CROWN CAPITAL ENTERPRISE LIMITED

WANCHAI, HONG KONG

Demonstration of RJSeal™
Federal Highway Route No. 2,
Shah Alam, Selangor, Malaysia

May 8, 2006

TS^2 Consulting Inc.
Lamma, Hong Kong

CROWN CAPITAL ENTERPRISE LIMITED

Demonstration of RJSeal
Federal Highway Route No. 2,
Shah Alam, Selangor, Malaysia

May 8, 2006

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CROWN CAPITAL ENTERPRISE LIMITED

Demonstration of RJSeal
Federal Highway Route No. 2,
Shah Alam, Selangor, Malaysia

May 8, 2006

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B	Copper Slag – Technical Specifications
C	Lab Tests on Core Samples from RJSeal™ Test Strip

TS² Consulting Inc.
Lamma, Hong Kong

Crown Capital Enterprise Limited.
RJSeal Application
Batu Tiga - Federal Highway -route #2 - Kuala Lumpur
Near Shah Alam

Appl. Date	08-May-06
Prepared by	Anthony G. Speed
Updated by	Anthony G. Speed
Updated	15-May-06
	08-May
Pavement Temp - C	26
Air Temperature - C	27
Relative Humidity	75%

Assumptions

Slow (shoulder) Lane	50.0	Metres
Driving Lane width	3.65	Metres
Area - Slow lane	182.5	Sq Metres
Slag Applied	50.00	kgs
RJSeal - Can #1	27.0	Kgs
RJSeal - Can #2	12.0	Kgs
RJSeal Applied	39.0	Kgs

Note Can #Two had 10 Kgs left inside after demo.

Conversion Factors

US Gallon=	3.78	Litres
Sq Metre=	10.76	Sq Feet
Sq Metre=	1.20	Sq Yds
RejuvaSeal	1.06	S.G.
Metre	3.28	Feet
One Can	22	Kgs
Kg	2.204	Lbs

Crew Consist	**No**
Labourers	3
Conscripts	2
Supervisor	1
Total	6

Work Schedule

Date	am/pm	Work Time (hrs)	Comments	Total Area m²	Total Area yd²	RejuvaSeal Applied US gals	RejuvaSeal Applied litres	RejuvaSeal Applied kilograms	Application Rate USGal /yd²	Application Rate Litres /m²	Application Rate m² /Litre	Application Rate m² /Kg	Slag Applied Kg /sq metre	Slag Applied Lbs /sq yard	6 Man Crew m² /man hr	6 Man Crew yd² /man hr
08-May	21:30 - 21:40	0.17	Preparation	-	-	-	-	-	-	-	-	-	-	-	-	-
	21:40 - 22:20	0.67	Rolling RJS	183	218	10	37	39	0.045	0.20	4.96	4.68	-	-	45.6	54.5
	22:20 - 22:40	0.33	Slag Applic	-	-	-	-	-	-	-	-	-	0.3	0.5	-	-
	22:40 - 23:00	0.33	Clean-Up		-	-	-	-	-	-	-	-	-	-	-	-
	Totals	1.50		183	218	10	37	39	0.045	0.20	4.96	4.68	0.3	0.5	20.3	24.2

'Batu Tiga on Federal Highway Route 2, along The North South
Expressway Central Link near Shah Alam, traverse southwards towards the Kuala Lumpur Intaernational Airport

Chronology of Events
08-May

- 9:00 PM Arrive at jobsite. Carrying out preparation works including, taping white lines, mixing barrels of RJSeal
- 9:20 PM Traffic Diverted from Slow Lane with Cones, Apply tape to White Line
- 9:40 PM Start rolling RJSeal onto the shoulder lane
- 10:20 PM Finish rolling RJSeal onto the above section, commence Copper Slag Application
- 10:40 PM Finish applying Copper Slag
- 11:00 PM Complete removing tape & testing & clean-up
- 12:25 PM Return and Conduct Testing on completed test strip
- 5:00 AM Road Open to Traffic

Re-Stating Calculations

Test Section	**Start**	**Finish**	**Length**	**Driving Lane**	**Shoulder**	**Area**
Slow Lane	KLTES1	KLTES2	50	3.75	n/a	187.5

Item	Description	Km Marker	GPS #	47 N Grid Latitude	Longitude		UTM 50Q No	UTM East	Diff N	Diff E	Distance	Distance x Distance
1	Start of RJSeal Strip		KLTES1	03^0 04.948 '	101 34.440'	KLTES1	341055	786107				
2	Finish of RJSeal Strip		KLTES2	03^0 04.949 '	101 34.466'	KLTES2	341057	786156	-2	-49	2404.9216	2405

Sand Patch Test

Testing Location KM Marker KLTES1	Water Penetration ml/min	Outflow Meter seconds	D1 mm's	D2 mm's	D3 n/a	D4 n/a	Avg dia mm's	Area sq mm	Depth of Structure mm	British Pendulum BP#	Comments
-0.6 metres	0	5	250	260	255	240	251.3	49,554	0.504	n/a	Before RJSeal
+0.6 metres	0	5	245	230	230	240	236.3	43,814	0.571	n/a	After RJSeal

Volume of Sand (cc's)
25000

CROWN CAPITAL ENTERPRISE LIMITED

Demonstration of RJSeal™
Federal Highway Route No. 2,
Shah Alam, Selangor,
Malaysia

May 8, 2006

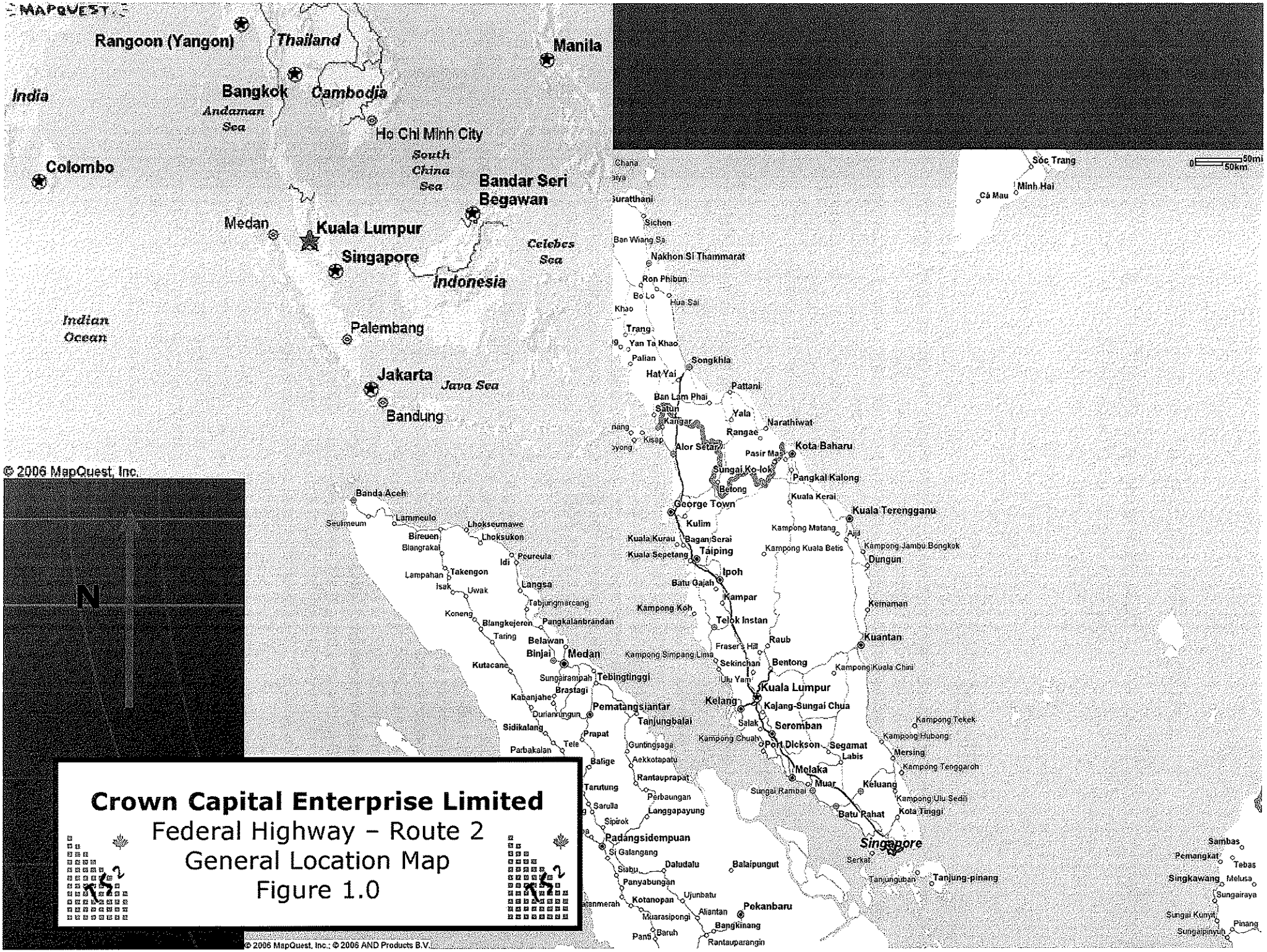
1.0 INTRODUCTION

"Crown Capital Enterprise Limited of Hong Kong through its agent Kalvani International Limited of Singapore and its exclusive agent Viva Anggun Sendirian Berhad in Malaysia entered into arrangement with Projek Lebuhraya Utara Selatan (PLUS) and Projek Penyelenggaraan Lebuhraya Berhad (PROPEL) Kuala Lumpur, it's highway / expressway maintenance company on 8 May 2006". This arrangement calls for the analysis of the performance of RJSeal™, a sealer/rejuvenator for asphalt pavement on Federal Highway Route No. 2 near Shah Alam, Selangor, Malaysia.

Malaysia is located in the tropics, comprising the southern portion of the Malaysian Peninsular, immediately south of Thailand, plus Sarawak and Sabbah on the north coast of Borneo. The majority of the country is positioned just north of the equator. Malaysia is separated from Singapore by the Straits of Johor and from Sumatra, the largest island of Indonesian Archipelago, by the Straits of Malacca. Malaysia has an extensive history, relating to the fact it's located on the Straits of Malacca, a significant maritime trading route between South East Asia, the Middle East and East African States.

Malaysia has a major north-south highway system on the Malaysian Peninsula, linking the major cities of Kuala Lumpur, with Georgetown (Penang) and eventually Hat Yai in the north and south with Jahor Bhatu that is linked to Singapore via two causeways. Furthermore there is a major east-west highway connecting Kuala Lumpur with Port Kelang. See figure 1.0 for a map showing the location of Malaysia with respect to its Indonesian, Thai and Singapore neighbours. The capital city is Kuala Lumpur, which lies at 20 to 100 metres in elevation, with suburbs now sprawling out for a distance of some 20 kilometres from the city centre. Malaysia enjoys a tropical climate with temperatures ranging from 40 Celsius to a more moderate 25 Celsius in the late evenings. Thunderstorms occur almost on a daily basis.

In the immediate Kuala Lumpur area, there are minimal exposures of the sedimentary rock sequence. Drainage channels afford limited opportunities to see the bedrock. The asphalt in the area is manufactured from imported materials, which is comprised of crushed and screened granites and diorites hauled in from quarries, as well as washed sand and gravel from the various rivers. The bitumen binder for the asphalt is sourced from various locations offshore and refineries, principally Singapore.


MAPQUEST
Rangoon (Yangon)
Thailand
Manila
India
Bangkok
Cambodia
Andaman Sea
Ho Chi Minh City
South China Sea
Colombo
Bandar Seri Begawan
Medan
Kuala Lumpur
Singapore
Celebes Sea
Indonesia
Indian Ocean
Palembang
Jakarta
Java Sea
Bandung
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N
Crown Capital Enterprise Limited
Federal Highway – Route 2
General Location Map
Figure 1.0
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2.0 CO-OPERATIVE PROGRAM

The intent of the arrangement with PROPEL of Kuala Lumpur is to demonstrate RJSeal^{T} and subsequently allow analysis of the performance of RJSeal^{TM} on a variety of asphalt surfaces. A demonstration was undertaken on May 8, on Federal Highway Route No. 2, near Shah Alam, Selangor, some 20 kilometres south west of the city centre of Kuala Lumpur, Malaysia. This highway leads to Port Kelang. The portion of the road that was treated was composed of asphalt pavement of mid-1993 vintage that had been milled and an overlay applied in 2003. The thickness of the overlay and base are not known. No details are known about the subgrade, but inspection of the shoulders show a sandy-silty material. Knowing construction techniques in roads in general, minimal gravel would be used for an immediate coarse base, beneath the asphalt pavement. The surface of the asphalt has a fairly coarse texture and no concern had been expressed about hydroplaning during heavy rains. Keen interest was expressed in having the life of the asphalt pavement extended.

3.0 RJSeal™

RJSeal™ is a proprietary product that is supplied by Crown Capital Enterprise Limited of Wanchai, Hong Kong. RJSeal™ has been proven in numerous applications in North and South America and recently in China to rejuvenate asphalt pavement at various stages of its life and economically extend the life of the pavement. RJSeal™ is a three component, asphalt sealer rejuvenator that is comprised of Refined Bitument (RT12), rejuvenator oils and Petroleum Solvents.

3.1 PRIOR EXPERIENCE

Refer to Appendix A for a copy of the brochure that outlines the experience with RJSeal™ at various locations in North America and South America as well as China. Further information is available from Crown Capital Enterprise Limited. RJSeal™ has been used at numerous airports in North and South America, as well as highways in Alberta, Canada; Cearo State, Brazil and other locations in the U.S.A. Since 2000, RJSeal™ has been demonstrated successfully at over fifty (50) locations in China and fifty eight (58) commercial-scale applications have taken place at various locations, such as Beijing, Shanghai, ShenYang, ChangChun, Harbin and Xi'an. Within the last 6 months, demonstrations have also been undertaken in Singapore at Changi Airport and also on several streets.

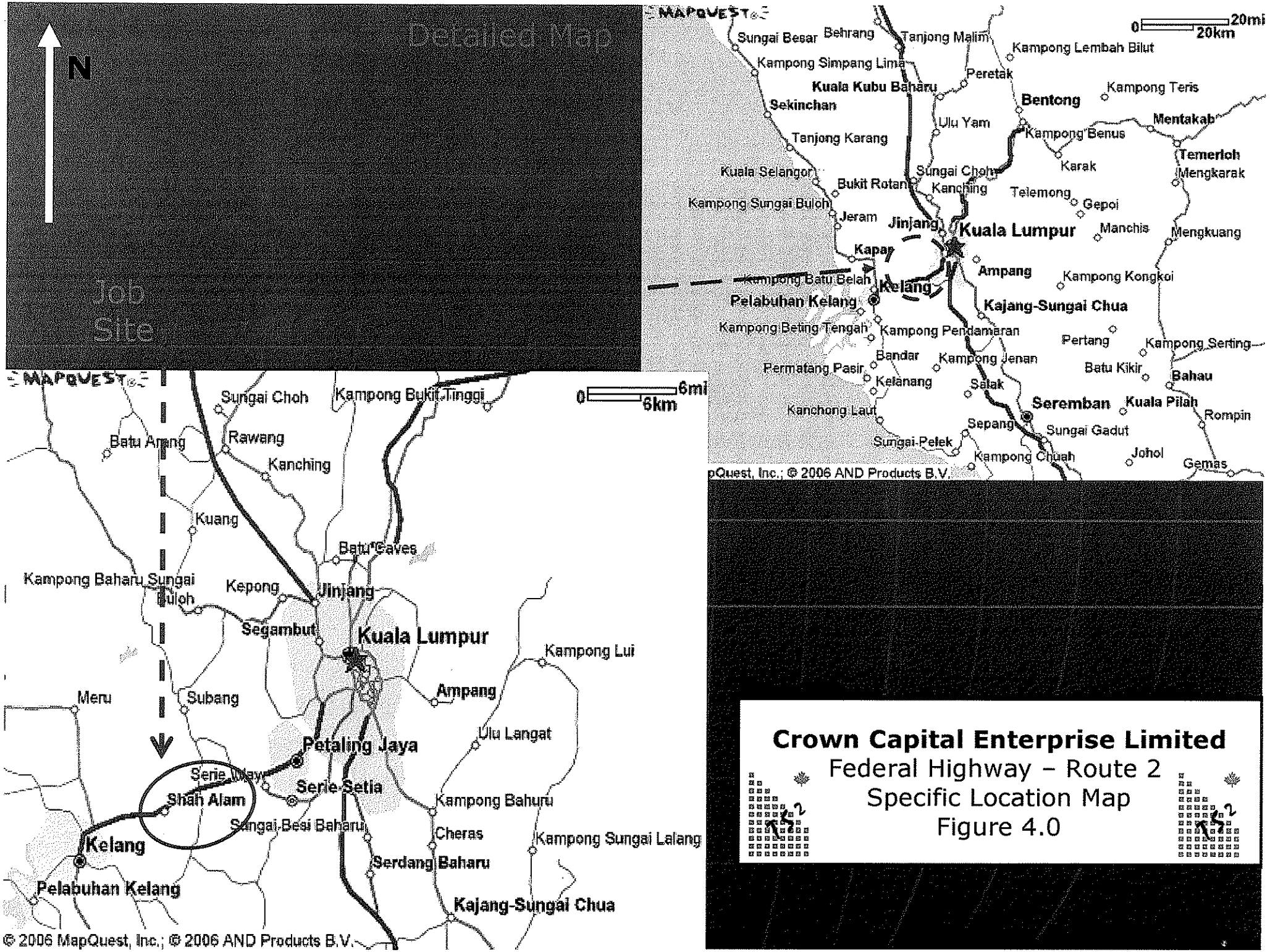
4.0 TEST PROGRAM

Since Malaysia is located in a tropical climate (Latitude: 1 degree North to 7 degrees north) at a low altitude, it's a demanding setting for asphalt, given the year round warm climate (extremes of 40 Celsius and overnight lows in the 25 Celsius range) and intense exposure to ultraviolet radiation, all which contribute to the oxidation and breakdown of the asphalt binder.

PROPEL, is responsible for operating approximately 200 kms of Toll Highway and Expressway. PROPEL is a subsidiary of United Engineers Malaysia, a publicly listed company, which is partially owned (37.1%) by Renong Bhd, a publicly listed conglomerate. PROPEL has agreed to try RJSeal™ at Km. 848 Federal Highway Route No. 2, Shah Alam, Selangor, which is owned by PLUS, a wholly owned subsidiary of Renong Bhd. See Figure 4.0, showing the location of this Toll Highway with respect to Kuala Lumpur.

Work commenced on the demonstration section at 9:30 pm on May 8, on a warm evening, where the temperature was approximately 27 degrees Celsius. There is a slight camber to the road, which causes water to run off toward the shoulder, rather than puddle on the road. The asphalt surface on Federal Highway Route No. 2, was reputedly 3 years old (mid-2003 vintage), being an asphalt overlay following milling of the original surface. No information was available as to the thickness of the overlay, however the original pavement was laid in 1993. No significant oil spills were observed, just the occasional drop of transmission oil, crankcase oil or hydraulic fluid. The asphalt pavement surface was not appreciably worn with no rutting due to traffic wear. There was aging and oxidation of the bitumen, which extended to a depth of several millimetres. The entire portion of the treated road was composed of asphalt pavement that was purportedly 15 centimetres thick and underlain by a gravel base, which was on a compacted silty-clay, sub-grade. The 50 metre long portion of Federal Highway Route No. 2 that had RJSeal™ applied was at the following geographic location:

Table 4.1	**Geographic Location of Test Strip**		
Loc'n	**System**	**Northing**	**Easting**
West End	Geographic (deg, min)	03^0 04.948 '	101^0 34.440'
	Universal Transverse Mercator Grid (47N) metres	341055	786107
East End	Geographic (deg, min)	03^0 04.949 '	101^0 34.466'
	Universal Transverse Mercator Grid (47N) metres	341057	786156


Detailed Map
N
Job Site
MAPQUEST
0 20mi 20km
Sungai Besar
Behrang
Tanjong Malim
Kampong Lembah Bilut
Kampong Simpang Lima
Peretak
Kuala Kubu Baharu
Kampong Teris
Bentong
Sekinchan
Ulu Yam
Mentakab
Tanjong Karang
Kampong Benus
Temerloh
Karak
Kuala Selangor
Sungai Choh
Mengkarak
Bukit Rotan
Kanching
Telemong
Kampong Sungai Buloh
Gepoi
Jeram
Jinjang
Kuala Lumpur
Manchis
Mengkuang
Kapar
Ampang
Kampong Kongkoi
Kampong Batu Belah
Kelang
Pelabuhan Kelang
Kajang-Sungai Chua
Kampong Beting Tengah
Kampong Pendamaran
Pertang
Kampong Sering
Bandar
Kampong Jenan
Permatang Pasir
Batu Kikir
Kelanang
Bahau
Salak
Seremban
Kuala Pilah
Kanchong Laut
Rompin
Sepang
Sungai Gadut
Sungai Pelek
Kampong Chuah
Johol
Gemas
pQuest, Inc.; © 2006 AND Products B.V.
MAPQUEST
0 6mi 6km
Sungai Choh
Kampong Bukit Tinggi
Batu Arang
Rawang
Kanching
Kuang
Batu Caves
Kampong Baharu Sungai Buloh
Kepong
Jinjang
Segambut
Kuala Lumpur
Kampong Lui
Meru
Subang
Ampang
Ulu Langat
Petaling Jaya
Serie Kiaw
Shah Alam
Serie Setia
Kampong Bahuru
Sungai Besi Baharu
Cheras
Kampong Sungai Lalang
Kelang
Serdang Baharu
Pelabuhan Kelang
Kajang-Sungai Chua
© 2006 MapQuest, Inc.; © 2006 AND Products B.V.
Crown Capital Enterprise Limited
Federal Highway – Route 2
Specific Location Map
Figure 4.0

Details of the application are summarized in the table that follows:

Table 4.2		**Details on RJSeal™ Application on Federal Highway - Route No. 2**								
Work Schedule (am/pm)	Work Time (hrs)	Total Area m^2	Total Area yd^2	RJSeal Applied			Application Rate			
				US gals	litres	Kgs	USGal /yd^2	Litres /m^2	m^2 /Litre	m^2/Kg
21:30 - 21:40	0.17	Preparation		-	-	-	-	-	-	-
21:40 - 22:20	0.67	183	218	10	37	39	0.045	0.20	4.96	4.68
22:20 - 22:40	0.33	Slag Application		-	-	-	-	-	-	-
22:40 - 23:00	0.33	Clean-Up		-	-	-	-	-	-	-
Totals	1.50	183	218	10	37	39	0.045	0.20	4.96	4.68

Ambient temperatures were 27 degrees Celsius at the commencement of work at 9:30 pm pm, with humidity in the 80% range. The application of RJSeal™ was undertaken on the eastbound shoulder (slow) lane. The work area was treated with copper slag at an application rate of 0.3 kgs/square metre, immediately after the application of RJSeal™. The intent was to see if the copper slag improved the skid resistance of the eastbound lane. Photos showing the application of RJSeal™ follow in figures 4.1 and 4.2 on the following pages.

The site was visited on May 9 around 10:30 am and a difference was readily perceived between the RJSeal™ treated section and the adjoining untreated portions. See figure 4.3

Figure 4.1 Typical Application Procedure

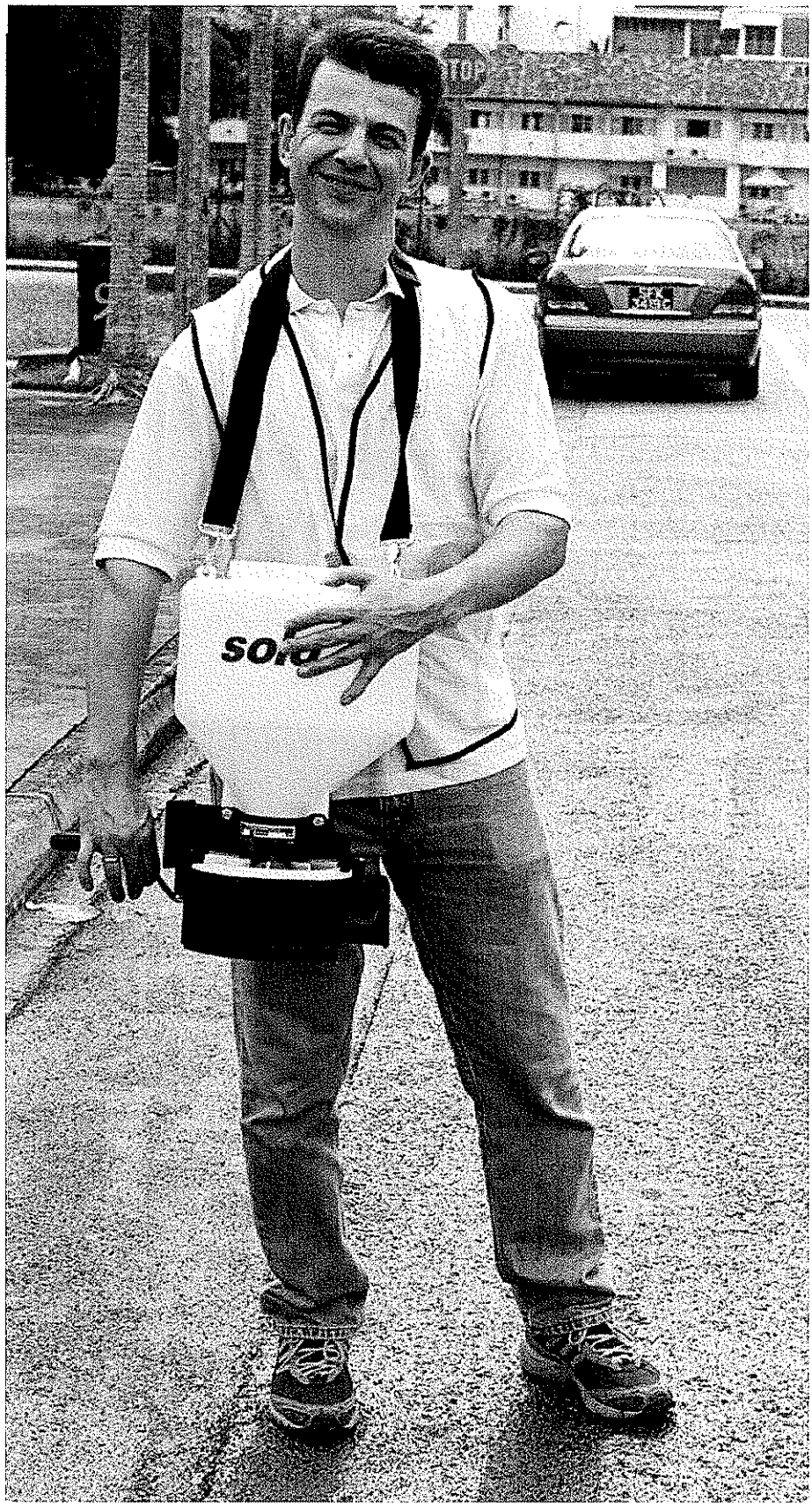


Figure 4.2 Copper Slag Application

Figure 4.3 Finished Surface

4.1 RJSeal™ Testing

To date the comparison of the asphalt treated with RJSeal™ has been compared on a subjective basis over a very short period on Federal Highway Route No. 2, Shah Alam, Selangor, Malaysia. Testing equipment was brought to the site for comparison on a more disciplined, objective basis included the following tests.

- Skid Resistance
- Water Penetration
- Macrotexture (Depth of Texture)

At a later date, cores will be acquired from the asphalt pavement for laboratory testing and the following properties of the asphalt pavement will be determined:

- Viscosity
- Ductility
- Penetration
- Softening Point

4.2 HydroPlaning Potential

An "Outflow Meter" manufactured in the U.S.A. by Humble Equipment Company of Ruston, Louisiana and sold under the trademark "Outflow Meter" was used to measure the asphalt pavement's macrotexture, to ascertain the hydroplaning potential on the RJSeal™ treated surface, versus the untreated surface. The procedure is documented in the ASTM Testing Standard E2380. The Outflow Meter gives readings in seconds for the dissipation of a known quantity of water. It is suggested that any readings between 3 and 10 seconds are satisfactory results for an asphalt pavement surface, if hydroplaning is to be minimized. Results of the testing are shown in the table below:

Table 4.3		Outflow Meter Testing				
Testing Location		Particulars of Testing Location			Outflow Readings	
Latitude	Longitude	Distance from west end of test strip	Lane	Location (wheelpath)	Before seconds	After seconds
03^0 04.948 '	101^0 34.440'	-0.6 metres	Eastbound	Left	5	n/a
03^0 04.948 '	101^0 34.440'	+0.6 metres	Eastbound	Left	n/a	5

Figure 4.4 Outflow Meter

4.3 Water Penetration

Water Penetration Tests (China Testing Standard T 0730-2000) were undertaken at several locations on the untreated portion of the road, in close proximity to the test strip and later on the RJSeal™ treated section. Particulars of the tests are shown in the table that follows

Table 4.4		Water Penetration Testing				
Testing Location (Lat/Long)		Particulars of Testing Location			Water penetration	
Latitude	Longitude	Distance from west end of test strip	Lane	Location (wheelpath)	Before ml/min	After ml/min
03^0 04.948 '	101^0 34.440'	-0.6 metres	Eastbound	Left	0	n/a
03^0 04.948 '	101^0 34.440'	+0.6 metres	Eastbound	Left	n/a	0

See Figure 4.5 that follows for a pictorial presentation of the Water Penetration Meter.

4.4 Macrotexture (Depth of Texture)

The sand patch test (ASTM Standard E965-96 OR China Standard T 0961-95) was used to ascertain the Pavement Macrotexture Depth. Comparison was undertaken at several locations on both the untreated and RJSeal™ treated sections. The results of the testing are documented in the table that follows:

Table 4.5		Sand Patch Testing				
Testing Location		Particulars of Testing Location			Depth of Texture	
Latitude	Longitude	Distance from west end of test strip	Lane	Location (wheelpath)	Before mm	After mm
03^0 04.948 '	101^0 34.440'	-0.6 metres	Eastbound	Left	0.504	n/a
03^0 04.948 '	101^0 34.440'	+0.6 metres	Eastbound	Left	n/a	0.571

The results from the sand patch testing indicate that the depth of texture of road surface is adequate. The application of copper slag on the eastbound lane to improve the skid resistance was not essential, but undertaken for demonstration purposes. .

See Figure 4.6 which follows, showing the sand patch testing procedure.

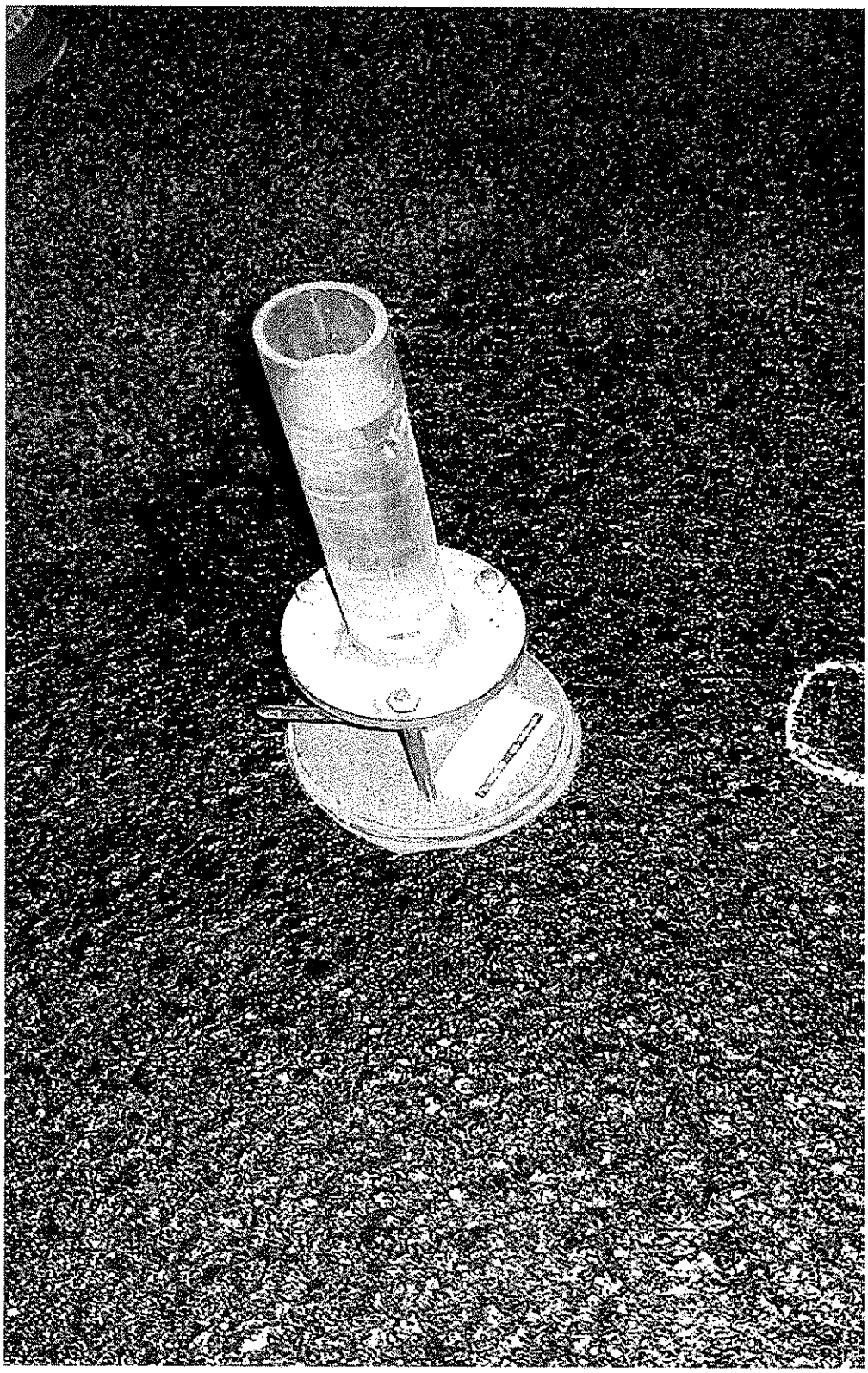


Figure 4.5 Water Penetration Meter

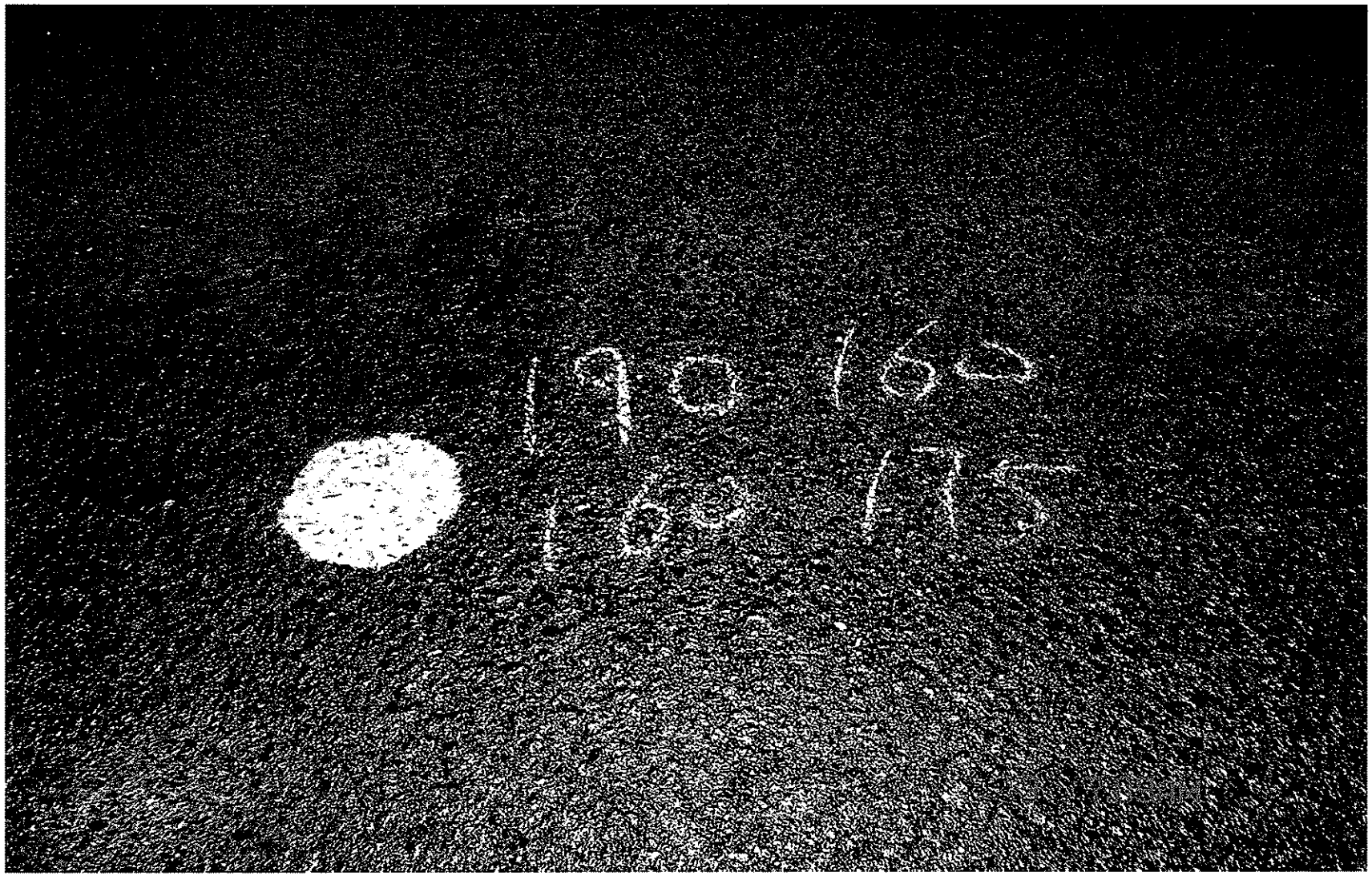


Figure 4.6 Sand Patch Test

4.5 Skid Resistance Tests

This aspect of the testing was conducted by IKRAM Engineering Services Sdn. Bhd (Pavement Research Section) for Soil Centralab Sdn Bhd. (wholly owned subsidiary of PROPEL on June 30, 2006. This is some 7 weeks after the actual application of the RJSeal™ (May 8, 2006)

The Skid Resistance testing was undertaken with a British Pendulum as prescribed in ASTM testing Procedure E303 and the results are as follows:

Table 4.6		British Pendulum Tests					
Sample ID	Temp of Test Surface	Measured SRV					Corrected SRV at 35 deg C
		1	2	3	4	5	MEAN
point 1	33.0	57	60	65	62	63	60
point 2	33.0	55	56	57	57	58	56
point 3	32.0	56	58	59	58	57	56
point 4	33.0	60	61	62	63	63	61
					Average		58

These results are acceptable to PROPEL, who require a minimum of 55 for highways.

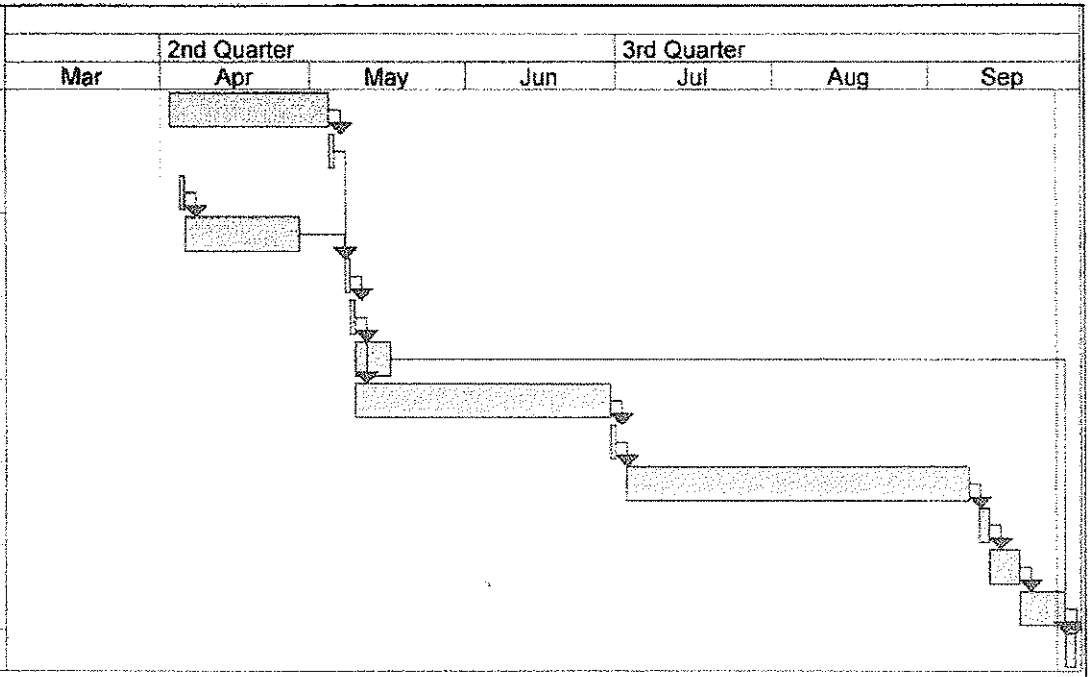
4.6 Ductility/Softening Point/Penetration Testing

This aspect of the testing is beyond the capabilities Crown Capital Enterprise Limited and Kalvani International personnel and its exclusive agent Viva Anggun Sendirian Berhad in Malaysia has been sought from outside experts in the field of Asphalt Testing. To this end, PROPEL have retained IKRAM Engineering Services Sdn. Bhd. of Selangor (pavement material & QA/QC), which has appropriate testing facilities for asphalt cement to conduct tests on core samples from the RJSeal™ treated section. This is reported separately in Appendix C to this report.

5.0 Test Completion Schedule

Technicians from IKRAM Engineering Services Sdn. Bhd, will undertake testing on the trial section. The projected completion of this testing is scheduled as shown in the following chart.

ID	Task Name	Duration	Start	Finish
1	Negotiate Agreement	25 days	Mon 4/3/06	Thu 5/4/06
2	Confirm Agreement	1 day	Fri 5/5/06	Fri 5/5/06
3	Site Inspection	1 day	Wed 4/5/06	Wed 4/5/06
4	Hiatus	18 days	Thu 4/6/06	Fri 4/28/06
5	Application	1 day	Mon 5/8/06	Mon 5/8/06
6	Inspection & Field Test	1 day	Tue 5/9/06	Tue 5/9/06
7	Draft Technical Report	5 days	Wed 5/10/06	Tue 5/16/06
8	Hiatus	37 days	Wed 5/10/06	Thu 6/29/06
9	Core Sample Acquire	1 day	Fri 6/30/06	Fri 6/30/06
10	Hiatus	50 days	Mon 7/3/06	Fri 9/8/06
11	Core Tests in Lab	2 days	Mon 9/11/06	Tue 9/12/06
12	Report on Lab Tests	4 days	Wed 9/13/06	Mon 9/18/06
13	Hiatus	7 days	Tue 9/19/06	Wed 9/27/06
14	Final Technical Report	2 days	Thu 9/28/06	Fri 9/29/06



Project: Federal Highway Route 2
Date: Tue 9/26/06

Task
Split
Progress
Milestone
Summary
Project Summary
External Tasks
External Milestone
Deadline

CROWN CAPITAL ENTERPRISE LIMITED

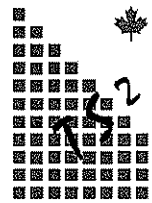
WANCHAI, HONG KONG

Demonstration of RJSeal™
Federal Highway Route No. 2,
Shah Alam, Selangor, Malaysia

May 8, 2006

Appendix A

RJSeal™ Descriptive Literature



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WANCHAI, HONG KONG

Demonstration of RJSeal™
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Shah Alam, Selangor, Malaysia

May 8, 2006

Appendix B

Copper Slag – Technical Specifications

TS^2 Consulting Inc.
Lamma, Hong Kong

CROWN CAPITAL ENTERPRISE LIMITED

WANCHAI, HONG KONG

Demonstration of RJSeal™
Federal Highway Route No. 2,
Shah Alam, Selangor, Malaysia

May 8, 2006

Appendix C

Lab Tests on Core Samples from RJSeal™ Test Strip prepared by IKRAM Engineering Service Sdn. Bhd Kuala Lumpur

TS^2 Consulting Inc.
Lamma, Hong Kong