

EXHIBIT 9

From: Tom Darden <tdarden@industrialheat.co>
To: Andrea Rossi <ar.123@mail.com>; JT Vaughn <jvaughn@industrialheat.co>
Sent: 6/1/2015 8:57:49 PM
Subject: Re: Andrea Rossi

Very interesting update, thanks for this information. When you first started them in Florida and noticed the leaks, did they ever boil the water then? Or did they do the same thing (heat only to 99 degrees)? I was wondering if they heated up before they leaked initially.

When would you like to open the boxes? We will come, so that we know how to build these. And, so we can refuel them or add more hydride, if that's the plan. We remain uncertain about our ability to replicate the technology, so we need to learn and understand this better.

Thank you for your diligent efforts.

From: Andrea Rossi
Sent: Monday, June 1, 2015 8:13 PM
To: Tom Darden; JT Vaughn
Subject: Andrea Rossi

Dear Tom, JT:

Today I turned on all the groups of the 20 kW E-Cats, to see how they work after the problems we had at the start up on Feb 19th.

They reached the temperature of 99 °C, but have not been able to steam up the water, even if I gave the full power to the resistances, for a total of about 125 kW (2.5 kW/ resistance).

Their behaviour I think is due to the fact that the pass-through connections shaped as "T" that we made in Ferrara have been substituted with mono- hole pass-through. This makes the 2 circumferences of the 2 cable of the resistances be inscribed in the circumference of the pass through. To avoid the void space between the larger circumference of the pass through and the 2 inscribed circumferences of the cables a filler has been put, but when the heat of the resistances is conducted to the filler, it loses its capacity to contain the pressure of the hydrogen, because becomes soft and the hydrogen escapes. This is my opinion. Fortunately, all the pass through of the 4 x 250 kW E-Cats have not been changed and we can work with those.

At the end of the test , anyway, to understand exactly what is the problem with the small E-Cats, we will disassemble all of them and study what happened carefully, to correct the future manufacturing.

The work is going on regularly with the big 4.

Warmest Regards,
Andrea, from inside the E-Cat.