



## Summarization of Emissions & Mileage Test Report by The Environmental Impact Foundation (EIF).

EIF was retained to conduct a series of tests on various types of vehicles with Super Eco-Fuel Saver™ (EPA Registration # 192720003) to determine if Super Eco-Fuel Saver™ increased fuel economy while reducing emissions of all types. Tests were conducted for fuel economy benefits and resulting exhaust emissions in passenger vehicles, light & medium duty pickups, heavy duty commercial trucks, a super stock race car and two jet turbine engines.

Test session objectives and protocols were established to measure and record emission and mileage data from gasoline and diesel powered vehicles over specific time periods.

All tests followed both Federal Highway Economy Driving Cycle and Society of Automotive Engineers (SAE) test protocols. Super Eco-Fuel Saver™ has been subjected to comprehensive and rigorous testing on various types of fuel in strict accordance with SAE Type II J1321, EPA 511 (including FTP 75), 40 CFR 86 and CA Title 13 Test Protocols for fuel savings and emissions to EPA (Environmental Protection Agency) and CARB (California Air Resource Board) standards.

Gases to be measured were CO (Carbon Monoxide), NO (Nitrous Oxide), NOx (Oxides of Nitrogen Combination), HC (Hydro-Carbons) and CO<sub>2</sub> (Carbon Dioxide). Exhaust emissions sampled during dynamometer lab testing were measured by a Horiba CLA model 220 "Chemiluminescent" in-line, bench type, and Eurotron Greenline Model 4000 Instant reading gas analyzer. Exhaust gases were measured from samples captured from both live "streaming" sessions (by inserting certified, calibrated collectors into exhaust pipes) and by "bagging" samples, using bench testing, collected samples.

EIF "Over the Road Tests" were conducted on public highways, both city and rural test configurations. Baseline fuel economy tests were conducted with all vehicles tested. Run over the exact same course, drivers rotated vehicles driven so each vehicle was driven by different drivers for each baseline test. The test vehicles were fueled by unleaded gasoline, standard commercial grade diesel and bio-diesel purchased and stored in 55 gallon drums that were secured on site under lock and key.

After base line tests were completed, fuel drawn from the same batched drums was used to blend the properly measured amounts of Super Eco-Fuel Saver™ with gasoline, diesel and bio-diesel as recommended by Super Eco-Fuel Saver™ sheets. Fuels used for all tests were as specified by industry

standards. Jet turbine tests were conformed utilizing data supplied by factory manual test and setup procedures. A total of 5 hours regular #2 Diesel jet fuel and 5 hours Super Eco-Fuel Saver™ enhanced #2 Diesel fuel were tested. Drivers did not know if they were driving vehicles on baseline or test line runs to avoid human prejudicial preferences as well as to minimize the differences in weather, traffic conditions and other anomalies that would affect all vehicles equally. Over the Road routes included travel between the cities of Wichita Falls and Sanger, Texas. The round trips of 246 miles (395 kms) included stops for driver breaks as agreed before each trip and any unscheduled stops were made by all vehicles so as to have identical runs.

EIF has reviewed the independent test protocols described in this report and find they follow appropriate United States Environmental Protection Agency (EPA) as well as the California Air Resource Board (CARB) Federal Test Procedure (FTP) and Highway Fuel Economy Test (HFET) procedures and that all Society of Engineers (SAE) for fuel economy and emissions testing were adhered to using the previously cited protocols as tests recognized by the EPA for evaluating fuel economy and emissions tests on light, medium and heavy-duty vehicles.

The results of these tests are summarized below.  
EXHAUST EMISSION REDUCTIONS WITH  
SUPER ECO-FUEL SAVER™

|                                           |
|-------------------------------------------|
| a. 1992 Cadillac                          |
| HC 9% CO 36% NOx 42% CO <sub>2</sub> 16%  |
| b. 2004 Ford Ranger                       |
| HC 13% CO 37% NOx 48% CO <sub>2</sub> 15% |
| c. 1998 Chevrolet PU                      |
| HC 12% CO 29% NOx 39% CO <sub>2</sub> 17% |
| d. 1988 Ford SS racer                     |
| HC 16% CO 34% NOx 52% CO <sub>2</sub> 21% |
| e. 2001 Ford diesel truck                 |
| HC 21% CO 17% NOx 41% CO <sub>2</sub> 14% |
| f. T53 LYC Jet Turbine                    |
| HC 11% CO 26% NOx 42% CO <sub>2</sub> 17% |

HC (Hydrocarbons), CO (Carbon Monoxide), NOx (Nitrous Oxides), CO<sub>2</sub> (Carbon Dioxide)

### OBSERVATIONS OF TEST RESULTS

The purposes of the tests as herein recorded on various types of vehicles were to determine if there would be any increase or reduction of exhaust emissions and improvement or deficiency in fuel consumption in gasoline and/or diesel engines using fuels blended with Super Eco-Fuel Saver™.

It was of interest that not only were all results positive for emission reductions and fuel savings when standard fuel was treated with Super Eco-Fuel Saver,

but also that all the engines tested performed noticeably smoother, beginning with the first test use of the Super Eco-Fuel Saver™ blend. Without exception, all engine performance continued to improve with continuous use of Super Eco-Fuel Saver™ blended fuels. Emission reductions of up to 52% for NOx, 21% for CO<sub>2</sub>, 37% for CO and 21% for HC were recorded for internal combustion engines, including a super stock race car normally requiring 108 octane race fuel, and in a jet turbine tested. Also recorded were fuel savings of up to 21.6% for gasoline engines, 22.3% for a diesel engine and 20.7% for the diesel jet turbine. The super stock race car using only 100 octane race fuel blended with Super Eco-Fuel Saver™ in the ratio of 2 oz per 15 gallons (1 in 1,000) outperformed tests when the 108 high octane racing fuel was used.

### CONCLUSIONS

It is the conclusion of EIF's technical group that a substantial benefit of significant value to environmental ecology, fuel economy and engine efficiency results when Super Eco-Fuel Saver™ is blended with any hydrocarbon fuels like gasoline, diesel or bio-diesel.

Of particular interest was when 93 or higher octane "premium fuel" was specified and regular gasoline of 87 octane blended with Super Eco-Fuel Saver™ performed with no pre-ignition, higher power and lower emissions than with the specified high octane fuel. Similarly, improvement in fuel economy and reduction of emissions continued to take place in engines powered by Super Eco-Fuel Saver™ blended fuel, indicating the elimination and prevention of carbon deposits that cause "hot spots" and uneven combustion as a result of the Super Eco-Fuel Saver™ "Reformulating" process.

Super Eco-Fuel Saver™ has demonstrated a unique achievement of reductions of all emissions of CO (Carbon Monoxide), NO (Nitrous Oxide), NOx (Oxides of Nitrogen Combination), HC (Hydro-Carbons) and CO<sub>2</sub> (Carbon Dioxide) in all test protocols utilized while significantly increasing fuel economy in each application.

Respectfully submitted,  
David Kleis  
Protectorate,  
Environmental Impact Foundation

© Copyright 2007 Environmental Impact Foundation.  
All rights reserved. 208 E. Olive Street Holiday, Texas, 76366

## Test Results of Fuel Economy Increases with Super Eco-Fuel Saver

|                                     | BASE KMs/L  | with SUPER<br>ECO-FUEL SAVER | Increase KMs/L | AVERAGE AFTER 5 TANKS<br>Fuel Savings! |
|-------------------------------------|-------------|------------------------------|----------------|----------------------------------------|
| 1992 Cadillac* (Gas)                | 7.13        | 8.62                         | +1.49          | 20.8%                                  |
| 2004 Ford Ranger* (Gas)             | 8.62        | 10.44                        | +1.82          | 21.2%                                  |
| 1998 Chevrolet PU* (Gas)            | 4.71        | 5.73                         | +1.02          | 21.6%                                  |
| 2001 Ford PU* (Diesel)              | 7.81        | 9.55                         | +1.74          | 22.3%                                  |
| 1988 Ford SS 25 Racecar (Fuel used) | 20.82 L     | 17.43 L                      | -3.39 L        | 16.4%                                  |
| T53 LYC Jet Turbine (Diesel)        | 507.25 L/Hr | 403.52 L/Hr                  | -103.73 L/Hr   | 20.7%                                  |

\*Combined Open Road and City Driving. \*\*Tests Performed By: Environmental Impact Foundation, Holiday, TX, USA, 76366. More tests available on our website [www.ecofuelsavercanada.com](http://www.ecofuelsavercanada.com)

\*DISCLAIMER: All vehicles perform differently. Your results with Super Eco-Fuel Saver may vary in your vehicle just as the various test models did. Vehicle make and model, engine type, fuel type, mechanical condition, payload, atmospheric (weather) conditions, road conditions and driving habits all have a profound effect on mileage. Optimum fuel savings and mileage is achieved by maintaining consistent speed and driving habits. The mileage claims described herein and on our website ARE NOT A GUARANTEE of actual results for your vehicle. And while Super Eco-Fuel Saver has also been proven to significantly reduce vehicle emissions it DOES NOT REPLACE proper maintenance and repairs.

## WORKS WITHIN MINUTES!