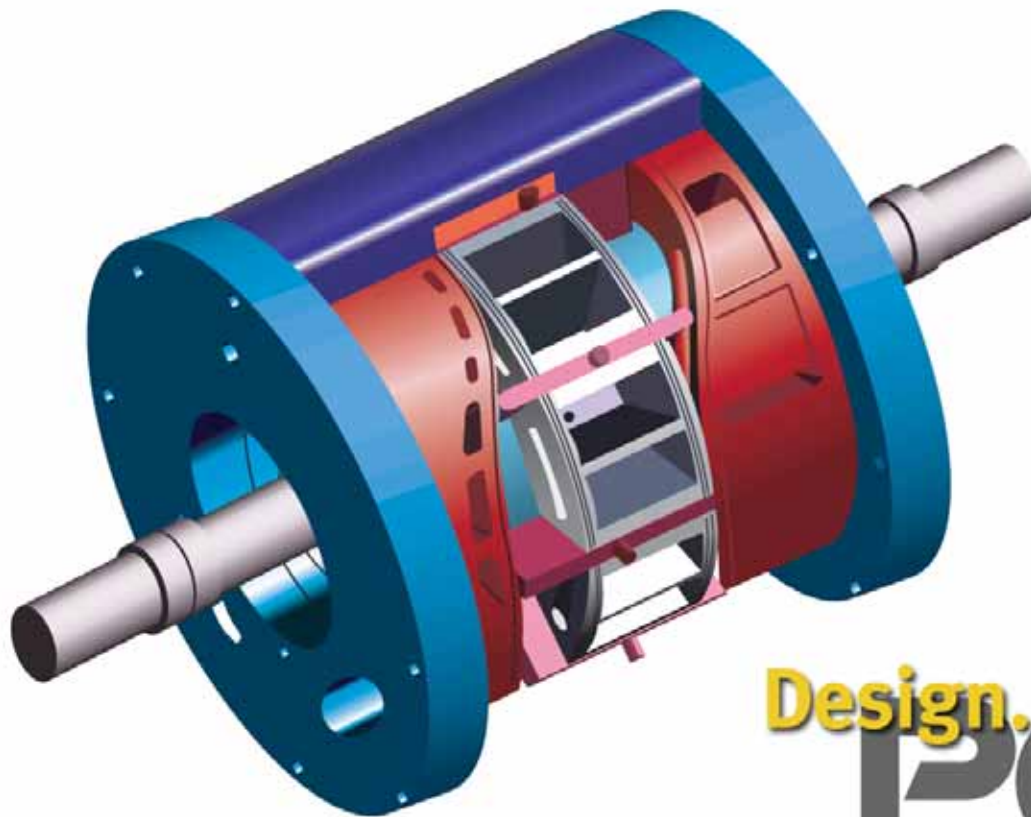


# **RADMAX**™

*A Revolutionary Engine Technology*



Corporate Presentation  
May 2010

**Design. Simplicity.**  
**POWER**

# DISCLAIMER



*This presentation includes forward-looking statements that are made pursuant to the “safe harbor” provision of the Private Securities Litigation Reform Act of 1995. While these statements are made to convey to the public the company’s progress, business opportunities and growth prospects, readers and listeners are cautioned that such forward-looking statements represent management’s opinion. Whereas management believes such representations to be true and accurate based on information and data available to the company at this time, actual results may differ materially from those described. The company’s operations and business prospects are always subject to risk and uncertainties. Important factors that may cause actual results to differ are set forth in the company’s periodic filings with the US Securities and Exchange Commission.*



**RADMAX**<sup>TM</sup>  
A Revolutionary Engine Technology

# COMPANY OVERVIEW



- ***REGI U.S., Inc. is development stage company.***
  - ◆ **Revolutionary internal combustion rotary engine technology**
    - **75% Reduction in:**
      - ✓ Size
      - ✓ Weight
      - ✓ Manufacturing Costs
    - **30% Greater:**
      - ✓ Fuel Efficiency
- ***Currently in the process of commercializing an improved, new axial vane type rotary engine***
  - ◆ **RadMax™ rotary technology**
    - ✓ Revolutionary design
    - ✓ Lightweight
    - ✓ Highly efficient engines, compressors and pumps.
- ***Target markets include***
  - ◆ **Engines**
  - ◆ **Compressors**
  - ◆ **Pumps**

**19 US and Worldwide Patents**

# KEY FACTS



<b>SYMBOL</b>	<b>RGUS:OTCBB / RGJ: Frankfurt Exchange</b>
CORPORATE HEADQUARTERS	240-11780 Hammersmith Way, Richmond, BC, Canada V7A 5E9
STOCK PRICE 04/19/10    52 WK	\$0.30    \$0.785 - \$0.18
SHARE OUTSTANDING 04/19/10	28,710,824
MARKET CAPITALIZATION	8,613,247
VOLUME DAILY 90 DAY AVERAGE	25,000
DEBT ( 04/19/10)	\$1,191,709
INSIDER OWNERSHIP	34.8%
FISCAL YEAR	04/30
ACCOUNTING FIRM	Malone & Bailey, LLP



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# MANAGEMENT



## **John Robertson – President/CEO**

*Mr. Robertson has over 25 years of experience as Founder, President, CEO and Director of numerous successful public companies in a variety of industries, including mining, oil and gas, and technology. Highlights include President and Director of SMR Investments Ltd, a BC company engaged in the business of management and investment consulting, President and CEO of Teryl Resources Corporation, now in the final stage of development with a gold deposit in Alaska (J/V with Kinross Gold) that has recently received a take over offer from Kinross for Teryl's interest, and President of an oil and gas company that produced one and a half million barrels of oil and declared several dividends for its shareholders. His involvement with REGI U.S. Inc. dates back to 1992 and through his vision and leadership he has raised over \$13 million dollars to develop a revolutionary lightweight, fuel-efficient engine. Mr. Robertson received his brokerage license in 1970 and worked for many years at firms such as Richardson & Wilson Securities and Nelson & Sansai Securities (a Japanese Firm based in Vancouver, BC). Throughout his career, he has successfully raised over \$70 million dollars for several public companies through equity financings and has developed impressive relationships with a considerable network of contacts.*

## **.James Vandenberg - Chief Financial Officer**

*Mr. Vandenberg is an attorney in Seattle, Washington. He specializes in corporate finance with an emphasis on securities and acquisitions. He was counsel and secretary to two NYSE companies. Mr. Vandenberg is a member and former Director of the American Society of Corporate Secretaries. He graduated from NYU Law School in 1969 where he was a Root-Tilden Scholar and holds a BA degree in accounting. On April 18, 2007.*

## **Robert Grisar - Vice President of Engineering**

*Mr. Grisar has more than 30 years of progressive engineering experience designing and implementing electronic and mechanical systems for the US Department of Defense and related agencies. This includes: airborne radar for fixed and rotary wing aircraft, shipboard-submarine-and torpedo sonar, and line-of-sight, meteor burst, and satellite communications systems. His commercial experience includes designing and implementing the user interface and software for medical imaging and diagnostic systems. Prior, he was responsible for the Astrospace design, fabrication, test, and implementation of the thermal protection system for Space Shuttle solid rocket boosters. Most recently, Mr. Grisar directed MILPARTS (Military Parts Reinvention Network), which continues to reinvent, produce, and deliver military system repair and spare parts for legacy defense systems.*

## **Dr. Allen MacKnight – Engineering Advisor, Thermodynamics Expert**

*Dr. MacKnight of Signal Hill, California, has extensive experience as an expert mechanical, thermodynamics, controls, and systems engineer in the design and manufacturing of environmental control equipment and gas turbine engines. Dr. MacKnight has recently retired from Honeywell, Inc. as a corporate fellow, providing evaluation expertise for Honeywell Aerospace. During his 32-year career with Honeywell, he has served in many progressive positions of engineering, technology development, and management.*

## **Paul L. Porter – Engineering Advisor, Sealing Technology Expert**

*Mr. Porter, of Spokane, Washington, has extensive experience as an expert mechanical engineer in the manufacturing and designing of seals. Mr. Porter was the founder and President of JetSeal, Inc., a manufacturing engineering tool and producing design firm. JetSeal, Inc. was sold to Heico Corp. (HEI) an aerospace company in the late 1990's when the company was under Paul L. Porter's ownership. Prior, he was a manufacturing manager for Parker Seal Group, a Fortune 500 Company.*

# RadMax™ Engine



## ***Design Characteristics***

- **Low Speed**
  - ✓ (< 1,000 rpm) with High Torque
- **Vibration Free**
  - ✓ engine fires continuously, 24 times every revolution
- **Multi-Fuel Capability**
  - ✓ Diesel, Kerosene, Jet-A, Jet-A1, Jet-B, JP-5, JP-8; essentially any oil based fuel
- **Low Pollution (estimate) basis:**
  - ✓ complete fuel burn because of high compression ratio greater than 20:1 and extended resonance time
- **Low Maintenance**
  - ✓ operates at HALF the RPM of similar horsepower engines, since RadMax fires on EVERY revolution
- **Low Cost to Produce**
  - ✓ Fewer than 50 *unique* parts, compared to conventional engine with more than 1,000 unique parts
- **Scalable**
  - ✓ All parts are symmetrical. Horsepower increases with square of diameter

- ◆ **75% Reduction:**
  - ✓ Size
  - ✓ Weight
  - ✓ Manufacturing Costs
- ◆ **30% Greater:**
  - ✓ Fuel Economy

# RadMax™ Description

Reg/Regi

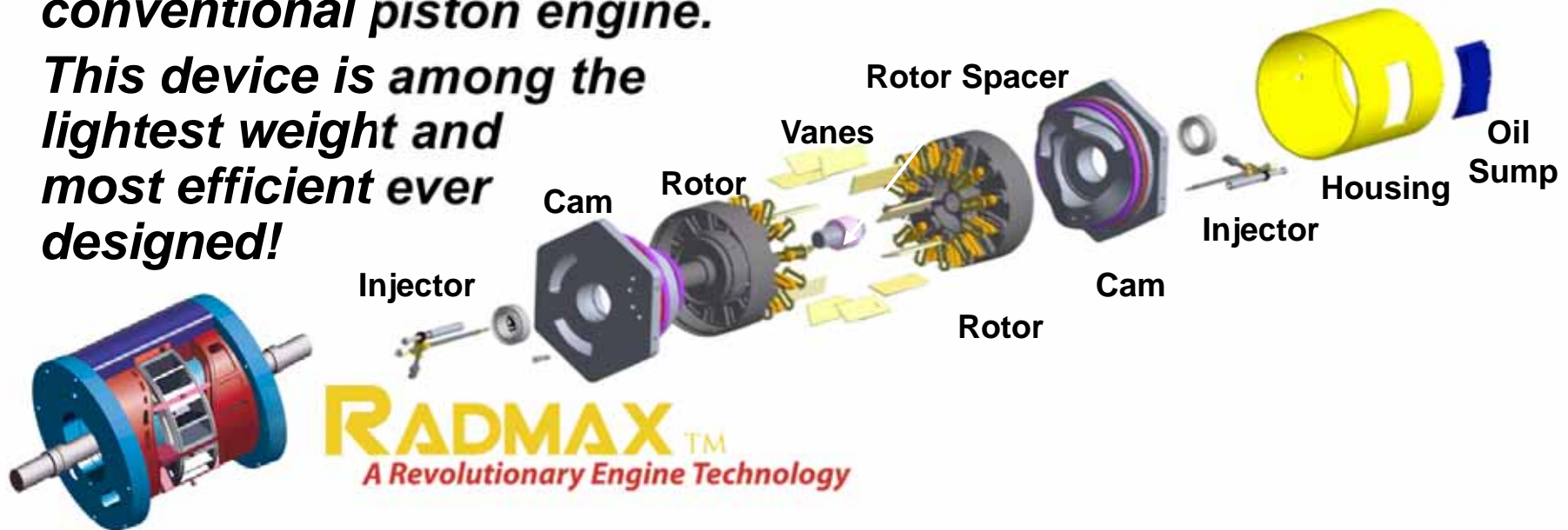
Technologies Inc.

A truly revolutionary rotary power concept unlike any other existing technology, RadMax™ devices are designed for **Simplicity**, **Efficiency** and **Power**

**1lb of weight = 1 HP Output**

**Capable of 24 combustion events, compared with one combustion event for every two revolutions of a conventional piston engine.**

**This device is among the lightest weight and most efficient ever designed!**



# RadMax™ Design

Reg/Regi

Technologies Inc.

## **SIMPLICITY**

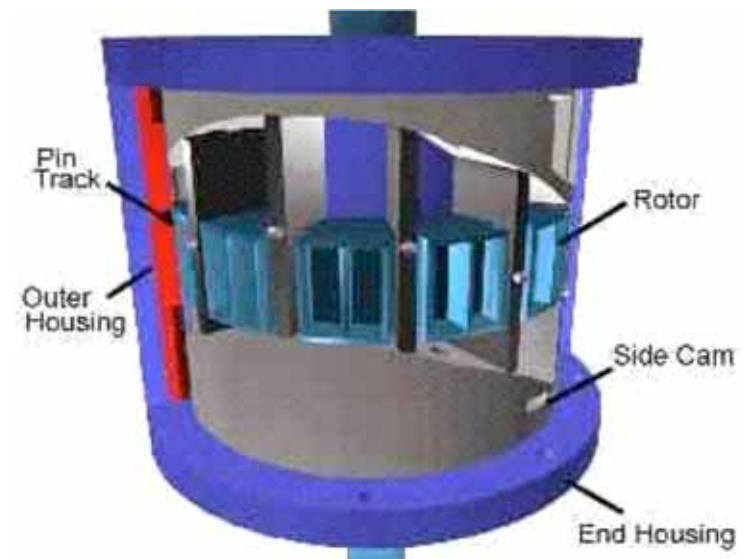
- Only 2 unique moving parts, the vanes (up to 12) and rotor – does not use pistons, valves or spark plugs reducing assembly and maintenance costs
- All device family parts and mirror image parts are interchangeable
- Easy field maintenance – no special tools required

## **POWER**

- 24 combustion events per revolution for internal combustion engine
- Up to 24:1 compression ratio allows use of multiple fuels
- 48 compression or pumping actions per revolution for pump application

## **EFFICIENCY**

- *>1 hp/lb @ optimal conditions*
- *>1.5 hp/cu in @ optimal conditions*

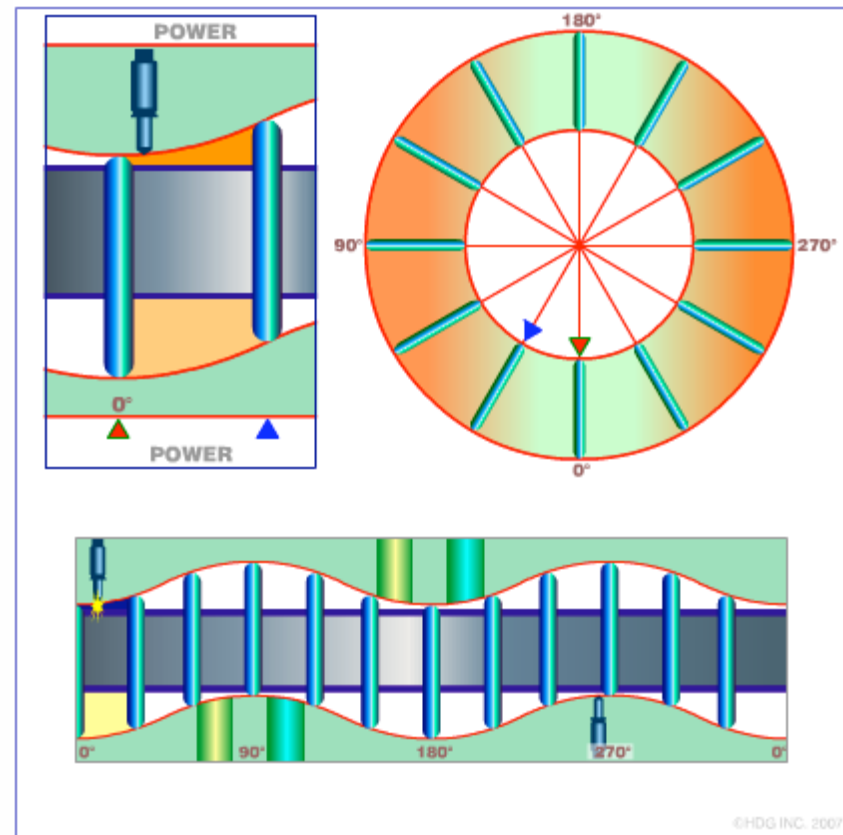


**RADMAX™**  
A Revolutionary Engine Technology

# RadMax™ 4 Cycle Engine



*Up to 12 vanes slide axially through the rotating rotor as they follow machined cams in the ends of the stationary stator housing. Compression chambers form at both sides of the rotor between the rotor, stator walls and vanes. The chamber volume changes as the vane moves during rotor rotation creating either 24 compression-ignition combustion events. (intake, compression, ignition, exhaust)*



**RadMax® Engine Cycle**



**RADMAX™**  
A Revolutionary Engine Technology

# RadMax™ Size-Weight Advantage

Reg/Regi

Technologies Inc.



## *When Size and Weight Are Important*

- The RadMax™ Engine fires on each rotation. A reciprocating engine fires every other rotation. That reduces the size-weight by half.
- The RadMax™ Engine has no pistons, connecting rods, wrist pins, or crank shaft. That further reduces volume and weight.
- The RadMax™ Engine does not require a timing chain, valves, valve lifters, rocker arms, push rods, or cam shaft. That further reduces volume and weight.
- Instead, the RadMax™ Engine has continuous combustion every rotation in 24 combustion chambers. The chambers are separated by vanes that move axially. The vane positions are controlled by a static stator.
- Same horsepower in a lighter and smaller engine means everything gets smaller – vehicle, tires, wheels, brakes, shocks, etc. means lower fuel consumption.
- The engineering design estimate is 1/4 the size and 1/4 the weight of an equivalent horse power reciprocating engine.

# TARGET MARKETS



## *Large Target Markets*

- ***Transportation***
  - Aviation
  - Recreational Vehicles
  - Hybrid Vehicles
- ***Generators***
- ***Pumps***
- ***Aerospace***



**RADMAX**<sup>TM</sup>  
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# Bringing RadMax™ to Market



## *Our Plans ...*

- **Build, test and validate RadMax™ demonstration model engine**
- **License RadMax™ technology to leaders in target markets including engine, compressor and pump manufacturing companies; and to multi-business, new technology oriented companies**
- **Explore funding opportunities with military for specific applications.**



**RADMAX™**  
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# 2010 RadMax<sup>®</sup> Engine Program Milestones



## *Upcoming 2010 Program Milestones....*

1. **Completion of Belcan Engineering review of mechanical components, bearings, and lubrication**
2. **Review and approval by the Fortune 1000 Company**
3. **Fabrication of the DEMONSTRATION ENGINE**
4. **Initial prototype testing**

For detailed progress report, see News Release dated [March 31, 2010](#)



**RADMAX**<sup>TM</sup>  
*A Revolutionary Engine Technology*

# Investment Summary



- **Revolutionary internal combustion engine technology**
  - **75% reduction:**
    - Size
    - Weight
    - Manufacturing cost
  - **30% greater:**
    - greater fuel efficiency
- **Fully developed computer design and tested**
  - Physical prototype stage of development
  - 6 months to build and test
  - Cost \$1 million
- **Large potential target markets**
  - Generators
  - Transportation
  - Compressors
  - Pumps

# Contact Us



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***RGUS:OTCBB***

***RGJ: Frankfurt Exchange***



***RADMAX™***  
***A Revolutionary Engine Technology***