

Did You Know?

That according to U.S. Environmental Protection Agency estimates, on-road vehicles account for 56% of the total amount of toxins that are discharged into the air annually in North America? And non-road vehicles such as boats, gas burning construction machinery and off-road vehicles like ATV's, snowmobiles, etc. account for a further 22%. That means ALMOST 80% of the total amount of deadly toxins released into our air every year comes from those engine sources. That is literally HUNDREDS OF TRILLIONS OF POUNDS OF TOXINS discharged annually into our environment and the air we breathe – is it any small wonder why respiratory diseases, such as asthma, are now at all time high?



Why We Need To SLASH Toxic Tailpipe Emissions

We are all aware that global warming has become a serious, world-wide concern. While the subject is widely debated among scientists regarding how much vehicle emissions contribute to climate change, almost all concede that it is greater than 50%! Nonetheless, the fact remains that vehicle emissions DO CONTRIBUTE IMMENSELY to greenhouse gases in the atmosphere. **VEHICLE EMISSIONS ARE HAVING A PROFOUND AND DRAMATIC IMPACT ON THE ENVIRONMENTAL CHANGES OCCURING ON EARTH AND THE QUALITY OF THE AIR THAT WE BREATHE.**

Carbon Monoxide (CO) is an odourless, colourless, highly toxic, poisonous gas. In enclosed spaces, Carbon Monoxide WILL KILL YOU! The less there is in our air, the better.

Unburned Hydrocarbons (HC) are a major component of smog - the dirty, brown film we see hanging over our cities today. By lessening hydrocarbon emissions, we help fight the war on smog and create cleaner air.

Oxides of Nitrogen (NOx) are also major components of smog and include nitrogen dioxide (NO₂) and nitric oxide (NO). Nitrogen makes up about 79% of the air we breathe (the other 21% is oxygen). As a common gas, nitrogen seldom reacts with other elements,

EXCEPT under high pressure and in isolated hot spots like in internal combustion engines where it gets oxidized (burned) with oxygen to form oxides of nitrogen. These pollutants are toxic and are known to cause cancer, respiratory diseases and other major health concerns. (see below: "OXIDES of NITROGEN - A GROWING, MAJOR HEALTH CONCERN").



Normally, only about 25% of gasoline or diesel fuel will ever burn completely within the engine – a staggering 75% is wasted, expelled as exhaust emissions to pollute our air, create more greenhouse gases and speed global warming. Obviously, EVERY REDUCTION in unburned hydrocarbons, carbon monoxide, carbon dioxide and oxides of nitrogen would be a great thing and help slow global warming

and increase the quality of the air that we breathe. Asthma in children and adults, as well as other respiratory diseases, are now at all time highs.

Super Eco-Fuel Saver can help play a vital and important role in helping to protect our planet from the impact of burning fossil fuels. By using Super Eco-Fuel Saver to burn fuel more completely in our engines, we use less fuel and dramatically lower toxic emissions.

We all want to save money on fuel, and Super Eco-Fuel Saver will help you do that. However, the positive effect that Super Eco-Fuel Saver can have on our environment, and in the fight against climate change, goes so much farther than just saving you money! How much would each of us be willing to pay to help clean up our air and stop, slow, or reverse climate change? If you could reduce carbon monoxide emissions from your vehicle by up to 37%, NOx by 52%, hydrocarbons and CO₂ by 21%, would you be willing to pay \$20 a month for that? Just \$20 in Super Eco-Fuel Saver is what the average driver in Canada would pay each month to put it in their fuel. Let's face it, that's cheap. You save money and you dramatically lower your vehicles emissions. It's a win-win situation for both consumers and for the environment. And, there are very few things in life that are more important than our health and clean air!

OXIDES of NITROGEN – A GROWING, MAJOR HEALTH CONCERN

Nitrogen Oxides (Oxides of Nitrogen, NOx) is a general term pertaining to compounds of nitric oxide (NO), nitrogen dioxide (NO₂) and other oxides of nitrogen. Nitric Oxide (NO) is a brownish gas that is a by-product of high-temperature combustion such as what occurs in engines that utilize petroleum fuels. Nitric oxide (NO), NO₂ and other oxides of nitrogen are formed from nitrogen and oxygen during the high-temperature combustion process. Nitric oxide is then converted to nitrogen dioxide (NO₂) in the atmosphere, and then becomes involved in the photochemical processes and particulate formation. NO₂ from automobile exhaust emissions are thought to be the major contributor to the toxic effects of air pollution and are also the major contributors to smog formation and acid deposition.

NO₂ is a deep lung irritant that can produce pulmonary edema and fatality if inhaled at high concentrations.

The effects of NO₂ depend on the level and duration of exposure. Exposure to moderate NO₂ levels (50 ppm) may produce cough, hemoptysis, dyspnea, and chest pain. Exposure to higher concentrations of NO₂ (> 100 ppm) can produce pulmonary edema that may be fatal or may lead to bronchiolitis obliterans. Some studies suggest that chronic exposure to NO₂ may predispose individuals to the development of chronic lung diseases, including infection and chronic obstructive pulmonary diseases.

Exposure to NO₂ induces pulmonary injury in a number of ways. NO₂ is converted to NO, HNO₃ (nitric acid), and HNO₂ (nitrous acid) in the distal airways, where it exerts direct toxic effects on type I pneumocytes and ciliated airway cells. NO₂ initiates free radical generation in the terminal bronchioles, resulting in protein oxidation, lipid peroxidation, and subsequent cell membrane damage. NO₂ also alters macrophage

and immune function, causing impaired resistance to infection.

Methemoglobinemia may also be induced with the inhalation of NO₂ because NO is absorbed through the lungs and binds to hemoglobin, forming nitrosyl hemoglobin. NO has an affinity for hemoglobin that is several thousand times greater than that of carbon monoxide. This complex is readily oxidized to methemoglobin. Methemoglobinemia serves to compound the preexisting hypoxemia by causing a leftward shift of the oxygen-hemoglobin dissociation curve and further impairing tissue oxygenation. NO is synthesized endogenously from L-arginine by numerous cell types and has multiple physiologic roles.

NO₂ poisoning may result in mortality or short-term and long-term morbidity. Manifestations of NO₂ toxicity are related to the concentration inhaled, duration of exposure, and time since exposure.



Helping CANADA Breathe Cleaner Air



SUPER ECO-FUEL SAVER™

What our customers are saying...

HUGE FUEL SAVINGS

FOR TEXAS TRUCKING COMPANY'S 30 BIG RIGS

FLEET NOW RUNS 25% TO 38% MORE EFFICIENTLY, PLUS ENGINE MAINTENANCE COSTS ARE GREATLY REDUCED!

EL PASO, TX - I have owned a successful freight transport company with 30 big rig trucks since 1987 called Bordertown Transportation. We haul a wide variety of goods all over the continental U.S. Our fleet has Freightliners, Kenworths, Peterbuilt's, Western Stars and Internationals with engines from Cummins, Detroit Diesel and Caterpillar.

With the skyrocketing cost of diesel fuel lately, I was really concerned to see our profits quickly going up in smoke - especially when our Peterbuilt 379's, which are not very aerodynamic, were only getting around 5.5 to 5.8 mpg's (2.34 to 2.47 kms/L). Our more fuel-efficient trucks were getting from 6 to 6.5 mpg's (2.55 to 2.76 kms/L). As a trucking company owner, I know that diesel fuel is our number one expense.

We had tried some other products to boost our fleet's mileage and we were very skeptical about them. None were effective. We tried other additives and also magnets that clamped onto the fuel lines; we tested out some kind of component that you put in the intake manifold of the engine, too - none of those products delivered the kinds of results we were told we could expect. Needless to say, we were very disappointed.

Fortunately, my friend Ron Boersema introduced me to a new fuel-reformulating product called Super Eco-Fuel Saver. I was very impressed with what he told me about this new product, so we decided to test it in 6 particular trucks, with different engines.

In the best case scenario, our Freightliner FLD was averaging 5.8 mpg's (2.47 kms/L) before we used Super Eco-Fuel Saver. With Super Eco-Fuel Saver it jumped up to about 8 miles per gallon (3.40 kms/L) - that's almost a 38% mileage increase!

With the Super Eco-Fuel Saver in the other 5 trucks, we saw their mileage dramatically improve too - going up on average from 6 mpg's to 7.5 (2.55 to 3.19 kms/L). That's about a 25% increase in fuel savings.

Since I also regularly drive one of our rigs on long hauls, I ran the Super Eco-Fuel Saver in my truck as well to personally test it. I didn't notice any increase in power, but I did notice that there was way less smoke from the exhaust and the engine ran a lot quieter. Those were significant changes that impressed me right away.

"Any motorist or business in Canada not using Super Eco-Fuel Saver in the gasoline or diesel fuel that they burn, are not only wasting a lot of money, they are also consuming 20% to 30% more fuel than they need to. There's absolutely nothing better in the world today for making gasoline and diesel fuel burn cleaner and greener and take you farther."

*Rick Stewart
President, International Eco-Fuels Corporation.*

This truck that I tested myself was a 2006 Western Star with a 525 hp Detroit Diesel engine, and it had been averaging about 4.7 to 5 mpg's (2.0 to 2.13 kms/L). With the first tank using Super Eco-Fuel Saver in the diesel, my mileage increased to 5.5 mpg's (2.34 kms/L). With the second tank using Super Eco-Fuel Saver, the mileage increased to 6.5 (2.76 kms/L). The third tank gave us another impressive increase; it went up to 7.2 miles per gallon (3.06 kms/L)! That's over a 35% increase in fuel efficiency!

It became clear to me, and all of my other drivers, that Super Eco-Fuel Saver helped improve the mileage on our trucks more and more with each tank - so it's true that this product works even better over time with continuous use. That was our experience with it.

Since those initial tests were so successful for us, I immediately ordered several cases of Super Eco-Fuel Saver, and I've re-ordered many more cases since then. As we continue to use this product in all of our trucks, and since the fuel is now running cleaner and combusting cleaner, I expect that there will be less maintenance on all of our EGR valves, on our fuel injectors, and on the engines overall - because they're also running cooler now with Super Eco-Fuel Saver in the fuel.

In addition to the great savings we're enjoying from reduced diesel costs because of Super Eco-Fuel Saver's improvement in our mileage, Super Eco-Fuel Saver will also save us a lot of money on maintenance of our 30-truck fleet. The typical replacement cost for a dirty EGR valve now runs about \$900.00 on the Cummins ISX engines. And with these engines now running cleaner, we expect that we'll have to replace those EGR valves a lot less frequently - so that's a very welcome extra savings benefit from using Super Eco-Fuel Saver.

Hands down, Super Eco-Fuel Saver works great in our trucks and with the current cost of diesel, Super Eco-Fuel Saver will save my company well over \$317,000.00 this year on fuel alone. And, it will also save us a LOT of money on our maintenance costs. It'll really help boost our bottom line. I highly recommend this great product to others!

**Tino Para - Owner,
Bordertown Transportation**



PLEASE NOTE

Many engine computers respond slower to the enhanced fuel quality when Super Eco-Fuel Saver is initially used. CONTINUE TO USE IT even if only minimal results are achieved during the first tank or two - mileage will increase! Sometime the greatest gains using Super Eco-Fuel Saver are noticed during the 2nd and 3rd time it is used. Below is a sample summary (1992 Cadillac - 4.9 liter V8) of what can be expected in fuel gains and corresponding emission reductions:

	RPM	HC	CO	NOx	CO ₂	MPG	FUEL SAVINGS
BASELINE	600	0.0098	0.3208	0.0456	436.5400	16.8 (7.14kms/L)	BASELINE
1ST TEST	600	0.0089	0.2053	0.0191	366.6966	19.4 (8.25kms/L)	+15.6%
2ND TEST	600	0.0071	0.2035	0.0167	341.4788	20 (8.50kms/L)	+18.8%
3RD TEST	600	0.0068	0.2021	0.0146	326.4537	20.2 (8.59kms/L)	+20.0%
4TH TEST	600	0.0044	0.2006	0.0115	311.5689	20.6 (8.76kms/L)	+22.4%
5TH TEST	600	0.0041	0.1892	0.0087	308.3427	21 (8.93kms/L)	+24.7%

End Fuel Savings Gain After 5th Test: **+24.7%** Average Fuel Savings Gain Over 5 Tests: **+20.8%**

DESCRIPTION OF TESTS: Clayton Chassis Dynamometer (Dyno) & Over The Road (OTR) testing. Field test was a total of 1500 combined city and highway miles. 500 miles with 93 octane gasoline to establish baseline and 1000 miles over the same route with Super Eco-Fuel Saver enhanced 87 octane gasoline.

*DISCLAIMER: All vehicles perform differently. Your results with Super Eco-Fuel Saver will vary. Fuel savings normally range from 15% to 35%. 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 results. The mileage claims described herein and on our website ARE NOT A GUARANTEE of actual results for your vehicle. Super Eco-Fuel Saver significantly reduces vehicle emissions and engine wear and tear but it DOES NOT REPLACE proper maintenance and repairs.

OFFSHORE POWER BOAT RECORD HOLDER

RIQUE FORD & RAGGAMUFFIN CREW USE SUPER ECO-FUEL SAVER!

KINGSTON, JAMAICA – In my three decades of involvement in professional motor sports as a designer and off shore racing competitor, as well as a consultant to various aerospace, marine out drive systems and performance engine companies, I have never tested, used or experienced another product that can accomplish what Super Eco-Fuel Saver can. This product is undoubtedly, and easily, the most innovative and technologically advanced fuel additive ever developed.

Super Eco-Fuel Saver truly increases fuel efficiency and power for internal combustion



gas and diesel engines while significantly reducing emissions. I am passionate about the detrimental impact that the burning of fossil fuels are having on our planet. The amazing NOx reductions that Super Eco-Fuel Saver can provide, along with reducing other emissions, is absolutely unparalleled in the automotive and engine industry.

My Ragamuffin Offshore Race Team has evaluated Super Eco-Fuel Saver extensively and it does everything it claims to do. In our race boat, it also increased low end torque and provided amazing acceleration. Our engines also run 7.3% cooler with Super Eco-Fuel Saver. We will be using use it in all our boat racing activities as well as in our own vehicles.

Having tested this product and seen, first hand, the fantastic attributes and super effects of Super Eco-Fuel Saver, I fully endorse this great product and highly recommend that the world take note of a phenomenal opportunity to increase fuel efficiency, increase power, lower emissions and minimize our impact on the environment by using Super Eco-Fuel Saver in all fossil fuel burning engines.



Respectfully Submitted,
Rique Ford – Managing Director, Maritime Development Group

Nicknamed “Pizza Man” because he always delivers, Rique Ford is a successful entrepreneur, businessman and offshore boat racer. He has been instrumental in the development of several innovative Marine products that have become the standard of the Marine Performance Industry. He is perhaps best known for his Ragamuffin Racing Team, a globally recognized marine brand name.

Rique has set numerous world records and is a 4-time APBA World Champion. He can be contacted at 1-951-712-9016 or via email rique.ford@maritimedg.com.



CALIFORNIA RAILROAD COMPANY

Achieves Incredible 23% Fuel Savings in Locomotives

SAN DIEGO, CA - San Diego & Imperial Valley Railroad was pleased to test Super Eco-Fuel Saver throughout the month of August in four of our locomotives, namely 2 General Motors' EMD GP 38 of 2,000 HP and 2 GP 40 of 3,000 HP operating from our San Diego depot. THE RESULTS OF THE TESTS FAR EXCEEDED OUR EXPECTATIONS! We recorded diesel fuel savings in the range of 23% (+/- 3%) over a 20 day operational period on all four locomotives.

San Diego & Imperial Valley Railroad has two diesel fuel tanks, each one holding 10,000 gallons. We typically use approximately 7,500 gallons per month for the operation of our locomotives. Five gallons of Super Eco-Fuel Saver were added to each fuel tank in the ratio of 1 to 2,000 (500 ppm) before pumping the blended diesel fuel into each of the locomotives. Despite the recommended dosage for the first time use (1 to 1,000)

which would require adding two 5 gallon pails of Super Eco-Fuel Saver to each tank, we only had 2 pails, so we decided to add only one 5 gallon pail into each tank to run the test on all four locomotives for an even average.

The test process consisted of operating these four locomotives regularly for 20 days between August 2nd and August 31st. Each locomotive did a round trip of 60 miles(97km) per day uphill and downhill between San Diego and San Ysidro for a total traveled distance of 4,800 miles (7,725 kms) with 5,500 gallons (20,820 litres) of diesel fuel consumed. Prior to August, and without Super Eco-Fuel Saver, the average monthly fuel consumption was 7,500 gallons (28,391 litres). In August, with Super Eco-Fuel Saver, the fuel consumption was down to 5,500 gallons (20,820 litres) - incredible savings! The results are shown in the table below.

THE TEST RESULTS

	PRE-SEFS	POST-SEFS	NET MONTHLY SAVINGS	NET ANNUAL SAVINGS
FUEL CONSUMPTION (GALLONS)	7,500	5,500	2,000	24,000
MGP (4,800 MILES TOTAL)	0.64	0.87	(COST OF TREATING 5500 GALLONS = \$833)	
FUEL COSTS (\$2.50 PER GALLON)	\$18,750	\$13,750	\$4,166	\$49,992

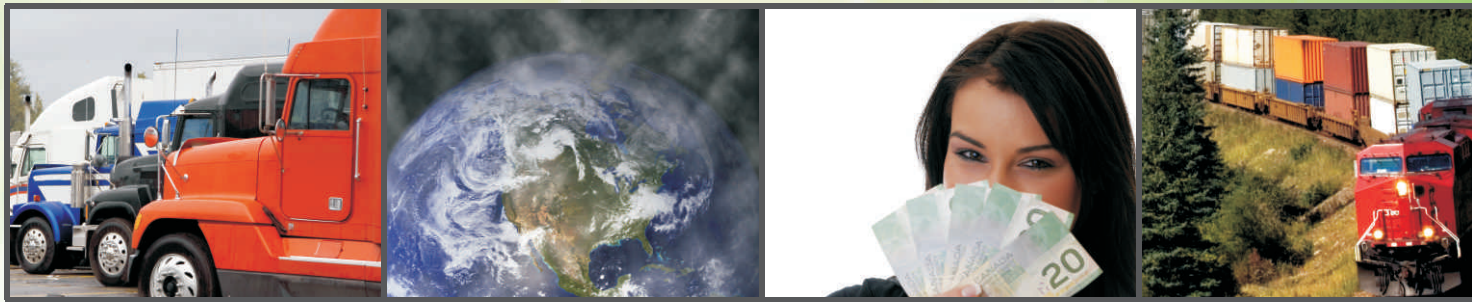
The monthly, and consequently, annual fuel savings of 23% (+/- 3%) average by using Super Eco-Fuel Saver for the San Diego depot are statistically, as well as financially, significant. Annual savings to Rail America at this one depot alone are estimated to be approximately \$50,000 which would add up to TENS OF MILLIONS OF DOLLARS overall that will flow straight through to the bottom line. Our engineers operating the locomotives also reported that the engines ran much smoother and cleaner with Super Eco-Fuel Saver, too. We shall be looking forward to substantial additional fuel savings,

cleaner emissions and longer maintenance intervals that can be realized with Super Eco-Fuel Saver blended in the diesel fuel for all our locomotives and other diesel engines in our system.

We are very pleased with the results of the tests and look forward to working with you in the coming months with pleasure.

Sincerely,
Pete Jespersen, General Manager





www.ecofuelsavercanada.com

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**





Canada is world renowned for its natural beauty, hosting millions of tourists and visitors every year. And, just like Canadians, they are in awe of its splendour. Canada is a magnificent place, harbouring some of the last untouched and unspoiled wilderness left on earth. The spectacular grandeur of the Canadian Rockies makes them one of the most majestic mountain ranges in the world. Canada has the largest inland freshwater system on the planet, comprised of millions of lakes, rivers, creeks and streams. Ruggedly beautiful coastlines border the Pacific, Atlantic and Arctic Oceans.



The expansive tundra of Canada's northern reaches seems to stretch forever, as do the seemingly endless prairies. Vast boreal forests only serve to further enhance Canada's incredible topography and immense bio-diversity. Canada is also home to a tremendous array of wildlife species that simply cannot be over-valued.

Canada can also lay claim to some of the world's most beautiful cities. Canadians enjoy a quality of life that many countries can only envy. But amidst the grandeur, Canada has a serious problem that has begun to impact its future and its beauty - we are polluting Canada's air, land and water at an alarming rate. And, it doesn't have to be that way if we are willing to change.

If each of us did just a few little things to help reduce our carbon footprint - recycling, reducing our dependency on chemicals and other toxic substances, and ESPECIALLY reducing our engine emissions (which are responsible for almost 80% of our air pollution), we could collectively prevent much of the harm that we heap upon our environment.



Together we can make a difference, as individuals it would be impossible. United in our fight against environmental pollution, we can succeed in making Canada's air, oceans, lakes, rivers, streams, mountains, forests, prairies, cities and towns cleaner places for ourselves, our children, and future generations to come.

HEALTH CARE COSTS OF AIR POLLUTION

The Illness Costs of Air Pollution (ICAP) is a report commissioned by the Ontario Medical Association (OMA), which advances the OMA's long-standing record of advocating for substantial reductions in Ontario's air pollution.

The significant and ground-breaking new research developed for the report details conservative estimates on the human and economic costs of Ontario's polluted air. Air pollution costs Ontario citizens more than \$1 billion a year in hospital admissions, emergency room visits, and absenteeism according to the analysis contained in the report. In addition, the report estimates the cost of pain and suffering and loss of life as a result of polluted air, these massive costs amount to billions of dollars for Ontarians.

In the U.S, a similar report was commissioned by the State of California. The California report estimated that it cost the state about \$28 billion a year to treat respiratory diseases caused by air pollution from vehicle emissions.

The State of California has as many people as the entire country of Canada.

HUMAN POPULATION EXPLOSION Will Create Greater Fossil Fuel Demand

As the World's human population continues to spiral out of control each decade, the burning of fossil fuels and the emissions they produce, will escalate if alternative and greener sources of energy are not made available and implemented. At the current rate of 163 million births to every 57 million deaths THE EARTH ADDS ALMOST 1 BILLION NEW PEOPLE TO ITS HUMAN POPULATION EACH DECADE.

The planet's resources simply cannot sustain this kind of unchecked human population growth - especially from a species that does far greater environmental damage than any other species on earth. The world's human population currently stands at 6.8 BILLION. It is expected to continue to grow until at least 2050. By 2040, there will be 9 BILLION people on Earth. If growth continues at the current birth/death rate we will almost double our current population to 13 BILLION people by 2067. *US Census Bureau

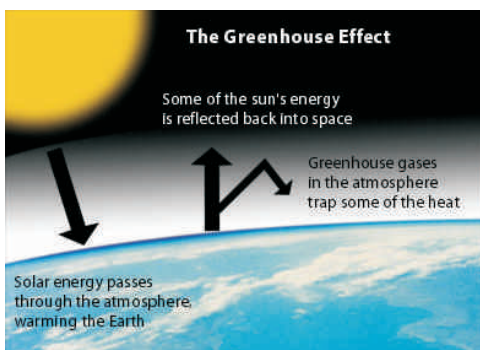
HOW DO CO₂ LEVELS AFFECT CLIMATE CHANGE?

The molecules of carbon dioxide and emissions of other greenhouse gases effectively form a blanket around Earth - more heat enters than is able to escape.

The heat we receive from the sun (solar radiation) has a very short wavelength and is able to pass through the atmosphere unimpeded.

The sun heats the ground, oceans and everything on the planet's surface and this heat is radiated back into the atmosphere as thermal radiation. This has a longer wavelength than solar radiation and some of the heat energy is unable to escape through the blanket of greenhouse gases.

In the thousands of years prior to the industrial revolution, there has been more or less a natural equilibrium. However, in the last 250 years mankind has increased the levels of greenhouse gases through the burning of fossil fuels, agricultural activities, deforestation, mining, etc. The



result has been an increase in atmospheric greenhouse gas concentrations - effectively, a thickening of the blanket.

By using proven scientific methods to analyze core samples stretching back over the last 650,000 years, scientists know that natural levels of CO₂ have varied between a low of 190 and a high of 310 parts per million by volume (ppmv). However, in recent years levels of CO₂ have risen to 385 ppmv and they are still rising - fast. Human overpopulation, and with it our need to burn and use more and more fossil fuels, is creating the dramatic rise in CO₂ and other greenhouse gases and toxic emissions that we see today. The earth's wildlife, forests, and oceans are NOT causing this rise in CO₂, for they have changed little over thousands of years.

So, in a nutshell, solar radiation enters the atmosphere and thermal radiation is prevented from escaping. The more greenhouse gases there are, the less thermal radiation escapes, the earth warms and regional climates begin to change - hence the buzz words of "global warming" and "climate change".

Visit www.ecofuelsavercanada.com for more information.

**No End
In Sight!**



Helping Canadian Businesses Save Money

Canada's Trucking Industry

Super Eco-Fuel Saver Attacks High Diesel Fuel Costs

Truckers are among the largest consumers of diesel fuel and when the price of fuel increases, Canadian consumers often feel the pain as price increases get passed on from retailers. Trucking costs today are enormous. And, it's not just the price of fuel, but also



the cost of paying for new equipment, new engines and repairs in order to meet stringent emission standards, higher labour costs and increasing costs of compliance with numerous programs required by the Canadian Government.

**SUPER ECO-FUEL SAVER WORKS
EXCEPTIONALLY WELL IN DIESEL FUEL
AND WHEN PULLING HEAVY LOADS**

Trucking is a highly competitive industry with low profit margins. Many trucking companies are now paying in excess of \$20,000 a year more per truck for fuel and repairs than last year. Some are even being forced to apply a fuel surcharge to their customers in an effort to remain profitable. While a fuel surcharge seems like a simple solution to the problem, it doesn't necessarily work in the carrier's

favour as many trucking company customers refuse to pay much of a fuel surcharge. Fuel surcharges can, in effect, become a bargaining chip for customers as both customers and trucking companies vie to keep their costs down. But while trucking industry customers must watch their expenses, trucking companies also need to be profitable in order to survive and continue to provide their services.



**Super Eco-Fuel Saver Lowers
Exhaust Gas Temperatures!**

"Trucking is the backbone of getting goods to retailers and consumers. Without trucking, goods cannot get delivered" says Rick Stewart, President of International Eco-Fuels Corp. "Trucking companies need to make ends meet just like everyone else. Super Eco-Fuel Saver is going to help a lot of them by lowering their fuel costs, making their engines last longer with fewer repairs, while reducing emissions and lowering exhaust gas temperatures. It's a win-win for truckers, retailers and consumers."

The Problem With Low Sulphur Diesel Fuel

How Super Eco-Fuel Saver Can Help

Sulphur is a mineral that has been used in diesel fuel for decades because of its great lubricating qualities. A deficiency or low level of sulphur is detrimental to the lubrication of fuel transmission systems in diesel engines. However, when diesel fuel is burned in an internal combustion engine it emits toxic sulphur dioxide into the air. When it is absorbed by moisture into the atmosphere this highly toxic compound then returns to our land and water in what is known as "acid rain". Therefore, sulphur in diesel fuel is tremendously harmful to the environment. It is also known to cause breathing difficulties in both animals and humans.

In an effort to curtail toxic sulphur dioxide emissions and minimize acid rain, low sulphur diesel fuel has been mandatory in North America, Europe and China since about 2006. Environmentally speaking, this has definitely been a step in the right direction but the use of low sulphur diesel can cause adverse effects in diesel engines that have been manufactured prior to 2006 since they were not designed to use low sulphur diesel fuel.

In addition to lowering emissions and extending the range of diesel fuel, Super Eco-Fuel Saver also has the unique ability to restore the lost lubricating effects of yesterdays high sulphur diesel fuel. It instantly increases lubrication in old (and new) diesel engines and transmissions with no adverse affects to the performance or integrity of the engine. In fact, operators of diesel engines will immediately notice that Super Eco-Fuel Saver makes diesel engines run smoother and quieter. This translates into longer engine and transmission life due to less wear. Super Eco-Fuel Saver is particularly beneficial for heavy duty diesel piston engines, power generators, marine turbines and external combustion furnaces and boilers with power output exceeding 400 HP (for industrial and transportation sector uses).

CANADA'S COMMERCIAL FISHING FLEETS FEELING THE PAIN AT THE PUMP

In today's world, it often doesn't pay to be in the commercial fishing industry. Unfortunately, it is a livelihood for thousands of Canadian families. With dwindling fish stocks, shorter fishing seasons, enormous repair costs and high diesel fuel prices, many fishermen are being forced out of the business to look for work elsewhere. That's a sad thing, especially for people who've been in the commercial fishing industry for generations – they love what they do. Here at International Eco-Fuels Canada Inc., we've made it our mission to help Canada's commercial fishermen by helping them cut fuel costs and make more money. By doing this, not only can commercial fishermen better support themselves and their families, but consumers will save money as well. **MAKING FUEL TAKE US FARTHER IS GOOD FOR ALL CANADIANS.**

Super Eco-Fuel Saver – We're Here To Help.



Canadian Farmers and Ranchers Struggling for Sustainability



Rising farm and ranch costs have put a strain on many Canadian farmers and ranchers, with fuel and fertilizer costs representing up to 50% of operations. Despite high food prices for consumers, farmers and ranchers are far from making windfall profits. With Super Eco-Fuel Saver we can help make farm and ranch diesel fuel go farther. We all need to make money to survive, feed our families and pay our bills, and farmers and ranchers are no different. We need them – they're an integral part of our food supply and Canada's economy.





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 CO₂ (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 ₂ 16%
b. 2004 Ford Ranger
HC 13% CO 37% NOx 48% CO ₂ 15%
c. 1998 Chevrolet PU
HC 12% CO 29% NOx 39% CO ₂ 17%
d. 1988 Ford SS racer
HC 16% CO 34% NOx 52% CO ₂ 21%
e. 2001 Ford diesel truck
HC 21% CO 17% NOx 41% CO ₂ 14%
f. T53 LYC Jet Turbine
HC 11% CO 26% NOx 42% CO ₂ 17%

HC (Hydrocarbons), CO (Carbon Monoxide, NOx (Nitrous Oxides), CO₂ (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 CO₂, 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 CO₂ (Carbon Dioxide) in all test protocols utilized while significantly increasing fuel economy in each application.

Respectfully submitted,
David Kleis
Protectorate,
Environmental Impact Foundation

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

	BASE KMs/L	with SUPER ECO-FUEL SAVER	Increase KMs/L	AVERAGE AFTER 5 TANKS 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, Holliday, TX, USA. 76366. More tests available on our website 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!



WE MAKE YOUR FUEL TAKE YOU FARTHER...

Frequently Asked Questions

WHAT IS THE DIFFERENCE BETWEEN SUPER ECO-FUEL SAVER AND OTHER FUEL "MILEAGE INCREASING" ADDITIVES?

Most of the liquid fuel additives on the market today are actually engine and/or injector "cleaners" and, unlike Super Eco-Fuel Saver, their results are NOT immediate. They work by cleaning the engine and/or injectors of carbon deposits that have built up over time, resulting in decreased mileage and fuel efficiency. Legally, they can claim to "increase" fuel mileage because technically your mileage may increase over what you were getting before. However, the best that engine cleaners can do is to take your mileage back to, or close to, the mileage that it was originally getting when the engine was brand new. Engine cleaners WILL NOT take your engine BEYOND what it originally achieved in mileage, nor will they reduce emissions or make the fuel burn better.

Super Eco-Fuel Saver, on the other hand, is not an engine cleaner but A TRUE FUEL MILEAGE ENHANCING PRODUCT. Not only does it increase mileage in old, carbon encrusted engines, but it also increases mileage in brand new engines with no carbon deposits built up within them. Interestingly, while Super Eco-Fuel Saver is not an engine cleaner, it is a natural side effect that occurs with its use, fuel is burned more completely, resulting in less carbon deposit build up within the engine. With Super Eco-Fuel Saver you get better mileage, longer engine life and fewer emissions – it doesn't get any better than that!

HOW DO I USE SUPER ECO-FUEL SAVER?

Just pour it in your tank prior to filling up. 30 mL (1 fl.oz) of Super Eco-Fuel Saver will treat up to 60 litres (15 gallons) of fuel. We recommended using a double dose the first time you use Super Eco-Fuel Saver as it will help your vehicle's computer to respond more quickly to the enhanced fuel quality. After this initial double dose, just 30 mL of Super Eco-Fuel Saver per 60L of fuel is all that is required.

HOW QUICKLY WILL I NOTICE RESULTS?

Results are pretty much immediate. However, it may take up to 10 minutes for Super Eco-Fuel Saver to completely mix with the fuel in your tank. Using the double dose procedure the first time you use Super Eco-Fuel Saver in your engine will give you very noticeable first time results. Mileage should continue to increase further during the first few times you use Super Eco-Fuel Saver.

DO I HAVE TO USE SUPER ECO-FUEL SAVER EVERY TIME I RE-FUEL?

Yes, Super Eco-Fuel Saver has to be added at each fill up in order to reformulate the molecular structure of your fuel.

WHAT IF I MISS A FILL-UP?

You will not get the mileage increase or emissions reductions that you would with Super Eco-Fuel Saver, so remember to use it! You'll not only save money but you'll also be helping the environment.

WHAT IF I USE TOO MUCH?

Exceeding the recommended dosage will not harm your engine.

WHAT IF I USE LESS THAN THE RECOMMENDED DOSE?

Under-mixing will result in minimal mileage gains and emissions reductions. You need to use at least 30 mL for every 60 litres of gasoline or diesel fuel.

WILL SUPER ECO-FUEL SAVER DAMAGE MY ENGINE?

No. As a matter of fact, it will increase engine life and performance as it burns the fuel cooler and more completely, therefore reducing carbon deposits in the combustion chamber, valves, manifolds and exhaust.

WILL SUPER ECO-FUEL SAVER VOID MY VEHICLE WARRANTY?

No. Super Eco-Fuel Saver DOES NOT contain any ingredients that would void your warranty or harm your engine.

ARE YOU AWARE...

That motorcycles, ATV's, boats, waverunners, generators, lawn mowers, weed eaters, chainsaws, snow blowers, etc., have NO POLLUTION CONTROL DEVICES (i.e. catalytic converters) on them? These engines contribute to 22% of our air pollution! Using Super Eco-Fuel Saver in these machines will not only make the fuel go farther, but will also DRAMATICALLY reduce emissions!

FACTS ABOUT EMISSIONS

A car which travels a 29 km round trip commute to work 5 days per week, 48 weeks per year (6,952 km annually) emits the following toxins into our environment and the air we breathe each year.

- 4,500 lbs/ 2045 kg of Carbon Dioxide (CO₂)
- 160 lbs/ 73 kg of Carbon Monoxide (CO)
- 16 lbs/ 7 kg of Volatile Organic Compounds (VOC's)
- 16 lbs/ 7 kg of Nitrogen Oxides (NOx)
- Plus smaller amounts of benzene, formaldehyde, particulate matter and other toxic materials

(Based on statistics from the State of Arkansas Department of Environmental Quality website)

SOARING VEHICLE REGISTRATIONS - GROWING, DEADLY EMISSIONS

***Total Canadian Vehicle Registrations (1950-Present)**

1950 - 2.5 Million, 1960 - 5 million, 1966 - 6.7 Million, 1970 - 8.5 Million, 1975 - 11.4 Million, 1980 - 13.7 Million, 1985 - 14.8 Million, 1990 - 16.9 Million, 1995 - 17.2 Million, 2000 - 23.7 Million, 2008 - 28.5 Million!

*Statistics Canada



SUPER ECO-FUEL SAVER™

www.ecofuelsavercanada.com

EPA#
1927200003



Helping Canada LEAD THE WORLD in SAVING FUEL AND REDUCING EMISSIONS!