Xtreme Fuel Optimizer Fuel Catalyst Evaluation
For
Fuel Efficiency and Emissions Reductions
With
Collins Concrete
Utilizing
The Carbon Mass Balance Test Procedure

Final Report
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Prepared by:

Green Planet
For

Xtreme Fuel Optimizer Global, Inc.

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WHAT IS
THE
CARBON BALANCE TEST PROCEDURE?

PREFACE

Fuel consumption measurements by reliable and accredited methods have been under constant review for many years. The weight of engineering evidence and scientific theory favors the carbon balance method by which carbon measured in the engine exhaust gas is related to the carbon content of the fuel consumed. This method has certainly proven to be the most suitable for field-testing where minimizing equipment down time is a factor.

The inquiries of accuracy and reliability to which we refer include discussions from international commonwealth and government agencies responsible for the test procedure discussed herein. This procedure enumerates the data required for fuel consumption measurements by the “carbon balance” or “exhaust gas analysis” method. The studies conducted show that the carbon balance has been found to be a more precise fuel consumption test method than the alternative volumetric-gravimetric methods.

The carbon balance test is a fundamental part of the Australian Standards **AS2077-1982**. Further, the carbon balance test procedure has proven to be an intricate part of the United States EPA, FTP and HFET Fuel Economy Tests. Also, Ford Motor Company characterized the carbon balance test procedure as being “at least as accurate as any other method of volumetric-gravimetric testing.” (**SAE Paper No. 750002 Bruce Simpson, Ford Motor Company**) Finally, the Carbon Balance procedure is incorporated in the Federal Register Voluntary Fuel Economy Labeling Program, Volume 39.

The following photographic report captures a few of the applicable steps necessary for conducting a reliable and accurate carbon balance test. As will be documented, every effort is made to insure that each test is consistent, repeatable, and precise. More importantly, it will be even clearer as to why the Carbon Balance Test has such a high degree of acceptance and reliability.

EXECUTIVE SUMMARY

The Xtreme Fuel Optimizer fuel borne catalyst manufactured and marketed by Xtreme Fuel Optimizer Global, Inc., is a fuel borne catalyst wherein the primary active ingredient is a soluble organo-metallic chemistry that helps to reduce ignition delay by improving combustion chamber mixing through improved molecular dispersion.

The catalyst is comprised of a proprietary organo-metallic compound with the formula $Fe(C_5H_5)_2$. It is the prototypical metallocene, a type of organo-metallic chemical compound consisting of two cyclopentadienyl rings bound on opposite sides of a central soluble metal atom. Such organo-metallic compounds are also known as sandwich compounds. The rapid growth of organo-metallic chemistry is often attributed to the novelty arising from the discovery of the soluble metal crystalline structure and its many analogues.

The proprietary organo-metallic derivative has many niche uses that exploit the unusual structure (ligand scaffolds, pharmaceutical candidates), robustness (anti-knock formulations, precursors to materials), and redox (reagents and redox standards). Such organo-metallic components and its derivatives are antiknock agents used in the fuel for gasoline and diesel engines; they are safer than tetraethyl lead, previously used. The harmless Ferric Oxide deposits formed from the catalysts organo-metallic component can form a conductive coating that assists in catalytic activation of the combustion process.

Following discussions with Xtreme Fuel Optimizer fuel catalyst Representatives, and , Operations Manager, Collins Concrete, it was determined that a fuel consumption analysis should be conducted utilizing at least three (3) later model trucks. The selection process included two (2) over-the-road tractor trailer units and one (1) concrete mixer truck. The designated equipment for this study includes one (1) 2008 Peterbilt tractor with a C 15 Caterpillar engine (unit CC4), one (1) 2004 Mack tractor with a Mack engine (unit CC6) and one (1) 2008 Mack tractor with a Mack engine (unit CC706). Engines with different mileage accumulations were evaluated in an attempt to determine the affects of the Xtreme Fuel Optimizer fuel catalyst on engines with varying use and horsepower.

Note: For some time, prior to the Xtreme Fuel Optimizer fuel catalyst baseline test, Collins Concrete had included a detergent/lubrication additive marketed under the name of “Diesel Mate”. Detergents have a reputation of cleaning the combustion chamber with no other scientifically proven affects. The detergent additive aided in the removal of established carbon deposits, which in turn accelerated the catalytic activity of the Xtreme Fuel Optimizer fuel catalyst. For the purpose of this evaluation, the baseline test, with Xtreme Fuel Optimizer fuel catalyst was performed with Diesel Mate already added to the fuel. Further findings are included in the **Conclusion** section of this report.

It was determined that different engine combinations be evaluated ranging from relatively new to those with higher miles. A baseline test was conducted after which the equipment was treated by pouring the Xtreme Fuel Optimizer fuel catalyst into the

rolling fuel tanks for each test unit. Treatment was facilitated through the use of sixteen (16) ounce containers of Xtreme Fuel Optimizer fuel catalyst, which were used to hand treat each test unit. At a later date, the catalyst treated fuel test was then repeated following the same parameters. The results are contained within the body of this report.

Collins Concrete delivers ready mix concrete to clients throughout greater Dallas, Texas and surrounding areas. As part of their daily business practice Collins Concrete also delivers aggregates to competitive operations as part of a supply chain trucking company. They currently own and operate about 25 ready mix trucks, 5 tractors and other “yard” equipment (loader, elevator, conveyor belt). Currently they consume about 20,000 gallons of diesel fuel monthly.

A baseline test (untreated) was conducted on October 25, 2010 using the Carbon Mass Balance Test Procedure, after which, the selected test equipment was treated by adding the Xtreme Fuel Optimizer fuel catalyst to the fuel contained in each individual truck’s rolling tank. On December 6, 2010, an attempt was made to complete the test while repeating the same parameters with Xtreme Fuel Optimizer catalyst treated fuel. The results are contained within this document.

The data showed that the average improvement in fuel consumption for all units tested was 7.5% during steady state testing using the Carbon Mass Balance test procedure. Further details will be discussed in the body of this report.

The treated engines also demonstrated a large percentage reduction in soot particulates in the range 27% and reductions in harmful exhaust related carbon fractions. Carbon dioxide reductions, based upon the measured reduction in fuel consumption, are also substantial.

INTRODUCTION

Baseline (untreated) fuel efficiency tests were conducted on all three pieces of equipment on October 25, 2010, employing the Carbon Mass Balance (CMB) test procedure. Xtreme Fuel Optimizer Global, Inc. supplied several 16 ounce bottles of Xtreme Fuel Optimizer fuel

catalyst, which were utilized to dose/treat the fuel tank on each individual test unit, by each individual driver.

The 16 ounce containers had graduated treatment markings, which aided in the convenience of treating, each time the test units were fuelled. The test units were then operated on Xtreme Fuel Optimizer fuel catalyst treated fuel for a specific period of time in an effort to accumulate as many miles on the test units as was feasible. Laboratory tests conducted provide critical documentation, which proves that equipment operated with less than 2,000 to 3,000 treated miles demonstrate lower fuel consumption improvements because of the catalytic stabilization affects that take place while using the organo-metallic fuel combustion catalyst.

At the end of the treated engine-conditioning period (December 6,), the engine tests were repeated wherein all engine parameters were reproduced. The final results, along with the data sheets, are contained within this report.

At the conclusion of the treated segment of the evaluation, catalyst level remnants were retrieved from each truck and evaluated to volumetrically enumerate actual catalyst treatment during the course of the evaluation. The following data applies to each truck along with the final accumulated mileage.

Truck Number	Accumulated Mileage	Catalyst Used	Ounces per Mile
CC4	13,424	42 oz.	.0031
CC6	4,865	27 oz.	.0055
706	3,783	26 oz.	.0069

Comparative miles relative to estimated fuel consumption indicates that all of the trucks were adequately dosed/treated with the catalyst during the course of the evaluation. The calculated ounces per mile indicates that each of the trucks, based on treatment ratio, were only slightly over treated with the fuel catalyst. This in no way detracts from the accuracy of the test nor does it suggest that any over treatment of this magnitude will damage delicate engine components. This data will be further discussed under the **Conclusion** heading in this final report.

TEST METHOD

The Carbon Mass Balance (CMB) is a procedure whereby the mass of carbon in the exhaust is calculated as a measure of the fuel being burned. The elements measured in this test include the exhaust gas composition, its temperature, and the gas flow rate calculated from the differential pressure and exhaust stack cross sectional area. The CMB is central to the both US-EPA (FTP and HFET) and Australian engineering standard tests (AS2077-1982), although in field-testing we are unable to employ a chassis dynamometer. However, in the case of a stationary equipment test, the engine can be loaded sufficiently to demonstrate fuel consumption trends and potential.

The Carbon Mass Balance formula and equations employed in calculating the carbon flow are a supplied, in part, by doctors' of Combustion Engineering at the university and scientific research facility level.

The Carbon Mass Balance test procedure follows a prescribed regimen, wherein every possible detail of engine operation is monitored to insure the accuracy of the test procedure. Cursory to performing the test, it is imperative to understand the quality of fuel utilized in the evaluation. As important, the quality of fuel must be consistent throughout the entirety of the process.

Fuel density and temperature tests are performed for both the baseline and treated segments of the evaluation to determine the energy content of the fuel. A .800 to .910 Precision Hydrometer, columnar flask and Raytek Minitemp are utilized to determine the fuel density for each prescribed segment of the evaluation.

Next, and essential to the Carbon Balance procedure, is test equipment that is mechanically sound and free from defect. Careful consideration and equipment screening is utilized to verify the mechanical stability of each piece of test equipment. Preliminary data is scrutinized to disqualify all equipment that may be mechanically suspect. Once the equipment selection process is complete, the Carbon Balance test takes only 10 to 20 minutes, per unit, to perform.

Once the decision is made to test a certain piece of equipment, pertinent engine criteria needs to be evaluated as the Carbon Balance procedure continues.

When the selection process is complete, engine RPM is increased and locked in position. This allows the engine fluids, block temperature, and exhaust stream gasses to stabilize. Data cannot be collected when there is irregular fluctuation in engine RPM and exhaust constituent levels. Therefore, all engine operating conditions must be stable and consistent.

The factory equipped cruise control is utilized, as one method, to secure engine RPM. This provides a steady state condition in which consistent data can be collected. Should the engine RPM fluctuate erratically and uncontrollably, the test unit would be disqualified from further consideration.

Next**,** engine RPM and fluid temperatures are monitored throughout the Carbon Balance evaluation. As important, exhaust manifold temperatures are monitored to ensure that engine combustion is consistent in all cylinders. It is imperative that the engine achieve normal operating conditions before any testing begins.

Once engine fluid levels have reached normal operating conditions the Carbon Balance study may begin. The above photograph shows that the engine RPM is locked in place at 1500 RPM. It should be noted that any deviation in RPM, temperature, either fluid or exhaust, would cause this unit to be eliminated from the evaluation due to mechanical inconsistencies.

Once all of the mechanical criteria are met, data acquisition can commence; it is necessary to monitor the temperature and pressure of the exhaust stream. Carbon Balance data cannot be collected until the engine exhaust temperature has peaked. Exhaust temperature is monitored carefully for this reason.

Once the exhaust temperature has stabilized, the test unit has reached its peak operating temperature. Exhaust temperature is critical to the completion of a successful evaluation, since temperature changes identify changes in load and RPM. As previously discussed, RPM and load must remain constant during the Carbon Balance study.

When all temperatures are stabilized, and the desired operating parameters are achieved; it is time to insert the emissions sampling probe into the exhaust tip of each piece of equipment utilized in the study group. The probe has a non-dispersive head, which allows for random exhaust sampling throughout the cross section of the exhaust.

While the emission-sampling probe is in place, and data is being collected, exhaust temperature and pressure are monitored throughout the entirety of the Carbon Balance procedure. The above photograph shows the typical location of the exhaust emissions sampling probe.

While data is being collected, exhaust pressure is monitored, once again, as a tool to control load and RPM fluctuations. Exhaust pressure is proportional to load. Therefore, as one increases, or decreases, so in turn does the other. The Carbon Balance test is unique in that all parameters that have a dramatic affect on fuel consumption, in a volumetric test, are controlled and monitored throughout the entire evaluation. This ensures the accuracy of the data being collected. Exhaust pressure is nothing more than an accumulation of combustion events that are distributed through the exhaust matrix.

The above photograph shows one method in which exhaust pressure can be monitored during the Carbon Balance test procedure. In this case, exhaust pressure is ascertained through the use of a Magnahelic gauge. This type of stringent regime further documents the inherent accuracy of the Carbon Balance test.

Further, air inlet velocities are monitored to insure that an unidentified engine inlet air restriction does not influence the data being accumulated by creating an artificial lean or enrichened operating parameter.

At the conclusion of the Carbon Balance test, a soot particulate test is performed to determine the engine exhaust particulate level. This valuable procedure helps to determine the soot particulate content in the exhaust stream. Soot particulates are the most obvious and compelling sign of pollution. Any attempt to reduce soot particulates places all industry in a favorable position with environmental policy and the general public.

The above photograph demonstrates a typical method in which soot particulate volume is monitored during the Carbon Balance test. This method is the Bacharach Smoke Spot test. It is extremely accurate, portable, and repeatable. It is a valuable tool in smoke spot testing when comparing baseline (untreated) exhaust to catalyst treated exhaust.

Finally, the data being recorded is collected through a non-dispersive, infrared analyzer. Equipment such as this is EPA approved and CFR 40 rated. This analyzer has a high degree of accuracy, and repeatability. It is central to the Carbon Balance procedure in that it identifies baseline carbon and oxygen levels, relative to their change with catalyst treated fuel, in the exhaust stream. The data accumulated is exact, as long as the criteria leading up to the accumulation of data is exact. For this reason, the Carbon Balance test is superior to any other test method utilized. It eliminates a multitude of variables that can adversely affect the outcome and reliability of any fuel consumption evaluation.

The above photograph identifies one type of analyzer used to perform the Carbon Balance test. The analyzer is calibrated with known reference gases before the baseline and treated test segments begin. The data collected from the analyzer for each segment of the evaluation is compared and computed to determine overall carbon change when compared to the carbon contained within the raw diesel fuel. A fuel consumption performance factor is then calculated from the data. The baseline performance factor is compared with the catalyst treated performance factor. The difference between the two performance factors identifies the change in fuel consumption during the Carbon Balance test procedure.

Note: **The Horiba MEXA emissions analyzer is calibrated with the same reference gas for both the baseline and treated segments of the evaluation.**

Essential to performing the aforementioned test procedure is the method in which the task for dosing fuel is performed. It is critical to the success of the Carbon Mass Balance procedure to insure that the equipment evaluated be given meticulous care and consideration to advance the process of testing.

INSTRUMENTATION

Precision state of the art instrumentation was used to measure the concentrations of carbon containing gases in the exhaust stream, and other factors related to fuel consumption and engine performance. The instruments and their purpose are listed below:

> *Measurement of exhaust gas constituents HC, CO, CO_2 and O_2, by Horiba Mexa Series, four gas infrared analyser.*

Note: The Horiba MEXA emissions analyser is calibrated with the same reference gas for both the baseline and treated segments of the evaluation. In this case, a

> *Temperature measurement; by Fluke Model 52K/J digital thermometer.*
>
> *Exhaust differential pressure by Dwyer Magnahelic.*
>
> *Ambient pressure determination by use of Brunton ADC altimeter/barometer.*
>
> *The exhaust soot particulates are also measured during this test program.*
>
> *Exhaust gas sample evaluation of particulate by use of a Bacharach True Spot smoke meter.*
>
> **The Horiba infrared gas analyser was serviced and calibrated prior to each series of CMB engine efficiency tests.**

TEST RESULTS

Fuel Efficiency

A summary of the CMB fuel efficiency results achieved, in this test program, are provided in the following tables and appendices. **See Table I and Individual Carbon Mass Balance results in Appendix II.**

Table I provides the final test results for all equipment included in the evaluation before and after Xtreme Fuel Optimizer fuel catalyst treatment **(See Graph II, Appendix I)**.

TABLE I

Test Segment	Miles	Fuel Change by %

CC4		
Treated	13,424	**- 8.4%**
CC6		
Treated	4,865	**- 7.2%**
CC706		
Treated	3,738	**- 7.0%**
Average (Absolute)		**- 7.5%**

The raw engine data provided by Collins Concrete used to calculate and tabulate the fuel consumption results are contained in **Appendix III**.

Soot Particulate Tests

Concurrent with CMB data extraction, soot particulate measurements were conducted. The results of these tests are summarized in **Table II**. Reductions in soot particulates are the most apparent and immediate. Laboratory testing indicates that carbon and solid particulate reductions occur before observed fuel reductions. Studies show that a minimum of 2,000 to 3,000 miles, Xtreme Fuel Optimizer fuel catalyst treated engine operation, are necessary before the conditioning period is complete. Then, and only then, will fuel consumption improvements be observed. For the purpose of this evaluation, observed stack soot accumulation had diminished significantly between baseline and treated segments of the evaluation.

Table II

Fuel Type Density .832 @ 16.8 C.	**Soot Particulates**
CC4	
Untreated	2.96 mg/m^3
Treated	2.04 mg/m^3
	- 31%
CC6	
Untreated	5.87mg/m^3
Treated	4.17mg/m^3
	- 29%
CC706	
Untreated	.10 mg/m^3
Treated	.079 mg/m^3
	- 21%

Average	**- 27%**

The reduction in soot particulate density (the mass of the smoke particles) was reduced by an average 27% after fuel treatment and engine conditioning with Xtreme Fuel Optimizer fuel catalyst **(See Graph I, Appendix I).** Concentration levels were provided by Bacharach.

Conclusion

Despite the fact that the vehicles included in this evaluation were currently utilizing a fuel additive treatment produced under the name of Diesel Mate, these carefully controlled engineering standard test procedures conducted on all test units provides clear evidence of reduced fuel consumption in the range of 7.5%**.** The net gain, with the catalyst, in fuel consumption is important since the improvement is documented as a benefit over and above the improvement manifested by the Diesel Mate fuel additive alone. In general, improvements utilizing the Carbon Mass Balance test, under static test conditions, generate results 2% - 3% less than those results generated with an applied load.

Additionally, fuel catalyst treatment was consistent and adequate for the entirety of the evaluation based on fuel use to treatment ratio (ounces/gallons). This data is further documented in the **Introduction** section of this document.

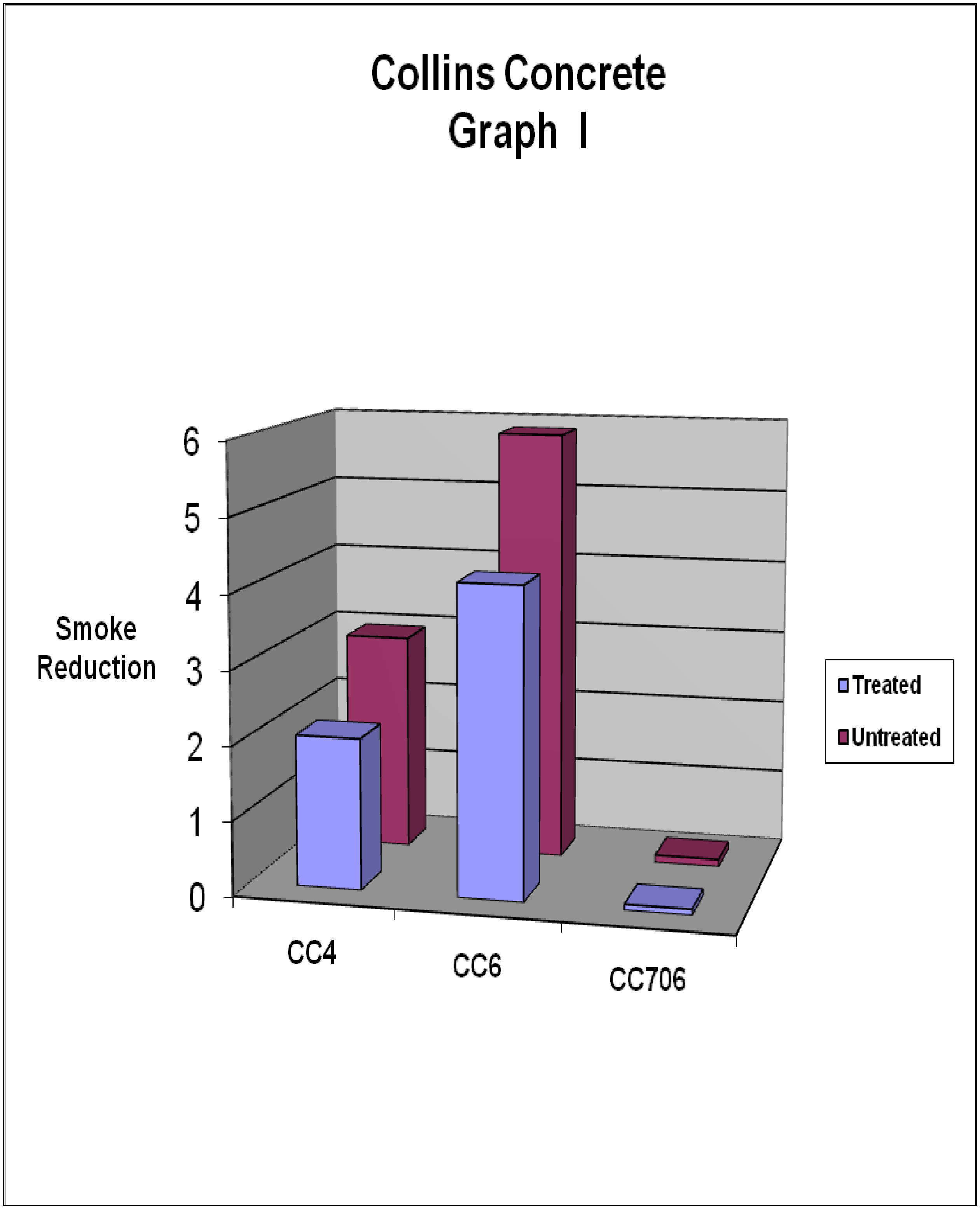
The Xtreme Fuel Optimizer fuel catalyst's effect on improved combustion is also evidenced by the substantial reduction in soot particulates (smoke) in the range of 27% **(see Appendix I)**. The similar reduction in other harmful carbon emissions likewise substantiates the improved combustion created by the use of Xtreme Fuel Optimizer fuel combustion catalyst **(see raw data sheets, Appendix III)**.

In addition to the fuel consumption analysis, a detailed compilation of carbon emissions reductions were determined. The study documented a significant reduction in annual C02 emissions of 191 metric tonnes. Reductions in Nitrogen and Methane levels were also observed **(see Appendix IV, Carbon Footprint Data).**

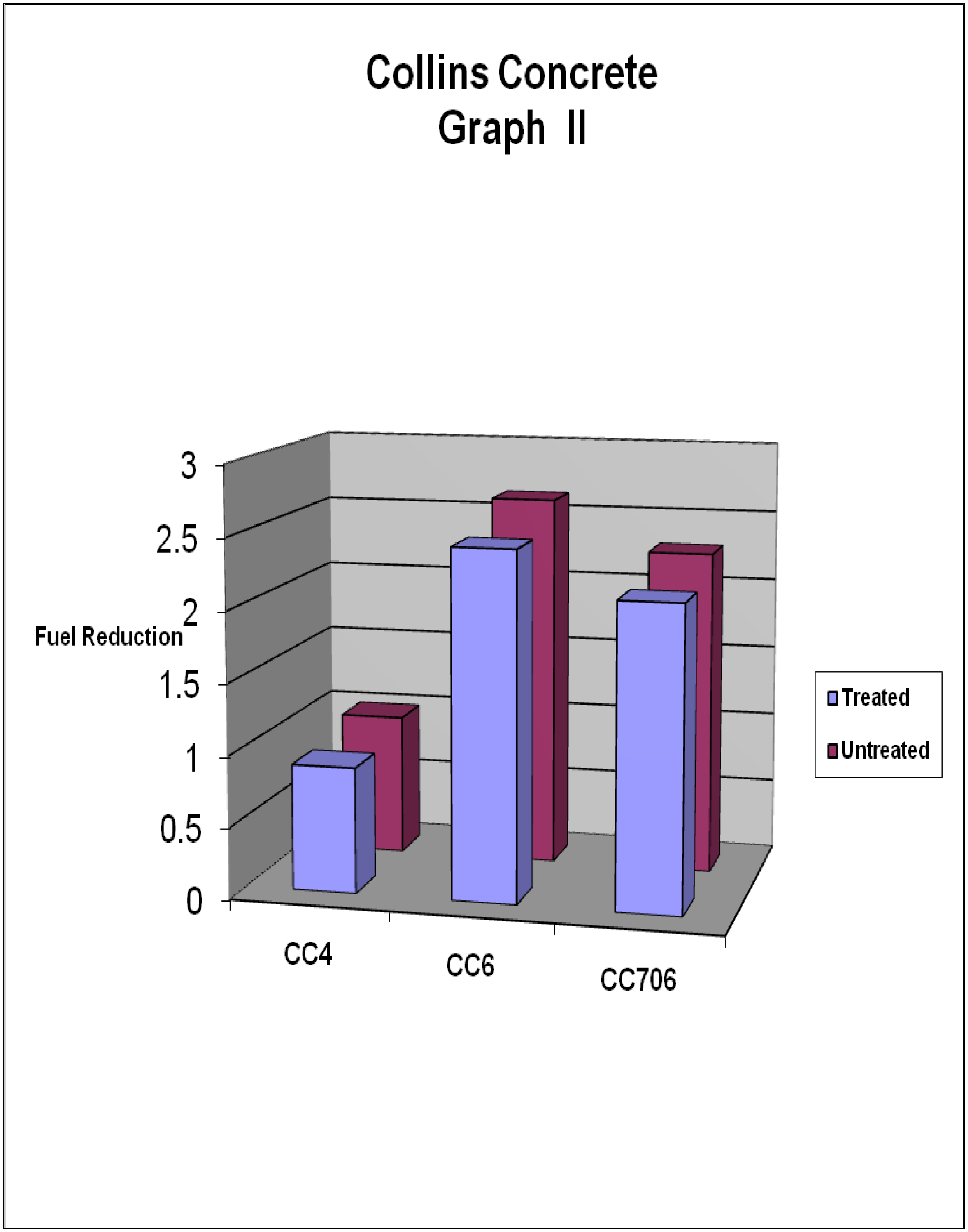
Finally, truck 706 was equipped with new engine technology that is designed to minimize operational exhaust soot levels. These systems often referred to as Diesel Particulate Filters and exhaust catalysts are required by the EPA as part of the new 2010 emissions profile and are programmed to purge either actively or passively accumulated soot based on exhaust restriction requirements. It is not uncommon for DPF or Catalyst equipped trucks to manifest significantly lower exhaust soot levels than their prototypical counterparts **(see Appendix I, Graph I)**.

Appendix I

Exhaust Particulate and Fuel Graphs



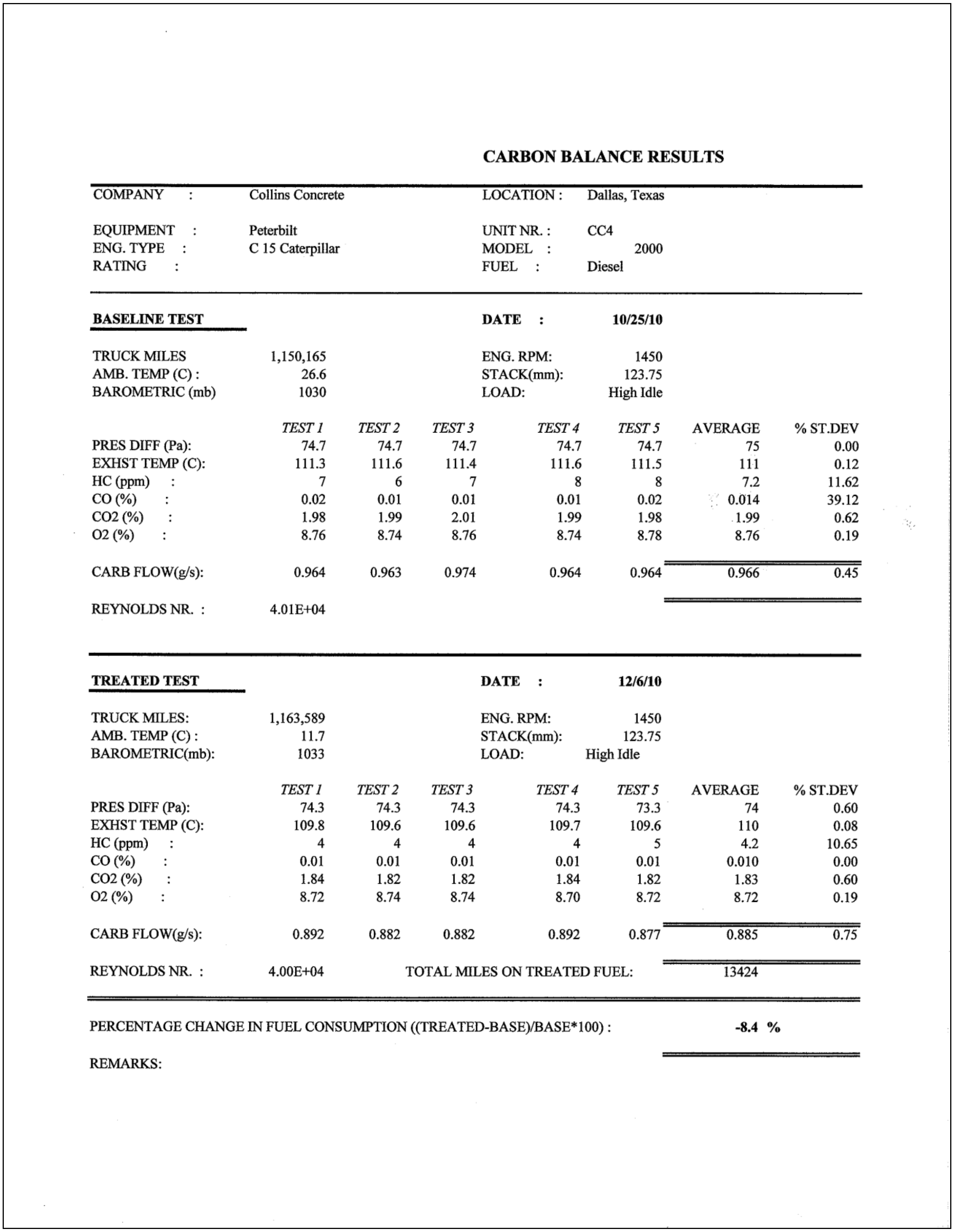
Smoke Particulate Graph: Expressed in mg/m^3



Fuel Consumption Graph: Expressed in grams/second

Appendix II

Carbon Mass Balance Compilation Sheets



CARBON BALANCE RESULTS

COMPANY : Collins Concrete
LOCATION : Dallas, Texas

EQUIPMENT : Peterbilt
UNIT NR. : CC4
ENG. TYPE : C 15 Caterpillar
MODEL : 2000
RATING :
FUEL : Diesel

BASELINE TEST

DATE : 10/25/10

TRUCK MILES 1,150,165
AMB. TEMP (C) : 26.6
BAROMETRIC (mb) 1030
ENG. RPM: 1450
STACK(mm): 123.75
LOAD: High Idle

	TEST 1	*TEST 2*	*TEST 3*	*TEST 4*	*TEST 5*	AVERAGE	% ST.DEV
PRES DIFF (Pa):	74.7	74.7	74.7	74.7	74.7	75	0.00
EXHST TEMP (C):	111.3	111.6	111.4	111.6	111.5	111	0.12
HC (ppm) :	7	6	7	8	8	7.2	11.62
CO (%) :	0.02	0.01	0.01	0.01	0.02	0.014	39.12
CO2 (%) :	1.98	1.99	2.01	1.99	1.98	1.99	0.62
O2 (%) :	8.76	8.74	8.76	8.74	8.78	8.76	0.19
CARB FLOW(g/s):	0.964	0.963	0.974	0.964	0.964	0.966	0.45

REYNOLDS NR. : 4.01E+04

TREATED TEST

DATE : 12/6/10

TRUCK MILES: 1,163,589
AMB. TEMP (C) : 11.7
BAROMETRIC(mb): 1033
ENG. RPM: 1450
STACK(mm): 123.75
LOAD: High Idle

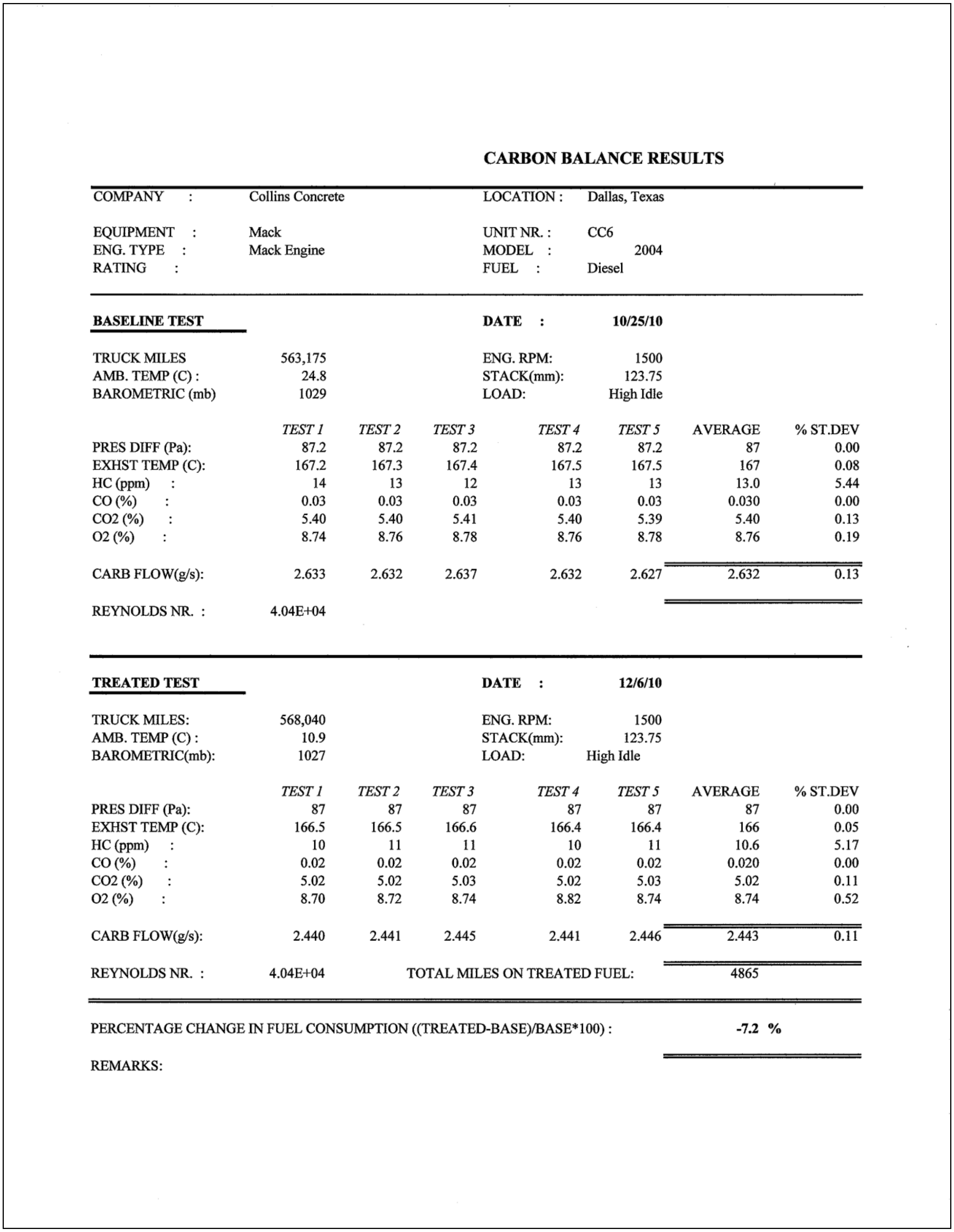
	TEST 1	*TEST 2*	*TEST 3*	*TEST 4*	*TEST 5*	AVERAGE	% ST.DEV
PRES DIFF (Pa):	74.3	74.3	74.3	74.3	73.3	74	0.60
EXHST TEMP (C):	109.8	109.6	109.6	109.7	109.6	110	0.08
HC (ppm) :	4	4	4	4	5	4.2	10.65
CO (%) :	0.01	0.01	0.01	0.01	0.01	0.010	0.00
CO2 (%) :	1.84	1.82	1.82	1.84	1.82	1.83	0.60
O2 (%) :	8.72	8.74	8.74	8.70	8.72	8.72	0.19
CARB FLOW(g/s):	0.892	0.882	0.882	0.892	0.877	0.885	0.75

REYNOLDS NR. : 4.00E+04

TOTAL MILES ON TREATED FUEL: 13424

PERCENTAGE CHANGE IN FUEL CONSUMPTION ((TREATED-BASE)/BASE*100) : **-8.4 %**

REMARKS:



CARBON BALANCE RESULTS

COMPANY :	Collins Concrete	LOCATION :	Dallas, Texas
EQUIPMENT :	Mack	UNIT NR. :	CC6
ENG. TYPE :	Mack Engine	MODEL :	2004
RATING :		FUEL :	Diesel

BASELINE TEST DATE : **10/25/10**

TRUCK MILES	563,175	ENG. RPM:	1500
AMB. TEMP (C) :	24.8	STACK(mm):	123.75
BAROMETRIC (mb)	1029	LOAD:	High Idle

	TEST 1	*TEST 2*	*TEST 3*	*TEST 4*	*TEST 5*	AVERAGE	% ST.DEV
PRES DIFF (Pa):	87.2	87.2	87.2	87.2	87.2	87	0.00
EXHST TEMP (C):	167.2	167.3	167.4	167.5	167.5	167	0.08
HC (ppm) :	14	13	12	13	13	13.0	5.44
CO (%) :	0.03	0.03	0.03	0.03	0.03	0.030	0.00
CO2 (%) :	5.40	5.40	5.41	5.40	5.39	5.40	0.13
O2 (%) :	8.74	8.76	8.78	8.76	8.78	8.76	0.19
CARB FLOW(g/s):	2.633	2.632	2.637	2.632	2.627	2.632	0.13

REYNOLDS NR. : 4.04E+04

TREATED TEST DATE : **12/6/10**

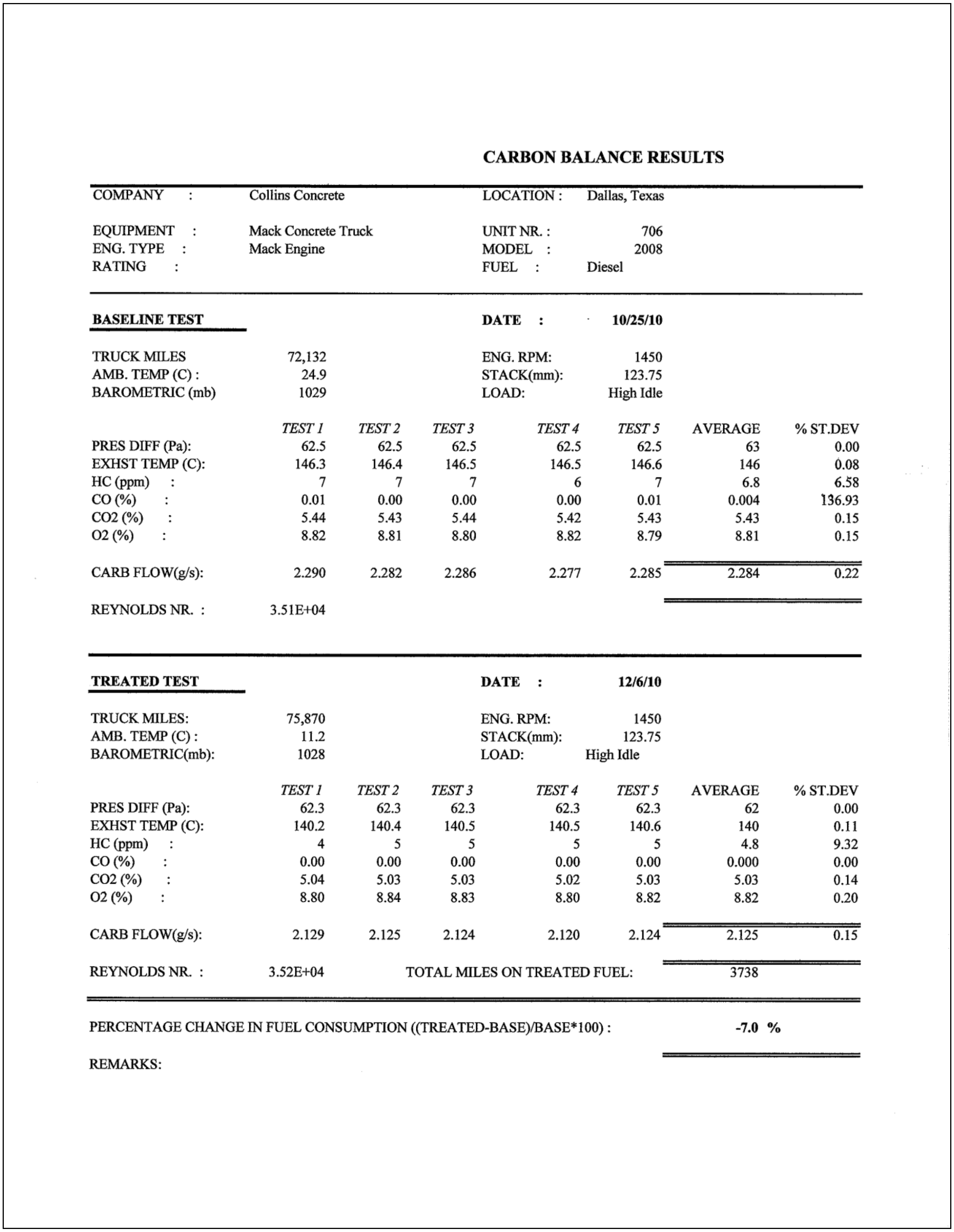
TRUCK MILES:	568,040	ENG. RPM:	1500
AMB. TEMP (C) :	10.9	STACK(mm):	123.75
BAROMETRIC(mb):	1027	LOAD:	High Idle

	TEST 1	*TEST 2*	*TEST 3*	*TEST 4*	*TEST 5*	AVERAGE	% ST.DEV
PRES DIFF (Pa):	87	87	87	87	87	87	0.00
EXHST TEMP (C):	166.5	166.5	166.6	166.4	166.4	166	0.05
HC (ppm) :	10	11	11	10	11	10.6	5.17
CO (%) :	0.02	0.02	0.02	0.02	0.02	0.020	0.00
CO2 (%) :	5.02	5.02	5.03	5.02	5.03	5.02	0.11
O2 (%) :	8.70	8.72	8.74	8.82	8.74	8.74	0.52
CARB FLOW(g/s):	2.440	2.441	2.445	2.441	2.446	2.443	0.11

REYNOLDS NR. : 4.04E+04 TOTAL MILES ON TREATED FUEL: 4865

PERCENTAGE CHANGE IN FUEL CONSUMPTION ((TREATED-BASE)/BASE*100) : **-7.2 %**

REMARKS:



CARBON BALANCE RESULTS

COMPANY : Collins Concrete
LOCATION : Dallas, Texas

EQUIPMENT : Mack Concrete Truck
ENG. TYPE : Mack Engine
RATING :
UNIT NR. : 706
MODEL : 2008
FUEL : Diesel

BASELINE TEST

DATE : 10/25/10

TRUCK MILES 72,132
AMB. TEMP (C) : 24.9
BAROMETRIC (mb) 1029
ENG. RPM: 1450
STACK(mm): 123.75
LOAD: High Idle

	TEST 1	*TEST 2*	*TEST 3*	*TEST 4*	*TEST 5*	AVERAGE	% ST.DEV
PRES DIFF (Pa):	62.5	62.5	62.5	62.5	62.5	63	0.00
EXHST TEMP (C):	146.3	146.4	146.5	146.5	146.6	146	0.08
HC (ppm) :	7	7	7	6	7	6.8	6.58
CO (%) :	0.01	0.00	0.00	0.00	0.01	0.004	136.93
CO2 (%) :	5.44	5.43	5.44	5.42	5.43	5.43	0.15
O2 (%) :	8.82	8.81	8.80	8.82	8.79	8.81	0.15
CARB FLOW(g/s):	2.290	2.282	2.286	2.277	2.285	2.284	0.22

REYNOLDS NR. : 3.51E+04

TREATED TEST

DATE : 12/6/10

TRUCK MILES: 75,870
AMB. TEMP (C) : 11.2
BAROMETRIC(mb): 1028
ENG. RPM: 1450
STACK(mm): 123.75
LOAD: High Idle

	TEST 1	*TEST 2*	*TEST 3*	*TEST 4*	*TEST 5*	AVERAGE	% ST.DEV
PRES DIFF (Pa):	62.3	62.3	62.3	62.3	62.3	62	0.00
EXHST TEMP (C):	140.2	140.4	140.5	140.5	140.6	140	0.11
HC (ppm) :	4	5	5	5	5	4.8	9.32
CO (%) :	0.00	0.00	0.00	0.00	0.00	0.000	0.00
CO2 (%) :	5.04	5.03	5.03	5.02	5.03	5.03	0.14
O2 (%) :	8.80	8.84	8.83	8.80	8.82	8.82	0.20
CARB FLOW(g/s):	2.129	2.125	2.124	2.120	2.124	2.125	0.15

REYNOLDS NR. : 3.52E+04

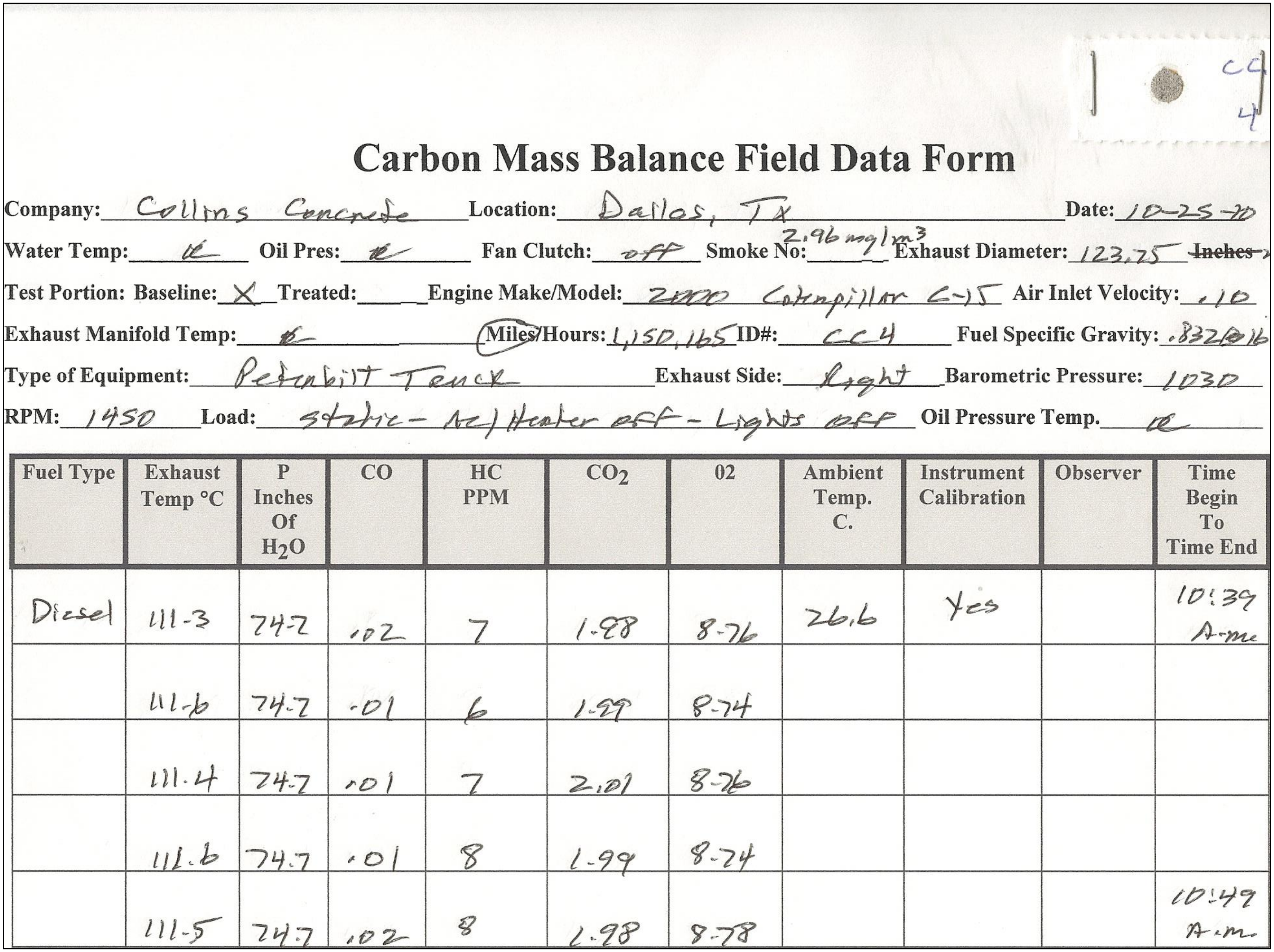
TOTAL MILES ON TREATED FUEL: 3738

PERCENTAGE CHANGE IN FUEL CONSUMPTION ((TREATED-BASE)/BASE*100) : **-7.0 %**

REMARKS:

Appendix III

Raw Data Sheets



CC
4

Carbon Mass Balance Field Data Form

Company: Collins Concrete Location: Dallas, TX Date: 10-25-10

Water Temp: 0 Oil Pres: 0 Fan Clutch: off Smoke No: 2.96 mg/m3 Exhaust Diameter: 123.25 ~~Inches~~

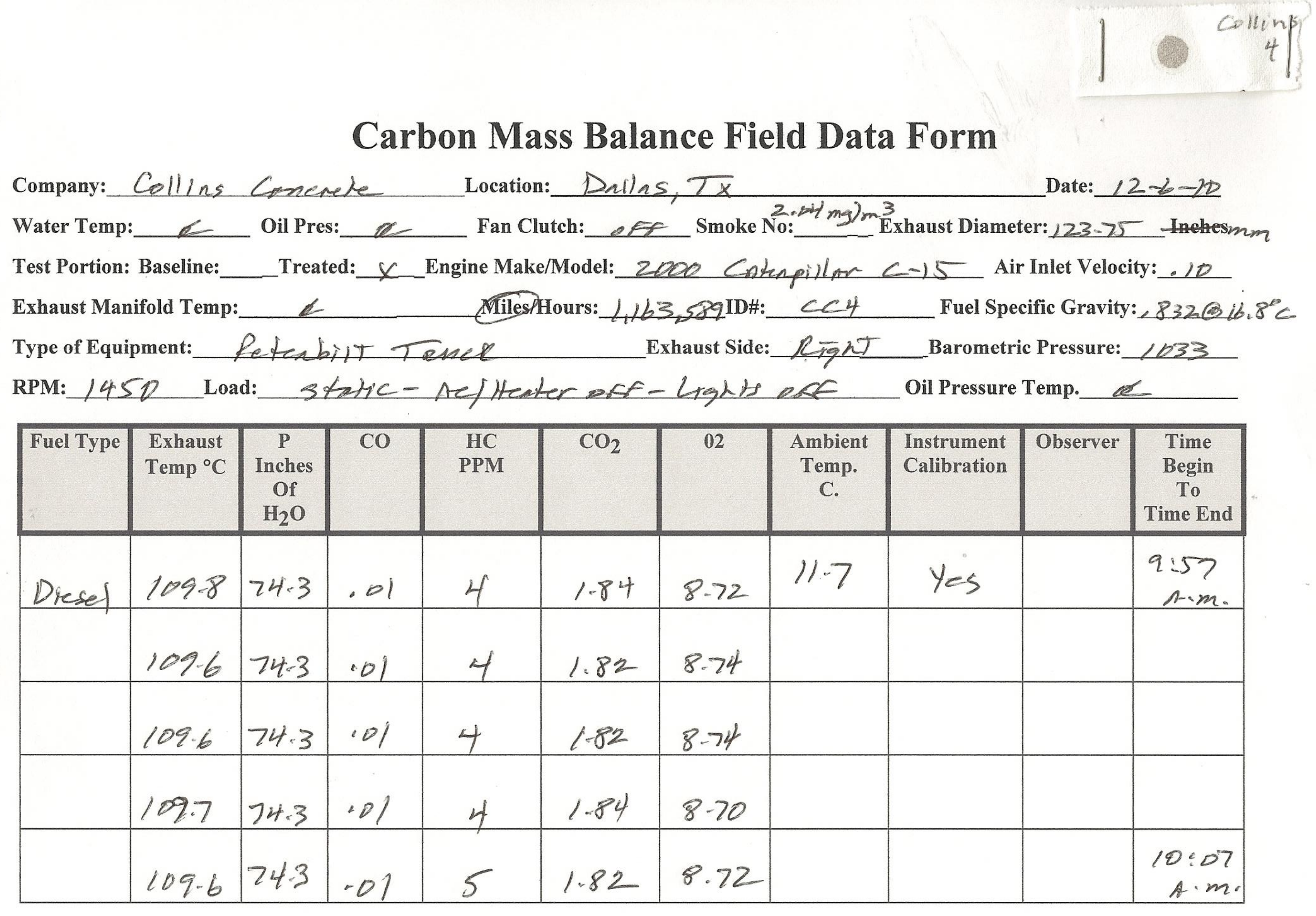
Test Portion: Baseline: X Treated: ___ Engine Make/Model: 2000 Caterpillar C-15 Air Inlet Velocity: .10

Exhaust Manifold Temp: 0 [✓ Miles]/Hours: 1,150,165 ID#: CC4 Fuel Specific Gravity: .832@16

Type of Equipment: Peterbilt Truck Exhaust Side: Right Barometric Pressure: 1030

RPM: 1450 Load: static - AC/Heater off - Lights off Oil Pressure Temp. 0

Fuel Type	Exhaust Temp °C	P Inches Of H_2O	CO	HC PPM	CO_2	02	Ambient Temp. C.	Instrument Calibration	Observer	Time Begin To Time End
Diesel	111.3	74.7	.02	7	1.98	8.76	26.6	Yes		10:39 A.m.
	111.6	74.7	.01	6	1.99	8.74				
	111.4	74.7	.01	7	2.01	8.76				
	111.6	74.7	.01	8	1.99	8.74				
	111.5	74.7	.02	8	1.98	8.78				10:49 A.m.



Collins
4

Carbon Mass Balance Field Data Form

Company: Collins Concrete Location: Dallas, Tx Date: 12-6-10

Water Temp: 0 Oil Pres: 0 Fan Clutch: off Smoke No: 2.04 mg/m3 Exhaust Diameter: 123.75 ~~Inches~~ mm

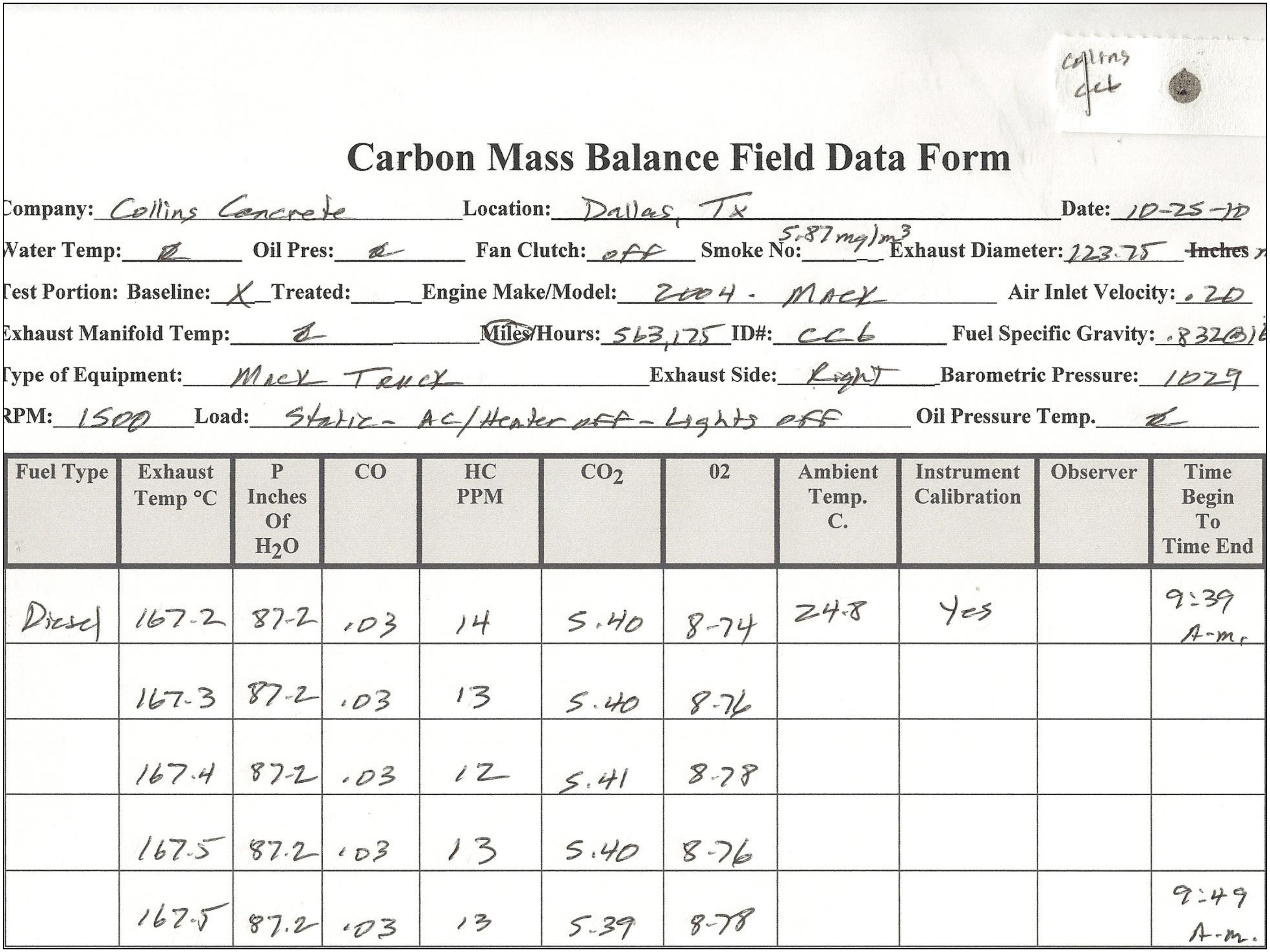
Test Portion: Baseline: ___ Treated: X Engine Make/Model: 2000 Caterpillar C-15 Air Inlet Velocity: .10

Exhaust Manifold Temp: 0 [✓ Miles]/Hours: 1,163,589 ID#: CC4 Fuel Specific Gravity: .832@16.8°C

Type of Equipment: Peterbilt Truck Exhaust Side: Right Barometric Pressure: 1033

RPM: 1450 Load: static - Ac/Heater off - Lights off Oil Pressure Temp. 0

Fuel Type	Exhaust Temp °C	P Inches Of H_2O	CO	HC PPM	CO_2	02	Ambient Temp. C.	Instrument Calibration	Observer	Time Begin To Time End
Diesel	109.8	74.3	.01	4	1.84	8.72	11.7	Yes		9:57 A.m.
	109.6	74.3	.01	4	1.82	8.74				
	109.6	74.3	.01	4	1.82	8.74				
	109.7	74.3	.01	4	1.84	8.70				
	109.6	74.3	.01	5	1.82	8.72				10:07 A.m.



Collins
dct

Carbon Mass Balance Field Data Form

ompany: Collins Concrete Location: Dallas, Tx Date: 10-25-10

ater Temp: 0 Oil Pres: 0 Fan Clutch: off Smoke No: 5.87 mg/m3 Exhaust Diameter: 123.75 ~~Inches~~ m

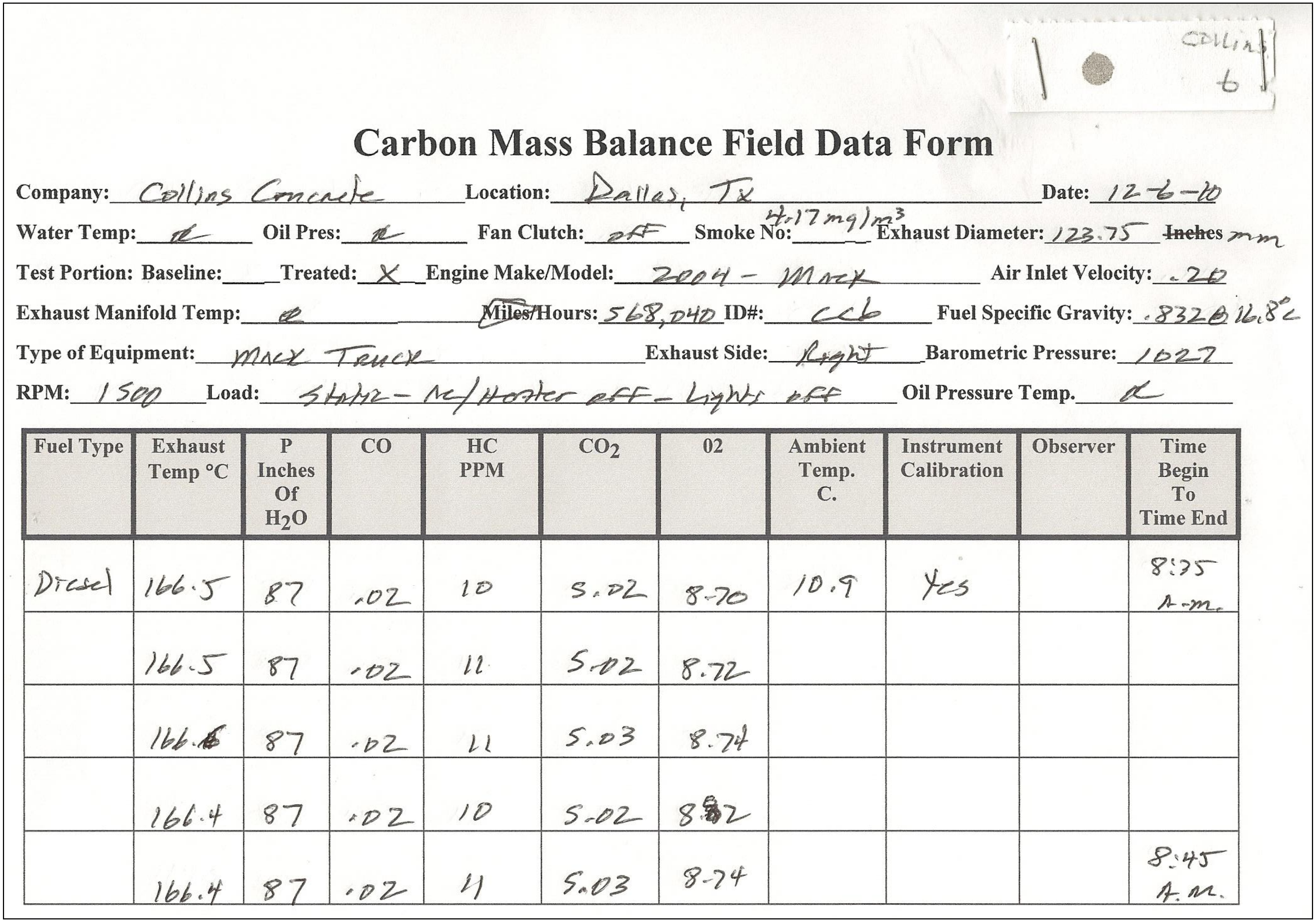
est Portion: Baseline: X Treated: Engine Make/Model: 2004 - Mack Air Inlet Velocity: .20

xhaust Manifold Temp: 0 [✓ Miles]/Hours: 563,125 ID#: CC6 Fuel Specific Gravity: .832@1

ype of Equipment: Mack Truck Exhaust Side: Right Barometric Pressure: 1029

PM: 1500 Load: Static - AC/Heater off - Lights off Oil Pressure Temp. 0

Fuel Type	Exhaust Temp °C	P Inches Of H_2O	CO	HC PPM	CO_2	02	Ambient Temp. C.	Instrument Calibration	Observer	Time Begin To Time End
Diesel	167.2	87.2	.03	14	5.40	8.74	24.8	Yes		9:39 A-m.
	167.3	87.2	.03	13	5.40	8.76				
	167.4	87.2	.03	12	5.41	8.78				
	167.5	87.2	.03	13	5.40	8.76				
	167.5	87.2	.03	13	5.39	8.78				9:49 A-m.



Collins 6

Carbon Mass Balance Field Data Form

Company: Collins Concrete Location: Dallas, Tx Date: 12-6-10

Water Temp: 0 Oil Pres: 0 Fan Clutch: off Smoke No: 4.17 mg/m3 Exhaust Diameter: 123.75 ~~Inches~~ mm

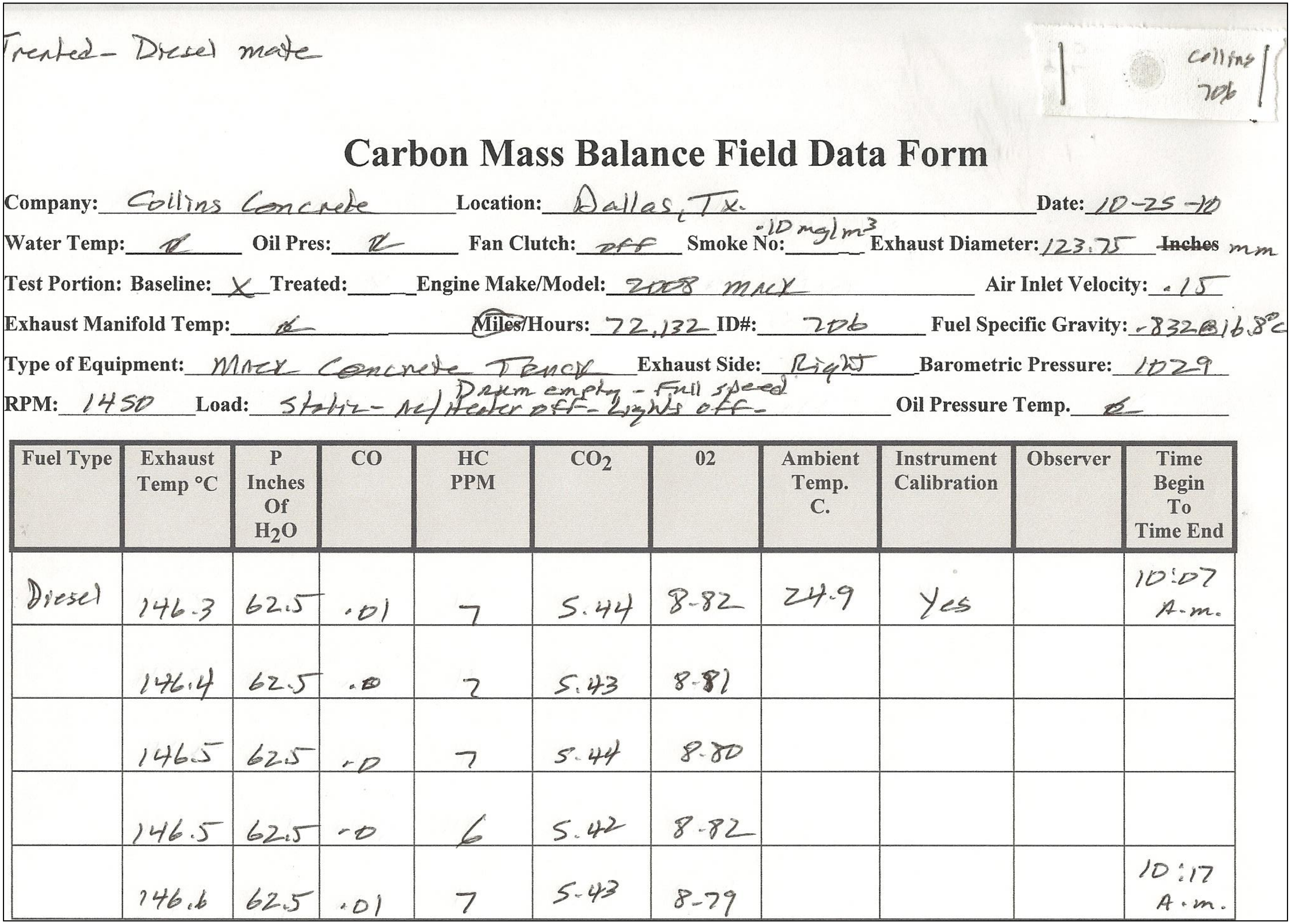
Test Portion: Baseline: ___ Treated: X Engine Make/Model: 2004 - Mack Air Inlet Velocity: .20

Exhaust Manifold Temp: 0 Miles/Hours: 568,040 ID#: CC6 Fuel Specific Gravity: .832 @ 16.8°C

Type of Equipment: Mack Truck Exhaust Side: Right Barometric Pressure: 1027

RPM: 1500 Load: Static - w/ Heater off - Lights off Oil Pressure Temp. 0

Fuel Type	Exhaust Temp °C	P Inches Of H_2O	CO	HC PPM	CO_2	02	Ambient Temp. C.	Instrument Calibration	Observer	Time Begin To Time End
Diesel	166.5	87	.02	10	5.02	8.70	10.9	Yes		8:35 A.m.
	166.5	87	.02	11	5.02	8.72				
	166.5	87	.02	11	5.03	8.74				
	166.4	87	.02	10	5.02	8.72				
	166.4	87	.02	11	5.03	8.74				8:45 A.M.



Treated - Diesel mate

Collins
706

Carbon Mass Balance Field Data Form

Company: Collins Concrete Location: Dallas, Tx. Date: 10-25-10

Water Temp: 0 Oil Pres: 0 Fan Clutch: off Smoke No: .10 mg/m3 Exhaust Diameter: 123.75 ~~Inches~~ mm

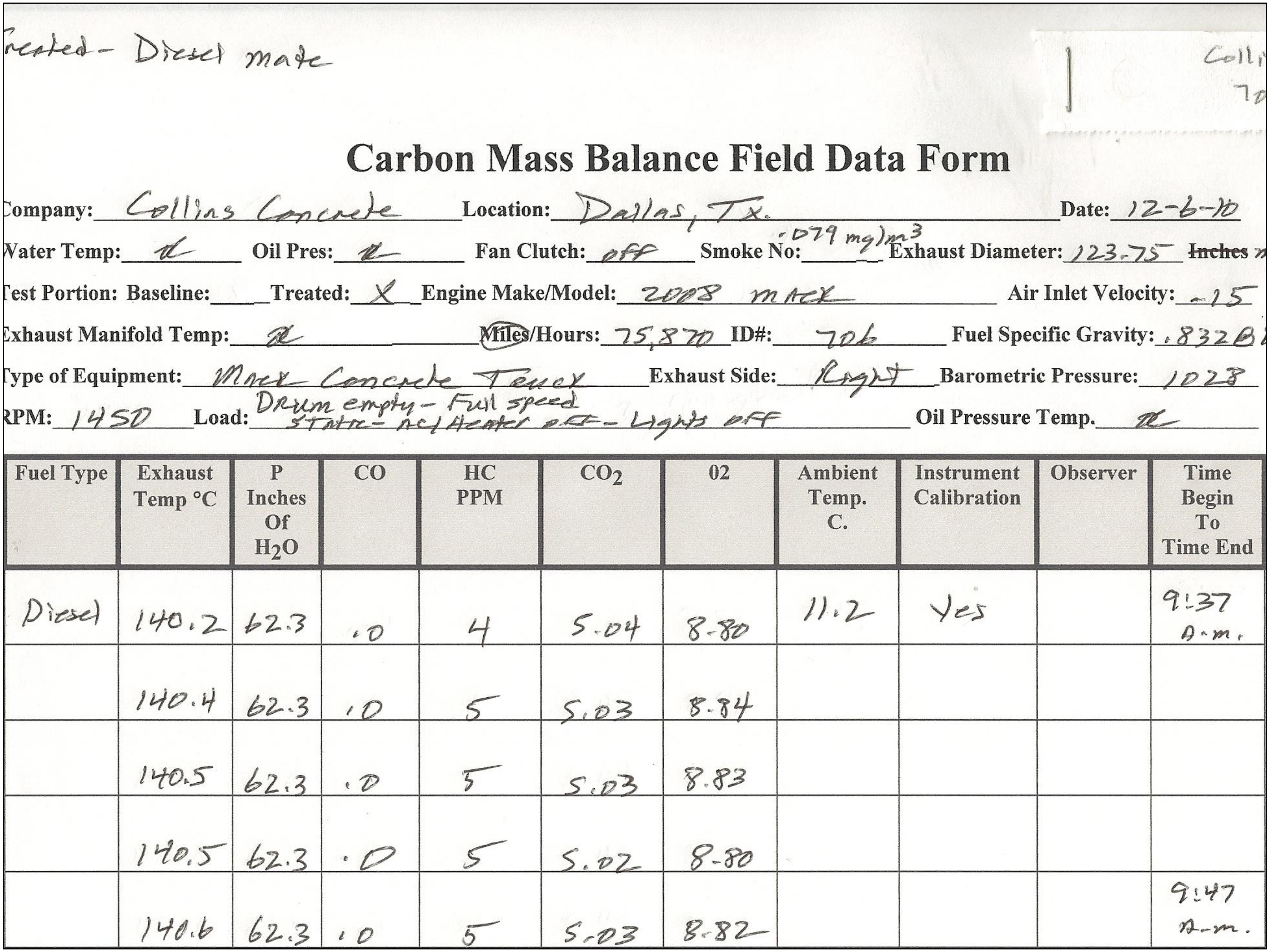
Test Portion: Baseline: X Treated: ___ Engine Make/Model: 2008 MACK Air Inlet Velocity: .15

Exhaust Manifold Temp: 0 [✓ Miles]/Hours: 72,132 ID#: 706 Fuel Specific Gravity: .832@16.8°C

Type of Equipment: MACK Concrete Truck Exhaust Side: Right Barometric Pressure: 1029

RPM: 1450 Load: Stabiz - Ac/Heater off - Lights off - Drum empty - Full speed Oil Pressure Temp. 0

Fuel Type	Exhaust Temp °C	P Inches Of H_2O	CO	HC PPM	CO_2	02	Ambient Temp. C.	Instrument Calibration	Observer	Time Begin To Time End
Diesel	146.3	62.5	.01	7	5.44	8.82	24.9	Yes		10:07 A.m.
	146.4	62.5	.0	7	5.43	8.81				
	146.5	62.5	.0	7	5.44	8.80				
	146.5	62.5	.0	6	5.42	8.82				
	146.6	62.5	.01	7	5.43	8.79				10:17 A.m.



reated - Diesel mate

Coll
7

Carbon Mass Balance Field Data Form

ompany: Collins Concrete Location: Dallas, Tx. Date: 12-6-10

ater Temp: 0 Oil Pres: 0 Fan Clutch: off Smoke No: .079 mg/m3 Exhaust Diameter: 123.75 ~~Inches~~

est Portion: Baseline: ___ Treated: X Engine Make/Model: 2008 MACK Air Inlet Velocity: .15

xhaust Manifold Temp: 0 [✓ Miles]/Hours: 75,870 ID#: 706 Fuel Specific Gravity: .832B

ype of Equipment: Mack Concrete Truck Exhaust Side: Right Barometric Pressure: 1028

PM: 1450 Load: Drum empty - Full speed STATIC - AC/Heater off - Lights off Oil Pressure Temp. 0

Fuel Type	Exhaust Temp °C	P Inches Of H_2O	CO	HC PPM	CO_2	02	Ambient Temp. C.	Instrument Calibration	Observer	Time Begin To Time End
Diesel	140.2	62.3	.0	4	5.04	8.80	11.2	Yes		9:37 a.m.
	140.4	62.3	.0	5	5.03	8.84				
	140.5	62.3	.0	5	5.03	8.83				
	140.5	62.3	.0	5	5.02	8.80				
	140.6	62.3	.0	5	5.03	8.82				9:47 a.m.

Appendix IV

Carbon Footprint Data

All calculations are estimates only and are not based on actual fuel consumption:

Calculation of Greenhouse Gas Reductions

Assumptions: **Fleet Average (Estimate)**

* Fuel Type = Diesel
*Annual Fuel Usage = 250,000 gallons, or 950,000 litres.
*Average 7.5% reduction in fuel usage with Xtreme Fuel Optimizer fuel catalyst.

Discussion:

When fuel containing carbon is burned in an engine, there are emissions of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_20), oxides of nitrogen (NO_x), carbon monoxide (CO), non methane volatile organic compounds (NMVOC's) and sulfur dioxide (SO_2). The amount of each gas emitted depends on the type and quantity of fuel used (the "activity"), the type of combustion equipment, the emissions control technology, and the operating conditions.

The International Greenhouse Partnerships Office section of the Federal Government Department of Science Industry and Technology has produced a workbook outlining how to calculate the quantities of greenhouse gas emissions (see Workbook attached) and is accepted internationally as the accepted approach. The workbook illustrates an example of how to calculate the mass of CO_2 for example on page 21, Table 3.1 and Example 3.1:

> The CO_2 produced from burning 100 litres of diesel oil is calculated as follows:
>
> * the CO_2 emitted if the fuel is completely burned is 2.716 kg CO2/litre (see Appendix A, Table A1)
>
> * the oxidation factor for oil-derived fuels is 99% (see Table 3.1)
> Therefore, the CO_2 produced from burning 100 litres of fuel is:
>
> 100 litres x 2.716 kg CO_2/litre x .99 = 268.88 kg

Based on the above calculations, the Greenhouse gas reductions for C02 are as follows:

Test Data Basis	Fuel Usage litres	kg CO_2 per litre fuel	Oxidation Factor	System CO_2 kg	System CO_2 tonnes
"Baseline"	950,000	2.716	0.99	2,554,398	2,554
"Treated"	878,750	2.716	0.99	2,362,818	2,363
C02 reductions with Xtreme Fuel Optimizer fuel catalyst				**191,580**	**191**

The reduction of C02 greenhouse emissions in the amount of 191 metric tonnes (211 U.S. tons) is significant! Carbon Dioxide accounts for approximately 99.6% of the total greenhouse gas emissions produced. In other words, when diesel oil is burned in an internal combustion engine, the CH4 and N20 emissions contribute less than 0.4% of the greenhouse emissions. This low level is typical of most fossil fuel combustion systems and often is not calculated.

However, by way of additional information, the reduction in CH_4 and N_20 are calculated as follows:

CH_4 Emissions Reduction

* the specific energy content of the fuel is 36.7 MJ/litre (see Table A1), so the total energy in 100 litres is 3,670 MJ, or 3.67 GJ

* the CH_4 emissions factor for diesel oil used in an internal combustion engine is 4.0 g/GJ (see Table A2) so the total CH_4 emitted is 3.67 x 4 = 18.0g

"Baseline"	[18.0g/100 litres] x [950,000] x [1kg/1000g] = 171 kg
"Treated"	[18.0g/100 litres] x [878,750] x [1kg/1000g] = 158 kg

CH_4 Reduction = 13 kg

N_2O Emissions Reduction

* the N_2O emissions factor for diesel oil used in an internal combustion engine is 1,322 g/GJ so the total N2O emitted is 3.67 x 0.6 = 2.7 g

"Baseline"	[2.7g/100 litres] x [950,000] x [1kg/1000g] = 25.65 kg
"Treated"	[2.7g/100 litres] x [878,750] x [1kg/1000g] = 23.73 kg

N_2O Reduction = 1.92 kg