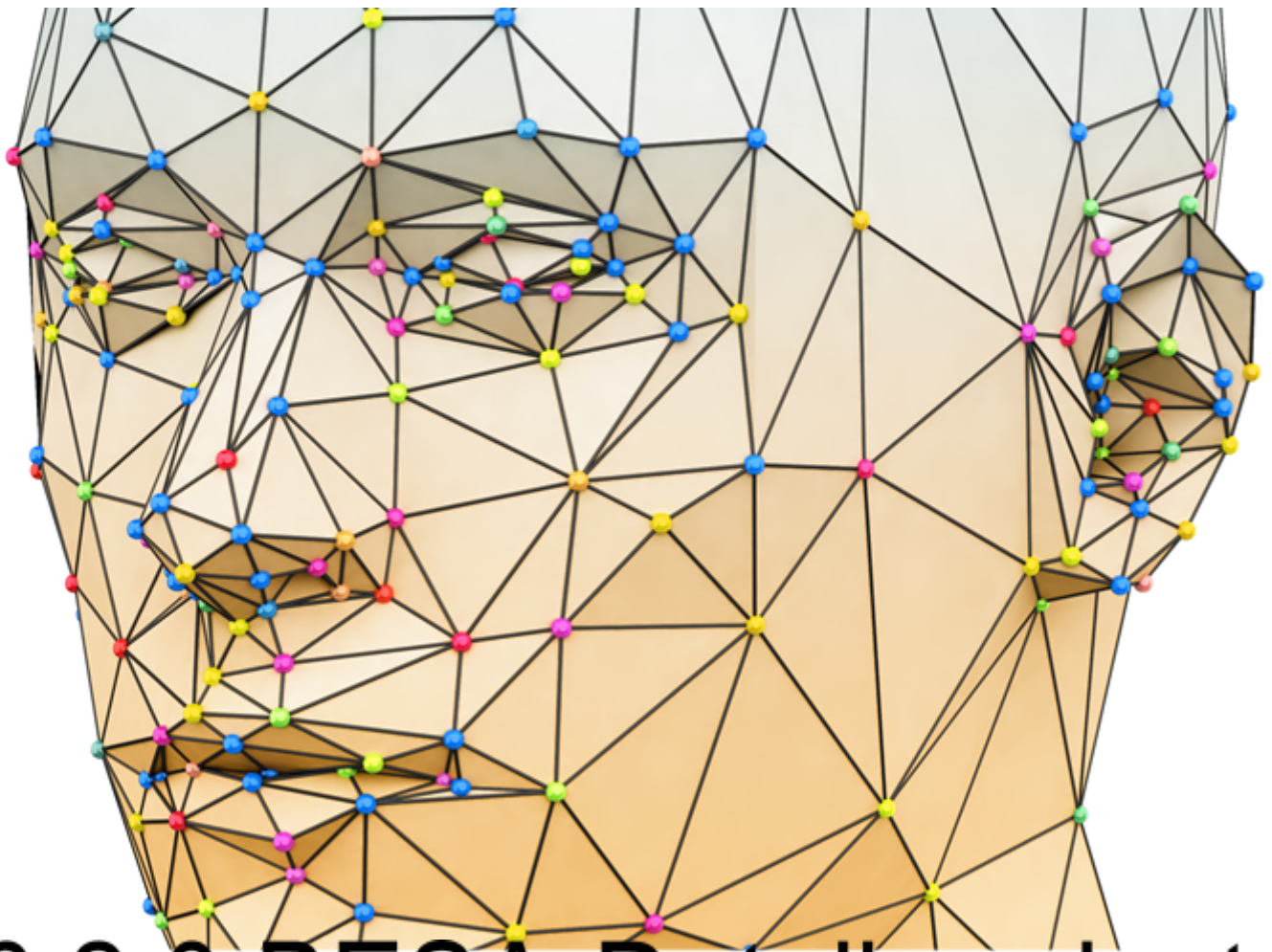




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IFVBESA

Information is crucial



P76 2.0 BESA-Detail project

EMF in electric vehicle live
Quantum Upgrade



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Project P76 2.0 to BESA-expert opinion

bioenergetic system analysis within the framework of the
BESA seal of approval about the effectiveness of the product

"Quantum Upgrade"

for electromagnetic interference fields (EMF)

live in the Luxury class electric vehicle,

referred to in the project as "Quantum Upgrade"



Client

Quantum Upgrade, LLC
Attn: Eleonora Goldenberg
1421 LUISA STREET, STE G
SANTA FEE, NM 87505
USA

Project participants and responsible persons:

Project leader: Wolfgang Hans Albrecht, President, and Scientific Director of IFVBESA

Assistant and test person: Eva Schmidt, Vice President, and Deputy Scientific Director of IFVBESA

Test subject: 3 anonymous test persons as well as 1 test person as electric vehicle itself in the project P76.0

The detailed project P76 is divided as follows:

Detail project P76 1.0: Subject 1: in EMF (electromagnetic interference fields) quantum entangled in the electric vehicle. The proband is female (pensioner).

Detail project P76 1.1: Subject 2: with EMF (electromagnetic interference fields) in the electric vehicle. The proband is male (at the age of 37).

Detail project P76 2.0: **Subject 3: at EMF (electromagnetic interference fields) live in the electric vehicle. The proband is female and aged 62 years.**

Detail project P76 2.1: Subject 4: Test person 4: this test person is a luxury class electric vehicle. The subject of the tests is the EMF (electromagnetic interference fields) of this car in itself.

other participants: none

Project location: Location of the IFVBESA (field test according to detailed information) main street 1, A 4861 Kammer/Schörfling

Date: 02.03.2023 to 06.03.2023

Project duration: 5 days



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Important notes:

The client has the right to use this expert opinion. Irrespective of this, this expert opinion represents the intellectual property of IFVBESA as the contractor. The contractor is entitled to use this expert opinion for other purposes if this does not violate the client's data protection and confidentiality obligations. Apart from this, this expert opinion, with the exception of the "authorized abridged version", may not be changed or passed on in abridged form without the consent of the IFVBESA. The order for this project refers to bioenergetically measurable values and their interpretation according to the guidelines of BESA or the IFVBESA. The maintenance of the quality of the tested products as well as their regular control is the task and responsibility of the client. Investigation of the manufacture, mechanism of action, or interpretations of the Client's products to third parties is not the responsibility or task of the Contractor. Video recordings may only be made with the permission of IFVBESA.



BESA legend for interpretation of BESA measurement results

The measured value of 50 at the tested meridian represents an optimal energetic state in this organ or its higher levels. Also measured values in the range of 50 to max. 70 still count as a neutral and balanced energetic status. The organism is able to regulate irritations of the system (wrong environmental signals) very well.

Measured values above 70 to 100 represent the inflammatory range or a so-called energy surplus as a reaction to the irritations of the system by corresponding environmental signals. After reaching the maximum values, the energy state tips into the degenerative (blue) range.

Measured values from below 50 to around 0 represent the so-called degenerative measuring range or a lack of energy as a reaction to the stimulation of the system by corresponding environmental signals.

Measured values represented by a so-called pointer drop of more than 3 scale lines indicate total deregulation. The influence of certain environmental signals then leads to such strong system overloads, which can only be harmonized by corresponding new signals.

The orange measured values represent a resonance of the tested substances (electronic honeycomb contents) in the respective called bioenergy-informative control circuits as well as in its subordinate or superordinate structures.

BESA key figures:

up 0,79	very deep energetic regulation disorder (SSD) energy deficiency
0,8 to 1,19	strong energetic regulation disorder (SD) degeneration/lack of energy
1,2 to 1,59	energetic regulation disorder (D) degeneration/energy deficiency
1,6 to 1,99	degenerative transition (DÜ)
2,0 to 2,39	optimal regulation (OR)
2,4 to 2,79	in the regulation (R)
2,8 to 3,19	partial inflammation = regional energy excess (PE)
from 3,2	total inflammation = strong general energy surplus (TE)



Basic of the research project creation P76 2.0

The international association for bioenergetic system analysis was commissioned by the Quantum Upgrade, LLC to test or prove the effect of the test object "Quantum Upgrade" in the presence of electromagnetic interference fields (EMF) in the electric vehicle (E-Car) towards test persons by means of bioenergy informative system analysis (BESA). The testing took place independently of the subjective perception of the test persons:

Description of the test objects, "Quantum Upgrade" by the client:

A "Quantum Upgrade", like the Leela Quantum Bloc, is a tool and technology that contains or provides a concentrated quantum energy space in the space between the golden plates. Therefore, it can also be called a quantum energy generator or quantum space generator. It is the first device on the market that cannot be made better by using other available tools, devices, or quantum energy generators. On the contrary, it can make any other device or product better because of its sophisticated energetic nature.

What can the Quantum Upgrade do/what does it help with?

It is literally impossible to list all the areas that the "Quantum Upgrade" can support, optimize, and/or help with. Here we list a few topics, all of which have been proven through testing, testimonials, and third-party studies:

- charging any object with comprehensive, positive quantum energy.
- for clarification: energies are always neutral. By "positive", the client wants to refer to the positively affecting energy of the objects in the room, such as people, animals, plants, etc..
- harmonizing energy field for home, workplace, car, etc.
- harmonization of any negative frequencies
- helps to dive deeper into one's own consciousness (whether in meditation, in daily life, "retrieving" information, etc.)
- it can harmonize the energy in a house, a restaurant or a workspace
- it creates an energetic feng shui for any room in which it is placed
- it harmonizes and neutralizes EMF (3G, 4G, 5G, WiFi, microwaves, etc.)
- it neutralizes negative frequencies
- one can support all plants, seedlings or trees in the house and/or garden with the energy of the "Quantum Upgrade".
- and many more applications...

Polarity

There is no polarity in the "Quantum Upgrade". Magnets add pressure, instability, and a certain type of alignment to a quantum field, so the energy of a magnet-supported quantum



field is a "trapped" and almost confined energy force that cannot flow freely and is constantly fighting with the magnetic field. Energetically, the field must constantly recharge itself. The instability, disharmony, and energetic pressure can be felt and "seen" in such devices, and they affect everything around them.

The "Quantum Upgrade" is a groundbreaking new quantum energy generator that provides not only a one-dimensional quantum field, but a truly multi-dimensional quantum space, and is also very powerful. It is also not bound in any way to the Earth's magnetic fields and can therefore be considered (and energetically looks like) a quantum sun, as it radiates and transmits freely in all directions without Earth-bound flux. The "Quantum Upgrade" is dynamic, harmonic, always stable, and retains these properties when quantum energy concentration and consciousness/perspective levels are increased. Although using a "Quantum Upgrade" comes with some responsibility, it should be known that the energy is always balanced and harmonious.

Animals also benefit from the "Quantum Upgrade"

Not only humans benefit from the positive effects of quantum energy. Animals can also sense the frequencies and use them very well for themselves, as long as they are tuned to their needs.

These indications should be an interpretation about the extent of the effect of the test object and an indication of its holistic, i.e. holistic, orientation. The effect of the Quantum Upgrade" can thus be well achieved for the animals.

Research funding services of the IFVBESA

BESA- reference tests

The project P76 2.0 deals specifically with the proof of effect of the "Quantum Upgrade" in the presence of electromagnetic interference fields or electrosmog (EMF for short) in the passenger compartment or the direct environment of an electric vehicle of the absolute luxury class. In contrast to the detailed project P76 1.0, where the test persons were tested via quantum entanglement BESA, in this project the test person is mainly tested "live in the electric vehicle". Only the last 4 BESA tests, which are shown in detail in project P76 2.1, were tested again via quantum entanglement. But this condition is explicitly pointed out in the detailed project P76 2.1 or in the respective BESA tests.

What are EMF: These include artificial electromagnetic radiation from, among other things, magnetic fields from electrical components in the e-car, 3G, 4G, and 5G technologies, WLAN and WLAN routers, Bluetooth, GPS, cordless phones, monitors, and various transmission masts or transmission towers that act on the test subjects in the passenger compartment from the outside. It is to be examined whether the "Quantum Upgrade" can neutralize the possibly negative perception of the EMF in the electric vehicle or its possibly perceived disturbing effect on the organism.



The "Quantum Upgrade" was tested according to the request of the client within the framework of the applicable conditions of the IFVBESA for the award of quality seals. In principle, seals of approval are awarded in three categories depending on the significance of the test results, taking into account all the tests of a project.

For the "Quantum Upgrade" it should be determined whether by its application possible loads by EMF in the electric vehicle of the absolute luxury class and consequently in the energy system of the test person (biological system) existing disturbances, problems, blockades, disharmonies can be harmonized, neutralized and thus negative pathological conditions can be replaced by positive conditions. This was questioned in the following commissioned tests of this project.

General information transfer of the test object

The information transfer takes place from the hyperspace of the test object to the hyperspace of biological objects (humans, animals, plants). From there the information reaches the reference space or the energy space via so-called interaction channels. This is a union of, among other things, all organs and energy forms in the biological object. There, the information of the program can dynamically materialize and thus change current states. The changes can appear in the form of neutralization or harmonization of disturbances, dissolution of problems, blockages and disharmonies.

Research project description

The reason for the tests was to prove the functionality of the "Quantum Upgrade" by test results obtained by confronting the subject with exactly selected EMF-carrying objects in the electric vehicle and the electric vehicle itself in order to significantly prove and compare his reactions without the "Quantum Upgrade" and with the "Quantum Upgrade". The subject was contacted with exactly predetermined EMF in BEFORE measurements and AFTER measurements in the electric vehicle, i.e., related to.

- The BEFORE measurements were made without the "Quantum Upgrade"
- The AFTER measurements were made with the "Quantum Upgrade"

The question for each AFTER measurement was: "Is the "Quantum Upgrade" suitable and able to harmonize or neutralize the possibly perceived stressful negative effects of EMF in the electric vehicle on the organism?"

The appropriately designed tests were to provide information about this by comparing the preliminary measurements without the "Quantum Upgrade" with the test results of the follow-up measurements carried out using the "Quantum Upgrade". The following situational positions were presented for this purpose:

Position 1: A BESA BASIC test was created by the test person outside the Luxury class electric vehicle, i.e. at the IFVBESA institute. (BESA BASIC)



- Position 2: In the Luxury class electric vehicle, the entire BESA test station is set up and prepared accordingly for the BESA field tests.
- Position 3: The subject boards the luxury electric vehicle and rides in it. After 5 minutes, BESA testing was performed on the subject live in the moving Luxury class electric vehicle in the e-vehicle. (BESA 2 in the moving electric vehicle). The reason for this BESA testing was to see how the subject's driving in a luxury-class electric vehicle affected his energy informative system.
- Position 4: After about half an hour of driving, another BESA 3 test was performed on the subject live while driving in the Luxury class electric vehicle. The reason for this BESA test was to find out what differences were revealed by the subject's longer drive in the Luxury class electric vehicle compared to the BESA 2 test.
- Position 5: Subsequently, the subject's smartphone (Generation 4G) was activated while driving in the Luxury class electric vehicle by establishing a mobile radio connection to an external smartphone. During the BESA 4 test subsequently performed, the subject's smartphone was located on his thigh. The aim of this BESA 4 test was to understand to what extent the mobile radio connection of the subject could lead to further correlations with the existing and already tested EMFs or how they affect the energy system of the subject.
- Position 6: in the next step the Quantum Upgrade was loaded into the passenger compartment of the vehicle. 5 minutes after loading the Quantum Upgrade into the Luxury class electric vehicle, another BESA test was performed live in the electric vehicle on the test person. The aim of this BESA 5 test was to determine the extent to which the test object, the Quantum Upgrade, makes it possible to minimize the effects of the EMF on the test person while driving in the electric vehicle.
- Position 7: The test person, like the test object, the Quantum Upgrade, is still in the moving Luxury class electric vehicle. After another 5 minutes, the subject's smartphone (Generation 4G) was activated again while driving in the electric vehicle by establishing a mobile wireless connection to an external smartphone. During the BESA 6 test subsequently performed, the subject's smartphone was located on his thigh. The aim of this BESA 6 test was to understand to what extent the test object, the Quantum Upgrade, is able to harmonize the effects of the EMF through the mobile radio connection while simultaneously confronting the subject with the previously tested EMF correlations to the existing EMF.

The aim of the development team was to determine whether the test object, the "Quantum Upgrade", as noted in the product description, is suitable for harmonizing or neutralizing the stresses or deregulations in the meridian system of the test subjects that may result from EMF.



Condition:

The BESA tests were conducted live and directly in the electric vehicle. This means that the BESA tests took place under the conditions specified by the IFVBESA for BESA field tests.

To the electric vehicle:

The electric vehicle is a luxury class electric vehicle the year of construction 2023 with full equipment, 90 KWh battery power, incl. full equipment as well as Bluetooth, navigation system, and various components operated by electric motors such as seat adjustment, Klimatronic, window lifter, and sunroof and energy recovery systems and many more. In addition, there was general permanent radiation exposure in road traffic (3G, 4G, 5G) due to corresponding transmission masts.

Pos. 1: BESA 1, tests BASIC (bioenergetic status) on the test person in the laboratory of IFVBESA.

Pos. 2: BESA 2, tests during the confrontation of the test person with EMF by the electric vehicle in operation.

Pos. 3: BESA 3, tests of the subject when confronted with EMF by the electric vehicle in driving mode after a driving time of about 30 minutes.

POS 4: BESA 4, tests of the subject when confronted with EMF by the electric vehicle in driving mode while the subject is simultaneously on the phone.

Pos. 5: BESA 5, tests when the subject is confronted with EMF by the electric vehicle in driving mode and simultaneously uses the test object, the Quantum Upgrade.

Pos. 6: BESA 6, tests when the subject is confronted with EMF by the electric vehicle while the subject is driving and simultaneously telephones and uses the test object, the Quantum Upgrade.

Pos. 7: Evaluation of the results in the detailed project as well as summary in a corresponding expert opinion according to the sample

Procedure and specifications for the implementation:

1. **BESA baseline measurement of the subject** at all previously determined measurement points (TING points) serve to determine the actual condition. The results were determined exactly according to the BESA specifications and documented via the known BESA graphs.

2. **the test person** were brought project-dependently with **the EMF leading objects from the electric vehicle** in contact, whereby the sequence discussed with the client as defaults are valid and accordingly are kept. In order to be able to determine the current energy state, all measurement points (TING points) were measured in the same order and for the same duration for each test of objects with EMF (electromagnetic interference fields) (as indicated in item 1). The results were again determined exactly according to the BESA specifications and documented via the known BESA graphs.

3. Activation of the test object



3.1 When the "**Quantum Upgrade**" was **activated**, it was brought indirectly into the measurement area according to the client's instructions, i.e. it was confronted with the test person.

3.2 The subject was contacted with the EMF conducting objects. In this BESA test, the same measuring points (as mentioned above) and in the same order and time duration were measured (see point 1) to determine the current energy state. The results are documented exactly according to the known BESA specifications.

Test procedure

BESA 1 testing BASIC BEFORE as status:

In the first step, basic bioenergetic testing (bioenergetic status) was performed on the meridian endpoints (TING points) of the subject.

BESA 2 and 3 testing BASIC BEFORE with EMF-carrying objects in the moving electric vehicle.

In the further BESA test course, the EMF-carrying objects (e.g. magnetic fields of the electrical components as well as EMF from WLAN, smartphone, Bluetooth) were tested in the electric vehicle on the corresponding test person. After half an hour of driving, BESA 3 testing was performed. The questions were: How does the meridian system of the test person react? How does the energetic status change when confronted with the EMF or after another half hour of driving time? What are the differences in each case compared to the previous BESA BASIC testing BEFORE?

BESA 4 testing BEFORE with EMF-carrying objects in the moving electric vehicle including simultaneous telephone calls.

In the further BESA test course, in addition to the above-mentioned conditions, 2 smartphones were additionally activated or phone calls were made with them while driving in order to record the reaction of these additional EMF on the meridian system of the subject. The questions were again: How does the meridian system of the test person react? How does the energetic status of the test person change when confronted with the EMF? What differences arise in each case compared to the previous BESA 2 testing BEFORE?

BESA 5 testing AFTER with the "Quantum Upgrade" in combination with EMF leading objects in the moving electric vehicle.

leading objects in the moving electric vehicle.

In the further BESA testing process, the Quantum Upgrade was added to the conditions listed above from BESA 3 testing.

The questions were again: How does the meridian system of the test person react? How does the energy-informative status of the test person change within the moving electric vehicle



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during the simultaneous confrontation of the test person with the test object? What are the differences in each case compared to the previous BESA 2,3 and 4 testing BEFORE?

BESA 6 testing AFTER with the "Quantum Upgrade" in combination with EMF leading objects in the moving electric vehicle and simultaneous telephone calls.

In the further BESA testing process, in addition to the conditions listed above from BESA 5 testing, 2 phone calls were made and the Quantum Upgrade was added.

The questions were again: How does the meridian system of the test person react? How does the energy-informative status of the test person change within the moving electric vehicle when the test person is simultaneously on the phone and when the test person is simultaneously confronted with the test object? What are the differences in each case compared to the previous BESA 2, 3, and 4 tests BEFORE?



BESA 1 Testing BASIC BEFORE

BESA 1 Test BASIC BEFORE as status on the test person

Eva Schmidt performs a BESA basic test outside the electric vehicle on the test person. All BESA tests are performed at the TING points (40 nail fold points on the fingers and toes).

Goal: To establish a baseline test (status) as a representation of the energy-informative baseline situation for all further BESA tests.

BESA Test evaluation P76 2.0
from **02-03-2023 at 12:42 – 12:50** (8 minutes) page 15 and 16

Result: The measured values indicated a slightly degenerative, but balanced picture at the organs or organ systems measured via the meridian endpoints (acupuncture points). The measured values on the energy system of the test person indicate a relatively vital overall situation.

42 % in the blue area

57 % in the green area

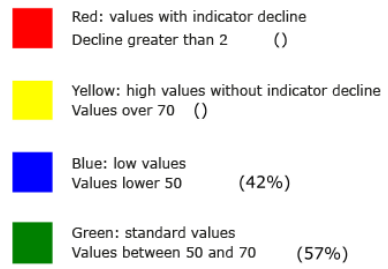
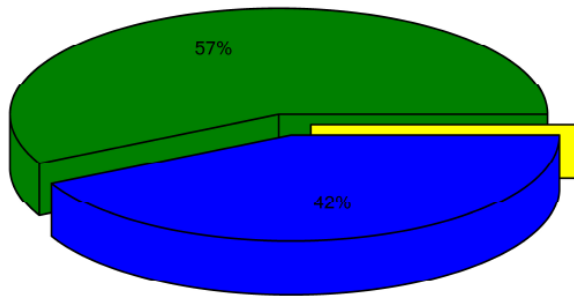
01 % in the yellow transition area

Conclusion: As the BESA graphs and the pie chart shows, almost 50% of the measurement results were in the green range. 57% of the measured values were, for the most part, only just in the blue, degenerative range. This corresponds, in relation to the respective organs tested, to a weak energy deficiency.

This means that the test person is in a good energy-informative overall condition.



Overview of BESA measuring





BESA basic test

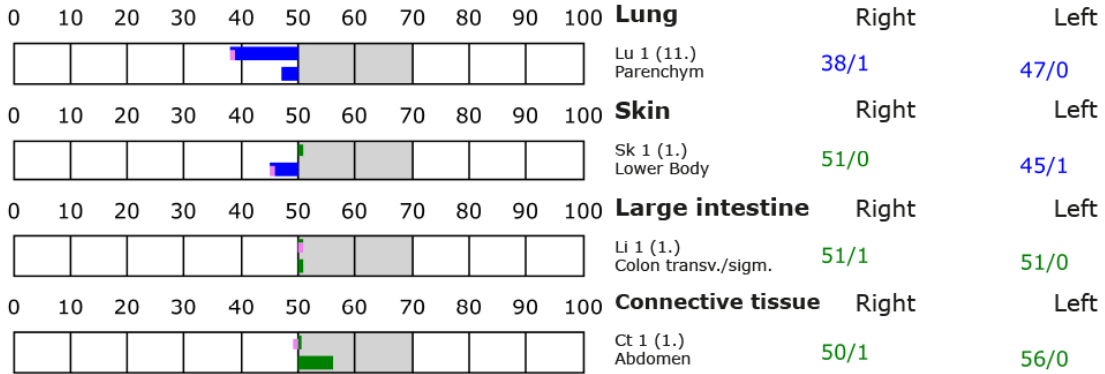
+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

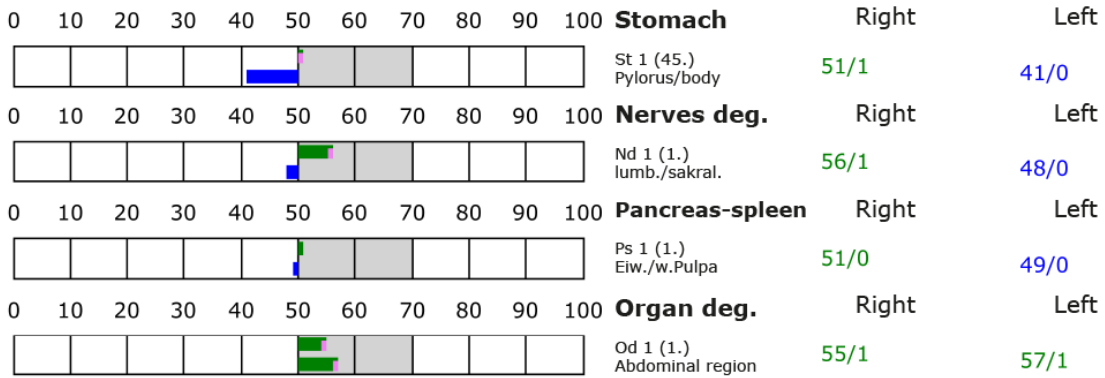
D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)

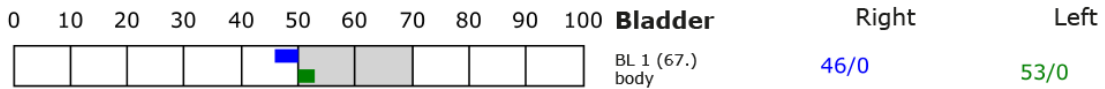
Element: lu - sk - li - ct



Element: st - nd - ps - od



Element: bl - ly - ki - al





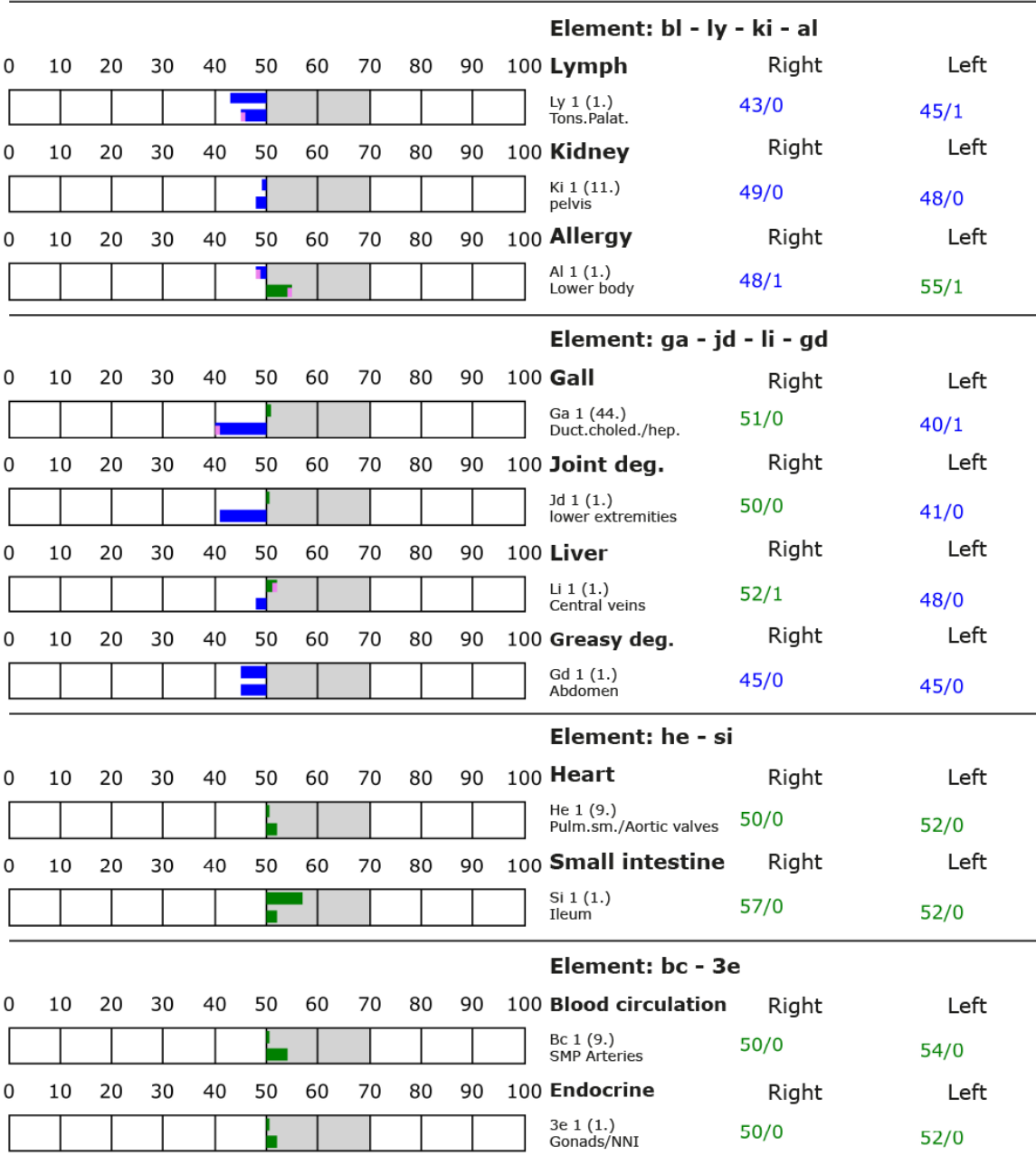
BESA basic test

+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)



BESA 2 Testing BEFORE



BESA 2 Testing BEFORE the EMF on the test person in the Luxury class electric vehicle in motion.

Eva Schmidt performs a basic BESA test on the test person, who was directly in the electric vehicle while driving. This BESA test was performed approximately 5 minutes after the electric vehicle started driving. All BESA tests were performed at the TING points (40 nail fold points on the fingers and toes).

Goal: To determine the response of the subject's meridian system in confrontation with the strong EMF sources from the electric vehicle as a comparison to the baseline BESA tests and as a comparison against subsequent BESA tests..

BESA Test evaluation P76 2.0

from **02-03-2023 at 14:41 – 14:47** (6 minutes) page 18 and 19

Result: The values measured in the electric vehicle indicated an increase in stress at the organs or organ systems measured via the meridian endpoints (acupuncture points) compared to the measured values of BESA 1. This subsequently allows stressful conclusions to be drawn about the subject's subordinate metabolic situation.

97% in the blue area

02 % in the green area

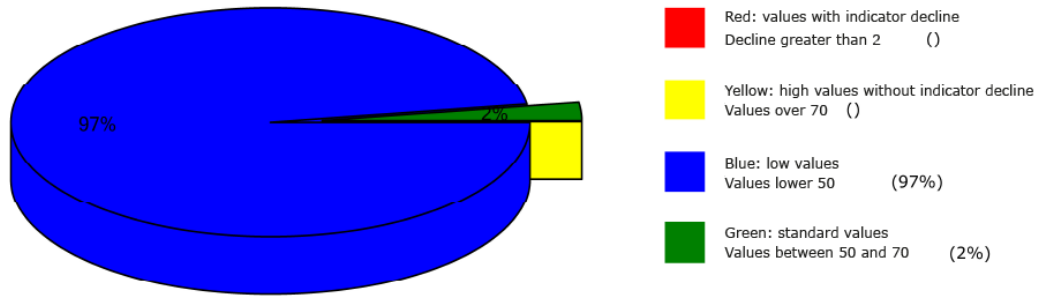
01 % in the yellow transition area

Conclusion: As the BESA graphs show, after about 5 minutes of driving in an electric vehicle, almost all of the measurement points are now in the degenerative blue range (energy deficiency). It is dramatic to see how due to the EMF in the electric vehicle within a few minutes almost all measurement points or the entire energy informative system slips into a partially severe energy deficiency. This means that the energy system of the organism would take severe damage to the test person in case of permanent influences of such or similar disturbance fields. For a balancing of these measured values or in other words: for a harmonization of the values the energy system needs a strong positive energy-informative impulse from outside.

The comparisons of the BESA graphs confirm the stressing influences of the EMF on the test person.



Overview of BESA measuring



BESA basic test

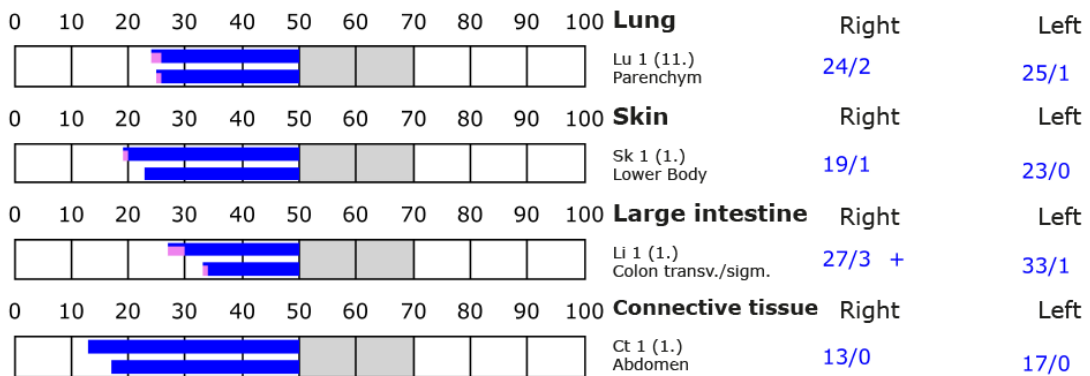
+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

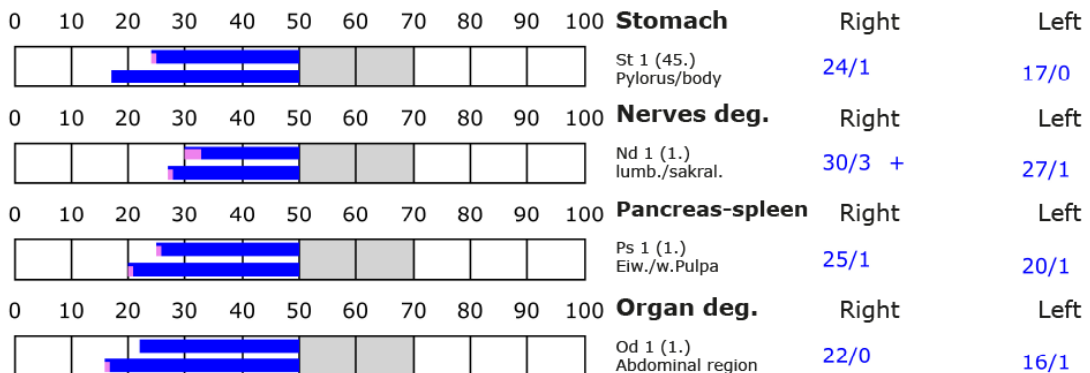
D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)

Element: lu - sk - li - ct



Element: st - nd - ps - od





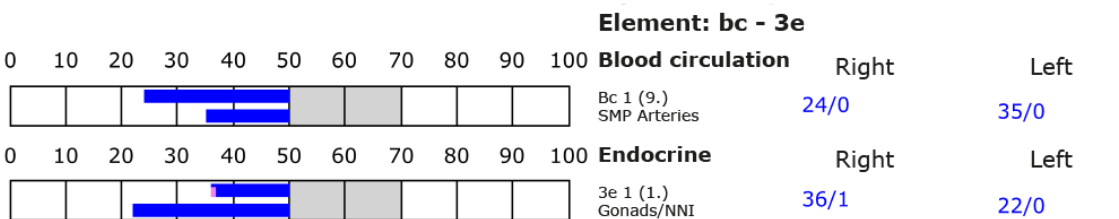
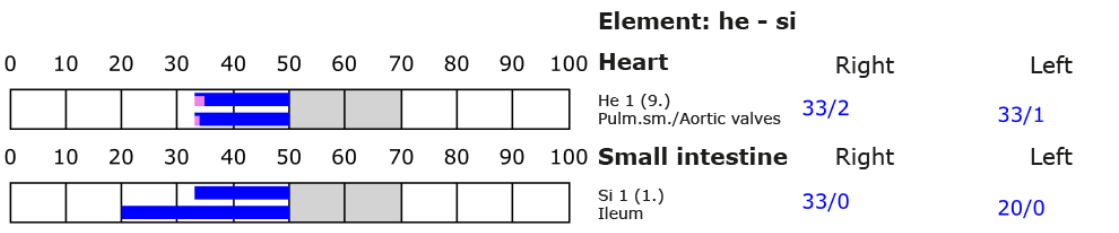
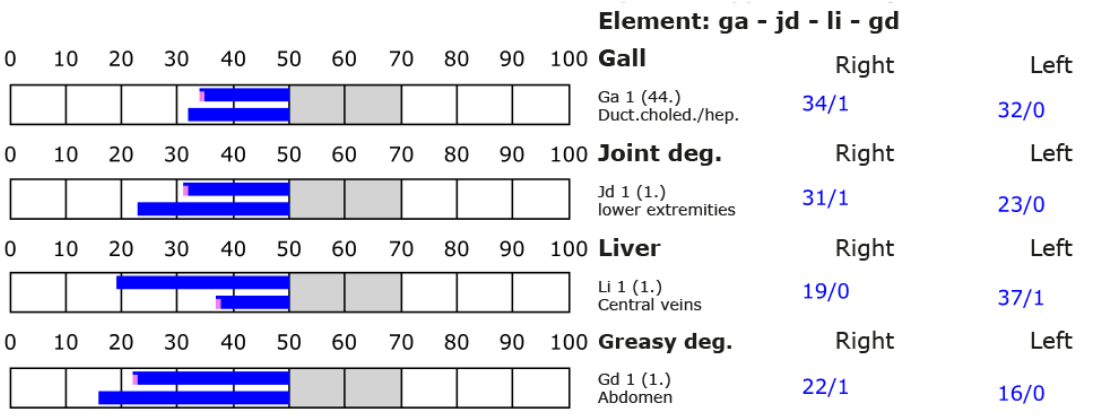
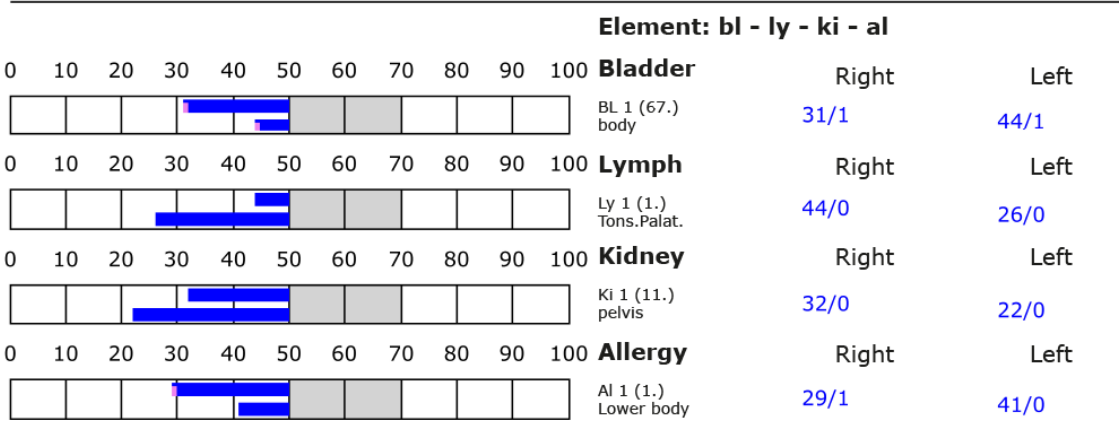
BESA basic test

+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)





BESA 3 Testing BEFORE

BESA 3 test BEFORE the EMF on the test person in the Luxury class electric vehicle in motion after 30 minutes of driving time.

Eva Schmidt performs a basic BESA test on the test person, who was directly in the electric vehicle while driving. This BESA testing was continued approximately 30 minutes after the electric vehicle started driving. All BESA testing was performed at the TING points (40 nail fold points on the fingers and toes).

Goal: To determine the response of the subject's meridian system in confrontation with the strong EMF sources from the electric vehicle when driving for more than 30 minutes as a comparison to the BESA-2 tests and as a comparison against the BESA BASIC tests.

BESA Test evaluation P76 2.0

from **02-03-2023 at 15:15 – 15:21** (6 minutes) page 21 and 22

Result: The values measured in the electric vehicle indicated an enormous increase in stress at the organs or organ systems measured via the meridian endpoints (acupuncture points) compared to the measured values of BESA 2. This subsequently allows stressful conclusions to be drawn about the subordinate metabolic situation of the test person.

95% in the blue area

05 % in the red area

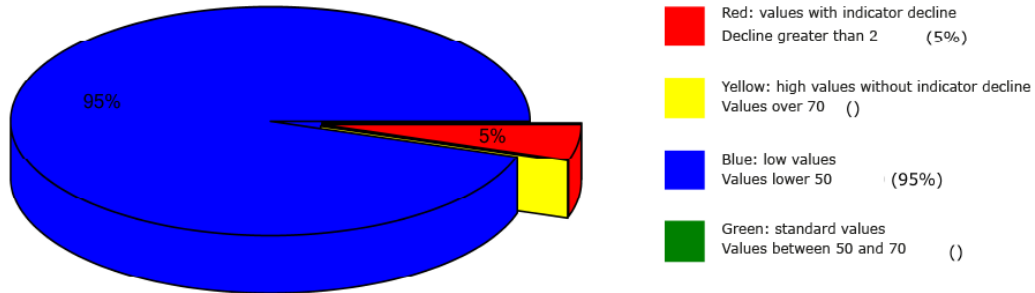
Conclusion: As the BESA graphs show, after about 30 minutes of driving in an electric vehicle, almost all measurement points are now in the degenerative blue range (energy deficiency), 5% are even in the red range (total deregulation). However, the picture is dramatic because of the many measured values now in the red range. The red readings represent total deregulation of these energy areas. This means that the energy system of the organism would seriously damage the test person in case of permanent influences of such or similar interference fields. For a balancing of these red measured values or in other words:

for a harmonization of the values the energy system needs a strong positive energy-informative impulse from outside. The comparisons of the BESA graphs confirm the stressful influences of the EMF on the test person. This BESA test illustrates the dramatic difference of EMF in the electric vehicle and EMF in the electric vehicle when phone calls are made simultaneously.

The comparisons of the BESA graphs confirm the stressing influences of the EMF on the test person.



Overview of BESA measuring



BESA basic test

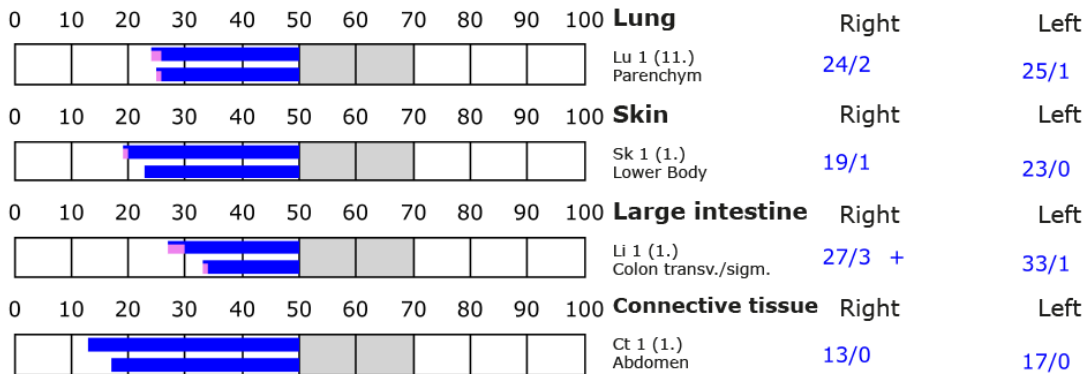
+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

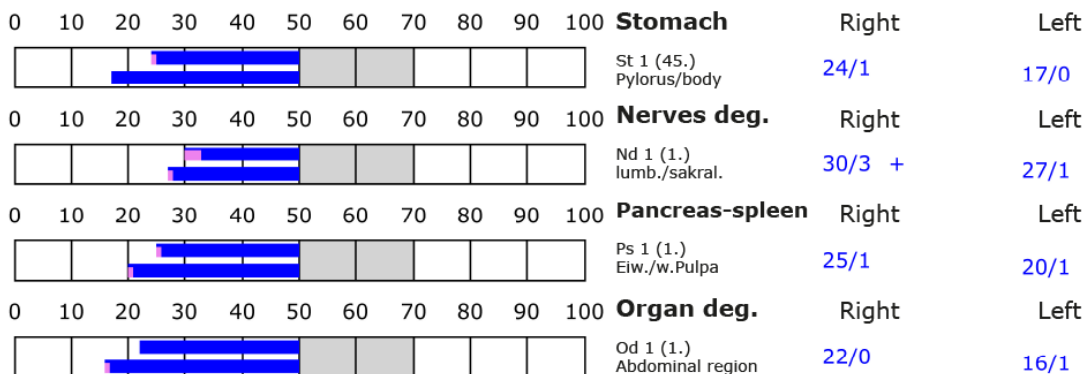
D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)

Element: lu - sk - li - ct



Element: st - nd - ps - od





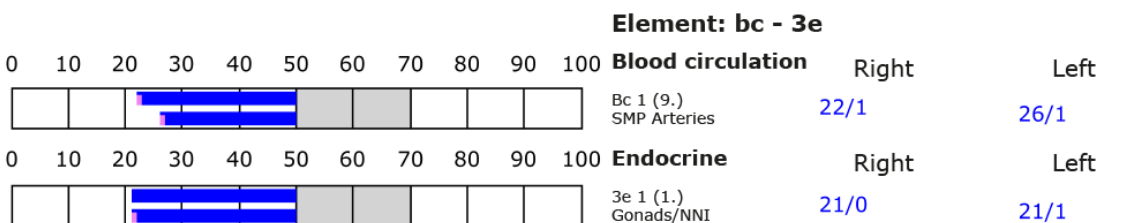
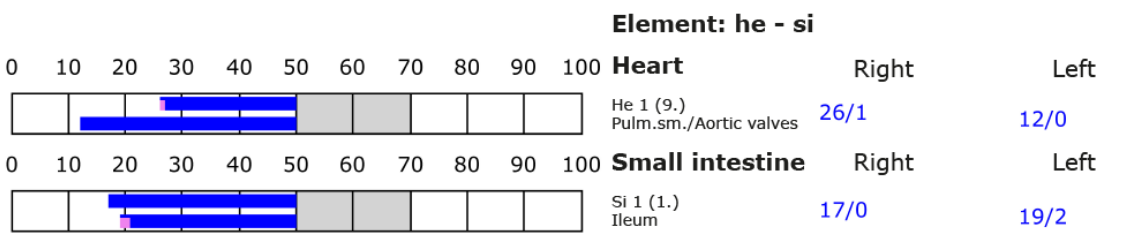
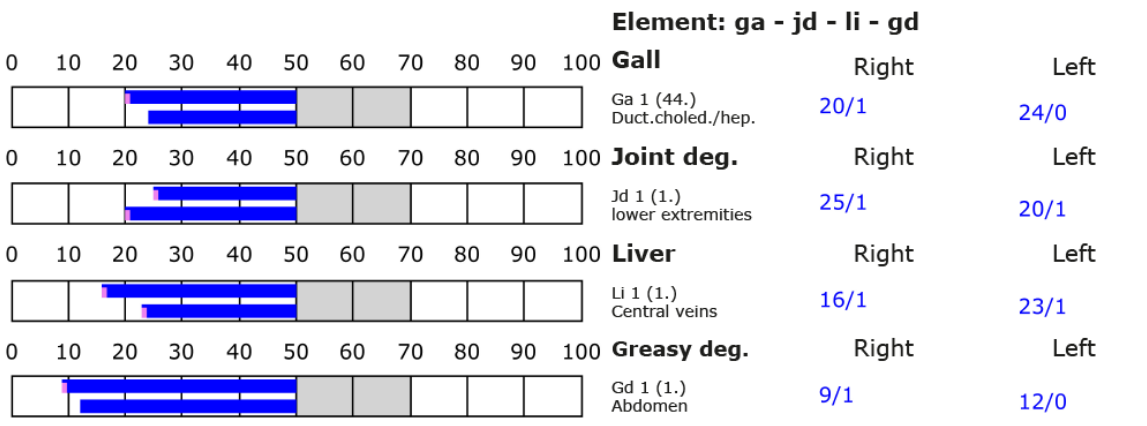
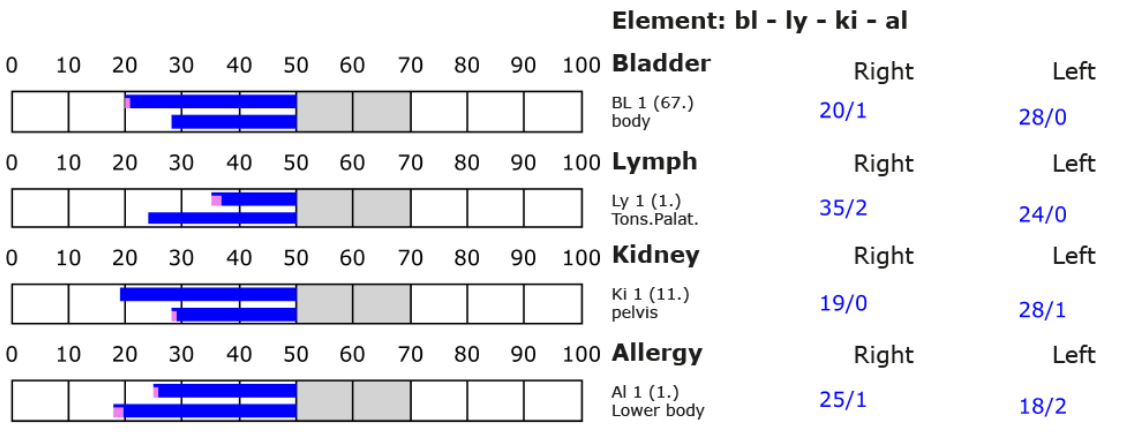
BESA basic test

+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)





BESA 4 Testing BEFORE

BESA 4 testing BEFORE on the test person in the Luxury class electric vehicle in motion, additionally during a telephone call.

Eva Schmidt performs a BESA test on the test person. The test person is in the electric vehicle while driving, and in addition to the previous BESA 3 testing, he makes a phone call with his smartphone. That is, in addition to BESA 3 testing, the subject was connected to a smartphone connected to the cellular network via his or her own cellular phone while driving in the electric vehicle. All BESA testing was performed at the TING points (40 nail fold points on the fingers and toes).

Goal: To determine the response of the subject's meridian system within these strong EMF sources in the electric vehicle, which was further amplified by the phone call. To determine the differences compared to BESA 2 and BESA 3 testing BEFORE.

BESA Test evaluation P76 2.0

from **02-03-2023 at 14:51 – 14:59** (8 minutes) page 24 and 25

Result: The measurement result indicated a further energy informative load increase at the meridian endpoints and in further consequence on the subordinate metabolic situation of the test person.

92 % in the blue area

07 % in the red area

01 % in the yellow transition area

Conclusion: As the BESA graphs show, after about another 5-8 minutes of driving in the electric vehicle, all measurement points are now in a deep degenerative range (energy deficiency). However, the picture is dramatic due to the now further increased readings in the red area. The red measured values again represent total deregulation of these energy ranges. It can be seen that with the continuation of the influence of EMF on the energy system of the organism, the stresses increase. Thus, it becomes more and more evident that with such permanently persisting influences or interference fields, the energy-informative system of the subject reacts in an indefinable pathological way. For a balancing of these red measured values or differently expressed:

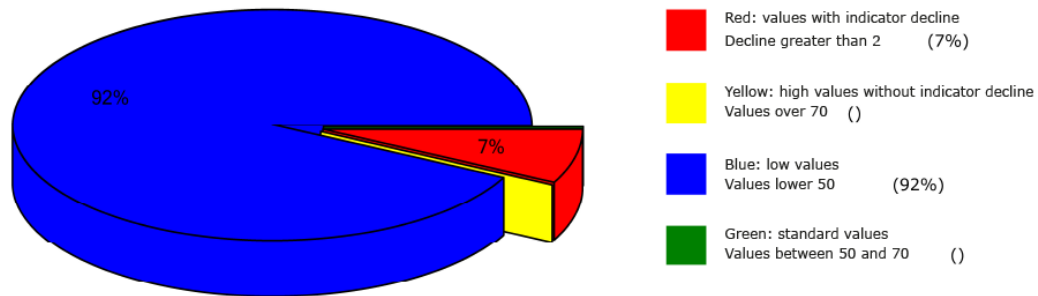
for a harmonization of the values, the energy system needs a strong positive energy-informative impulse from outside. The comparisons of the BESA graphs confirm the stressful influences of the EMF on the test person. This BESA test illustrates the dramatic



difference of EMF in the electric vehicle and EMF in the electric vehicle when phone calls are made simultaneously.

The comparisons of the BESA graphs confirm the destructive change of the measured values or the stressful influences of the EMF on the test person.

Overview of BESA measuring



BESA basic test

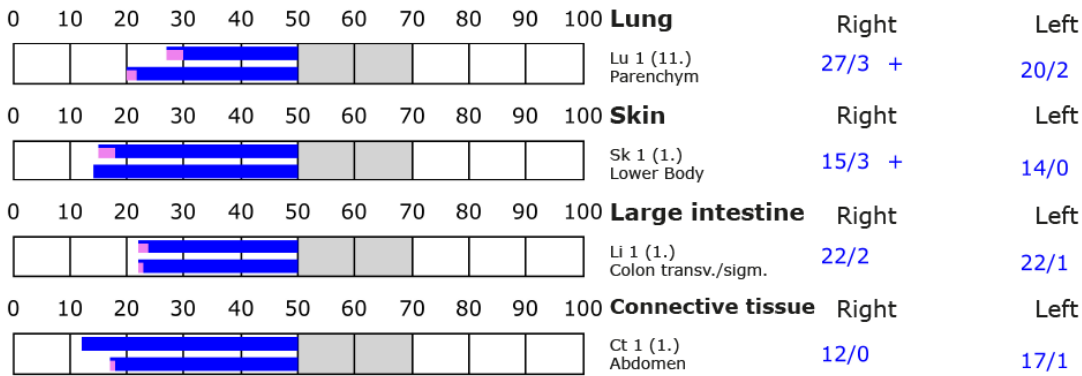
+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

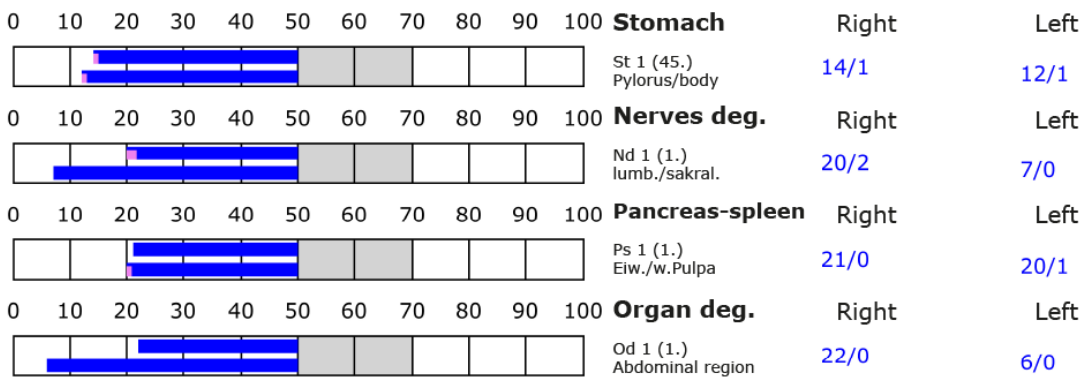
D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)

Element: lu - sk - li - ct



Element: st - nd - ps - od





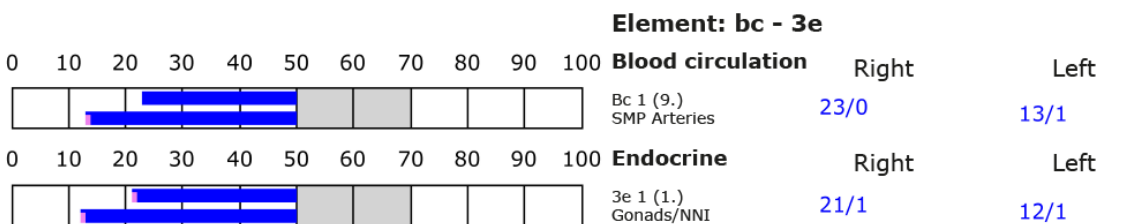
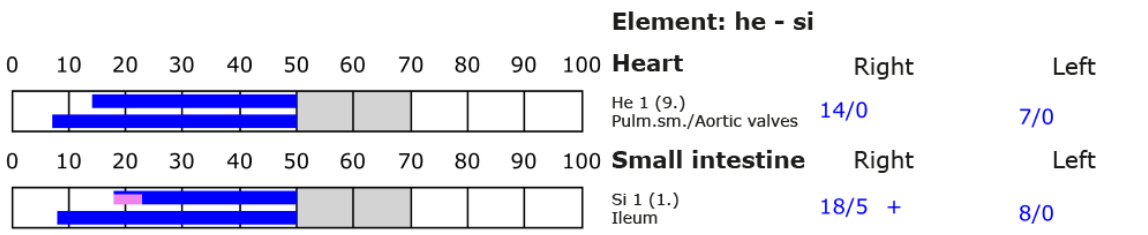
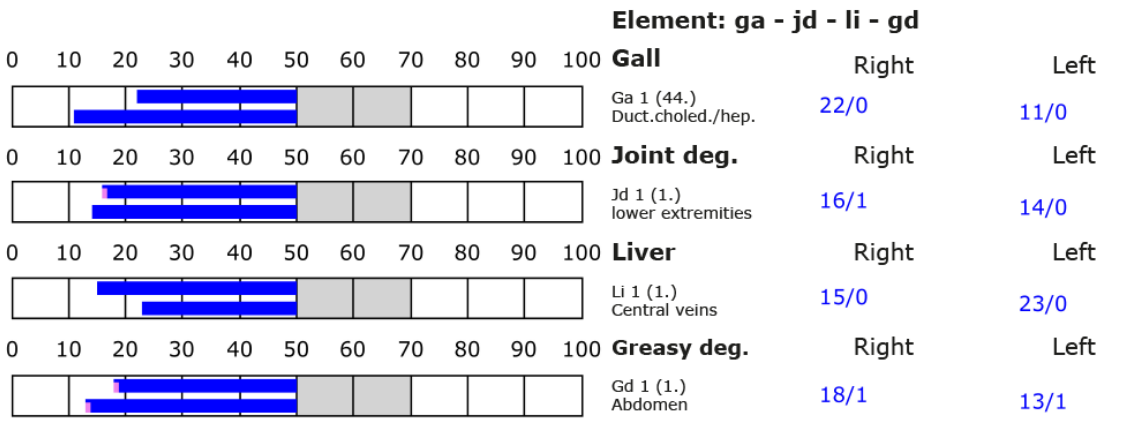
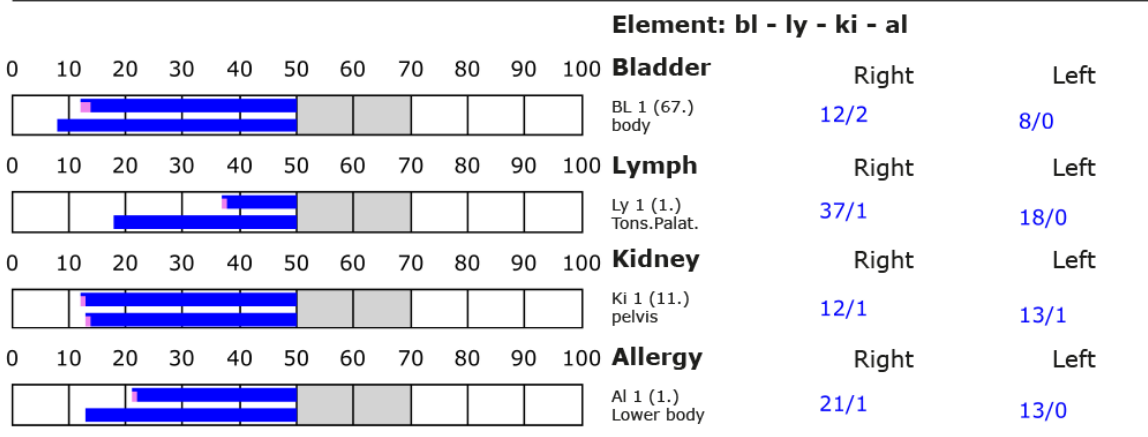
BESA basic test

+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)





BESA 5 Testing AFTER

BESA 5 testing AFTER of EMF on the subject according to the conditions of BESA 3 testing and simultaneous confrontation with the Quantum Upgrade in the Luxury class electric vehicle.

In the further course of the BESA test, all the EMF-carrying objects used in BESA 3 tests BEFORE were activated again in the moving electric vehicle and tested together with the "Quantum Upgrade" on Eva Schmidt's test subject. The test object, the Quantum Upgrade, is located in the passenger compartment of the electric vehicle while driving. Thus, the test object is in direct confrontation with the electric vehicle and the test person and thus in the measurement circuit.

Goal: To determine the reaction of the meridian system of the test subject when the EMF together with the "Quantum Upgrade" act on the test subject. To determine the differences compared to the BESA 2 tests BEFORE?

BESA Test evaluation P76 2.0

from **02-03-2023 at 15:34 – 15:40** (6 minutes) page 27 and 28

Result: The measurement result shows a significant improvement at the meridian endpoints or at the energetic state of the test person within a few minutes.

100 % in the green area

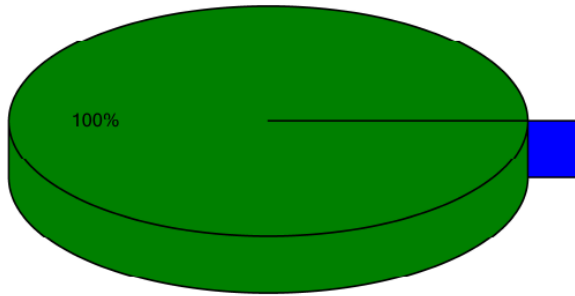
Conclusion: As the graphs show, after the test object, the "Quantum Upgrade" has been placed in the passenger compartment of the electric vehicle and thus in the measurement circuit of the test person, all measurement points are in the green, optimal and harmonized range (balanced energy system). The BESA test results in a significant improvement of the energy situation in the meridian system of the test person compared to the previous BESA tests. It can be seen that the effect of the "Quantum Upgrade" is able to give the degenerative readings (total deregulation) detected in the BESA 3 tests the necessary impulse for harmonization (neutralization) into the life-promoting range.

The comparisons of the BESA graphs confirm the constructive changes and the resolution of the stresses and especially the red readings at the acupuncture points on the meridian system of the subject.



Even more, the results even show an improved picture compared to that of the BESA 1 Basic test.

Overview of BESA measuring



- Red:** values with indicator decline
Decline greater than 2 (%)
- Yellow:** high values without indicator decline
Values over 70 (%)
- Blue:** low values
Values lower 50 (%)
- Green:** standard values
Values between 50 and 70 (100%)



BESA basic test

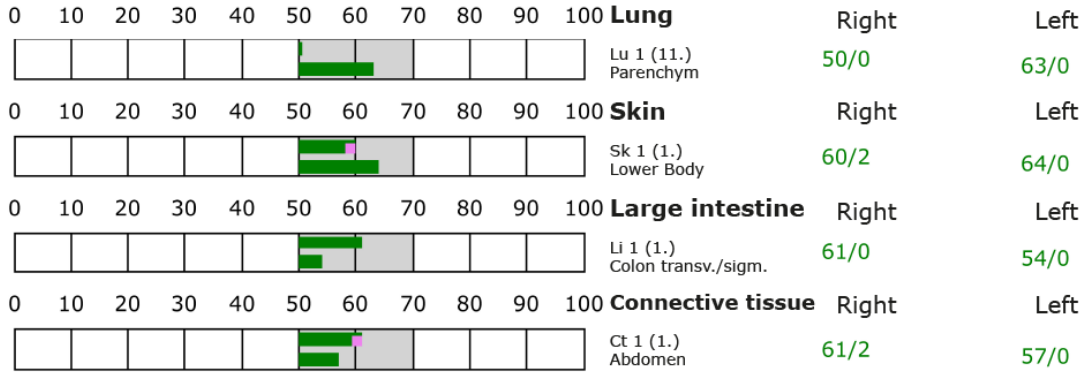
+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

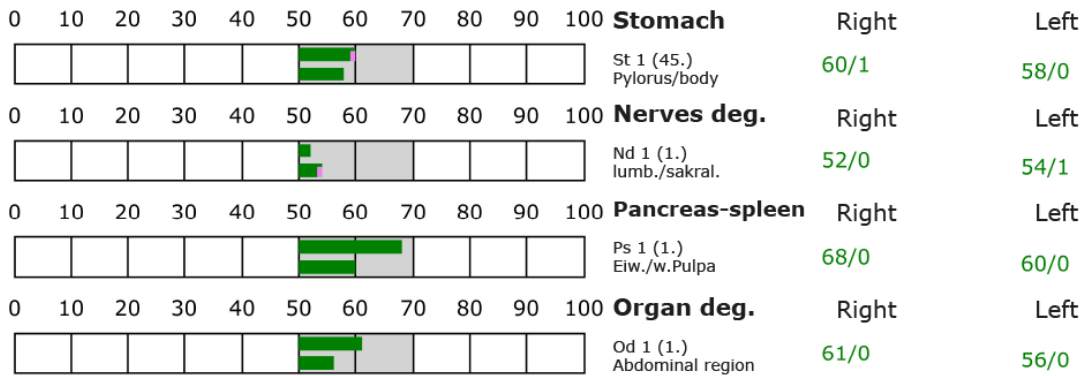
D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)

Element: lu - sk - li - ct



Element: st - nd - ps - od





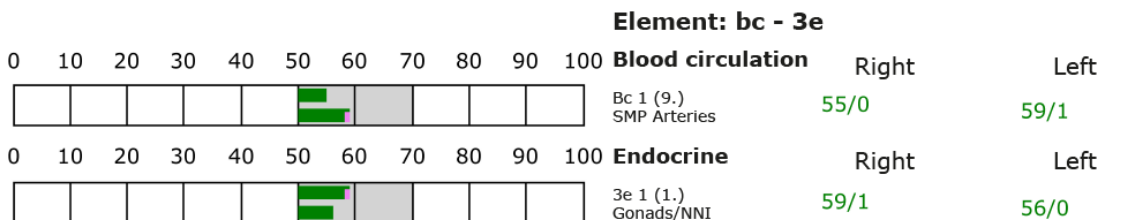
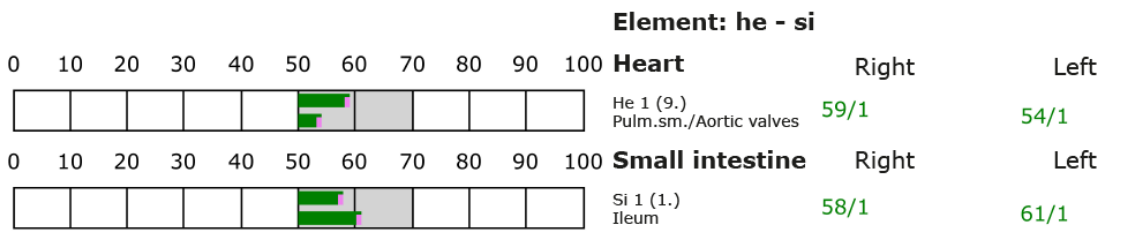
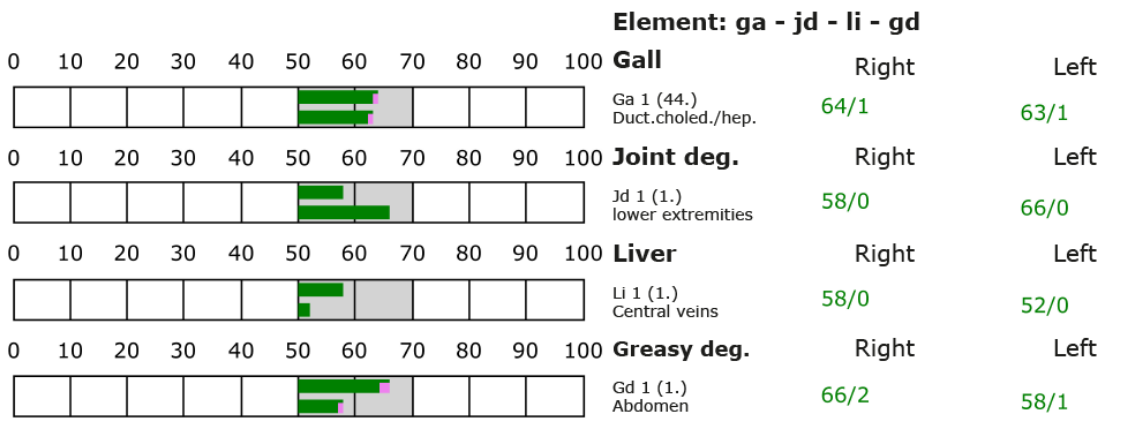
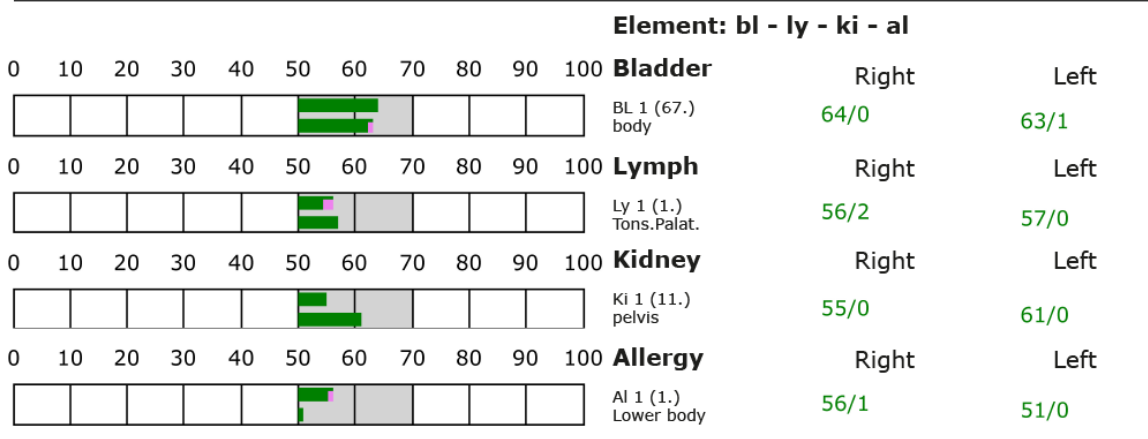
BESA basic test

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 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)



BESA 6 Testing AFTER



BESA 6 testing AFTER of EMF on the test person - according to the requirements of BESA 4 testing and with a simultaneous confrontation with the Quantum Upgrade in the Luxury class electric vehicle.

In the further course of the BESA test, all the EMF-carrying objects used in BESA 3 testing BEFORE, including the telephone call, were activated again in the electric vehicle and tested together with the "Quantum Upgrade" on the subject in Eva Schmidt's moving electric vehicle. The Quantum Upgrade is again in the passenger compartment of the electric vehicle while driving. Thus, the test object is again in direct confrontation with the electric vehicle and the test person and thus in the measurement circuit.

Goal: To determine the reaction of the meridian system of the test person when the EMFs act on the test person together with the "Quantum Upgrade" according to the requirements of the BESA 3 test? Determination of the differences compared to the BESA 4 tests BEFORE and the BESA 5 tests AFTER?

BESA Test evaluation P76 2.0

from **02-03-2023 at 15:43 – 15:53** (9 minutes) page 27 and 28

Result: The measurement result shows within a few minutes a similar significant improvement at the meridian endpoints or at the energetic state of the test person as in the BESA 5 test AFTER.

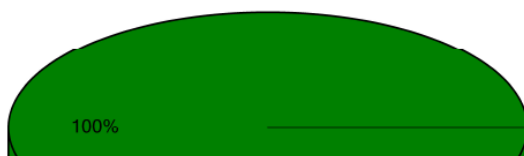
100 % in the green area

Conclusion: As the graphs show, after inserting the test object, the "Quantum Upgrade" into the passenger compartment of the electric vehicle and thus into the measuring circuit of the test person, all measuring points are also in the green, optimal and harmonized range (balanced energy system). The BESA test results in a significant improvement of the energy situation in the meridian system of the test person compared to the previous BESA 4 tests. It is shown that the effect of the "Quantum Upgrade" is also able to give the degenerative or red readings (total deregulation) detected in the BESA 2 and especially BESA 3 and 4 tests the necessary impulse for harmonization (neutralization) into the life-promoting range. The test object was also able to compensate for the additional stress caused by the telephone call in an energy-informative way.

The comparisons of the BESA graphs confirm the changes and the resolution of the stressed and especially the red acupuncture points on the meridian system of the test subject.

Even more, the results show an improved picture compared to the BESA 1 Basic test.

Overview of BESA measuring



Red: values with indicator decline
Decline greater than 2 ()

Yellow: high values without indicator decline
Values over 70 ()



BESA basic test

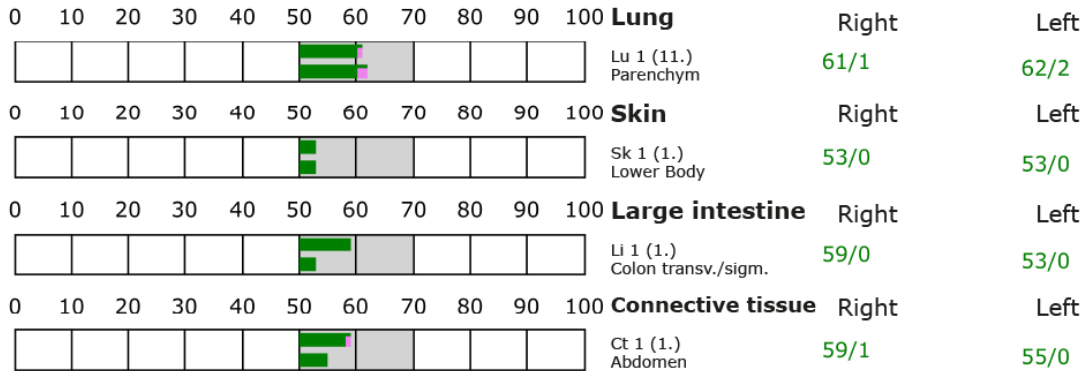
+++ : Indicator decline > 15 Skt.
 ++ : Indicator decline 6-15 Skt.
 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

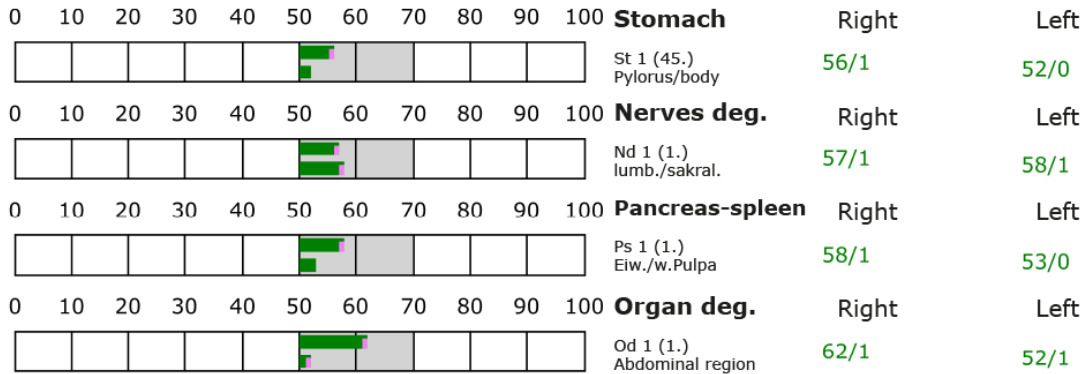
D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)

Element: lu - sk - li - ct



Element: st - nd - ps - od





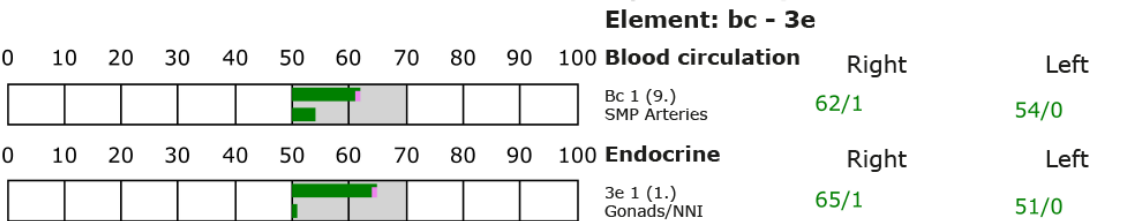
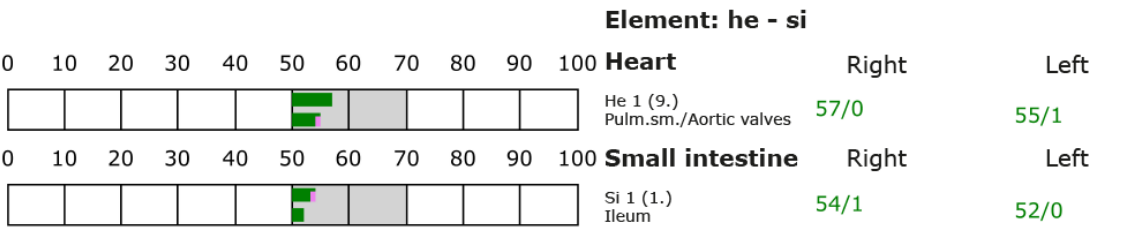
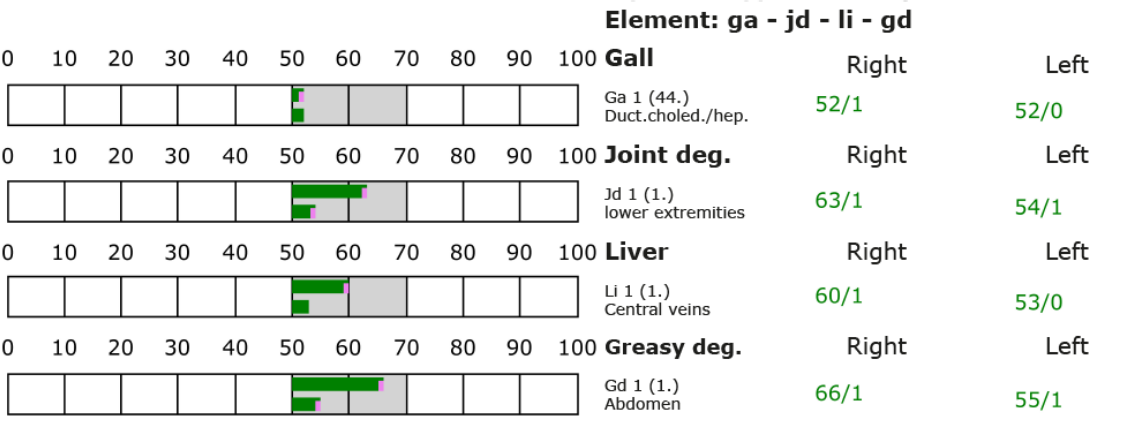
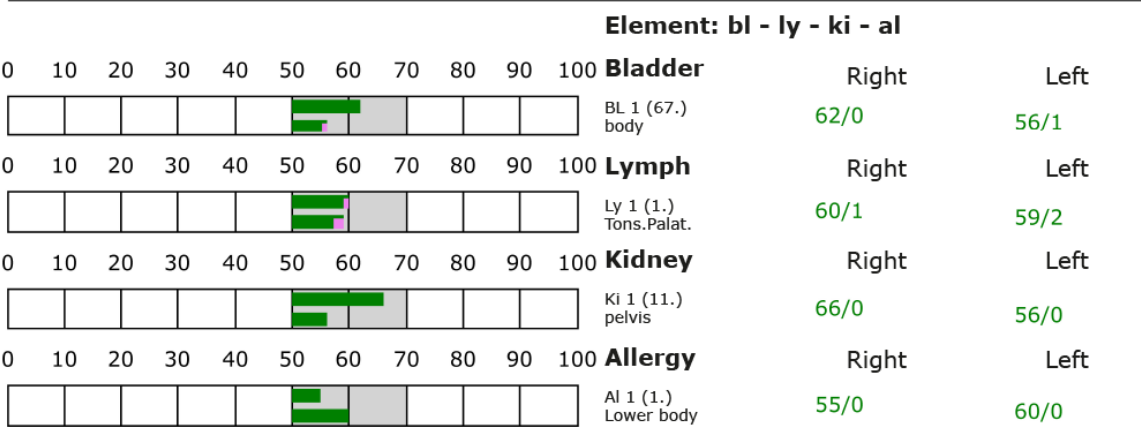
BESA basic test

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 + : Indicator decline 3-5 Skt.

T: Total inflammation (>89 Skt.)
 P: Partial inflammation (70-89 Skt.)

D: Degeneration (< 50 Skt.)

Standard values: (50-70 Skt.)

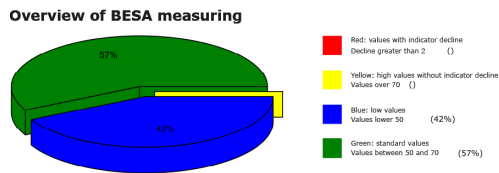


Comparison of all BESA tests BEFORE and AFTER

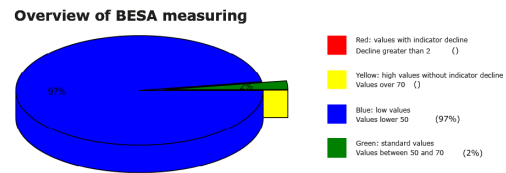


Test person

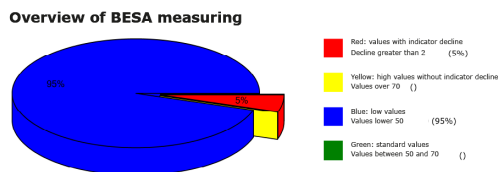
BESA 1 Basic Testing BEFORE as status



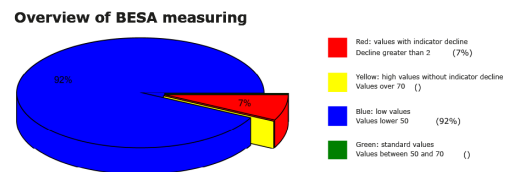
BESA 2 Testing BEFORE EMF in the Luxury class electric vehicle



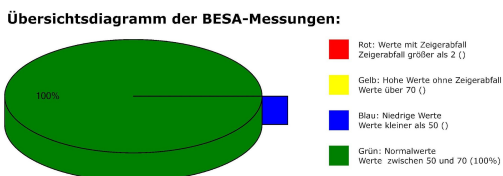
BESA 3 Testing BEFORE EMF in the Luxury class electric vehicle and phone



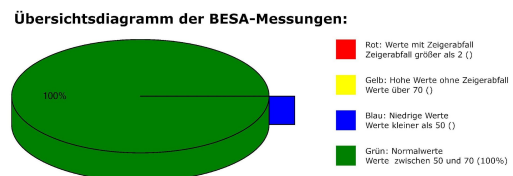
BESA 4 Testing BEFORE EMF in the Luxury class electric vehicle in motion, additionally during a telephone call Quantum Upgrade



BESA 5 Testing AFTER EMF in the Luxury class electric vehicle in motion and the Quantum Upgrade



BESA 6 Testing AFTER EMF in the Luxury class electric vehicle in motion, additionally during a telephone call and Quantum Upgrade



The representation of the pie charts shows, on the one hand, the development of the loads on the test person with an increasing increase of the EMF in the Luxury class electric vehicle and on the other hand how these could be harmonized by the test object, the Quantum Upgradek.



General information about the test result

Man represents a kind of receiving antenna for environmental information. This is because the life of a man depends fundamentally and exclusively on environmental information. Our organism is biologically very sensitive to where natural information (fields) are located or where this natural information is subject to interactions and fluctuations. For this reason, **detected informative electromagnetic interference fields are biologically highly relevant. Any reduction or transformation of these interfering fields (ideally to 100 percent) is biologically very important, often even vital.** These informational disturbances from our environment are only compatible with life if they can be readjusted to a natural fluctuation tolerance. Disturbances, problems, blockades, and disharmonies in the biological control circuit of man find their causes in such disturbing electromagnetic information influences.

Neutralizing or harmonizing effects could be proven in this detailed project P76 2.0 to determine the effect of the "Quantum Upgrade". The "Quantum Upgrade" was able to neutralize the biologically detrimental effects and effects of electromagnetic interference fields in a mid-range electric vehicle that were observed in the test persons.

The significant ability of the "Quantum Upgrade" to neutralize and harmonize the electromagnetic interference fields or stress factors in the Luxury class electric vehicle tested in this detailed project P76 2.0, as well as their transformation into biological life-promoting goodness, is proven by this project.

Authorized Summary

The BESA tests carried out by IFVBESA on the energetic and physical effectiveness of the "Quantum Upgrade" have clearly shown that it is able to neutralize or harmonize biologically significant stress factors from EMF such as WLAN, Bluetooth, 3G, two connected smartphones of the generations 4G and 5G as well as transmission masts in the meridians or at the acupuncture points of the test persons. Via the bioenergy-informative system analysis, the effect of the above-mentioned stress factors on the test persons, their meridian systems and their energetic-biological control circuits was questioned and systemically tested on the energy-informative level. The BESA tests BEFORE - AFTER show significant changes at the tested acupuncture points at the meridian system of the test persons. The measurement data as well as their key figures impressively confirm on the one hand the stress caused by the tested fields to the

On the other hand, they show how the deregulating energies are transformed into biocompatible energies immanent to the body after the application of the "Quantum Upgrade".



From a holistic point of view, it may be assumed that the positive effect on the test persons also occurs in other people. That the positive influence by the "Quantum Upgrade" is actually possible with high precision is clearly shown by this test through the BESA BEFORE-AFTER comparisons. All measured values improved significantly from the mostly 100-percent blue or red measuring range into the green mostly 50-second range (scale value), i.e. the range of optimal measured values.

This means: an optimal regulation dynamic has taken place. Here, in the sense of the IFVBESA, one can clearly speak of an optimal, significant improvement of the body's own energy situation.

Result: The test persons were brought into contact with heavy EMF during the BESA-NACHHER tests. In contrast to the BEFORE tests, in which the "Quantum Upgrade" was not used, consistently positive measurement results were found, indicating that neutralization or harmonization had taken place. The regulation dynamics developed into an optimal effective range.

By proving the energetic effectiveness of the "Quantum Upgrade" in this detailed project P76 2.0, the requirements for obtaining a BESA seal of approval in the field of EMF by the International Professional Association for BESA were fulfilled.