

Master mechanics now being certified on our fuel technologies

Please listen to the archived program for July 26, 2007 for an overview on the value of being a certified mechanic on the following link:

Thursdays 7-9 PM (EST) Recruiter Teleconference # 1-646-519-5860 PIN 3560#. Available live & archived on the Internet site at www.soundwaves2000.com/jgs/clubs Password is: thisisit

Synopsis:

Dutchman Inc. began their factory-training program on the 25th of June at the New Jersey facility, to certify mechanics as trainers for other mechanics in their own local areas. The initial training session will be for 4 days and cover the complete installation of the Hydro Assist Fuel Cell and the concepts behind the Pre Ignition Catalytic Converter technology. Once the PICC is released the mechanics will be invited back for an additional 2 days training on all the ins and outs of understanding and installing the PICC and receive their final certification on both technologies.

The cost for this training will be \$1,000 and include the full six days. The first day is on Dutchman, in other words, any mechanic may challenge the first day of instruction, at the end of the day if they are not totally impressed with the training they have received they may return home no charge. There will be 2 vehicles modified at every training session.

Mechanics that graduate as a certified trainer will be able to return home and train other mechanics in their local area to install both the Hydro Assist Fuel Cell (HAFC) now and the Pre Ignition Catalytic Converter (PICC) once that technology has been released and they have been company certified to train installers for both technologies. The suggested fee for our trainers to charge their students is \$250 per day, 2 days required for HAFC training now, and most likely an additional 3 day follow-up for the PICC installation. The suggested fee for all trained mechanics (factory or locally by a certified trainer) to charge per install is \$300 for the HAFC and an additional \$500 when the customer returns for their PICC installation.

Income scenario

Train 10 local mechanics per week (2 days), at \$500 each = \$5,000 - \$500.00 [\$50 to Dutchman for each student certification (and an additional \$25 if a recruiter referred the student)] which would equal \$4,500.00. If the trainer is an sales rep / affiliate (SR) for His Covenant Ministries and signs each student up as an SR under them and each student averages 10 HAFC sales per week that would earn the certified trainer an additional \$750 per week per each student trained (10 per week = \$7,500).

2 work days per week could produce a \$12,000 income per week for a certified trainer, 4 days per week X by 2 = \$24,000, 6 days per week X by 3 would be \$36,000 per week

Added to the above is the fact that every HAFC customer is registered for the International Tesla Electric Companies (ITEC) [Free Electricity program](#) (while still available) and attends the demonstration in their area on July 10, 2008, that would add an additional \$1,500 per year to that mechanic's retirement fund. Also each witness attendee will have the opportunity to invite 9 friends or family members to become customers of ITEC, which equates to a possible \$15,000 per year per every HAFC sale!

Note: As of August 12, 2007 there has been 50+ graduates. One of our Certified Trainers in the Houston area took on a '98 Airstream RV for his first class project. Before the HAFC installation it tested out at 6.8 mpg, after modification it tested out at just over 20 mpg powered by a Chevy 454 engine!

The Dutchman Mechanic Training Program

Some of the comments we have received from our student mechanics in bold highlighted italics through out the following text...

Qualified trainer candidates who have had extensive experience as auto mechanics, may submit a resume to be accepted into the trainer certification program. Your resume may be faxed to 408-699-0841 or e-mailed to admin@jeffotto.com with a request for acceptance into this training program. All trainer candidates must be sponsored by a UCSA dealer (His Covenant Ministries). That dealer will work with the certified trainer, who has successfully completed the program, to set up a local training program to train mechanics for a fee.

It is really neat to have everything you were taught about this challenged, but by the end of the day I knew they were right. That was what was so incredible to me. Then to see it work over a class project where we did it ourselves. I am changed.

The local mechanic training program will be a two-day long, hands on training. The fee for training will be \$250 per day. The certified trainer will be expected to train a dozen or more mechanics each week. There is no quota, but we feel like a class of 6 mechanics with one certified trainer or 12 mechanics (with a helper that the certified trainer can train) can be handled. Of course, on a six-day week, there could be as many as three two daylong training classes.

My head hurt at the end of the training. I learned so much of what I only thought I already knew because by the end of the first day I began to realize I had it all wrong. Then, actually participating in doing it and watching it work blew me away!

The training for all Certified Trainers happens at the Dutchman Trainer Program. Trainers can train mechanics, but cannot train other trainers. Trainers are ONLY trained and certified by Dutchman. Those four-day classes are currently being held in the state of New Jersey. The trainer candidate must cover his own lodging and meals (except lunch) for the four days. There is a fee of \$1,000 for the instruction (4 days now with an additional 2 day follow up once the PICC is released) and the trainer will be certified after taking an examination at the end of the fourth day.

The trainers are incredibly well informed. The honesty and integrity of all involved was stellar, and will keep this project believable.

Whether the trainer or the UCSA dealer pays the fee, it must be paid prior to the beginning of the class, unless the candidate wishes to sample the first day of the course. We will allow a candidate, who clarifies his desire to sample the training upon applying for the program, to attend the first day and either pay the \$1,000 fee at the end of the day, or not come back for the remaining three days of instruction (no one to date has requested to leave after the first day). Of course this candidate will be excluded from the Certified Trainer program.

I was under the impression that I knew most of what there was to know about fuel injection and emissions systems. I now know I did not know nearly as much as I thought I did.

The trainer and the UCSA dealer may work out any arrangement between themselves that is mutually satisfactory to them. We suggest that arrangement be in writing. Whether the UCSA dealer hires the Certified Trainer to set up a local training program; they become equal partners in setting one up; or the dealer just allows the Certified Trainer to be on his own in doing so (possibly with a royalty paid to the dealer on all fees collected), the arrangement is entirely between the two of them.

It was the first class. I suggest lengthening the class time. I know a lot of improvements are already in the works, along with the input of others as well as myself. This has the potential to go like wildfire!

A Certified Trainer cannot quit that relationship and work outside the sponsoring dealer, unless there has been a violation of the terms of that agreement. By the way, oral agreements are no better than the paper they are written on. Dutchman will review disagreements and rule on whether or not a Trainer is allowed to change dealers. Of course, with the written consent of the original dealer, the Certified Trainer can transfer to another sponsor dealer. *There will be no fees or royalties charged or collected by UCS of A Dealer His Covenant Ministries for any mechanics certified by the Certified Trainer, all profits generated for Dealer will be made as a result of product sales by the Certified Trainer and their Certified Mechanics.* [Contact Jeff for a copy of our Certified Trainer agreement.](#)

Hands on with vehicles and classroom instruction was very good. I will be able to tell my first class that I have witness the technology double mileage.

Dutchman will promote the classes through all of its associates and do all it can to help fill the classes with mechanics who wish to be trained. They may come from far and wide. The only fee for recruiting mechanics is that the Trainer/Dealer operation MUST pay a fee of \$25 per mechanic trained to Dutchman to pass on to recruiters. There is an additional charge of \$50 per mechanic trained to offset the expenses that Dutchman has incurred in maintaining a database and referral service for trained and certified mechanics.

It is incredible to discover what you did not know. Dennis says, "People do not know what they do not know, and they do not know that they do not know it... Well, that shoe fit me.

We will also keep back-up files and test copies on record. There is also a place for customers to report back their experiences with our certified mechanics and where they can file complaints. We will keep track of the progress of trained mechanics. Our customers will be seeking the closest certified mechanic to do their install. Dutchman will also provide the Certificate of Training for all those who graduate the course.

The class was great...period! A technician's paradise. I had no idea this kind of technology was out there! It was great getting to work with experienced and capable people. Everyone was on the ball. Thanks for the opportunity.

The Trainer/Dealer shall be responsible for providing all their own materials for the local classes. That will include the training manuals, the class handout sheets, all the tools and materials for the installs, and the HAFCs and proper optimizers. The dealer may purchase these; the Trainer may purchase them; or the cost for class materials may be covered up front from money collected for the class. The Trainer/Dealer who is going to modify two cars as a class project may charge those who provide cars for the class the usual \$1,000 for the HAFC kits and \$300-\$500 for the professional installs. Each class (in addition to the training fees charged to attending mechanics) might earn \$3,000 doing the two class projects.

I don't know where you found these instructors, but they are top notch!

If these two customers pay for their HAFCs it could easily provide all the class materials needed for the class. [Contact His Covenant Ministries](#) for details on how and why this can happen. If there is a proper facility available for the training class, the training program could be set up with little or no capital investment on the part of the Trainer/Dealer. Of course after a couple of classes have gone by, there should be plenty of capital earned to class up the act. We anticipate that somewhere between 12 and 20 mechanics could be trained weekly. At a cost to the mechanics of \$500 each for training, that means from \$6,000 to \$10,000 a week to cover the training costs and make a profit.

When a Certified Trainer graduates the Dutchman Training Program, we wish to get that trainer into action as soon as possible. A time for the first class can be established and Dutchman will promote the availability of local training through its associates. This consists of other dealers and their sales reps and customers... all of which are anxious to see certified mechanics trained for professional installs in their areas as soon as possible.

It is getting to be more exciting since the optimizer is becoming better and easier for trained mechanics to work with. I can see that the most important thing in the system is the optimizer. The fuel cell and vaporizer are very easy to install.

Of course the most important consideration for an experienced mechanic getting involved in this project to consider is whether or not the technology is sound. The first two hours of the training are geared around addressing the manner in which Detroit has set us all up to waste fuel and break engines. We will show the Trainers several devices that we have that go far beyond our current Hydro-Assist Fuel Cell kit and even go beyond the pre-Ignition Catalytic Converter (PICC) technology. We will discuss and show the class proven devices that can run engines on bio-mass (corn, bird seed, or even McDonald's French fries) or the Tornado Engine, or the Hummingbird permanent magnet motor so they can be assured that it can get a lot crazier than just these first two solutions. This is not anything we will show the local mechanics, but we want our training staff to realize that we are prepared to force change in the industry.

I learned so much more than I ever imagined I would learn. It was worth every penny.

Our focus will be on the HAFC first until about the end of 2007 and then we intend to kick it up a notch. At our official kick off training class, we took an F-150 pick up (1995) and a 4 cylinder Plymouth Breeze as class projects. The class modified these two vehicles. The Ford pickup before modification got 12.7 mpg. The Plymouth, before modification, got just under 38 mpg. After the class modified the Ford pickup, it got 33 mpg! That's a 159% increase in fuel economy. The Plymouth got over 77 mpg, for an increase of over 100% in fuel economy. Of course, when you have experiences like these you will be glad to be a part of this project, and, when the mechanics you train locally experience it they will also be excited!

It has made me understand the importance and uniqueness of the electronic controllers and the optimizer. It is a LOT of information for only three days. I would like to see a focus on the HAFC.

As for the PICC, we have, in the past modified vehicles and gotten a hundred miles per gallon so we knew that was possible, but we were not prepared for what our researchers in the Detroit region witnessed. We own a brand new state of the art engine dynamometer complete with an explosion and soundproof research cell and computerized flow bench. We first modified a 318 hp Chrysler V-8 engine on the stand. We can run it stock or modified. In our last run on the dyno, it used 18 pounds of fuel per hour running stock at 3,000 RPM under a 50% load. We, then, diverted the injection to the PICC installed on the exhaust of that engine, and in the modified mode, it ran for an hour at 3,000 RPM under the same 50% load. Modified, it used TWO pounds (one liter) of fuel. That is 9X efficiency!

I was concerned about the "tampering" laws when I first got here. I have worked on exhaust systems and catalytic converters for a lot of years. I am always willing to learn new things, but I have to admit that bothered me. Not any longer. This is slick!

We put that brand new engine in the Dodge van it came out of and rebuilt the transmission. That was to be our first street demo of the PICC. The lead scientist on the PICC project left the Detroit area and got ran over on the Ohio Freeway at 2 AM when a drunk crashed into the rear of the van in excess of 100 mph! We do still have the van to show the class the installation of that PICC. We are totally convinced that by the end of the year we will put out a PICC modification that will get better mileage with ANY and ALL vehicles (including pick ups and SUVs) than Hybrids on the little four cylinder vehicles are currently getting. Tell me that will not revolutionize the automobile industry!

It is exciting to be working toward a better America with more freedom from the elitists who are running things. The class was great even for us old farts who struggle to remember numbers and all the details about new technologies.

We are using the HAFC kit for now to make some money for our mechanics and to achieve some savings for our consumers. When we have mechanics in place and lots of HAFC customers, we will put the PICC technology out and let the customers upgrade to it and the mechanics will get paid again to re-modify the modifica-

tion. That means that all the mechanics that are trained and certified on the H AFC will come back for retraining on the PICC. We are also starting a nationwide media blitz with TV commercials telling viewers to go to our web site and watch a FREE DVD on the PICC and sign up for a FREE quote on getting a PICC when they are ready. We also have salespeople who work for our 2,000 dealers in North America (USA and Canada) who call all the respondents back and invite them to get a H AFC while they wait for the PICC. The customers will be allowed to trade the H AFC for the PICC with 100% credit for the price of the kit toward their PICC.

I literally could not sleep when I got home and had a hard time while I was there. This is so revolutionary it is beyond words.

All of those H AFC kits (we hope hundreds of thousands of them) will have to be installed. When the PICC is ready for market the Trainers will come back for two more days of training (at no additional charge.) The PICC will have its own "stand alone" computer that is used to control our injection process. That will be approved by the EPA as an authorized Catalytic Converter replacement prior to putting it on the market. As for the H AFC kit, and tampering, we do NOT "disassemble or assemble any components of the emission control systems for the purpose of repair or replacement." We do not disassemble those components; we leave them right in place as they are. We do add our optimizer to the process. We are also going for testing in California for the CARB certification for the H AFC. We are preparing the protocol for testing and approval now. Since our hydrocarbon test on a 2007 Honda (which is getting 75 mpg) that we modified was 11HCs (rather than the 100 HC standard) it is doubtful we will have trouble passing the CARB tests. The official CARB tester that is helping us prepare the protocol told us they will love it if we do that there. We got absolutely NO NOX on our New Jersey test.

I was in the first class. I wish I was a dealer rather than a trainer. Good class, but room for improvement. You should install one item (component part of the kit) on the class project at a time and then test the efficiency before installing the next item so we can see what each item does to improve efficiency.

As for the possibility of "tampering" charges for those who install our unit, we do NOT change or remove any component of the emissions control system. This legislation relates to tampering with by disassembling or reassembling after repair any of the components of the exhaust system. We leave everything in place as it is and it continues to function as the manufacturer put it in place to. All we do is plug into that system and our Optimizer computer system teaches their computer to allow our system to function as we have designed it to. Since we do not disassemble or reassemble any component of their system, we are not tampering. Also, since the system after we are done with it is far less polluting, it qualifies as far more acceptable. We are in conference with a CARB testing facility to submit our testing protocol to CARB soon for testing and they tell us that if we can get zero carbon monoxide and 11 hydrocarbons rather than the acceptable 100, as we have tests to prove we can, California will be thrilled.

Admission is by invitation only; professional mechanics interested in this program are invited to submit their resume by FAX to 408-699-0841 or e-mailed to admin@jeffotto.com with a request for acceptance into this training program

Referred By:

Phone #: