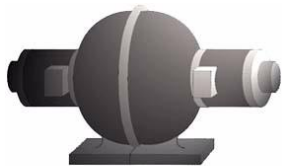


**Galileo Research, Inc. is interested in collaborating with others in pursuing the development of the advanced technology Free-Piston Engine-Generator. The International Market for this product is over \$30 Billion per year.**

**We present an outstanding opportunity to qualified investors and business to participate in this financially rewarding opportunity. Universities & other research organizations are also welcome to participate in the further development of this technology.**

**The Free-Piston Engine-Generator is a practical technology that has many applications. The only feasible technology for Series or Range Extender Hybrid Electric Vehicle production at this point is a Diesel engine coupled to a generator. Nothing else is ready or cost effective.**

**We offer a bridge to the future which will greatly reduce fuel consumption and pollution from vehicles, while slowing the destruction of our environment without raising vehicle costs.**



25 kW Free-Piston Engine-Generator  
Conceptual Design  
Galileo Research, Inc.

**The Free-Piston Engine-Generator,  
a great way to start the new millennium.**

## **Galileo Research, Inc.**

### **Engineering & Consulting Services**

Specializing in Free-Piston Engine Technology



For further information contact us at

**Galileo Research, Inc.  
P.O. Box 25  
Torrington, CT 06790**

**(860) 542-1400**

**<http://www.galileoresearch.com>**



**Electric Power Generation  
Technology**

**Galileo Research, Inc.**



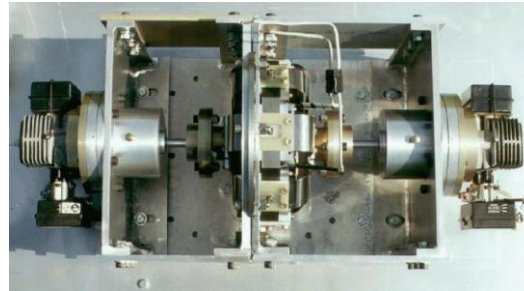
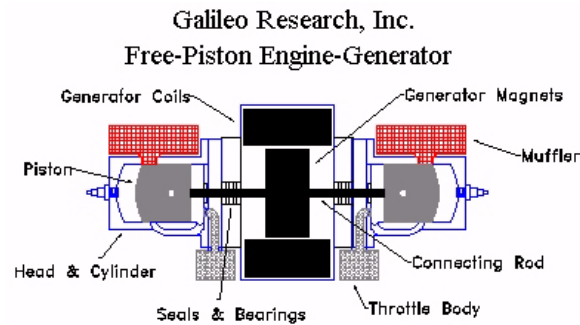
Galileo Research, Inc. is a high technology company pursuing the development of the Free-Piston Engine-Generator for electric power generation in automotive, backup power supply and other applications.

We have a dedicated engineering team with expertise in the field of internal combustion engine technology, data acquisition and control, and professional business management.

Our accomplishments to date include over 10 years of research in Free-Piston Engine-Generator (FPEG) technology, which has been awarded a U.S. Patent, the creation of a working prototype which is currently undergoing testing and development, and the generation of substantial Patentable proprietary information in the field.

The State of Connecticut, Office of Policy and Management recently awarded a grant which enabled the purchase of a Data Acquisition system, allowing us to observe and analyze the Free-Piston Engine-Generator under operating conditions.

Our research and testing demonstrate that this technology has major benefits and advantages over current and other developing technologies such as the Fuel Cell, Gas Turbine engine, Stirling engine, Rotary engine, etc. for automotive Hybrid Electric Vehicle and power backup use.



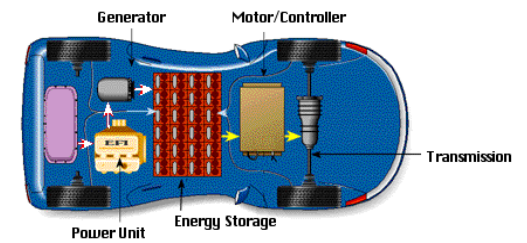
Initial Prototype  
Free-Piston Engine-Generator  
(Test Mule)

The Free-Piston Engine-Generator has one major moving part, the Piston/Connecting Rod/Magnet assembly. Alternate combustion in its two opposing cylinders shuttles the Piston-Rod Assembly back and forth, generating electric power directly. The elimination of the crankshaft found in conventional engines greatly decreases friction, reduces weight and enables the choice of any desirable compression ratio for a particular fuel type. Flexibility is only one of several advantages over conventional engines.

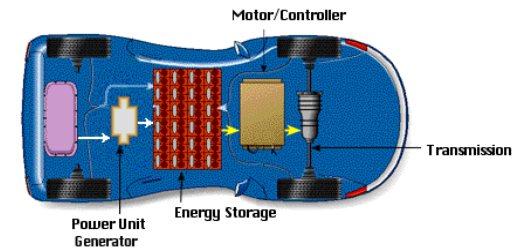
#### Benefits:

- |                     |                      |
|---------------------|----------------------|
| Low Production Cost | Ultra Low Emissions  |
| Small Size          | Low Fuel Consumption |
| Light Weight        | Multi-Fuel Capable   |

## Series Hybrid Electric Vehicle



### Conventional Engine coupled to a Generator



### Free-Piston Engine-Generator

The Series Hybrid Electric Vehicle is the most promising of all Hybrid Electric configurations. It offers the benefits of Zero Emissions for in-town driving, a 5 minute gas station fill-up every 750 miles based on a 10 gallon tank, all while meeting the most stringent CARB emission requirements.

The Free-Piston Engine-Generator acts to recharge onboard batteries and supply supplemental power under heavy acceleration conditions. The engine runs at steady state for optimum performance and reduced emissions.