FUEL OX® PRODUCT SUMMARY

Fuel Ox® with Combustion Catalyst additive is a unique, proprietary fuel treatment designed to improve vehicle performance and extend engine longevity.

The enhanced stability and dispersant/detergent features make it indispensable in dealing with problem fuels or fuels in storage.

Fuel Ox® with Combustion Catalyst works in any combustible engine including automobiles, trucks, off-road vehicles, heavy equipment, trains, and ships, etc. Thorough testing and application has proven this additive to be compatible and 100% soluble with all types of middle distillate and heavy fuel oils.

BENEFITS & TREATMENT RATIO

- 1 gallon treats 10,000 gallons of fuel
- Improves fuel efficiency by as much as 7-10%
- Increases horsepower
- Lubricates fuel system
- Reduces regenerations/emissions
- Removes water
- Stabilizes fuel
- Cleans fuel system
- Prolongs life of all fuel related components

US SIZE	METRIC SIZE	GALLON TREATMENT	LITER TREATMENT
3 oz	88.7 ml	240 gallons	887 liters
8 oz	236.6 ml	625 gallons	2,366 liters
16 oz	471.2 ml	1,250 gallons	4,712 liters
64 oz (half gallon)	1.9 liters	5,000 gallons	19,000 liters
55 Gallon Drum	208 liter drum	550,000 gallons	2,080,000 liters

FUEL OX® PATENTED COMBUSTION CATALYST'S EFFECT ON POLARIZATION & OXYGENATION OF DIESEL FUEL

The purpose of the Fuel Ox® fuel catalyst is to generate a more complete combustion of fuel by breaking up molecules of fuel clumps. The reason fuel contains these clumps of molecules is because they have an electrical charge which polarizes the fuel molecules into clumps (Figure 1).

Because of this, air doesn't penetrate the molecules in the clump when they pass through the injectors. Black smoke or soot is the result that occurs when large amounts of fuel clumped molecules escape through the exhaust without being burned (Figure 2).

The Fuel Ox® catalyst eliminates the polarization that binds the fuel clumps, breaking them apart and making them ready for oxygenation and a complete combustion.

The Fuel Ox® catalyst exposes more fuel molecules to air which ensures the molecules can achieve a more complete combustion. The catalyst increases uniformity of the fuel molecules making it possible for the injectors in the engine to oxygenate fuel more efficiently (Figure 3).

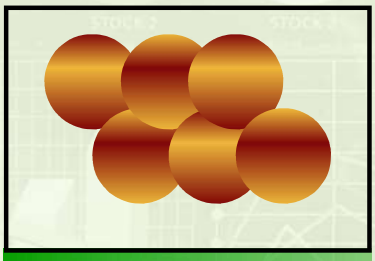


Figure 1. *Polarization of the fuel molecules causes them to clump together.*

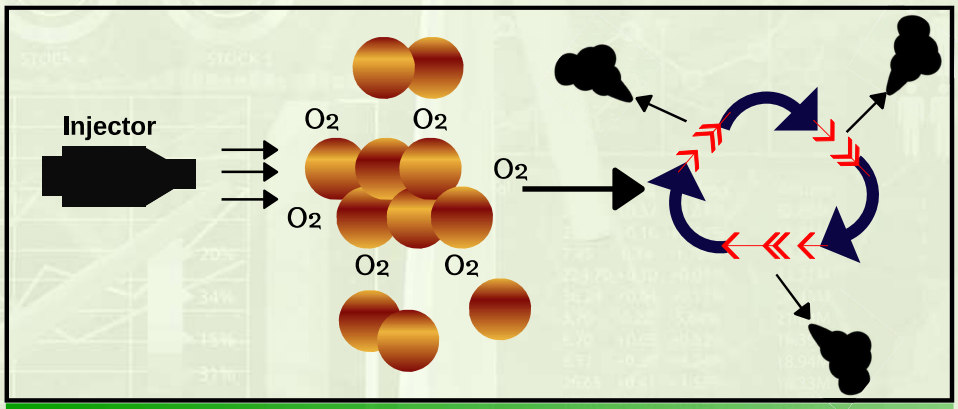


Figure 2. *Without the use of the Fuel Ox® catalyst, air cannot reach the molecules inside the clumps. This causes a less complete combustion cycle which results in emissions.*

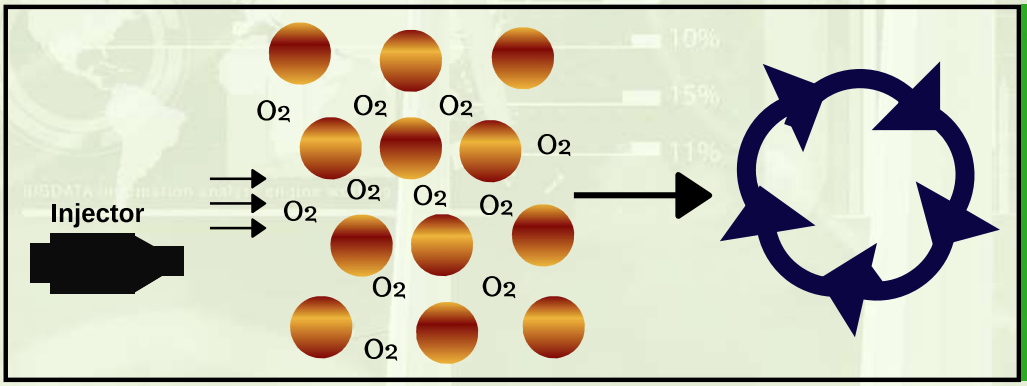


Figure 3. *When using the Fuel Ox® catalyst, the molecules is exposed to more oxygen, which allows for the fuel to burn more thoroughly and prompt a more complete combustion.*

FUEL OX® BY THE NUMBERS

Fuel Ox® is the first fuel additive that is not only beneficial to the bottom line but is great for sustainability as well.

BENEFITS METRIC	ROI RATING
⊕ Increase in fuel efficiency of 4-10%	4 to 10
⊖ Reduction in DEF usage by over 20%	0.5
⊖ Reduction in DPF regenerations by 50% or more resulting in less wasted man hours and less breakdown and equipment retrieval costs, etc.	5 to 10
⊖ Reduction in DPF cleanings and replacements of 50% or more	
⊖ Reduction in soot buildup on EGR's by 50% or more and reduction of EGR component failure and replacements	0.5
⊕ Increase in injector life and other engine components and increase in filter life	0.5
⊖ Far less cost due to bacteria damage in both holding tanks and vehicles/equipment	1
⊕ 1:10,000 treatment ratio is easier to work with and transport and store and reduces human error in application	0.5
⊖ Huge reduction in fuel rail sensor replacements	?
⊖ Reduced clogging of Differential EGR Pressure Sensors	0.5
⊕ Much cleaner DOC's	0.5
⊖ Much less fuel degradation issues - stabilizes fuel for up to 2 years	0.5
	?

Total Potential ROI : 10-15+

SOCIALLY CONSCIOUS BENEFITS	ROI RATING
⊖ Overall decrease of emissions	Is it possible to put an ROI value on doing the right thing for the environment?
⊖ Soot by as much as 70%	
⊖ CO2 by 20%	
⊖ NO by 12%	
⊖ NOx by 8%	
⊖ H2S by 12.5%	
⊖ Using less fossil fuels to operate equipment	

BASE COST OF FUEL OX™: <1.5% OF FUEL COSTS

BOTTOM LINE

Fuel Ox® with Combustion Catalyst is not a conventional fuel additive.

There is no other fuel additive available that provides as many advantages to the user as Fuel Ox® with Combustion Catalyst. The cost of our additive is dwarfed by the tremendous value of its benefits. Finally, Fuel Ox® puts our money where our mouth is by allowing potential customers to try it for themselves before purchasing.

Contact us today to get started with your own trial.

PROOF THAT FUEL OX® WORKS

Companies that are interested in utilizing Fuel Ox® have been testing it for themselves prior to purchase since the inception of the company. Some have done so in laboratory settings. Most have chosen to run trials in the field. Some have been extremely comprehensive like McAllister's Towing. We allow any company that wishes to the opportunity to do the same. We have conducted hundreds of these tests which measure fuel efficiency, DPF regenerations, and DEF usage. Some of the most significant test results are below.

ANGLO AMERICAN PLC

Anglo American is the largest mining company in the world. Testing was conducted by Detroit Diesel Corporation on a large generator in laboratory type conditions. It is important to note this test, because it was not done in the field, was conducted on a machine devoid of the usual carbon build-up and other impurities normally found in the field and therefore will likely register a slightly lower improvement in efficiency.

FINAL RESULTS

Usage without Fuel Ox®	206.8 kg
Usage with Fuel Ox®	198.6 kg
Difference	8.2 kg
Improvement: 3.96%	

MCALLISTER TOWING & TRANSPORTATION

McAllister Towing & Transportation is one of the oldest and largest family-owned marine towing and transportation companies in the United States. The test conducted on the Alex McAllister tug took over a month and 17,000 gallons of fuel.

The Alex McAllister is a twin engine, 4000 horsepower Z-Drive Tractor Tug, ABS Classed, A1 Towing vessel.

FINAL RESULTS

Engine without Fuel Ox®	45.57 gallons per hour
Engine with Fuel Ox®	42.85 gallons per hour
Difference	2.72 gallons per hour
Improvement: 5.97%	

INTERTEK GROUP PLC

Intertek is an international product testing, inspection, assurance, and certification company. Intertek tested for the effect that Fuel Ox® had on fuel emissions and pollution on a diesel vehicle.

Intertek's findings concluded that the Fuel Ox® additives have significant positive effect on the emissions as detailed below.

FINAL RESULTS

CO2	**Reduced by 20%**
NO	**Reduced by 12.3%**
NOX	**Reduced by 6.3%**
H2S	**Reduced by 12.5%**

OTHER SIGNIFICANT TESTING RESULTS

In Summation

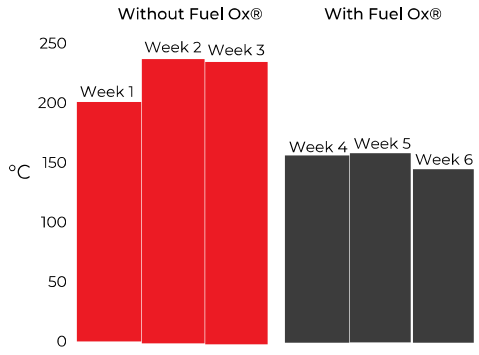
The Fuel Ox™ with Combustion Catalyst is truly one of a kind. No other fuel additive actually improves the combustion to the point that the fuel efficiency is consistently improved over 5% while emissions are reduced as much as 50% or more. The ROI when considering fuel savings alone is 5-10x -- even before considering the maintenance benefits!

Company Name	*Industry/ Vehicle Tested*	*Test Results*
Cali Carting	Waste Management	+10.4% MPG, +49.6% DEF Savings
Enel	Power Generation	+8% MPG, -70% Soot/Coal Reduction
Watkins & Shepard Trucking	Trucking/Transport	+6.7% MPG
United Arab Shipping Company	MV Al Hilal	+5.7% MPG Heavy Fuel Oil
Martin Paving	Triaxle Dump Truck	+9.13% MPG, +14% DEF Savings
Weistmans/Upstate Shredding	Cat 988H Loader	+12.15% MPG, -50% Regenerations
Casilio Concrete	Concrete/Mixer	+12.5% MPG, +20.2% DEF Savings
Metropolitan Trucking	Trucking/Transport	+21.4% DEF Savings
Student Transportation of America	School Bus Company	+50% DEF Savings, +90% Rail Sensor Replacement
Coventry Transportation	School Bus	+13% MPG

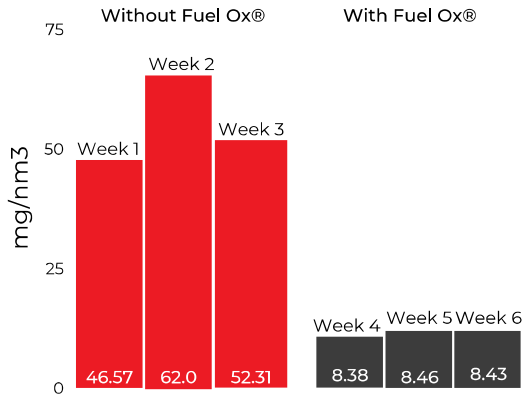
PROOF THAT FUEL OX® WORKS

The following results were compiled at a large mine in Peru which was at an elevation of 14,000 feet. All observations were compiled by a third party testing service.

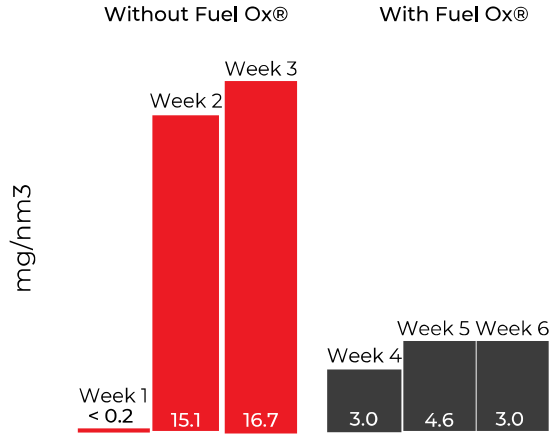
EMISSION TEMPERATURE



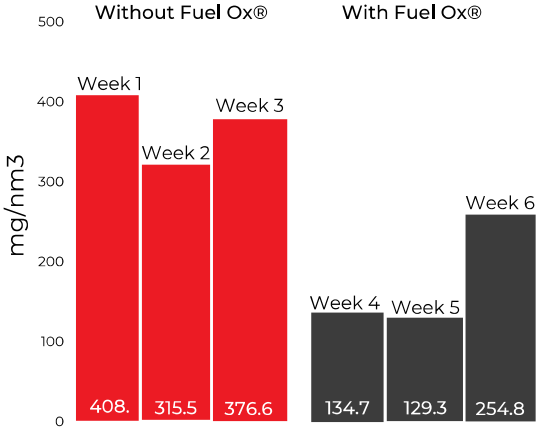
PARTICULATE MATTER (MP)



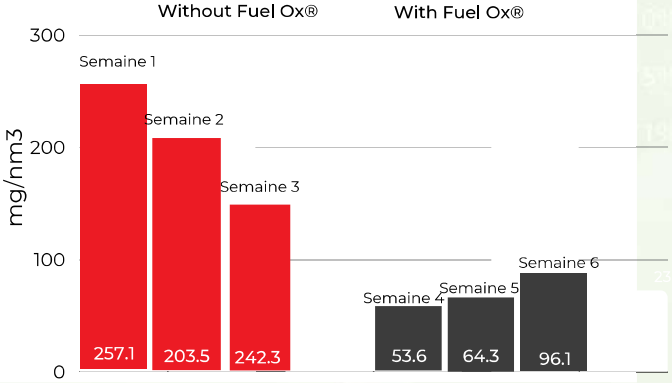
HYDROGEN SULFIDE (H2S)



NITRIC OXIDE (NOx)



NITRIC OXIDE (NO)



SULFUR DIOXIDE (SO2)