



Company Overview

MATECH Corp. is an engineering product/service company, providing early detection technologies to measure and monitor the real time cyclic growth of microscopic fractures and cracks in metal structures resulting from metal fatigue. The Company's leading technology solutions can accurately assess the activity of fatigue cracks in metal structures and equipment including bridges, railroads, airplanes, ships, cranes, power plants, mining equipment, and piping systems. MATECH is currently focused on the use of its proprietary patented technology for highway bridge and railroad asset safety inspection.

Key Statistics

(as of March 2010)

Symbol MTCH.OB
Current Price \$0.02
Shares Outstanding 119.46M
Market Cap \$1.61M
Fiscal Year End December 31

Management

Robert M. Bernstein
 Chief Executive Officer

Marybeth Miceli
 Chief Operating Officer

Dr. Brent Phares, P.E.
 Chief Engineer and Chief Marketing Officer

William I. Berks
 Vice President

Dr. Monty Moshier
 Chief Technology Officer

Investor Relations

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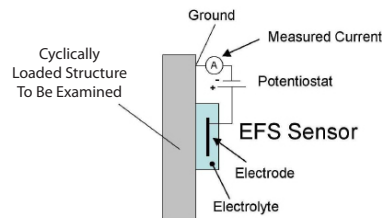
Selected Technologies

Electrochemical Fatigue Sensor (EFS) - a nondestructive crack inspection technology, similar in concept to a medical EKG, is used to determine if actively growing fatigue cracks are present. An EFS sensor is first applied to the fatigue sensitive location on the bridge or metal structure. Then the sensor is injected with an electrolyte at which point a small voltage is applied. The system subsequently monitors changes in the current response that results from the exposure of fresh steel at the microscopic level during crack propagation. The EFS system consists of an electrolyte, a sensor array and potentiostat for applying a constant polarizing voltage between the bridge and sensor, as well as data collection and analysis software. The current response from the sensor array, which consists of a crack measurement sensor and a reference sensor, are collected, analyzed and compared with the system software. An algorithm, specifically written for this system, automatically indicates the level of fatigue crack activity at the inspection location.

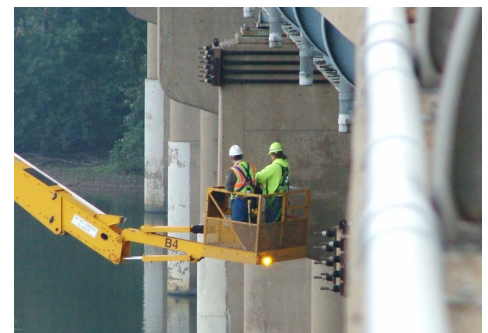
Benefits:

- » Increases the safety of the infrastructure and the efficiency of bridge management through better and more timely fatigue crack detection
- » Replaces "wait-and-see" approach by allowing immediate detection of growing cracks at known and unknown locations, as well as at repairs
- » More accurate assessment of fatigue sensitive details - extends the life of the structure through early identification and repair of growing cracks
- » Determines which cracks need immediate attention and which repairs can be deferred or eliminated; helps bridge owners utilize repair and rehabilitation funds more effectively
- » Repairs/retrofits can be verified immediately - no re-inspection needed

Fatigue Fuse - a sensor that continuously monitors accumulated fatigue in real time. Each sensor, which is comprised of several notched metal strips, is adhered to certain "high-stress" areas of a metal structure. As the structure experiences varying stresses and strains, individual notches crack and separate at calibrated fractions of the design fatigue life thereby indicating the amount of fatigue life remaining.



The EFS System



Company Highlights

- » Possesses the only nondestructive field testing device able to find *growing* cracks in bridge structural members as small as 0.01 inches in length and some non-surface breaking cracks - critical information that allows structural engineers to isolate and repair steel bridges in the U.S.; competing technologies do not detect crack growth in structural members
- » Has established contracts with various state Departments of Transportation (DOT), including PA, MA, NJ, UT, NY, CA, as well as the Federal Highway Administration. Additionally, has completed contracts with several railroad entities
- » Posses exclusive rights to seven patents, along with \$8.3 million in already completed contracts from the U.S. Government for research, testing, and validation of its innovative solutions
- » The U.S. potential client base for EFS-based monitoring consists of the U.S. Government, the 50 states and their local government agencies, 42 bridge authorities, 3 military agencies, 48 railroads, and 28 privately owned entities

Bridging the Facts

- » Fatigue is one of the leading causes of bridge structural problems
- » Approximately \$400 million is spent annually on inspection of small- to medium-size steel bridges
- » Visual Inspection is the most used inspection method, and according to the Federal Highway Administration (FHWA), about 90% of fatigue cracks are missed during visual inspections
- » A bridge failure (closure/ collapse) occurs once a week on average in the U.S. – causing highway congestion, which ultimately affects economic productivity
- » Average age of a bridge is > 50 years old – most bridges in the U.S. are designed for a 50-year life, implying a need for continual monitoring and repair
- » In the U.S., nearly 40% of bridges are structurally deficient or functionally obsolete (FHWA) and 26% of U.S. bridges are not designed to handle current traffic levels or need major repairs
- » New legislation is being introduced in Congress that would require states to comply with higher safety standards, such as using the latest technologies to increase bridge safety

Recent News

- January 16, 2009** MATECH to Provide Training and Inspection Services in Australia for NSW - RTA
- December 9, 2008** MATECH's Technology May Be Key to Creating Jobs and Aiding in Obama's Economic Stimulus Plan
- October 27, 2008** MATECH Corp. Completes Inspection for Union Pacific Railroad
- March 10, 2008** Electrochemical Fatigue Sensor System for Bridge Inspections Receiving Significant Interest
- February 21, 2008** Material Technologies, Inc. Joins Smith Emery Company in a Strategic Alignment

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