon from the engine, you do not have the wear and tear, so your average engine could possibly last over 1 million miles. The beauty of it is that because you have a cooler burn, so you really have no need for a catalytic converter. A catalytic converter is what burns the undetonated hydrocarbons. What happens is when you have a regular engine the hydrocarbons, when they burn your cylinder is really hot. Therefore, you have a lot of excess gas after you drive, so they put a catalytic converter in their which burns those. It is like an afterburner. You do not need those, because you have a much cooler burn. You lower your hydrocarbons usually about 50%, you lower your carbon monoxide about 30 to 50%, but the nitrogen oxide, which is your ozone gasket is lowered over 90% straight across the board. By doing that, you lower the emissions, you have less carbon, your car lasts a lot longer and you do not need as many oil changes. In addition, you get more power, because your engine is breathing just like if you are running around the track. You

try to cover your mouth with a little tiny hole, and you cannot breathe, and if you cannot breathe, how do you expect to get a good run on track; you wear out faster. However, if you could take that orifice or that hole out you could breathe with the fullness of your mouth, so you get a lot more ventilation and you feel better, run better and you last longer. This is a simple fix. It is something that was poorly constructed in the beginning when they did the internal combustion engine or at least one day added the PCV valve and mandated it, when they put a cork on it and plugged it. Therefore, this brings it back to where it should be, where your engine is breathing. It is like adding another fuel tank to your car. We are averaging anywhere from 10% better fuel economy and in a lot of cases 20% to 30% better fuel economy. We have had as high as 100% better fuel economy for big heavy vehicles like a hummer or limos that are big and heavy. On most trucks, Ford 150's and Chevy Silverado's, you get about 100 extra miles on a full tank. Therefore, at today's prices, it is a dream come true.

**CEO CFO:** Is your device commercially available today and if so, who is using it?

**Mr. Monros:** We have the executive order, which is from the California Air Resource Board, the executive order number is D-677 and it is good for the whole nation. The people that are testing it right now are fire departments and police departments. Nation wide we are starting to sell. We have huge fleets very interested; we are talking about a large substantial number of fleets. We also have many individual customers that have it on their vehicles. Therefore, it is starting to go viral. It is starting to really take off and we are hiring a lot of people. We are going in the right direction and it is a great product. It is a win/win/win. It is great for the consumer, because they save a lot of money. Gas is \$5 a gallon in some places. It could go higher, so people could save 20% on the fuel bill, which is a lot. If you have a fleet of 500 vehicles, your bottom line if you could save 20% or 30% it is huge and it is good for the environment.

**CEOCFO:** What is the hardest thing to sell on this; does it take much convincing?

**Mr. Monros:** The way we have done it is it is word of mouth. In the beginning, it was harder, because nobody cared about the environment. They just cannot believe that they are going to get such good results as far as the MPG and that their bottom line is going to go down. We use to tell fleets that they can get a 30% increase in miles per gallon (MPG) and of course, they did not believe us. Now we just tell them 10%, because it is more believable. We tell them that we will come to your facility, put the product on, and it will not cost you a dime. If you save 10% or better, then you can buy it for your own fleet. If you do not, we will take it out free of charge and it will not cost you a dime. Now it seems like every fleet is buying them, because in some cases, they are getting 40%, but in most cases, they are probably getting 15% to 20%. Therefore, it has been a no-brainer for these fleets. We have had some police departments who purchased the DynoValve, and they love the extra power, because police departments are always on the run. They are always chasing somebody, so they love the extra power. The main thing is they are under government pressure to lower their emissions. What is really good about our product is that it does really lower the emissions to a low level, so if you have an older car it would bring it to a newer car's standard. For municipalities and government fleets, they are looking at installing it because they have been mandated to. When you are looking at corporate fleets, their bottom line is they are trying to save fuel economy, especially when you have 1000 trucks or 5000 trucks and the price of fuel is \$5 a gallon. To the consumer it use to cost \$40 to fill up the tank and now it costs \$80. Therefore, their weekly budget has been completely changed, because instead of taking 25% of their earnings to fill up their tank, now they are taking 50% of their earnings just to get to work.

**CEOCFO:** Is there much competition?

**Mr. Monros:** There are many snake oil products in the marketplace and is the reason why it is a little harder to get it out there is because there have been so many of those products that do not work. However, we have approached this in a unique way. There is a discrepancy that the internal combustion engine has had since they mandated the PCV valve. Our product actually fixes that issue and it looks like we are picking up momentum, because of the people that are using the product, especially the bigger corporations. We just brought on board "The Car Coach"; her name is Lauren Fix. She is well known nation-

**We are at the right place at the right time because of the price of fuel. The US is trying to get away from our dependency of foreign oil, but we cannot do it over night. Of course, you know you cannot put a windmill on your trunk, we cannot put algae in our gas tanks, so it is going to take a little time to be able to go to complete alternative fuels. Our product is a big stepping-stone. It allows you to recycle and reburn whatever comes out of your engine. You keep reburning it and reburning it until there is nothing left, so you have a much cleaner output. The main thing is that we have a product that will fit on every internal combustion engine in the world, whether it is diesel or gas. - Serge V. Monros**

wide and she is called upon by everybody. She has now joined the team. We also have some other big players that have joined the team, which gives it a lot more credibility. The main thing is that it is actually selling itself now. We are still busy trying to get more mechanics and we are getting installers that are more mobile. We are also trying to get a bigger infrastructure to have other certified mechanics nationwide, to be able to do that. You may be a mechanic and can do it yourself, but it is a lot better if you can have a certified mechanic. It is not hard to install. It is just that you want to do it as fast as possible to make sure that when you do an installation you can maximize performance.

**CEOCFO:** Would you tell us about the SaviCorp manufacturing facilities; are you able to ramp up should the demand triple tomorrow?

**Mr. Monros:** Right now we could do probably about 50,000 to 60,000 units a month. We have our own tooling, so the way it has been designed it is made out of composites. Most of the parts are injection moldings. We make everything in the USA. We do all of the injection molding in the USA and do the assembly in the USA. Then some of the connectors and some of the wiring harnesses we farm out to people that can do them better and faster than we can in the USA. We bring it in-house, where we package it. Right now, we could ramp up within 60 to 90 days up to 85,000 units a month. If we had to in six months, we could probably go over a million or half million units. We probably will have to make a few more molds. We have a four-cavity mold and then we have single cavity mold, so between the five cavities we can do quite a few of them. Therefore, every four seconds you get four.

**CEOCFO:** What is the financial picture like for SaviCorp today?

**Mr. Monros:** We are trying to get momentum. We are publicly traded. We are a pink sheet company, and we are going back to the OTC in April some time. We also have the sales now. The first two years of 2009 and 2010 were a little slow, because there was a lot of research and development, and we had to do the tooling. We are in a big facility. We also had to do all the testing, all the third party testing and all the certification. Then we had to get the executive order from the government, which took a year and a half. It took a while to get the foundation and get the infrastructure built. Now we are trying to build the infrastructure on the outside, where we would be teaming up with companies like Midas, AMCO and small repair shops. We have Ford Transit Connects and racks in each and we send people out in the field. We do many of these installations on the

premises, so if we get a big trucking fleet that wants us to deliver, we will send a truck down to San Diego for example and we can do ten or twenty of them in one day and then send the truck back home. We have quite a few of those trucks that we are sending out and we are hoping to expand that capability. This way it is very convenient. If the customers are in the field working, and we can actually do the installation right there.

**CEOCFO:** Would you tell us about the expertise you and your team brings to the table with regard to commercialization and being able to handle the growth?

**Mr. Monros:** I have forty-five years just in manufacturing. I have worked for big companies such as Boeing, NASA and a few other places. My strengths are computer assisted design and manufacturing. I have also been a mechanic, a designer, a mechanical designer, an electrical designer and computer programming. Therefore, I have that experience. Our mechanics are great mechanics. They have been on the job for quite a few years and they are certified mechanics. They have been versatile in virtually every type of automobile and every type of engine.

We have a marketing team that has handled big accounts before. As I mentioned before, we just added Lauren Fix "The Car Coach." She is well known all over the country. She has been seen on all major broadcast networks, including CNN, MSNBC and ABC. In addition, she has her own after-market company in her hometown of Buffalo. Therefore, she brings a lot of knowledge. We are building a team of people that have been in the automotive industry for

quite some time. We have people that have been in manufacturing, marketing and sales, as well as automotive and mechanics for a long time. We also have some design engineers, so we have a lot of diversified people here. Between what everybody brings to the table, we have a lean, mean team. Our product lower the emissions. For every ten cars we put the DynoValve on, it is like taking five cars off the road. Our motto is saving the planet one vehicle at a time.

**CEOCFO:** Why should investors pay attention to SaviCorp today?

**Mr. Monros:** First, we have a diesel product that we are introducing soon, which is called the DynoValvePro and that is going to be huge. We have alternative fuels, we do CNG and LPG, and so we are at the right place at the right time. It is rare that you can say that about any company, but we are at the right place at the right time because of the price of fuel. The US is trying to get away from our dependency of foreign oil, but we cannot do it over night. Of course, you know you cannot put a windmill on your trunk, we cannot put algae in our gas tanks, so it is going to take a little time to be able to go to complete alternative fuels. Our product is a big stepping-stone. It allows you to recycle and reburn whatever comes out of your engine. You keep reburning it and reburning it until there is nothing left, so you have a much cleaner output. The main thing is that we have a product that will fit on every internal combustion engine in the world, whether it is diesel or gas. If you look at lawn mowers, motor cycles, boats, cruise ships, helicopters, I could go on forever. We are talking about more internal combustion engines than you could really think of. You could proba-

bly have a couple thousand Fortune 500 companies and still not be able to saturate the market, so the upward potential is huge.

The stock is going for a penny, so it has the potential of making people a lot of money. We know people who bought our stock when it was actually one tenth or one hundredth of a penny, and they were able to get an ROI that was huge. Imagine spending \$100,000 and a year later you have \$3 million. Very few companies especially lately could tell you that they had a 625% increase two years in a row. If you look at all these other companies, they have actually lost money. Their 401k is now 101k and in most cases they are not even that. Therefore, with SaviCorp, you have a history that we have been there. We are lean and mean. We have had our problems and issues, but we have learned from them and we are moving forward. Meanwhile, we are starting to get bigger fleets, bigger orders, and we have only covered California. We do plan to enter Florida and New York, but we have not even touched the market. There are 40 million cars just in California. If we just got this product mandated, what would it do? We are already talking to the Bureau of Auto Repair, which handles all of the smog stations. It is just a matter of time until this thing takes off and goes viral. When it does that one penny stock is going to be worth a lot. I see us going on Nasdaq in probably less than five years. I do not see any other company that has that potential. It has the potential to be as big as Microsoft, because we are talking about a product that fits on every internal combustion engine and there is no competition.

