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PRESS RELEASE  
FOR IMMEDIATE RELEASE

COMPANY ANNOUNCES RESULTS OF INDEPENDENT 3<sup>RD</sup> PARTY  
TESTING OF THE JETSTAR<sup>TM</sup> HYDROGEN INJECTION SYSTEM

Pickering, Ontario, CANADA.

Dynamic Fuel Systems Inc. is pleased to provide to its shareholders and the investing public a detailed summary of an Independent 3<sup>rd</sup> Party Report entitled "Evaluating the Effects of Jetstar<sup>tm</sup> Hydrogen Injection Technology on Fuel Economy and Emissions" prepared by Emisstar LLC of Austin, Texas. Emisstar is a recognized leader in their field.

Further information on Emisstar LLC may be found at [www.emisstar.com](http://www.emisstar.com)

The objective of the testing was to evaluate the effects of the Jetstar<sup>TM</sup> hydrogen insertion technology on fuel economy and emissions for Class 8 Heavy Duty diesel trucks.

Fuel economy was measured using SAE (Society of Automotive Engineers) J1321 test procedure which includes a control vehicle to be run simultaneously with a test vehicle on the same course at the same time under ambient weather and road conditions.

The emissions of carbon monoxide (CO), carbon dioxide (CO<sub>2</sub>) total hydrocarbons (THC), nitrogen monoxide (NO) and nitrogen dioxide (NO<sub>2</sub>) were measured using portable emissions measuring system (PEMS) in grams/mile with conversions to g/bhp-hr.

Except for model year, the two trucks were the same make, model, rated horsepower, drive train components as well as engine displacement. To simulate payload conditions each truck was loaded with an equal number of 55 gallon drums containing water. Test weights were established at 32,000 pounds. Drivers were thoroughly trained, possessed similar driving skills and performed a series of trial test cycles prior to performing the actual baseline and final tests to ensure that the cycles were driven as intended.

The testing took place in Romulus Michigan commencing on September 18<sup>th</sup> 2008 and concluded on October 30<sup>th</sup> 2008.

As documented in the report, "The strict repeatability requirements of the SAE J1321 specification were met and data for the Baseline and Final test rounds are valid. The overall fuel economy value was improved by 7.02 percent by deploying the Jetstar™".

The fuel economy values for the Test truck on the baseline test (no Jetstar™) vs. the final test (with Jetstar™) in each of the three test segments are as follows:

Test Run	Average MPG (without Jetstar™)	Average MPG (with Jets tar™)
1	7.96	8.49
2	7.62	8.46
3	7.45	8.52
Total Avg	7.68	8.49

Emissions were captured and analyzed using the SEMTECH-DS mobile emissions analyzer on each test and control truck providing laboratory quality analysis of key exhaust gas components. This system uses an exhaust flow meter (EFM) together with pollutant concentrations, to calculate instantaneous and total mass emissions. Fuel Economy was measured using SAE Standard J1094a.

The Baseline and Final Test on emissions reductions for the Test Truck (with Jetstar™) for the entire test round indicated reductions in:

1. CO by 31.01%;
2. CO<sub>2</sub> by 14.45%;
3. NO<sub>x</sub> by 18.53%; and
4. THC by 30.50%.

Copies of the complete report will be made available to Dynamic's partners, dealers, customers and prospective customers upon request.

#### About Dynamic Fuel Systems Inc.

Dynamic Fuel Systems Inc. is a Pickering, Ontario based energy sector company engaged in the manufacture, distribution, installation and marketing of a transportable hydrogen generator retrofit targeted for use in the heavy tractor trailer industry. Its flagship product, the Jetstar™, is a patent-pending aftermarket retrofit solution that provides combustion enhancement by mixing hydrogen and oxygen into a vehicle's intake air to provide the engine with a more complete burn of the fuel in its internal combustion engine. Its business was founded in 2001 and more information about its products can be viewed at its website at [www.dynamicfuel.com](http://www.dynamicfuel.com)

This release includes forward looking statements, which are based on certain assumptions and reflects management's current expectations. These forward looking statements are subject to a number of risks and uncertainties that could cause actual results or events to differ materially from current expectations. Some of these factors include: general global economic conditions; general industry and market conditions and growth rates; uncertainty as to whether our strategies and business plans will yield the expected benefits; increasing competition; availability and cost of capital; the ability to identify and develop and achieve commercial success for new products and technologies; the level of expenditures necessary to maintain and improve the quality of products and services; changes in technology; changes in laws and regulations, includes codes and standards, intellectual property rights, and tax matters; the uncertainty of the emerging hydrogen economy; including the hydrogen economy moving at a pace not anticipated; our ability to secure and maintain strategic relationships and distribution agreements. The Corporation disclaims any intention or obligation to update or revise any forward looking statements, whether as a result of new information, future events or otherwise.

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