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High Rail Vehicle Records 21% Improvement in MPG's

SAN DIEGO, CA - Carrizo Gorge Railway agreed to run tests in our engines using Super Eco-Fuel Saver ecological fuel additive product. Our plan was to first test Super Eco-Fuel Saver in one of our high rail vehicles and then run tests in one of our locomotives. We conducted tests in the high rail vehicle and decided to delay testing in the locomotive. The main reason for delaying the tests in the locomotive was that we intended to switch out our locomotives over the next two months for more modern units. A secondary reason is that we were aware of your plans to test Super Eco-Fuel Saver with Rail America Inc., the largest short line railroad in America.

The high rail vehicle we used for testing Super Eco-Fuel Saver was a 1998 Chevrolet Suburban V8 5.7 litre. On April 20th we filled the tank with 89 octane gasoline and added two ounces of Super Eco-Fuel Saver during the filling process. Then we drove the vehicle from San Diego,

California to Tijuana, Mexico, a distance of approximately 30 miles (48 kms). At this point we put the vehicle on our railway line and rode the rail to El Centro, California, a distance of 120 miles (193 kms). We left the rail at El Centro to return to San Diego by road, a distance of 120 miles (193 kms). At this point we filled the vehicle and checked the gas consumption.

Average miles per gallon before using Super Eco-Fuel Saver were 12 mpg (5.1 kms/L). Average miles per gallon after using Super Eco-Fuel Saver were 14.5 mpg (6.16 kms/L). Fuel improvement was 21%. We continue to use Super Eco-Fuel Saver in the vehicle and the fuel consumption is averaging 14.2 mpg (6.04 kms/L), an improvement of over 18%.

The purpose of our vehicle test was to show the results that we achieved to a top Union Pacific Executive. We explained to him that we were testing Super Eco-Fuel Saver and discussed the

benefits of using the product. We use Union Pacific locomotives on lease and we mentioned to him that we would like to test Super Eco-Fuel Saver in one of the engines. You may already be aware that Union Pacific is the largest railroad operation in America. Every \$0.01 per gallon savings in diesel fuel to Union Pacific means a total fuel savings of \$3 million!

We would very much appreciate you keeping us informed of your testing with Rail America. If they see similar improvements in their locomotives using Super Eco-Fuel Saver in their diesel fuel then we would bypass the testing in our own locomotives and just begin using the product.

**Best Regards,
Grahame Rance - President,
Carrizo Gorge Railway**

Super Eco-Fuel Saver - A Mechanic's Experience

TOM BOCCINFUSO - Red Seal Endorsed Heavy Duty Mechanic

I have tested many different fuel additives over the past 30 years, and while some of them have shown an initial increase in fuel economy, Super Eco-Fuel Saver is the first product I have tested that actually PASSED the 'A-B-A test'. Let me explain; all engines will lose efficiency slowly over time as carbon and other residues build up in the combustion chamber and on the valve train. Many of the available fuel additives are actually engine cleaners and rely on their cleaning ability to give that initial jump in economy and performance. This jump is perceived as a fuel savings by most people, but in reality it is not. Using a good fuel system cleaner will only bring your mileage back to, or close to, where it was when the engine was brand new. Super Eco Fuel Saver, on the other hand, will take your vehicle to the limit of THE FUEL'S CAPABILITY regardless of how clean or dirty your engine is.

Here is how the A-B-A test works when a product really performs:

A: The fuel additive is mixed in and a greater efficiency is noticed (i.e.: 20% fuel savings)

B: The fuel additive is not used and the efficiency drops by the same amount (20%)

A: The fuel additive is mixed in again and the efficiency is back to the same initial 20% fuel savings.

Almost all of the fuel additives that I have tested, with the exception of Super Eco-Fuel Saver, had the following results in the A-B-A test:

A: The fuel additive is mixed in and a greater efficiency is noticed, usually after several applications (i.e.: 20% fuel savings)

B: The fuel additive is not used and the efficiency drops (2 - 5 %)

A: The fuel additive is mixed in again and the efficiency is up by only 2 - 5 % fuel savings.

To further verify the performance of Super Eco-Fuel Saver at producing a better fuel burn in the combustion chamber and in reducing emissions, I removed the catalytic converter from 2 test vehicles and ran approx 14,000 kms on each vehicle. The result was a clean tailpipe and an average of 24% better fuel economy. During the B part of the A-B-A test, where Super Eco-Fuel Saver was not used, the tail pipes turned black instantly.

Super Eco Fuel Saver is a formula developed to address the emissions produced from engines at the source, in the combustion chamber. Its only function is to make a more complete burn of the fuel. When mixed with gas or diesel the structure of the fuel is changed. The 'DNA' of the molecular chain is shortened. More of these shorter chains will burn in less time allowing for an almost complete burn. This situation in most

engines shows up as smoother and cooler running with better fuel economy or a better feel of power.

With the above tests in mind, you know that the fuel is being burned more completely within the engine with Super Eco-Fuel Saver, leaving fewer by-products that can produce harmful emissions and creating greater fuel efficiency.



For Technical Questions and Testing Procedures regarding the use of Super Eco-Fuel Saver, you can contact Tom at International Eco-Fuels (Canada) Inc. 403-510-2923.

25% FUEL SAVINGS FOR SCHOOL BUS OPERATION ENGINES RUN SMOOTHER & QUIETER, GENERATE MORE HP

KEANSBURG, NJ - We are a school bus operation in the State of New Jersey running over 120 vehicles. We performed extensive testing of a fuel additive known as Super Eco-Fuel Saver. Our testing was performed on a Chevrolet Express Van purchased new in 2002. The van has a General Motors 6.5 turbo diesel engine.

Prior to testing the vehicle was averaging 13 mpg (5.53 kms/L) while operating its normal

daily route. We conducted each test using Super Eco-Fuel Saver over a period of one week while following the normal daily route. Upon completion we were pleasantly surprised and excited to have realized an increase to 16.5 mpg (7 kms/L). The engine appeared to be running quieter and smoother with a noticeable increase in power.

**Regards,
J.R Ryan - Shop Foreman**

