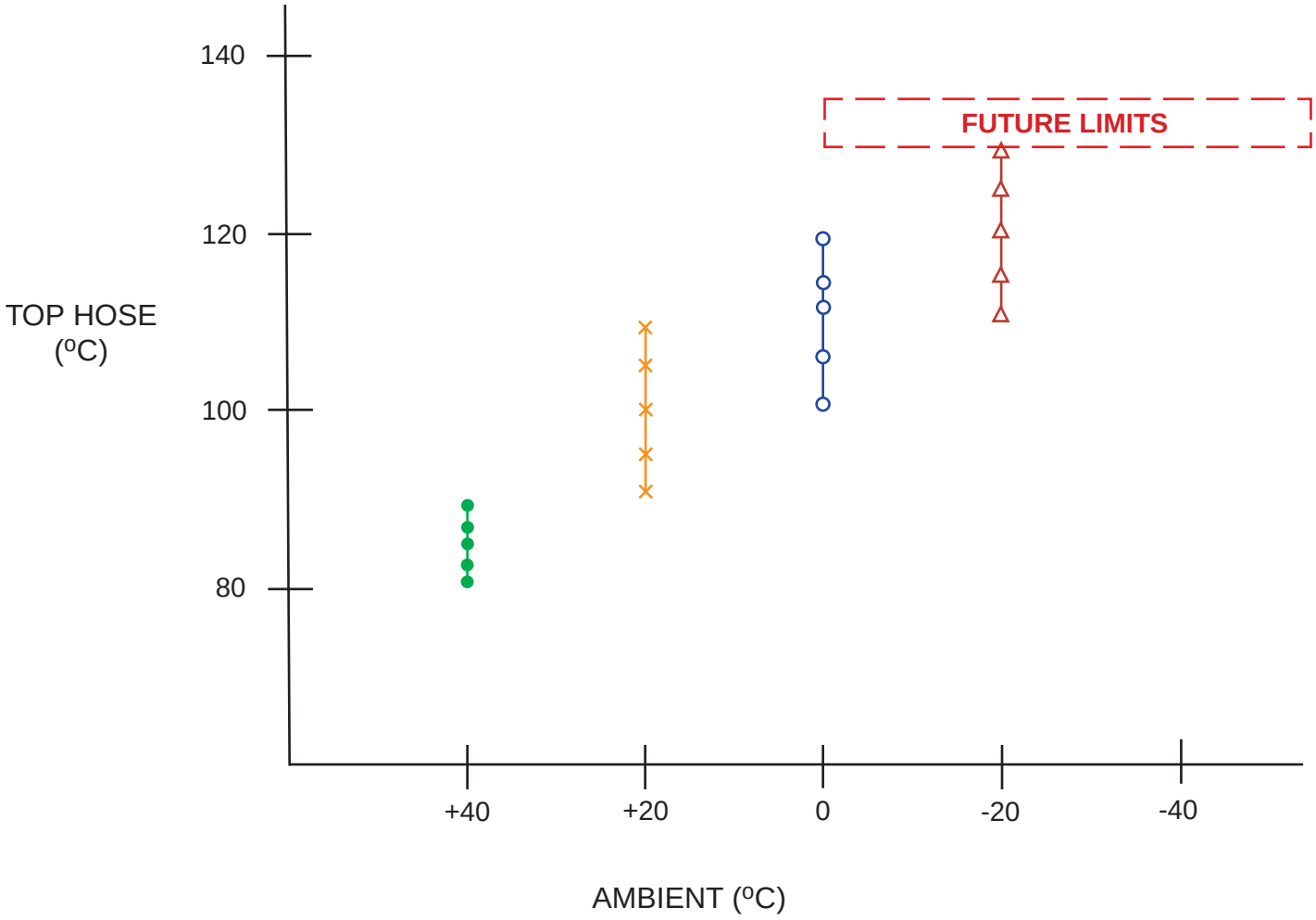
EETC Systems.com engine thermal management evaluation expects that in the future a higher bypass temperature option package will be available. Under extreme cold winter conditions, every BTU that leaves through the radiator is truly "wasted heat"!

Winter empirical testing illustrates the potential for higher temperature values: @ -30° C ambient; top hose temperature + 135° C; & radiator pressure < 1.5 bar (note - radiator temperature "minus value").

This option package could be designed with a 2 bar normal pressure relief or possibly a "dual" radiator pressure relief system (2 bar range @ < 0° C ambient & similar 1 bar range @ > 0° C ambient). This approach will allow for the effective transfer of heat energy to all the most important areas; such as, engine, passenger compartment, & transmission (new CVT with constant temperature potential).

This option would be ideal for vehicles that operate in cold climates (immediate improvements in fuel economy & passenger comforts); such as, SUV's, trucks, (especially diesel engine), and military vehicles. Also, this could be an effective resource should the present FTP "cold start" @ 23° C ambient be changed to - 7° C ambient!



FUTURE EETC™ SYSTEMS.COM "DIGITAL" PROGRAM
OPTIMUM FUEL ECONOMY / EMISSIONS