

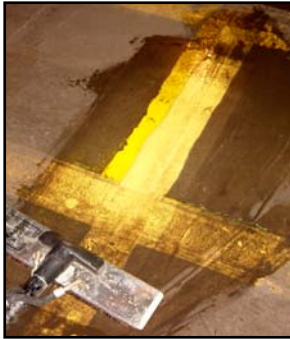
# PUBLIC TRANSIT DEMONSTRATION RESULTS

April 7, 2006

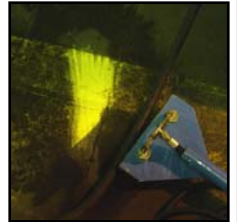
## Equipment demonstrated:

9 KW Super and 18 KW Special 2 UltraVapor tools, 800 W 220V vacuum system, 7 cm suction brush, 35 cm squeegee, 40 cm brush holder with square steel brush, 35 CM washing/drying brush for floors, floor scraper & 78 cm long lance.

## Cement Floors



Using both the handheld brush tool and the floor suction tool, heavy oil and grease build up from the station floor was removed using vapor and vapor and water only. Cleaning performance will be enhanced if a detergent and degreaser is also used at the beginning of the cleaning process.



The suction combined with the heat of the vapor will leave the floors dry and ready to be painted or re-finished without a long wait time.

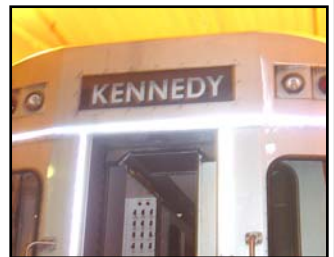
The floor suction tool would also be useful for cleaning ceramic tiles in stations, bathrooms etc.

## Train Exterior



The windows and front of the train were easily cleaned of soot and dirt using the squeegee tool. The UltraVapor actually penetrates the microscopic holes in the glass removing dust and dirt that is visible when looking through a "clean" window into direct sunlight.

The checker plate step and aluminum side of the train were cleaned using a steel brush with the vapor. Years of built up dirt and grime were easily removed.



## Train interior

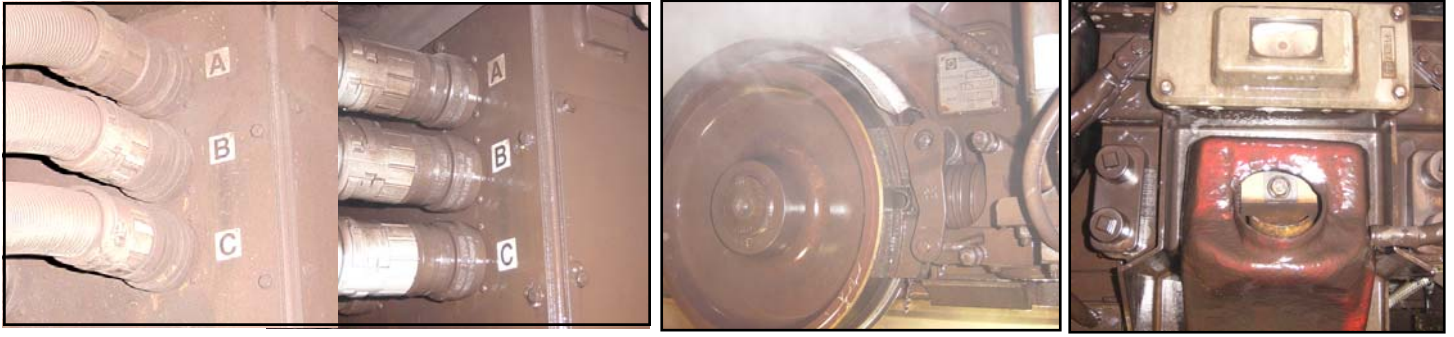


In the train interior we demonstrated the 78 cm lance (to remove grime and soils from cracks and crevices and the radiator/heater grills), the 7 cm suction tool (to clean and leave reasonably dry the seat upholstery) and the floor suction tool to remove built up soils from the linoleum.

For interior applications the sanitizing ability of the vapor kills bacteria, moulds and any viruses. It is particularly useful for addressing any bodily fluids that may be present.



### Train chassis



The 18 KW Special 2 was used to prove the capability of vapor to cut through and remove the build up of oil, hair, dirt etc from the underside of the train. The system that we would propose for the TTC would be an in-place system that would use the TTC's boiler to produce some 10 to 20 times the volume of vapor that the Special 2 produced and at a higher discharge pressure. This would provide a system that could clean the undercarriages faster and more effectively than pressure washing at a fraction of the water usage. The trains would also be left dry and ready to roll.

We will need specifications on your boilers to work with our Italian manufacturer to determine the size and configuration of the system needed for the TTC.

### Other



UltraVapor was easily able to clear the embedded grease, oil and dirt in the cinder blocks in the cleaning pit demonstrating its ability to penetrate pores and cracks. It is able to do this without damaging the surface being cleaned.

The long lance was able to leave our own clean graffiti on a locker in the area.



Long lance being used on the train chassis

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