



REQUEST FOR PROPOSAL
VALUE ADDED RE-SELLERS
(Europe)



October 2006

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1. Organizational Overview

Environmental Control Corporation (EVCC) is a developer of emission control devices for Spark Ignition (SI) engines. The company has developed a catalytic muffler that is more effective in reducing harmful gas emissions than any other technology currently available. Incorporated in 1999 under the laws of Newfoundland and Labrador, EVCC became a publicly traded company in March, 2006 under the NASD OTCBB stock exchange (stock symbol: EVCC).

The Mission of EVCC is to provide Original Engine Manufacturers and ultimately the end consumer with affordable solutions to minimize the impact that engines have on both our health and the environment, and in doing so, provide EVCC stakeholders the opportunity to realize a significant return on investment.

EVCC has two corporate offices, both located in Canada (see addresses below).

Pacific Office

1020 Harwood Street, Suite 2501
Vancouver, BC V6E 4R1
Canada

Atlantic Office

P.O. Box 8340
85 Kenmount Road
St. John's, NL A1B 3N7
Canada

The majority of EVCC's research, development and manufacturing to date has been performed in Pouch Cove, Newfoundland and Labrador. However, large order quantities will require a business expansion of EVCC's manufacturing facility to house the mass production of catalytic mufflers. Based on order size and delivery location, EVCC will determine the optimal manufacturing location and conditions (i.e. manufacturing in-house, outsourcing, licensing agreements or rental agreements, etc).

For more information on Environmental Control Corporation, visit EVCC's corporate website: www.econtrolcorp.com.

2. Technical Overview

EVCC's catalytic muffler, like any other catalytic muffler, combines a muffler and a catalytic converter into one unit. However, EVCC has taken into consideration back-pressure, exhaust temperature, engine temperature, durability, cell structure, and most importantly- emissions, into building the most effective catalytic muffler available to date.

Numerous tests, including tests at Bombardier Inc. in Valcourt, Quebec, and Environment Canada's Emissions Research and Measurement Division (ERMD) in Ottawa, Ontario, have proven this technology successful in reducing Carbon Monoxide (CO), Oxides of Nitrogen (NOx), and Total Hydrocarbons by unprecedented levels. At the most recent test (performed

at Environment Canada's ERMD and completed in June 2006) EVCC's catalytic muffler reduced emissions of Total Hydrocarbons + Oxides of Nitrogen by 98.9% on a two-stroke engine. For a summary of recent test results, see Appendix A.

As shown below, EVCC holds several patents and pending patents.

Title	Country	Date	Number	Status
Combined Catalytic Muffler	U.S.A.	23-Sep-03	6,622,482	Issued
Combined Catalytic Muffler	Canada	21-Jun-02	2,448,742	Issued
Reverse Flow Catalytic Muffler	U.S.A.	28-Mar-06	7,018,590	Issued
Reverse Flow Catalytic Muffler	Canada	21-Jun-02	2,448,648	Pending
Reverse Flow Catalytic Muffler	Europe	21-Jun-02	02742591.7	Pending

While EVCC is currently targeting spark-ignition engines for lawn and garden equipment (such as: walk behind rotary mowers, rear engine riding mowers, front engine lawn tractors, riding garden tractors, chainsaws, hand-held blowers, backpack blowers and hedge trimmers), the catalytic muffler is linearly designed and can be modified to fit virtually any fossil-fuel combustion engine (both two-stroke and four-stroke). In the past, EVCC has had prototypes designed to fit all-terrain vehicles, snowmobiles, fire pumps, outboard motors, and more. For sample photographs of various catalytic mufflers, please see Appendix B.

3. Job Description

Environmental Control Corporation is currently seeking Value-Added Re-sellers (VARs) to assist in the sale of its catalytic muffler technology. The VARs will draw upon existing business relationships and establish new relationships with applicable engine manufacturers to facilitate the sale of EVCC's catalytic muffler technology. The VARs will be responsible for the following tasks:

- Build and maintain first class business relationships with prospective purchasers.
- Draft, negotiate and close sales contracts (within the parameters outlined by EVCC). Contracts may consist of either licensing agreements or unit purchase agreements.
- Arrange necessary distribution channels (EVCC may be able to offer guidance on distribution, depending on the location).
- Report and communicate with EVCC's sales and marketing team on a regular basis.

The industries in which EVCC is seeking VARs include, but are not limited to, the following:

- Lawn and Garden
- Personal Transportation Devices (Scooters, mopeds)
- Recreational Vehicles (dirt-bikes, snowmobiles, all-terrain vehicles)
- Go-Karts
- Fire-Pumps

4. Assumptions and Agreements

- The successful applicants will become VARs for Environmental Control Corporation on a commission basis only. There will be no compensation in the form of salaries, operational expenses or administrative expenses.
- All VARs will act in the best interest of Environmental Control Corporation at all times.
- Environmental Control Corporation will offer commission-based packages for the sale of manufactured units as well as licensing agreements.

5. Required Proposal Contents

All proposals must include the following, along with any additional information or documentation deemed relevant:

1. Corporate background (including: Industry, Management, Business Focus, Experience and Technology).
2. Demonstration of successful Business-to-Business relationships; including a minimum of 3 references (include contact information).
3. The market(s) that will be targeted (including: industry, engine manufacturers, engine-type, location, size, etc.).
4. A detailed plan to access market(s) (include a time-schedule).
5. A proposed commission schedule (Include commission percentages on a range of sales targets. Unit sales and/or licensing agreements may be applicable.).

6. Submitting a Proposal

Interested Re-sellers must submit one **hard copy** proposal AND one **soft copy** proposal. The hard copy must be sent to the following address:

Environmental Control Corporation
Attn: Michael Mugford, VP Sales and Marketing
2501-1020 Harwood St.
Vancouver, BC V6E 4R1
Canada

The soft copy must either accompany the hard copy on CD (PDF or Microsoft Word format), OR be sent via e-mail to mjm@econtrolcorp.com.

7. Additional Information

For additional information or clarification, please contact:

Steve Norris

Manager, Business Development
Environmental Control Corporation
2501-1020 Harwood St.
Vancouver, BC V6E 4R1
Canada
Tel.: 604-669-3532
E-Mail: sn@econtrolcorp.com

8. APPENDIX A- Test Results

Below is a summary of the test report from Environment Canada's ERMD in July 2006, followed by summaries from tests at Bombardier Inc. Factory Laboratories in 2002 and Environment Canada's ERMD in 2001. For a complete report from the Environment Canada testing completed in July 2006, logon to EVCC's corporate website: www.econtrolcorp.com.

Environment Canada's Emissions Research and Measurement Division- Ottawa, Ontario

The Effect of an Oxidation Catalyst on the Exhaust Emissions of a 185cc 2-Stroke Rotax Engine (July 2006)

EVCC's catalytic muffler was fitted to a two-stroke 185cc class 1 non-handheld engine provided by a multi-national corporation. A six-mode test (in accordance with US EPA and CARB regulations) using 20LPM of air injection in the catalyst was conducted by officials at Environment Canada, and the final report showed the following emission reductions in comparison with the Original Engine Manufactured (OEM) muffler:

Table 1- Emission Results Summary

Emissions	OEM Standard Muffler	EVCC Catalytic Muffler	Reduction
Total CO (g/kw-hr)	834	216	75.6%
Total Nox (g/kw-hr)	0.35	0.23	34.3%
Total HC (g/kw-hr)	253.6	2.5	99.0%
Total HC + Nox (g/kw-hr)	253.9	2.72	98.9%

Bombardier Inc. Factory Laboratories- Valcourt, Quebec

Testing the Environmental Control Corporation's Catalytic Muffler (October 2002)

This study assessed the effectiveness of EVCC's catalytic muffler when installed on a 4 stroke 644cc 2002 Bombardier production engine (belonging to the 650cc engine family). The engine was tested by engineers at Bombardier, and was performed on a dyno setup in accordance with EPA standards SAE J1088, and a Horiba Mexa-7100D analyzer.

The 2002 production engine was first tested in the production set-up, as it would be sold to a consumer. A second test was then performed using the same engine, using EVCC's catalytic muffler as a replacement for the OEM muffler originally installed on the engine, ceteris paribus. A summary of the test results are shown in Table 2 and Figures 1 and 2.

Table 2- Summary of Bombardier Test Results

Emissions	644cc Engine OEM Standard Muffler	644cc Engine EVCC Catalytic Muffler	Reduction
Total HC (g/kw-hr)	3.20	0.69	78%
Total Nox (g/kw-hr)	5.52	0.19	97%
Total HC + Nox (g/kw-hr)	8.73	0.87	90%
Total CO (g/kw-hr)	169.1	102.6	39%

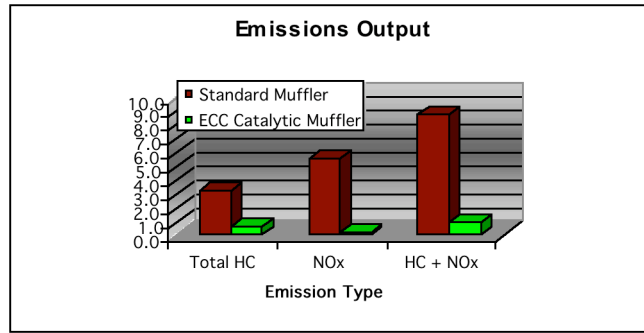


Figure 1- Emission Summary Graph of Bombardier Testing (HC, NOx, Total HC+Nox)

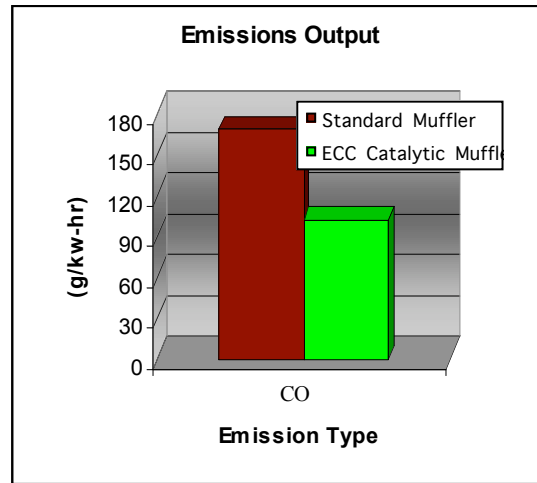


Figure 2- Emission Summary Graph of Bombardier Testing (CO)

While EVCC’s catalytic muffler proved to greatly reduce harmful emissions as shown above, fuel consumption remained approximately the same as the OEM model. In addition, the engine’s power band (horsepower and torque) was actually increased between 4000 rpm to 6000 rpm when outfitted with EVCC’s catalytic muffler (as shown in Figure 3 and Figure 4).

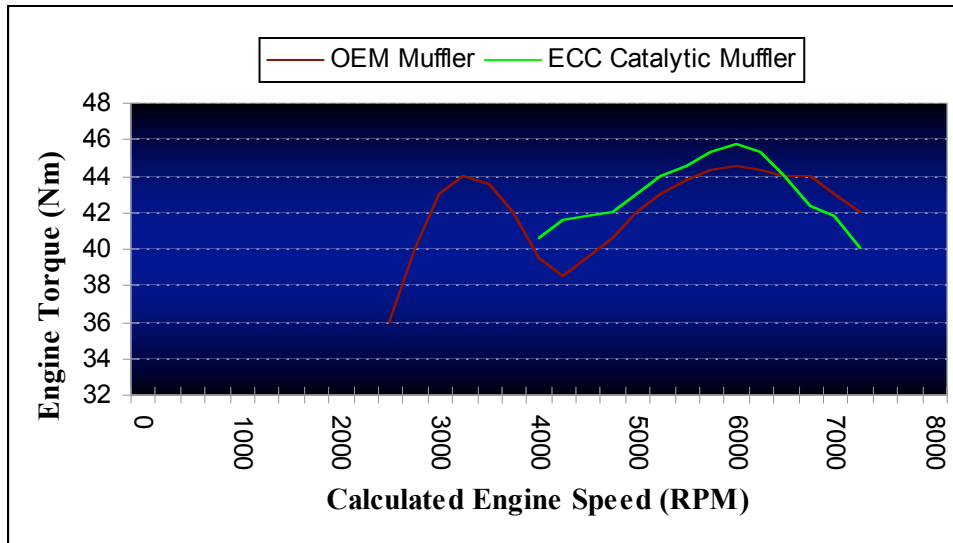


Figure 3- Comparison of Torque with OEM Muffler and EVCC's Catalytic Muffler

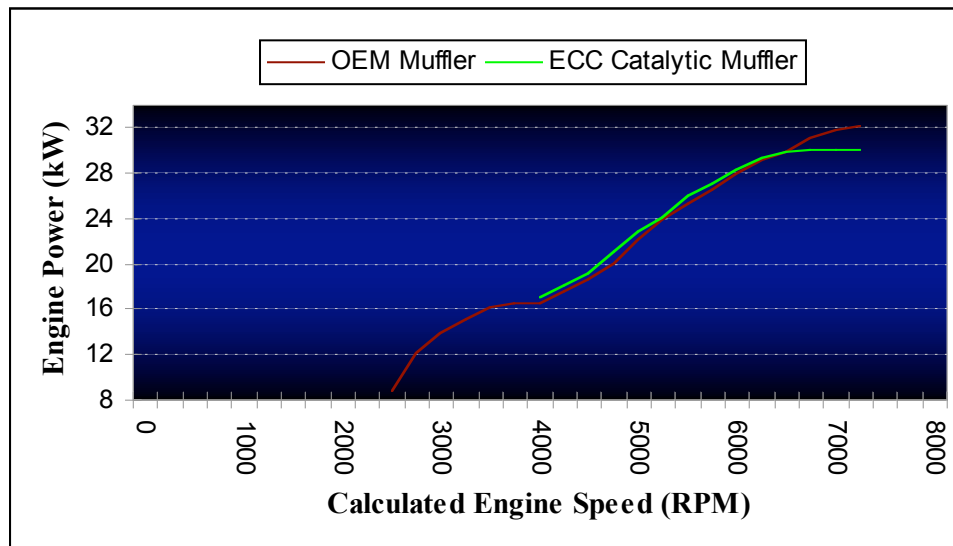


Figure 4- Comparison of Power with OEM Muffler and EVCC's Catalytic Muffler

Environment Canada's Emissions Research and Measurement Division- Ottawa, Ontario

Evaluation of Exhaust Emissions from a Small Utility Engine with Environmental Control Corporation's After-Treatment Systems (August 2001)

In this study the effectiveness of a catalyst/muffler to reduce the exhaust emissions from a small (4.0 kW) gasoline powered utility engine was evaluated. The objective of the program was to test and evaluate 5 catalytic mufflers, designed and built by Environmental Control Corporation. The results of the initial evaluation were used to select the two systems with the best results and to conduct further evaluation to determine the extent to which they reduced the regulated exhaust emissions without seriously affecting performance or fuel

consumption. The engine was evaluated using the State of California Air Resources Board Exhaust Standards and Test Procedures for 1995 and Later, Utility and Lawn and Garden Equipment Engine, amended May 26, 1995.

The engine in the test program was a horizontal shaft utility engine built by Honda (see table 3). The exhaust emissions quantified included carbon monoxide, nitrogen oxides, and total hydrocarbons. In these tests, dilute exhaust measurements, similar to those outlined by SAE J10941 (Constant Velocity Sample System for Exhaust Emissions Measurement) were taken, in place of raw exhaust measurements as specified by SAE Recommended Practice J10882 for small utility engines.

Table 3- Description of the Tested Non-handheld Class 1 Engine

Engine Manufacturer and Model Number	Rated Power kW (HP)	Displacement cm³	Operating Cycle	Shaft Orientation
Honda GX-160	4.0 (5.4)	163 (9.9)	4 Stroke	Horizontal

A summary of the results produced from this test is shown in Table 4.

Table 4- Emission Results Summary

Composite Results (g/kW-hr)						
	CO	CO₂	NO_x	THC	F.C.	NO_x+THC
Baseline	274.79	800	3.39	11.99	402.9	15.37
Catalyst #1	187.81	1039	0.18	4.62	427.64	4.8
Difference	-31.65%	29.88%	-94.69%	-61.47%	6.14%	-68.77%
Catalyst #2	207.17	969	0.24	5.2	415.69	5.44
Difference	-24.61%	21.13%	-92.92%	-56.63%	3.17%	-64.61%
Average Difference	-28.13%	25.50%	-93.81%	-59.05%	4.66%	-66.69%

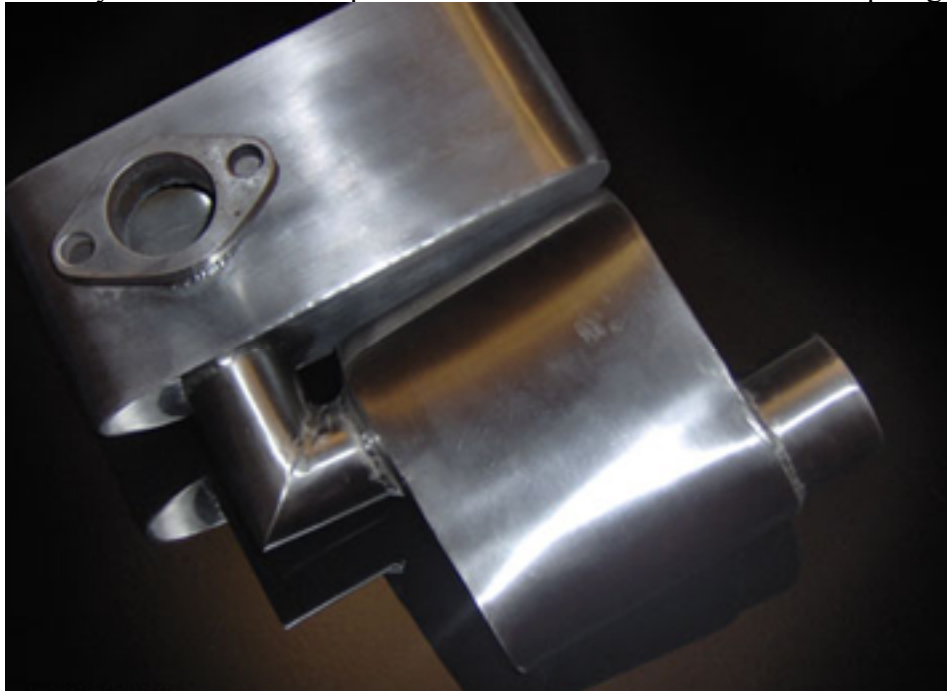
Both catalysts from Environmental Control Corporation reduced all regulated emissions CO, NO_x, and THC. A large reduction was seen in the NO_x and THC, in particular. The increase in CO₂ was primarily due to the conversion of unburned fuel, the exhaust emissions THC and CO to CO₂. The fuel consumption did not change significantly.

9. APPENDIX B- Sample Photographs

1. Catalytic Muffler and Expansion Chamber for 2-Stroke Fire-Pump Engine (1)



- II. Catalytic Muffler and Expansion Chamber for 2-Stroke Fire-Pump Engine (2)



III. Catalytic Muffler (side)



IV. Catalytic muffler prototype (with display hinge) for lawn mower



V. Catalytic muffler for lawn mower

