Technical Progress Report August-October 1995

I’m pleased to send this second progress report in regard to the “Martin” high pressure common rail diesel engine injection system Grant #DE-FG01-95EE15620. Tiby Martin has been spending full time on customizing this “Martin” system for different applications.

1. We have a contract with Diesel Recerche of Trieste, Italy, and the Fincantier Group in Italy. They are naval ship builders. Our contract is to work with Diesel Recerche to design the “Martin” fuel injection system for their first test engine for a naval ship. Tiby Martin has been working in the design and detailed layout of the application drawings for Diesel Recerche.

2. We are finalizing a contract with G.M.-E.M. D. and Tiby Martin has been working in the design and detailed layout of the applications drawings for the G.M.-E.M.D. Project for new Locomotive Manufactures.

3. We are in the final negotiations on Conrail project to retrofit existing locomotive with the “Martin” fuel injection system.

4. Also in the area of locomotive engines, we are working to develop a partnership and finalize a contract with “Haines” Co., of Naples, Florida, for manufacturing systems for the new and retrofit locomotive model.

These non-traditional engine companies of ship builders and locomotive engines are without a fuel system for the 21st century. They are interested in working to perfect the “Martin” system for their particular engine needs.

We also continue to talk with other traditional diesel fuel engine fuel injection manufacturers and remanufacturers, hopeful that agreements can be made there, as well.

There has been continued activity in running the application data on computer simulation for programs for the Diesel Recerche project through Iowa State University’s Center for Applied Technology and Development (CATD).

We believe much progress is being made to further the commercialization of the “Martin” system, and we hope that this meets with your satisfaction. We will continue the testing and development of the existing prototype, as well as further our contracts with engine builders and fuel injection system companies in all of the different potential engine applications for the “Martin” system.
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