

## INDEPENDENT LAB TESTS OF OMSTAR D-1280X<sup>®</sup> IN THE FUEL OF A 1991 FORD THUNDERBIRD

Testing **laboratory.** California Environmental Engineering, Inc., (CEE) Anaheim, CA, is an independent testing laboratory that is EPA-recognized and California Air Resources Board-licensed.

**Summary of test project.** A 1991 Thunderbird with a 3.8 liter gasoline engine was given a Baseline (no fuel conditioner) HFET (highway) CVS test with positive displacement pump on November 11, 1990. With one exception, Environmental Protection Agency testing guidelines were strictly followed by CEE in the dynamometer testing.

The exception was that commercial fuel was used because the regular driver of the Thunderbird was going to drive it until the retest, with refueling involving commercial fuel from roadside gas stations.

After Baseline tests, **Omstar D-1280X<sup>®</sup>** Fuel Conditioner was added to the first tankful of fuel in a **1:320** dosage rate (4 ounces of **D-1280X<sup>®</sup>** to 10 gallons of fuel). Thereafter, a **1:640** dosage (2 ounces/10 gallons) was used. One month and 3,396 miles later, the EPA HFET tests were repeated in **CEE's** Anaheim testing facility.

**Summary of test results.** After use of **Omstar D-1280X<sup>®</sup>**, hydrocarbons (HC) were reduced 23%, **NOx** dropped 96%, and carbon dioxide (**CO<sub>2</sub>**) decreased 7%, while carbon monoxide (CO) was unchanged. Fuel economy improved 7%.

The table below summarizes the test results. Fuel Economy (F.E.) is expressed in miles per gallon. All other data are in grams per mile.

### RESULTS OF HFET TESTS OF D-1280X<sup>®</sup> IN FUEL OF THUNDERBIRD

	WEIGHTED MASS EMISSIONS SUMMARY				
	HC	NOx	CO <sub>2</sub>	CO	F.E.
BASELINE	.026	.729	331.943	.093	26.56
RETEST	.020	.029	308.991	.093	28.53
<b>% CHANGE</b>	<b>-23%</b>	<b>-96%</b>	<b>-7%</b>	<b>0%</b>	<b>+7%</b>

For additional specificity, contact Larry Swiencki, Laboratory Manager, **California Environmental Engineering, Inc.**, 714-630-8555.