

Welcome

AGM

Dynetek Industries
June 23rd. 2009

Dr. C. W. Rasche
President & CEO

Dynetek is an active and experienced supplier of CNG and hydrogen fuel storage systems for the transit industry

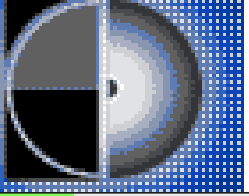
Dynetek designs each bus system specifically with extended driving range in mind

Each system is designed to be:

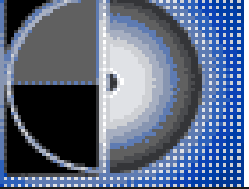
- Space efficient to maximize fuel on board
- Assembly-line ready
- Lightweight

ADVANCED LIGHTWEIGHT FUEL STORAGE SYSTEMS

AW
2008



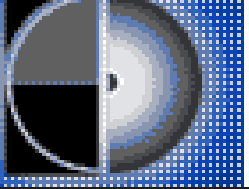
This presentation may include certain “forward looking statements”. All statements other than statements of historical fact, included herein, including, without limitation, statements regarding future plans and objectives of Dynetek Industries Ltd. (“Dynetek” or the “Company”), are forward-looking statements that involve various risks, assumptions, estimates and uncertainties. These statements reflect the current internal projections, expectations or beliefs of the company and are based on information currently available to the company. There can be no assurance that such statements will prove to be accurate, and actual results and future events could differ materially from those anticipated in such statements. All of the forward looking statements contained in this presentation are qualified by these cautionary statements and the risk factors described the preliminary prospectus. Furthermore, all such statements are made of the date this presentation is given and the company assumes no obligation to update or revise these statements.



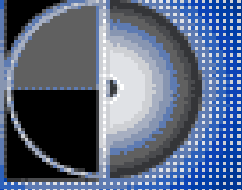
Mr. Heinz Portmann, who has served as the Chairman of the Corporation since its inception, resigned on 5th of May 2009 and will remain as a Director and support Mr. Pigot in his transition as Chairman. I would like to thank Heinz for his dedication and service to the Corporation over the past 18 years. He was one of the Pioneers for CNG and Hydrogen System market.



Mr. Pigot assumes the role of Chairman immediately and will bring his 35 years of experience in banking, finance, capital markets advisory and general management to support the Dynetek Management Team.

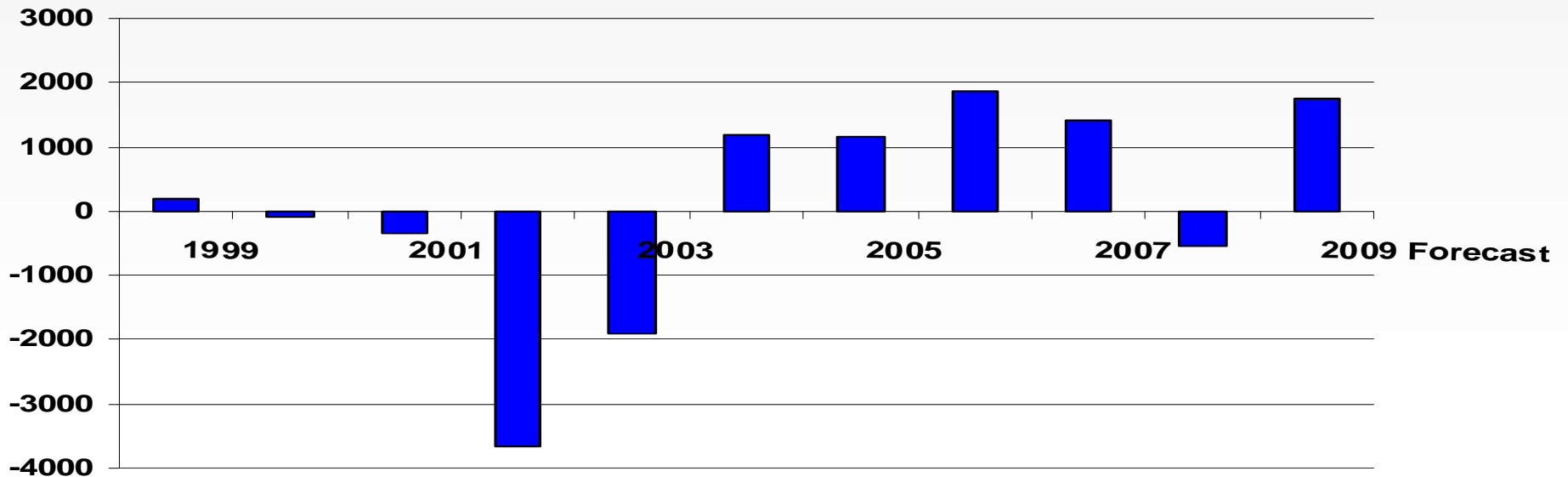
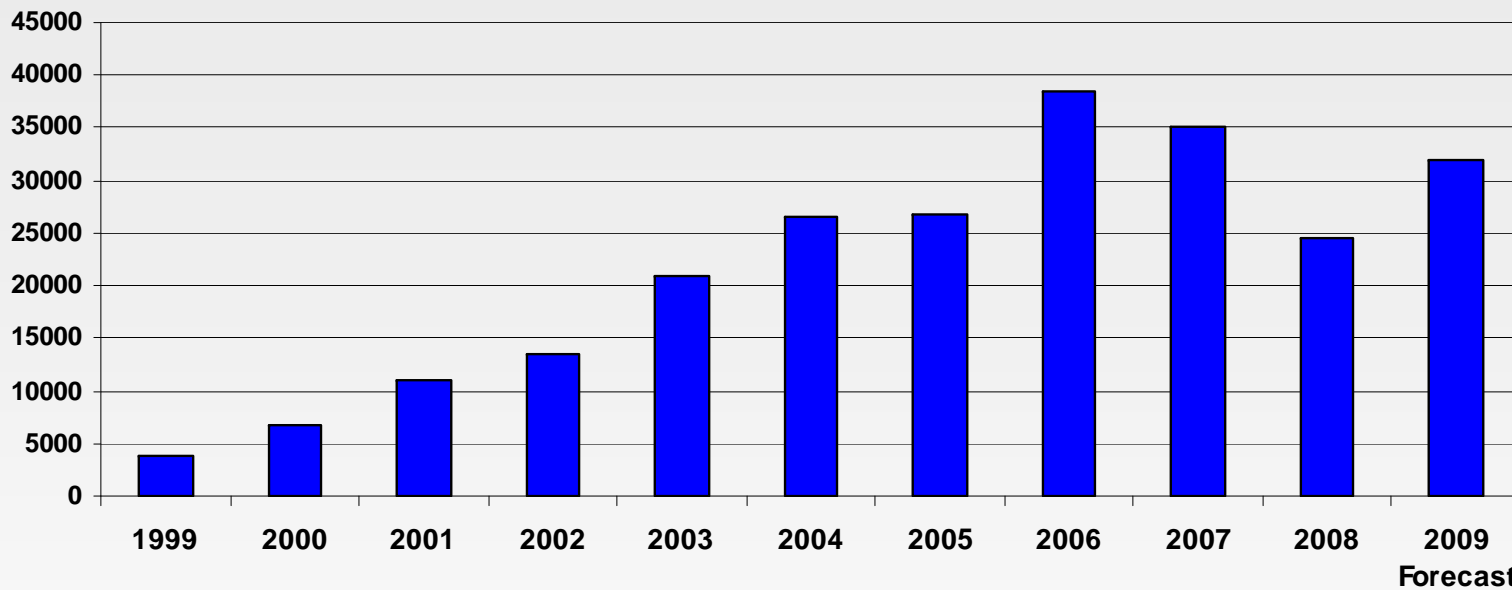


- \$24,5 million in revenue down from \$35 million in 2007 due to low market requests, deferred or cancelled orders and the ambiguity of Transit Authorities how to invest.
- European Bus Market recovered in the 2nd half of 2008 with a major order of about 552 Bus systems.
- Order of about 20 Hydrogen Systems for BC Transit and further 10 hydrogen storage systems to ISE Corporation for the Hydrogen powered buses bound for London, England. These buses are part of the Mayor of London's plan to have up to 70 hydrogen vehicles in operation in London by 2010.
- Dynetek received approval from U.S. Department of Transportation (DOT) of their 450 Bar (6527 PSI) cylinder for use in Dynetek's "BT450" Tube Trailer Systems
- Management and Production team restructured.
- Dynetek has signed a research and development contract for a new, innovative and light weight Hydrogen storage system for Fuel Cell Vehicles (FCV's). The development will include improvements in the cylinder weight, performance and costs. The improvements envisioned in this research project will bring us a step closer to storage targets set out by the U.S. Department of Energy.
- Participated with 9 OEM's including Ford, Hyundai, Daimler, Volkswagen and Nissan on 12 confidential hydrogen development programs Bulk transportation systems delivered for use on BC's Hydrogen Highway

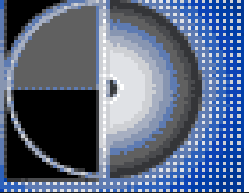


Dynetek

Revenue and EBITDA Dynetek 1999 – 2009 (in 000's CAN\$)



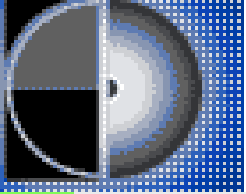
A Green Company



Dynetek Industries Ltd. – Financial Highlights

Year Ended December 31	2008	2007	2006
Revenue	24,586	35,030	38,425
Gross Profit	3,535	5,662	7,478
EBITDA	(553)	1,417	1,857
Net Loss	(2,942)	(4,707)	(1,451)
Net Loss per Share	(\$0.14)	(\$0.22)	(\$0.07)
Capital Expenditures	384	938	2,804

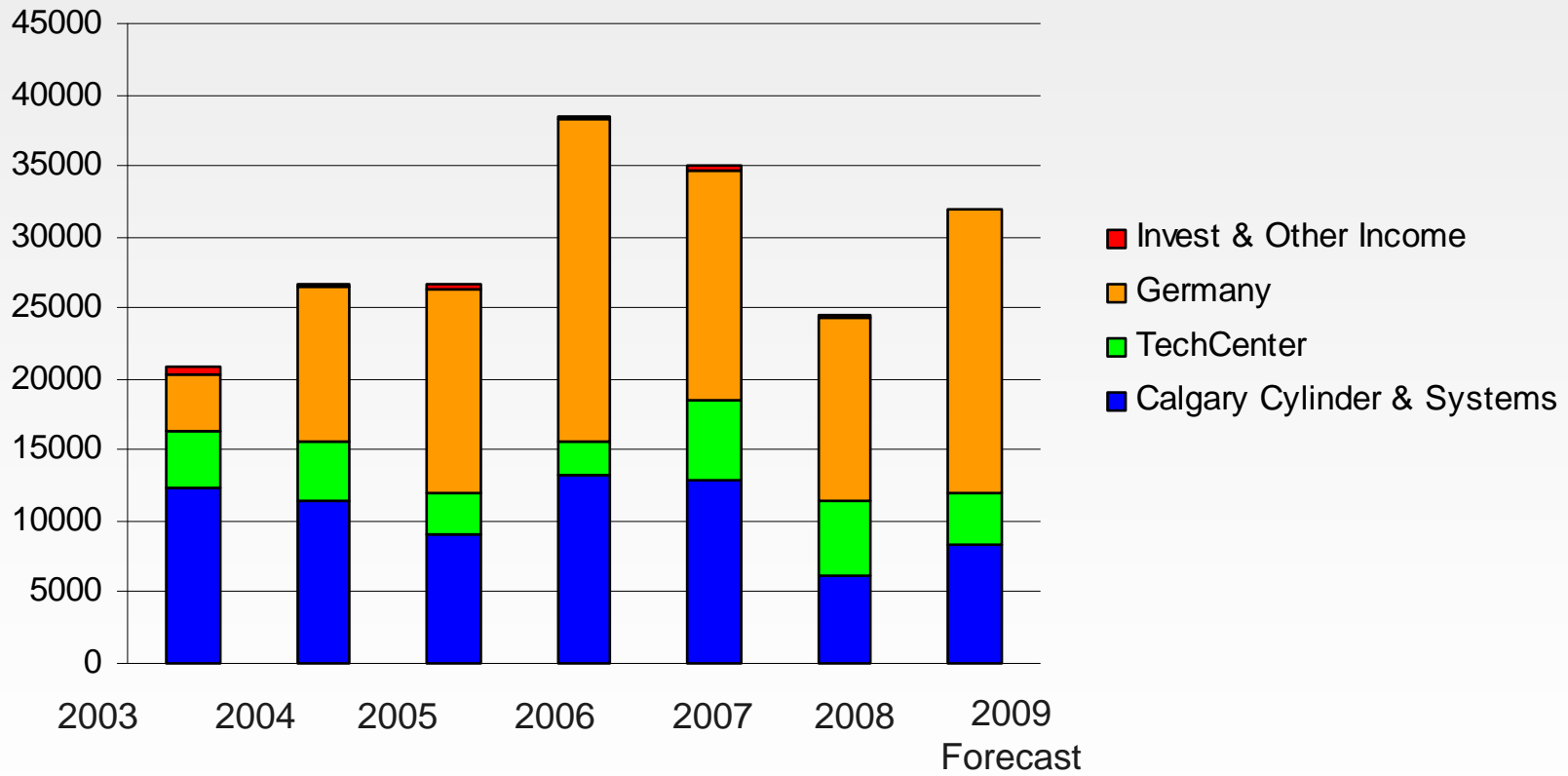
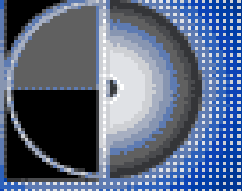
Note: All figures in C\$000s except per share amounts.

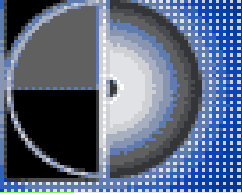


- 2006 had finally a negative impact on Dynetek Europe.
 - cancelled orders for about 9 Mio. CAN \$ in 2006 due to raw material shortage
 - Bus Industry starts qualifying alternative suppliers
 - loss of orders from two clients in 2007 and 2008

 - Bus Industry struggled in Western in Europe due low market volumes and confusion at Transit Authorities how to invest !
 - Diesel EEV's
 - Hybrids
 - CNG, LPG, Electric Vehicles

 - Low Order Volumes in North America
-
- Today, European market recovered.
 - New clients in the Near East and ASIA.
 - Strategy for North America in place.





Hybrid Bus Solaris URBINO (Allison Transmission)

8,9 l Cummins ISLe4 engine with 250 KW or Cummins engine ISBe4 with 184 KW

2 electric engines with each 75 KW

Weight of the E-engines = 417 kg

Weight of the NiMH batteries = 437 kg



Price: 400.000 EURO

Fuel Savings: 44 l Diesel per 100 km instead of 55 l Diesel = 6500 €p. a.

Long Time to recover additional Investment. In North America there is a better Environment for Hybrid Vehicles.

The EEV standard (Enhanced Environment friendly Vehicles), which was adopted in 1999 and is intended for Natural Gas buses, is considerably stricter than the Euro 5 standards which will be enforced from 2009 onwards. For a long time it was assumed that these emission values would not be achieved by a standard diesel engine. Now, the Bus Industry has shown that diesel engines with particle filters and for instance AdBlue achieve the EEV standard or even better results.

Advantages Diesel EEV:

- Less weight
- No Investments for a CNG Infrastructure is necessary
- Less Weight than a CNG Tanks System

Drawbacks:

- System and Fuel Costs

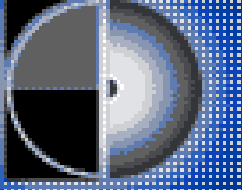


CNG is a commercial Driver !

EMT Madrid/ Spain ordered recently

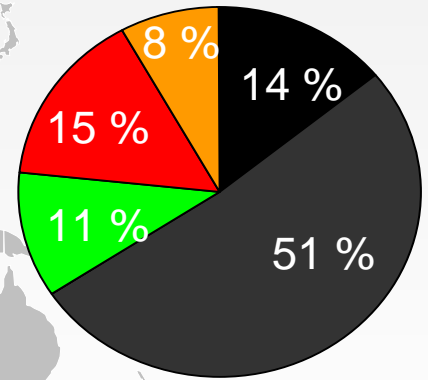
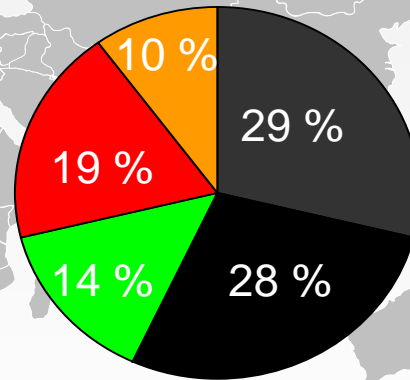
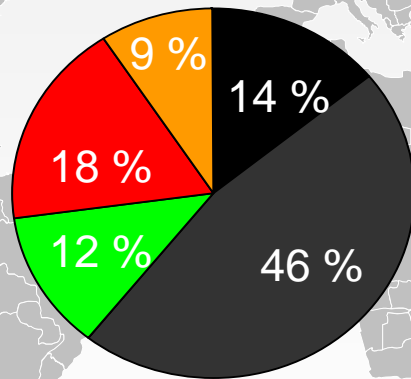
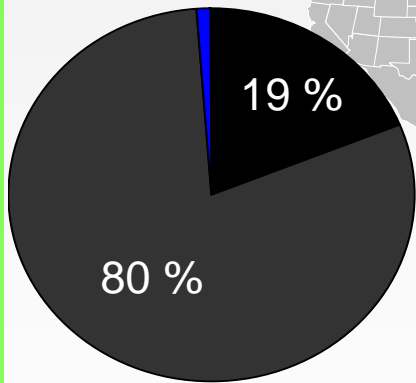
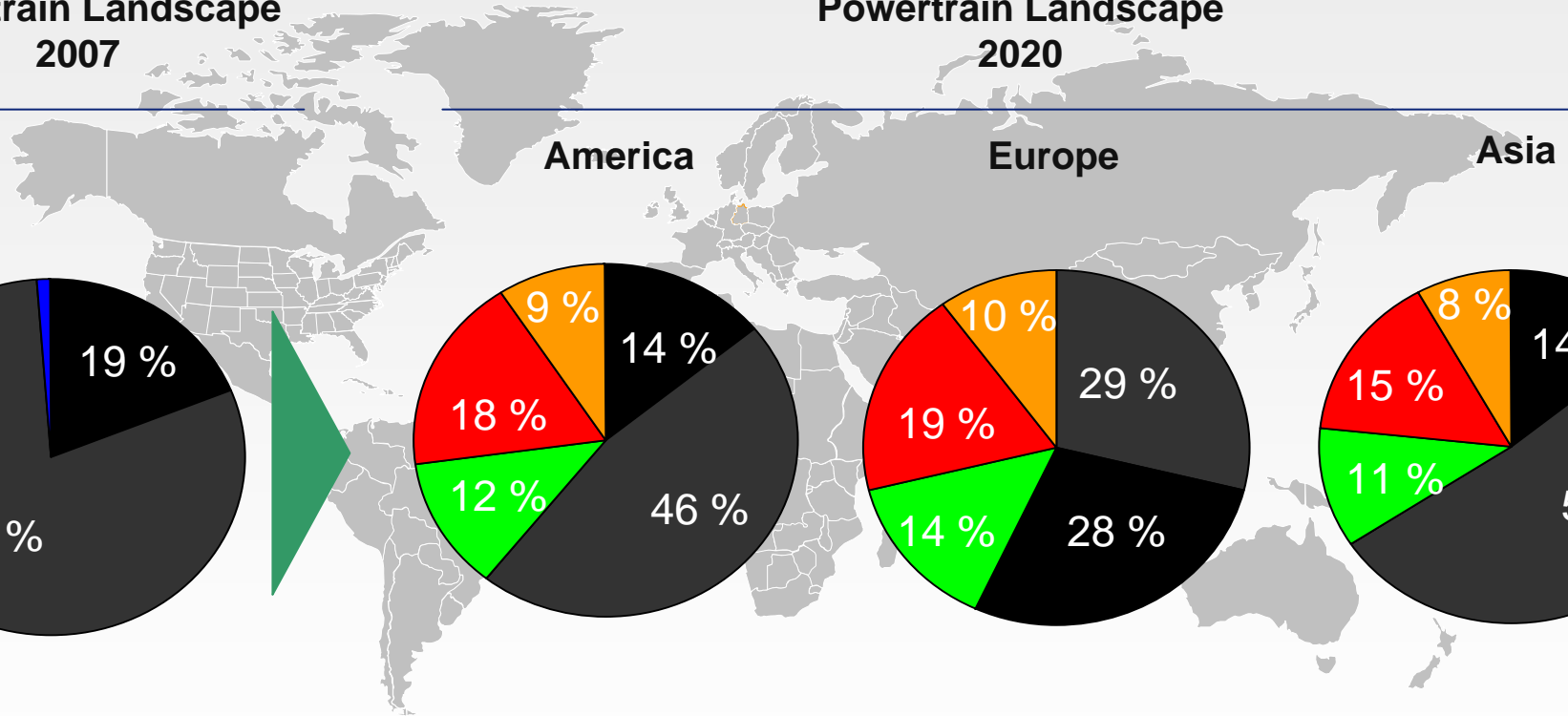
- 24 chassis MAN NL 283 F Diesel (EEV) bodied by Noge,
- 40 chassis MAN NL 323 F CNG (EEV) bodied by Castrosua,
- 44 chassis MAN NL 323 F CNG (EEV) bodied by the new partner Burillo
- Further 150 CNG Buses ordered at IrisBus
- plus 40 CNG Buses ordered at Bredamenarini

A new bus depot is built in Madrid for the largest CNG refueling station of Europe

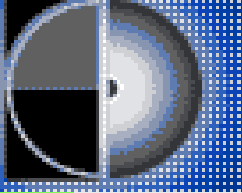


Powertrain Landscape 2007

Powertrain Landscape 2020



Source: A. T. Kearney study „Powertrain for the Future“
 Note: „Moderate drive for change“ Scenario



	08.2003	06.2008	Increase
Global NGV's	2.8 Mio.	8.6 Mio.	200 %
Global NGV Stations	6450	13000	100 %

- Only a few of the 22 top shale basins in the US have been significantly explored
- Explosive growth in the US gas shales – Production increase from 0.3 Tcf p. a. to 1.1 Tcf p. a.
- Rapid increase in Production rates in the Barnett, Fayetteville, Woodford and Marcellus Shale have spurred investment in pipeline infrastructure to bring this gas to the market !



What can 7 TCF of Natural Gas displace ?

- 40 % of on-road Diesel = 16 Billion Gallons of Diesel = 1 Mio. Trucks
- 28 of on-road gasoline = 38 Billion Gallons of Gasoline = 30-50 Mio. LD Vehicles

Natural Gas in only Fuel that can achieve significant foreign oil displacement for the US



Pickens Plan

„To put it plainly,
T. Boone Pickens
is out to save America.“
Carl Pope, Executive
Director Sierra Club

It's time to stop America's addiction to foreign Oil

„America is in a hole and its getting deeper every day.
We import daily 70 % of our oil at a cost of 700 Bio. USD a year
– four times the annual cost of the Iraq war.

I've been an oil man all my life, but this is one Emergency we
can't drill our way out of. But we can create a new renewable
energy network, we can break addiction to foreign oil.

On January 20, 2009, a new President gets sworn in. If we're
organized, we can convince Congress to make major changes
towards cleaner, cheaper and domestic energy resources.

To get this done, I need your help.

Check out the plan.

If you think its worth fighting for, please join our effort.“

US Operations would

- solve „Buy US“
- reduce shipping Costs
- reduce impact from Currency Exchange



UK: The Government presented a new law in support to CNG



Peru: The Metropolitan will have new modern NGVs service stations that will supply 600 CNG Buses



India to launch new compressed natural gas variants of cars due to the rising fuel costs. India launched in 200 cities NGV's !

- Tata Motors, Leyland, Mahindra are working on NGV's
- Tata Motors intend to build up to 8000 CNG buses annually
- Tata Motors starts exporting NGV's to Thailand in Q1 2009



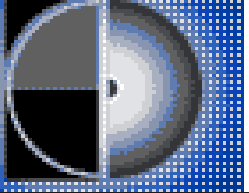
Thailand: Proton to launch CNG Powered Persona in Thailand
Bangkok Mass Transit Authority (BMTA) released Tender for 4000 CNG Buses to be delivered in 18 month.



UAE gave the order to a German Filling Station Manufacturer to build up the first 17 Filling Stations to fill up to 10.000 vehicles per day.



BMW, GM and other OEM's intent to assemble and to introduce NGV's to the Venezuelan market.



- Extremely price sensitive market – Competition with Steel Cylinders
- Dehli and Mumbai Transit require 12 years maintenance package from suppliers
- Exceeding Fuel Consumption causes penalties
- Depending on mileage range Life Cycle Costs will compensate higher costs for a Dynetek System.



Several CNG Buses with Dynetek systems in Field Test
Good Opportunities to achieve market share due to
reduced life cycle costs and further opportunities for Intercity Buses.

- Tough topographic conditions, high daily mileage and capacity utilisation require light weight storage systems.
- CNG is today 60 % cheaper than Diesel.
- Dynetek supplies systems and prototype systems to all Bus Manufacturers in Turkey.
- Expected Market Potential in the next 5 years are 3000 Buses.
- In Ankara around 1000 CNG Buses equipped with Dynetek Systems.
- Recently order from BMC to equip 192 Buses for the city of Kayseri



Eastern European and Near East markets offer a huge potential for the near future !

Automotive:

Bus/Truck:

Industrial:



DAIMLER



EvoBus



ISUZU



Custom Chassis



BredaMenarinibus



SCANIA

TEM SA

BALLARD®



THE LINDE GROUP



XCELLSiS
The Fuel Cell Engine Company



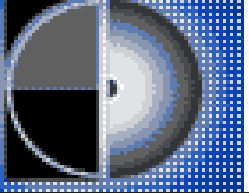
NEW FLYER

labrie
environmental group

equipment for the solid waste industry

Powertech

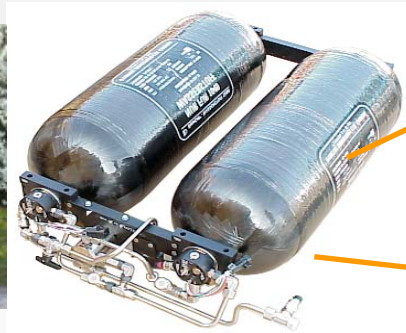
HYDROGENICS



Dynetek

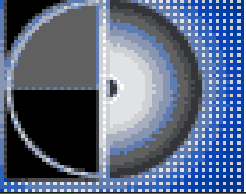
Product Applications

A Green Company



Complete System Solution for H₂ and Natural Gas Powered Vehicles;
Gas Transport & other Industrial Applications

ADVANCED LIGHTWEIGHT FUEL STORAGE SYSTEMS™



- The Dynecell® Cylinder is made from a seamless, thin-walled aluminum liner covered with a full carbon fibre overwrap.
- Benefits of the Dynecell® cylinder include:
 - Lightweight
 - High strength to weight ratio
 - Non-permeable
 - Size flexibility
 - True fast-fill capability
- Dynetek is focused on addressing the growing demand for cylinders created by the rapidly expanding Natural Gas Vehicle (NGV) market.



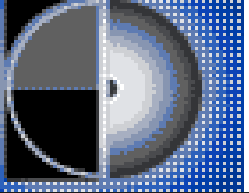
Type I

Type II

Type III - Dynecell®

Type IV

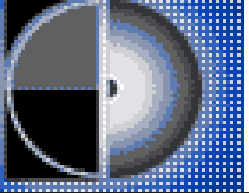




- Potential Clients in ASIA and South America require CNG Type II Cylinders
 - 100 % heavier vs CNG Type III but 50 % cheaper in production
 - Customer consequence is lower mileage range due to additional weight
- Market Volume in 2008: 120,000 pieces
- CNG Type II cylinder will be used for bulk transport and ground storage for hydrogen up to 450 bar as well



Product Launch second week of July 2009



- Dynetek Bulk Transport (BT) and Ground Storage systems are ultra lightweight and designed to efficiently transport CNG, compressed hydrogen, helium, nitrogen, and air.
 - Allow for cost-effective development of gas markets
 - Provide an Instant Infrastructure™ where pipelines do not exist
 - Offer customized cylinder sizes to meet restricted space requirements
 - Are available in multiple configurations
 - Allow true fast filling capability



THE *NEW* HIGH CAPACITY LIGHTWEIGHT Mobile Gas Distribution System (MGDS)

- Designed for Gas Utilities, the MGDS Provides Instant Infrastructure™
- Emergency Supply during pipeline interruptions
- Can be towed by Pickup with 10,000 lb Towing Capacity

US DOT and Transport Canada APPROVED
DOT E-13173 • TC-SU 6039

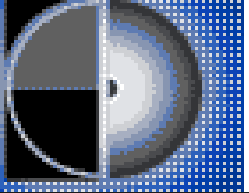
Model Number	Natural Gas		
	Kg	Nm3	SCF
MGDS-4	196	289	10204
MGDS-8	392	578	20408
MGDS-12	588	867	30612

Dynetek Industries Ltd.
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Calgary, Alberta T2B 3N7
403.720.0262
www.dynetek.com

TGT Tulsa Gas Technologies
4809 S. 101 E. Ave.
Tulsa, OK 74146
918.665.2641
www.tulsagastech.com

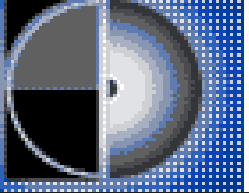
VISIT US AT THE AGA SHOW MAY 19-21 – Booth # 632

Product Launch MGDS Trailer at American Gas Assoc. Show – May 21, 2009



- All automotive OEM's are working on compressed Hydrogen as an alternative fuel
- Dynetek is recognized as the world leader in Hydrogen storage systems
- Dynetek continues to work with major OEM's on Hydrogen vehicle programs
- Dynetek is well positioned to participate in H2 infrastructure and vehicle solutions:
 - Over 50 million kg of Hydrogen is vented annually in Canada which is enough to power 200,000 hydrogen vehicles
 - Consortiums have been formed to exploit specific waste hydrogen opportunities
 - Vancouver - waste hydrogen from two plants is sufficient to power 20,000 H2 vehicles → Hydrogen Highway
 - Germany – consortium of 10 partners to develop a bus and vehicle fleet on an industrial scale

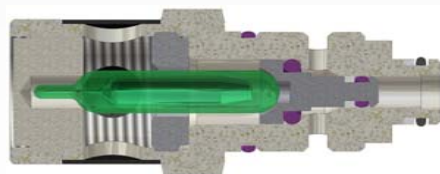




OEM's plan fleet sizes between 2000-10.000 vehicles each from 2011-2013

Dynetek is today single source for certified 700 bar (10.000 psi) Valves

- BV-350 certified according to EIHP and NGV 3.1
- BV-700 spherical shuttle and 6-sigma details certified according to EIHP and NGV 3.1
- Clear anodized BV-350 and BV-700 certified to EIHP and NGV 3.1



- 2009:
- PRD certification extended to PRD 1b 2007 ✓
 - EFV in production and certified to EIHP and NVG 3.1 ✓



Mazda5 Hydrogen RE Hybrid Concept

The Mazda5's FWD configuration allowed engineers to locate the gasoline tank and lithium-ion batteries beneath the second row of seats. The hydrogen tank resides where one would normally find the third row of seats. This still leaves storage space for luggage in back, and a storage shelf was placed atop the hydrogen tank.



ENGINE

RENESIS hydrogen rotary engine with dual-fuel system

Maximum output* (kW/PS)

Hydrogen mode: 80 / 109

Petrol mode: 154 / 210

Maximum torque* (Nm / kgm)

Hydrogen mode: 140 / 14.3

Petrol mode: 222 / 22.6

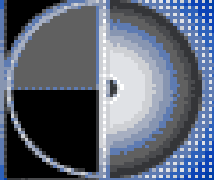
Fuel: Hydrogen and petrol

ELECTRIC MOTOR

Type: AC synchronous

Maximum output: (kW/PS) 30 / 40

Battery: Nickel hydride



Hyundai Tucson FCEV

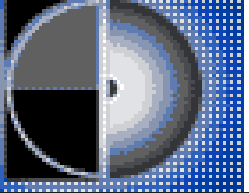


Kia Borrego FCEV

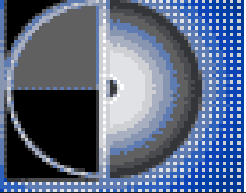


Kia Sportage FCEV





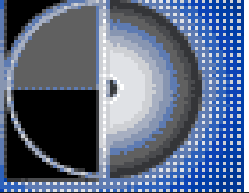
- Increase our competitiveness in the Type III cylinder/systems business
 - Exploring new sales opportunities and Production Locations !
- Aggressively grow NGV business
 - Grow existing Type III systems business – fleet, bulk mobile and stationary storage
 - Add additional NG cylinder products and systems
- Enhance market leader position in Hydrogen storage systems
 - The Dynecell® cylinder's non-permeability make it a leading storage solution for hydrogen vehicles.



- **Dynetek is currently experiencing a slow down in sales in North America**
 - New Behind Cab System for Truck ready for serial Production
 - Harmonisation of the European Bus Systems for North America
 - 20 " Container for Gas Transport in development
 - Loss of system sales in US as a consequence of terminating our agreement with a third party integrator – decision to bring the entire CNG systems product in-house to gain more control
- **European Bus market completely recovered**
 - Dynetek Europe received for the first five month of 2009 orders of approx. 16 Mio. CAN \$

Interesting Hydrogen Opportunies in Far East and Europe

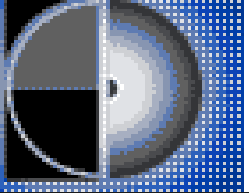
- Dynetek supplied the first Systems for Mazda's Premacy Hydrogen RE Hybrid
 - Korean Government intend to fund up to 10.000 Hydrogen vehicles for the Korean Market
 - Comparable Dimension planned by European OEM's
- **We countinously reduce our costs and improve our operations**
 - Through better production processes we have been able to rationalize production staff
 - Restructuring of Management and Sales Team



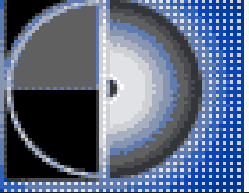
Income Statement Highlights		
Three months ended :	March 31 2009	March 31 2008
Revenue	6,856	4,449
Net loss	(909)	(1,060)
Per share	(0.04)	(0.05)
EBITDA	1	(699)
Balance Sheet Highlights		
As at:	March 31 2009	December 31 2008
Cash and cash equivalents	728	3,797
Working capital	15,108	15,770
Operating bank line	nil	nil
Total Assets	42,478	44,122
Long-term debt (including current portion)	7,588	7,632
Shareholders Equity	28,135	29,019

Note: All figures in C\$000s except per share amounts.

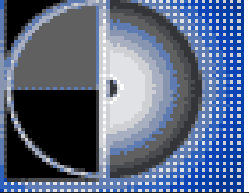
(Dynetek is trading at \cong 20 % of its Book Value!)



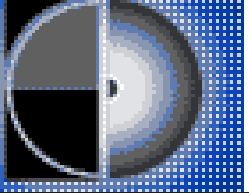
- Market conditions are very much in favor of CNG as an alternative fuel
 - CNG is green from both an environmental and monetary perspective
 - Worldwide NGV adoption continues to be strong
- Hydrogen vehicle development continues
- We are recognized as a world leader
 - Working with prominent companies and we continually have interest from companies looking to buy our products or partner with us
- We have renewed our growth focus strategy



- Dynetek is the world leader in high performed gaseous storage systems for fleet, automobile and bulk storage applications
- The CNG market and later Hydrogen opportunities for Dynetek are exciting and astounding
- We believe Dynetek is currently undervalued relative to its fundamental financial value and market opportunities
- Spread of Product Portfolio executed soon
- New Production Locations under consideration



- Douglas Pigot – Chairman of the Board
- Dr. Christian Rasche – President & CEO
- Michael Portmann - VP and GM
- Manfred Bartram – VP Production
- Ken Yee – VP Finance and Administration
- Mark Duncan – TechCenter/ Head of cylinder Engineering
- Sorin Joitescu - TechCenter/ Head of Hydrogen and CNG System Engineering



Dynetek

Contact Info



Advanced Lightweight Fuel Storage Systems

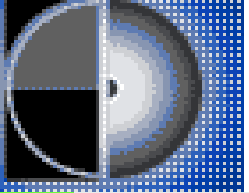
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CANADA

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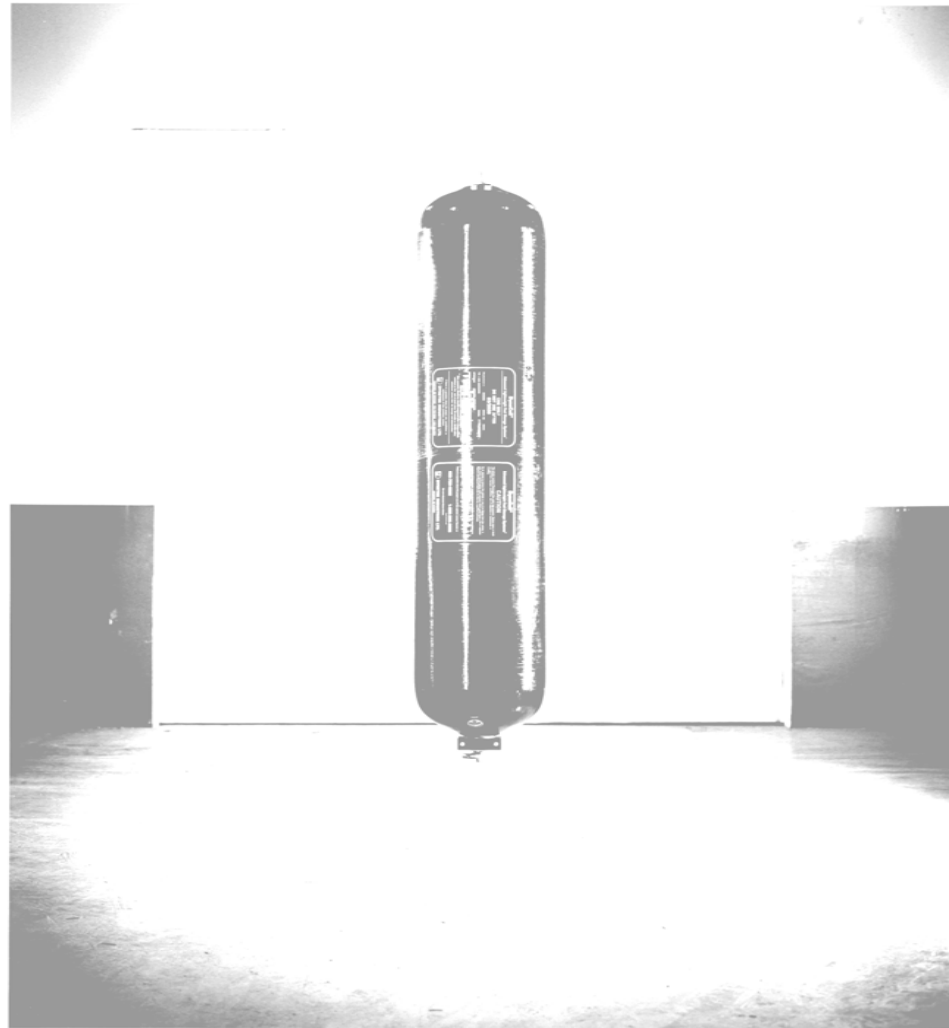
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ADVANCED LIGHTWEIGHT FUEL STORAGE SYSTEMS™



Dynetek

A Green Company



Many thanks for your attention

ADVANCED LIGHTWEIGHT FUEL STORAGE SYSTEMS™