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Corporate Profile

Material Technologies Inc.

Its Product is the Only Non-destructive Testing Device Able to Find Growing Cracks in Bridges as Small as 0.01 Inches in Length & Even Under the Surface

Its Technology Can Result in Saving Lives & Millions of Dollars

Essentials

Business:	**Measurement of Metal Fatigue**
Exchange:	**OTC BB***
Symbol:	**MTNA**
Price (Close 7/17/2006):	**$0.081**
52-Week Range:	**$0.08 - $2.48**
Average Volume (3 Mos.):	**1,377,890**
Market Cap (@ 7/17/2006):	**$14.62 million**
Shares Outstanding:	**180.56 million**
Approx. Float:	**133.72 million shares**

*** MTNA also trades under the symbol "UAW" on the Frankfurt Stock Exchange. Its International Security Identification Number (ISIN/CUSIP) is US5766782057, & its German Security Code is AOCABD.**

Our Comment

Larry Oakley has been covering the progress of MTNA & its predecessor companies in editorials since May 1990. His interest was sparked because of the quality of MTNA's unique technology. The company went through a long process of development, including R&D, acquisition of additional related technologies, & a series of U.S. Government development grants for specific applications of its technology. We feel this is now a Turn-Around.

This is one of the uniquely attractive situations that we have had the opportunity to serve as one of our participants here at WallStreetCorner. We sincerely believe that it has the type of appreciation potential that Intel, Microsoft, Xerox, IBM, & other similar situations had when they were just past their R&D phase & entering their new huge markets. If you had

invested in any one of them when they were at that point in their history, it would have made you exceedingly wealthy. MTNA is in that same category in our opinion.

What MTNA Is

MTNA is an engineering, research, & development company. Its mission is to apply its comprehensive system of technologies to monitor & measure microscopic cracks & their growth caused by metal fatigue.

What MTNA Does

MTNA has technologies that measure microscopic fractures & flaws in metal structures & monitor metal fatigue in real time. Its leading edge metal fatigue detection, measurement, & monitoring solutions can accurately test the integrity of metal structures & equipment. That includes bridges, tunnels, railroads, subways, jet aircraft engines, aircraft structures, ships, trucks, cranes, tanks, towers, power plants, mining equipment, piping systems, nuclear reactors, turbines, & steel buildings.

A Layman's Explanation of Metal Fatigue Failure

Larry Oakley explains: ***"Everything made of metal will fail at some point in its useful life. That's a harsh statement, but it's true. Take any relatively thin piece of metal & bend it in half -- then bend it back the other way. Keep doing that & it will break after a few bends.***

"That's the way I often have cut down the size of something made of metal when I didn't have a metal cutting scissor or saw handy. You may have done the same thing on occasion.

"Even if the metal is pretty thick, the same thing happens. I once had to get a metal strip originally 3/4 inch wide by 1/8 inch thick by eight inches long to fit a fastening task where the piece had to be only five inches long. I dug into my tool box for the hack saw, & found that the blade was missing. Knowing about fatigue failure, I put the piece in the vice & bent the three inch part sticking out of the vice about 45 degrees with a hammer. Then I bent it the other way with the hammer -- after a small number of such bends, it broke at the right length.

"What happens is that the metal is being fatigued -- when the amount of fatigue gets too great, the piece of metal breaks -- it fails.

"Can you do that with a really strong piece of metal, like a big metal structural part of a bridge? Of course not, but that doesn't mean that fatigue won't make that part break.

"The thing is that with big strong metal parts, they will break after even tiny bends occur often enough. In a bridge that carries heavy trucks, for example, the movement of the truck over the bridge causes vibration. Vibration is nothing more than small movements that cause its metal parts to bend tiny amounts . When I was in college studying mechanical engineering, I had to take a laboratory course on metal failure. We had to test metal parts to see how many very tiny bends it took to cause the part to break (they called it structural failure).

"The point is that every single thing made of metal will definitely break after it is subjected to enough vibration. If a structural engineer designs a building using I beams, he or she will make the size of the beams so large that it will take a long time to fail. Economics enters the picture, however, & there has to be a compromise between the projected life of the structure & the cost of the beams used. The one structure that was so over-designed that it will take a tremendous length of time for it to fail is the Brooklyn Bridge, but that's an exception -- today, engineers must be much more aware of cost.

"Knowing that all metal parts will fail at some point requires routine testing of bridges, for example. I suggest you check www.matechcorp.com, if you're interested in learning more about how tests have been done to tell if a bridge needs repair, & their severe limitations, as well as how MTNA's technology has made the process so much more accurate, etc."

Why MTNA's Technology is Unique

MTNA owns the only non-destructive testing technology able to find growing cracks as minute as 0.01 inches -- critical information that allows structural engineers to isolate & repair the 105,981 steel bridges in the U.S. which have been classified as structurally deficient or functionally obsolete by the Federal Highway Administration. MTNA has exclusive rights to seven patents along with $8.3 million in already completed contracts from the U.S. Government for research, testing, & validation of its innovative solutions.

MTNA's Primary Technology

MTNA's primary technology is its Electrochemical Fatigue Sensor™ (EFS). It is an instrument that detects cracks in the metal component of a structure. In the laboratory it can find cracks in metals at a resolution of a few microns, exceeding the current state of the art by 10 times or more.

On 6/13/2006, CEO Robert M. Bernstein commented:

"The Transportation Equity Act set aside funds for the Federal Highway Administration (FHWA) to test devices capable of finding growing cracks in bridges as small as 0.01 inches in length & also under the surface. Our EFS solution is the only non-destructive testing device able to find growing cracks that small."

Interest in MTNA's EFS system has been substantially increased by the recent $286 billion Federal Transportation Bill which allocated $5 million to help states evaluate nondestructive methods such as EFS to test growing fatigue cracks in steel bridges.

The nation's aging bridge infrastructure system is a major cause for concern, with more than 100,000 of the 200,000 steel bridges in the U.S. classified as structurally deficient or functionally obsolete, according to the FHWA.

Using MTNA's technology, Departments of Transportation, both federal & state, can find out which bridges might fail, when they might fail, how they might fail, & what specific locations in the structure will have to be repaired to prevent a catastrophic failure. Can you imagine the loss of lives, the holdup of local economies, the insurance claims, the really bad press, & all the other consequent problems that the collapse of those bridges would cause?

MTNA's Main Advantages

1. **It is just beginning the transition into its commercialization phase.**

2. **Its technology & products are developed to the point where sales & marketing has now become the company's primary effort.**

3. **Its technology is patented.**

4. **Its technology & products have been tested successfully.**

5. **Use of its products avoids catastrophic disasters, & is economical.**

6. **There is essentially zero competition for what its technology can do.**

7. **The market it targets is huge.**

8. **It has arranged adequate financing.**

9. **It is undervalued & trading at an attractively low price.**

Recent News

7/11/2006 -- The severe storms that caused major damage to infrastructure in several Northeastern states last month highlight transportation authorities' need for technology solutions to accurately measure the integrity of bridges. MTNA's innovative metal fatigue detection tools are capable of assisting state Departments of Transportation to assess damage to critical metal structures, prioritize repairs, & optimize use of available funds for maintenance & reconstruction. MTNA is executing marketing campaigns targeting bridge engineers at state DOTs to underscore the benefits of using its patented Electrochemical Fatigue Sensor™ (EFS) to detect & measure growing cracks in bridge infrastructure.

In the last week of June some of the worst rain & flooding in decades hit the Northeastern United States, causing major damage to infrastructure & loss of life across Pennsylvania, Delaware, New York, New Jersey, Maryland, Virginia, & Washington DC. Officials closed 10 bridges connecting New Jersey & Pennsylvania because of high water. Northeast of Binghamton, NY, a raging Carrs Creek cut through an Interstate 88 bridge, opening up a jagged gap that killed two drivers. Amtrak railroad service in much of the western part of New York remained shut down during the storms. The federal government declared eight New York counties disaster areas; Chenango County gave an early estimate of $32 million in damage to infrastructure alone.

CEO Bernstein commented: ***"Our patented EFS tool can detect, measure, & monitor growing cracks in metal bridges, sign structures, & railroad assets. MATECH's technology offers transportation authorities a highly accurate, non-destructive testing method to help determine whether critical structures are sound & which repairs are most urgent. Our hearts go out to those displaced & injured by these severe storms, & we are proud to be able to provide***

technology that can be used to ensure the safety of our nation's infrastructure."

The Transportation Equity Act set aside funds for states to test devices capable of finding growing cracks in bridges as small as 0.01 inches in length & under the surface. MTNA's EFS is the only non-destructive testing device able to find growing cracks that small. This information enables bridge engineers to detect & measure fatigue cracks, prioritize repairs, verify that fixes are effective in halting fatigue damage, & preserve structural integrity.

To date, MTNA has received serious interest from several DOTs including Pennsylvania & Massachusetts. In June the company was contacted by additional state transportation agencies requesting information about EFS & is arranging meetings with key decision makers. Based on their positive feedback, MTNA is accelerating its sales & marketing efforts, executing campaigns targeting bridge engineers at state DOTs who it believes are most in need of effective tools for metal fatigue detection.

6/27/2006 -- MTNA is ramping up its marketing efforts. It is executing targeted marketing campaigns aimed at bridge engineers with State Departments of Transportation. It has received inquiries from several DOTs expressing interest in its technology.

MTNA is accelerating marketing programs to highlight the advantages of using its breakthrough Electrochemical Fatigue Sensor™ (EFS) to detect growing metal cracks in bridges, targeting bridge engineers at state DOTs who the company believes are most in need of non-destructive metal fatigue detection tools. The programs include targeted direct mail campaigns, direct sales efforts, following up with decision makers from multiple state DOTs who have requested information, & presenting its innovative technology at key bridge engineering conferences.

Recently MTNA completed reviews of three bridges at the request of Pennsylvania's DOT, & Massachusetts has submitted information on 17 bridges throughout the state where fatigue damage is a primary concern. This month MTNA has been contacted by several more state transportation agencies to inquire about the EFS's unique ability to detect minute growing cracks in bridge infrastructure.

CEO Bernstein says: ***"State bridge engineers are looking for ways to maximize the effectiveness of transportation funding to maintain existing bridge infrastructure. The Transportation Equity Act set aside funds to test devices capable of finding growing cracks in bridges as small as 0.01 inches in length & under the surface. Our EFS solution is the only non-destructive testing device able to find cracks that small. Based on what we believe is tremendous potential for market acceptance & the highly favorable response we have received so far, we are intensifying our marketing programs to increase awareness, generate additional inquiries, & achieve maximum results."***

Management Team

Robert M. Bernstein is chairman & CEO. From 1961 to 1981, he acted as a consultant specializing in mergers, acquisitions, & financing. From 1981 to 1986, he was chairman & CEO of Blue Jay Enterprises, Inc., of Philadelphia, PA, an oil & gas exploration company. In 10/1988 he became president & CEO of MTNA. Since that time he has been responsible for generating in excess of $8,000,000 in revenue from the U.S. Government for research &

development contracts. He received his Bachelor of Science degree from the Wharton School of the University of Pennsylvania & held a Certified Public Accountant license in Pennsylvania until August 1972.

Samuel I. Schwartz is MTNA's Infrastructure Consultant. He is president of The Sam Schwartz Company, a multi-disciplinary consulting firm specializing in traffic & transportation engineering. From 1990 to 1995, he was senior VP responsible for transportation engineering, infrastructure, quality control, & planning at Hayden/Wegman Consulting Engineers, Inc. He served as chief engineer/ First Deputy Commissioner for the New York City Department of Transportation from 1986 to 1990, where he was responsible for an 8,000 person agency, a $350 million expense budget, & a $700 million capital budget. He also served an extremely successful term as New York City's Traffic Commissioner from 1982 to 1986. He received his BS in Physics from Brooklyn College in & his Master in Civil Engineering from the University of Pennsylvania.

Dr. John W. Goodman is chief engineer & a director. He has been chief engineer for development of MTNA's products since May 1993. He was recently senior staff engineer, Materials Engineering Department of TRW Space & Electronics, & was formerly chairman of the Aerospace Division of the American Society of Mechanical Engineers. He was with the U.S. Air Force as lead structural engineer for the B-1 aircraft; chief of the Fracture & Durability Branch & Materials Group Leader, Structures Department, Aeronautical Systems Center, Wright-Patterson Air Force Base. He holds his Doctorate of Philosophy in materials science, from the University of California at Los Angeles. He also received a Masters of Science degree in Applied Mechanics from Penn State University, & a Bachelor of Science degree in Mechanical Engineering from Rutgers University.

William I. Berks is VP & a director. He managed the previous MTNA contracts for the development of EFS at the University of Pennsylvania, Southwest Research Institute, & Optim, Inc. He has his B. Aero. E, & MS in Applied Mechanics from Polytechnic Institute of New York & MS in Industrial Eng., Stevens Institute of Technology. With MTNA since 1997, he has over 30 years experience in spacecraft mechanical systems engineering. He retired from TRW in 11/1992 where he was employed for 26 years in a variety of management positions: manager of the Mechanical Design Laboratory, the engineering design skill center for the design & development of spacecraft mechanical systems, which had as many as 350 individuals: manager of the Advanced Systems Design Department, which was responsible for mechanical systems design for all spacecraft projects: assistant project manager for Mechanical Subsystems for a major spacecraft program, which included preparation of plans, specifications & drawings, supervision of two major subcontracts, & responsibility for flight hardware fabrication & testing. He holds six patents.

Miles M. Larson is government contracts auditor. He is a Certified Public Accountant in the state of CA. In 1990 he was recipient of the Defense Contract Audit Agency (DCAA) Management Excellence Award which is bestowed annually to DCAA's most outstanding manager. In addition, he was the recipient of the DCAA Meritorious Service Award for outstanding contributions to the Agency's audit mission (DCAA's 2nd highest award). He has 25 years of auditing experience with the DCAA & four years with the US Army Audit

Agency. He eight years experience working as a consultant with Pricewaterhouse/Coopers. He received a Master of Business Administration from the University of Southern California & a Bachelor of Science degree, Business Administration from California State University, Long Beach. He is also a graduate of the Senior Defense Management Program at Harvard.

MTNA's Advisory Board

Nick Simionescu joined HNTB in 1974 & is a VP, Director of Business Development in the New York City office. He has over 37 years of management, construction, design, inspection, & detailing experience. He is very familiar with the New York City infrastructure. For nearly 28 years he has been working in New York City, primarily on New York City Department of Transportation & New York State Department of Transportation projects. Mr. Simionescu holds an MS, Civil Engineering, Construction Institute of Bucharest, Romania, 1972 & a Certificate of Teaching, Polytechnical Institute of Bucharest, Romania, 1970. Mr. Simionescu has membership affiliations with the Municipal Engineers of the City of New York, the New York City Association of Construction Engineer Transportation Subcommittee & the New York Building Congress Transportation & Infrastructure Committee.

Campbell Laird, Ph.D. Chief Scientist -- His research has focused on the strength, structure, & fatigue of materials, in which areas he has published in excess of 250 papers. He has been a senior lecturer at the Cambridge College of Arts & Technology, a tutor at the University of Cambridge, a Senior Research Scientist at Ford Motor Company, a Battelle Visiting Professor (Electron Microscopy) at Ohio State University, Columbus, OH, a professor at the University of Pennsylvania, as well as the chairman, Department of Metallurgy & Materials Science, Gast-Professor of Physics at the University of Vienna, & Visiting Professor of Bio-Metallurgy at the University of Sorbonne, Paris. He is presently professor & graduate group chairman in the Department of Materials, Science, & Engineering at the University of Pennsylvania. He received his Ph.D., his MA, & his BS from the University of Cambridge. He is the co-inventor of the Electrochemical Fatigue Sensor.

Henryka Manes, VP - International Marketing -- He is the Founder & president of H. Manes & Associates, a consulting firm that enables environmental & high technology companies to export their products worldwide. She has a wide-range of experience with projects in more than 20 countries in Asia, Africa, Eastern Europe & South America. Prior to founding HMA, she was director of operations for the American Jewish Joint Distribution Committee's International Development Program & has worked with the World Bank, United States Agency for International Development, & the United Nations Development Program. She received her B.A. from Macalester College in St. Paul, MN, & did her graduate work at the University of Minnesota, Minneapolis, MN.

Marybeth Miceli is director of marketing for Sam Schwartz, LLC, Engineering & Planning Consultants, New York, NY, where she also consults on infrastructure management, non-destructive testing, & fatigue testing. Previously she was with Lucius Pitkin, Inc., Engineering Consultants, where her responsibilities included quality assurance manager, & assistant radiation safety officer. Among her duties was the supervision &

performance of failure analysis investigations, fatigue testing investigations, & interfacing with government agencies on testing, regulations, & safety. She was a director of the American Society of Non-destructive Testing, & chairman in 2003 of the Metro NY Chapter. She is also a member of the American Society of Metals. A graduate of Johns Hopkins University, she has an MS in materials science & engineering from Virginia Polytechnic Institute. She has published several papers on non-destructive testing of bridge components & other related subjects.

Dr. Brent M. Phares has over 15 years of management, inspection, research, & testing experience related to bridge structures. He is the associate director for bridges & structures at Iowa State University. He is responsible for the development & deployment of innovative bridge evaluation & techniques, & for the development of applications for innovative materials in bridge engineering. In the past, he has served as a consulting research engineer at the Federal Highway Administration's Nondestructive Evaluation Validation Center where he lead the execution of several validation & developmental studies. More recently, he served as president & CEO of a small engineering firm specializing in the evaluation of civil infrastructure based on innovative sensors & monitoring strategies. He is a registered professional engineer & serves as a voting member of many national & international technical committees.

Financial Status

The financial status of this company does not reflect the opportunity it has for huge appreciation, because it covers only the R&D & start-up phases of its life, which makes it look terrible, since its revenue has been modest & its costs have been very high. When the financials begin to reflect its move into its commercialization phase, we will update this profile & advise you via one of our email alerts.

New Funding

MTNA's 8-K/A submitted to the SEC 6/15/2006 included the following:

On June 2, 2006, we received a signed copy of a Securities Purchase Agreement (the "Agreement") with La Jolla Cove Investors, Inc. ("La Jolla").

Under the terms of the Agreement, in exchange for a warrant premium of $50,000, we issued to La Jolla warrants to purchase up to 20,000,000 shares of our Class A common stock (the "Warrant Shares").

On June 12, 2006, we received a signed copy of that certain Addendum to Warrant to Purchase Common Stock dated June 12, 2006. Under the terms of this Addendum, the number of Warrant Shares is hereby increased to 50,000,000.

Beginning on the date that a registration statement becomes effective that registers the Warrant Shares, La Jolla will exercise the Warrant, pay the Exercise Price to us, & acquire the Warrant Shares at a rate of at least One Million Two Hundred Fifty Thousand (1,250,000)

of the Warrant Shares per week, to continue for forty (40) consecutive weeks until all of the Warrants Shares have been purchased by La Jolla.

The issuance of the Warrants was exempt from registration pursuant to Section 4(2) of the Securities Act of 1933, and the investor was accredited.

Our Opinion

This situation has huge long-term appreciation potential in our opinion. It's one that you should look into before the investing public becomes aware of what it can & in our opinion will do. Most investors who base their opinion of a company on its past performance will miss out on this opportunity, just as they would have done had they used that logic in looking at Microsoft & Intel when those companies were at the same early stage as MTNA is at now. We recommend that you review our list of "MTNA's Main Advantages," listed in an earlier portion of this profile.

As MTNA progresses, we will update this profile & alert you via email -- if you do not as yet receive our email alerts that investors in 89 countries now receive, just send us an email to up415@aol.com & request us to include you -- we'll be pleased to do so.

Contact

Call Ed Liceaga, director of investor relations at 888-500-8985 or email at ir@matechcorp.com -- Check www.matechcorp.com as well.