

Upgrading All Standard Fuels Without Additives!

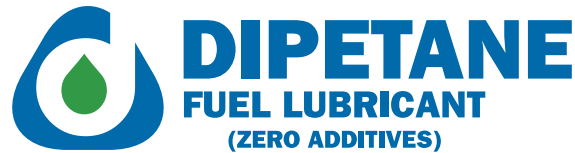


DIPETANE
FUEL LUBRICANT
(ZERO ADDITIVES)

Increasing Output
- Decreasing Greenhouse Gases

DIPETANE
IN
ENGINES

WWW.DIPETANE.COM
www.dipetane.com/how-dipetane-works/



An Introduction to Dipetane Fuel Technology

BEST PRACTICE COMBUSTION

BEST PRACTICE COMBUSTION is essential to reduce fuel, maintenance and part costs and emissions. Best practice combustion is readily available to all fuel users at Nil capital outlay.

BEST PRACTICE COMBUSTION is as simple as ABC (About Better Combustion).

- Competent CEO's, CFO's, logistic managers, transport managers and fuel managers know their own business's very well but are not well enough informed as to the benefits of best practice combustion and its implications to their bottom line.
- The single biggest problem in standard combustion is the occurrence of UNBURNT CARBON and post combustion additives cannot solve the problem.
- Unburnt carbon occurs in all engines and boilers using standard additised fuels. Unburnt carbon is the single biggest cause of wasted fuel and increased emissions and smoke. Ask for the MIT report on the effects of Combustion Chamber deposits in standard fuels.
- Unburnt carbon is avoidable when best practice combustion is used. The cash savings and environmental benefits are significant, measurable and sustainable.
- Best practice combustion can only be achieved through the use of Dipetane Fuel Technology which is a mature 25 year old technology.
- Dipetane Fuel Technology is revolutionary and is the world's first and only "pre-combustion technology" that contains the 'know-how' to rearrange the volatile carbon chains to enable more complete combustion, thereby reducing fuel usage and emissions significantly. Whereas Additives are all "post combustion technologies" responding poorly to unburnt carbon after it has occurred which is too late and very inefficient.
- Dipetane Fuel Technology is a pure 100% hydrocarbon and contains no additives whatsoever, it complies with all BS, EC and US Fuel Specifications, so all warranties are intact. Dipetane has carried full insurances with Lloyds of London since 1992 and has a 100% No Claims record. Dipetane contains it's own lubricity which counteracts the loss of sulphur. In simple terms, Dipetane prevents and minimises the occurrence of unburnt carbon which otherwise occurs in all standard additised fuels and in all engines and boilers



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Dipetane Fuel Technology

INTERNATIONAL TECHNICAL MANUAL

www.dipetane.com

Dipetane Fuel Technology International Manual

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Introduction to Dipetane Fuel Technology

Dipetane is an easy to use Pre-Combustion technology - adding Dipetane into your fuel tank prevents and eliminates unburnt carbon.

Dipetane is self-mixing in the tank and works immediately at a molecular level to improve the combustion of the fuel. The fuel is burnt more completely - resulting in more mileage and greatly reduced carbon emissions and deposits.

Dipetane differs from other additive treatments which focus on removing carbon deposits which have already occurred. These use detergents including cetane, octane and naphta to try and clean these deposits after incomplete combustion has taken place.

Dipetane contains none of these additives and is in fact non-toxic.

Better mileage - Cleaner Engine - Cleaner Environment

The following pages contain the results of many independent tests conducted on both individual vehicles and entire fleets. The results are conclusive and can be summarised in these bullet points.

- Dipetane Increases Fuel Efficiency by 10%
- Dipetane Reduces Smoke Emissions by 50%
- Dipetane Reduces Greenhouse Gas Emissions by 25%

Some interesting facts about Dipetane

Dipetane is Non-Toxic and Non-Hazardous

Dipetane was invented 25 years ago and is manufactured in County Wicklow, Ireland

Dipetane has been used by some major companies for more than 17 years

Dipetane was first insured with Lloyds of London in 1992 and has a 100% claims free record

Dipetane comes in 1Ltr, 5Ltr, 25Ltr and 200 Ltr containers and is suitable for use with all common motor fuels. It is mixed in a 1:200 ratio for all fuels

Dipetane is self- mixing, has an ignition point of 195°C and a minus 34°C pour point which helps with Cold-Starting problems

Dipetanes own lubricity compensates for the 90% lower sulphur levels in fuel as a result of EC directive 2009/30/EC

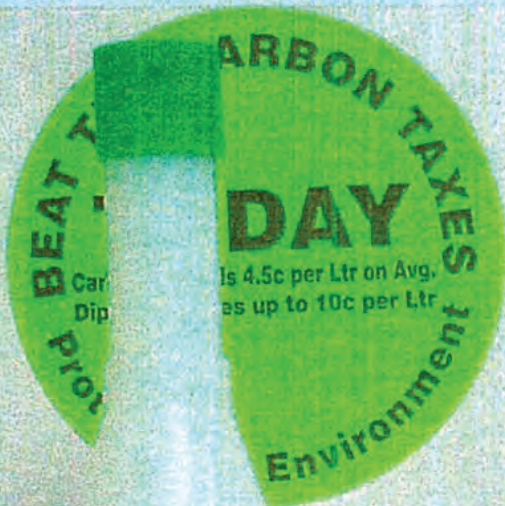
You can find more information as well as videos on our website

www.dipetane.com

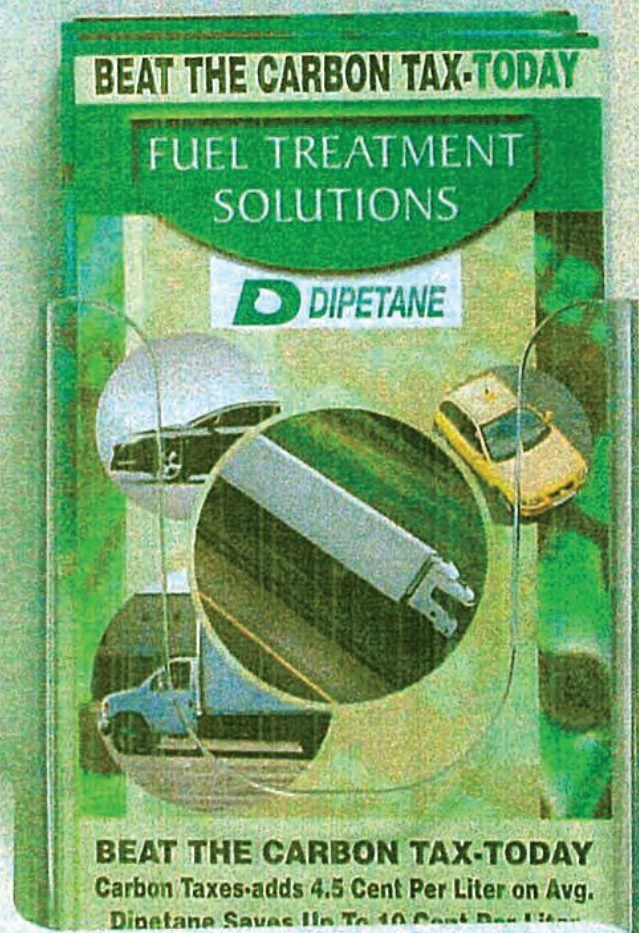
or call me, Drew Mc Dowell, CEO Dipetane International Ltd
on +353 1 287 6922



SAVE up to 10% on Fuel Bills



**HELP
TO PASS
NCT/DOE**



DIPETANE

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INTRODUCTION-BULLET POINTS ON DIPETANE FUEL TECHNOLOGY.

DIPETANE UPGRADES ALL STANDARD FUELS WITHOUT THE USE OF ADDITIVES DELIVERING MAJOR ECONOMIC AND ENVIRONMENTAL BENEFITS.

VISIT www.dipetane.com or www.dipetane.co.uk TO VIEW OUR INDEPENDENT SCIENTIFIC AND CUSTOMER TESTS AND A LIST OF DISTRIBUTORS.

Bullet Points:-

DIPETANE FUEL TREATMENT CONTAINS ZERO ADDITIVES.

DIPETANE'S MORE COMPLETE COMBUSTION HELPS TO:-

1. SAVE UP TO 10% ON ALL FUEL COSTS—TRANSPORT, AGRICULTURE, HEATING, INDUSTRY, SHIPPING, PLANT & MACHINERY.
2. PASS NCT, MOT, DIESEL SMOKE AND EMISSION TESTS.
3. KEEP DIESEL PARTICLE FILTERS CLEAN, PROLONG CATALYTIC CONVERTER LIFE.
4. KEEP EGR VALVES CLEAN.
5. COMPENSATE FOR RECENT 90% REDUCTION IN SULPHUR, ADDING EXTRA LUBRICITY THEREBY PROTECTING INJECTORS, VALVES, PUMPS AND EXHAUSTS.
6. COMPENSATE FOR THE ADDITION OF 4% TO 7% BIODIESEL IN DIESEL.
7. PREVENT WAXING IN DIESEL TO -34C (POUR POINT TEST).
8. ELIMINATE THE NEED FOR 99% OF OUTDATED ADDITIVES IN DIESEL AND PETROL.
9. MORE THAN COMPENSATE FOR THE ADDED COST OF Adblue/NOX REDUCING ADDITIVES.
10. ENHANCE THE ACTIONS OF ALL BIOCIDES HELPING TO PREVENT BACTERIA GROWTH.

WE ARE THE INVENTORS, SOLE MANUFACTURERS AND DISTRIBUTORS WORLDWIDE OF DIPETANE WHICH IS THE FIRST AND ONLY PRECOMBUSTION TECHNOLOGY WORLDWIDE.

Directors: J. A. McDowell B. Comm
R. A. McDowell BA Econ., M. Econ.
Company Reg. No. 189825
VAT No. IE 6580825 Q



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page 1/2

DIPETANE INTERNATIONAL
 DMD SALES LTD.
 5 ALBERT AVENUE, UNIT .1 BRAY
 COUNTY WICKLOW, IRELAND

15th September 2000

Att: Drew McDowell
 Source: -
 Location: Ellesmere Port

ANALYTICAL REPORT NO. EPL95721/00-01

Stamped: -
 Received: 1st September 2000
 Product: DERV + 0.05%vol. Dipetane

Your Ref:
 Vessel:
 Type of Sample: Lab Blend

PROPERTY	RESULT	UNIT	METHOD
Flash Point PMCC	64.0	°C	ASTM D93-97
Carbon Residue-Comradson(10%b)	0.04	0/0m/m	ASTM D4530-93
Ash	<0.01	0/0m/m	ASTM D482-95
Water Content		mg/kg	ASTM D1744-92
Total Contamination	<1%	mg/kg	DIN 51419
Copper Corrosion(2 hrs@50 °C)			ASTM D130-94
Oxidation Stability			
Total Insolubles	0.3	Mg/100ml	ASTM D2274-94
Total Sulphur Content	<0.01		
Cold Filter Plugging Point	-17	°C	IP 309/99
Density @15°C	829.2	Kg/m³	ASTM D4052-96
Kinematic Viscosity@40° C	3.125	cSt	ASTM D445-95
Cetane Number	54.0	-	ASTM D613-95
C.C.I	49.5	-	ASTM D4737-96A
Lubricity (HFRR)			
WS1.4	281	pm	BS ISO 2156.1:1997



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page 2/2

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ANALYTICAL REPORT NO. EPL95721/00-01

PROPERTY	RESULT	UNIT	METHOD
<i>Distillation@ 760mmHg</i>			ASTM D86-97
Initial Boiling Point	160.5	°C	
10% recovered	202.0	°C	
20% recovered	212.5	°C	
30% r recovered	225.5	°C	
40% recovered	233.0	°C	
50% recovered	244.0	°C	
70% recovered	256.5	°C	
60% recovered	271.0	°C	
80% recovered	290.5	°C	
90% recovered	315.5	°C	
95% recovered	332.0	°C	
Final Boiling Point	345.0	°C	
Recovery	98.0	%vol	
Residue	2.0	%vol	
Loss	Nil	%vol	
% vol recovered at 250°C	55.0	%vol	
% vol recovered at 350°C	<98	% vol	
% vol recovered at 370°C	<98	% vol	
This material complies with BS EN 590: 1999			

Precision parameters apply in determination of the above results. Also refer to ASTM D3744-90a IP367/96 and IP Standards (Test Methods) Appendix E for utilisation of test data to determine conformance with specifications.

K Jones
Operations Supervisor

GLENNON

Frank Glennon Limited
Insurance Brokers & Consultants
Charlemont House, Charlemont Place, Dublin 2
Telephone 707 5800. Fax 707 5900
www.glennons.ie

18th September 2020

TO WHOM IT MAY CONCERN

Re: Dipetane International Ltd & DMD Sales Ltd and/or DMD Sales (UK) Ltd

We act as insurance broker for the above client and can confirm the insurances are arranged through our agency as follows:

Period of cover: 1st September 2020 to 31st August 2021

Insurer: Sompo International Insurances via Citynet

Limits of Indemnity: Public Liability €2,600,000 any one occurrence.
Products Liability €2,600,000 any one period of insurance.
Pollution Liability €2,600,000 any one period of insurance.

UK Limits: Public Liability. Sterling £2,000,000 any one occurrence.
Products Liability. Sterling £2,000,000 any one period of insurance.
Pollution Liability Sterling £2,000,000 any one period of insurance.

Territorial Limits: Public/Products Liability-Worldwide including USA/Canada
Pollution-Worldwide excluding USA/Canada

Jurisdiction Limits: Public/Products Liability-Worldwide including USA/Canada
Pollution-Worldwide excluding USA/Canada

We further confirm that the client has been insured through our agency since 1992 and there has been no claims reported during this time.

Business description on policy is Manufacturer and distribution of liquid fuel treatment for petrol diesel and heating oil.

The object of this document is to provide a summary of our client's insurance cover only. The summary is not a contractual document and does not alter any of the provisions of insurer's policies. It is essential that it is reviewed in conjunction with the policy to ensure that you are fully aware of all policy terms, conditions, warranties and exclusions.

Yours sincerely



Mark O'Neill ACII

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Member of Worldwide Broker Network WBN Registered in Ireland Cert. No. 14385
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Frank Glennon Limited, trading as 'Glennon' and 'Glennon Insurances', is regulated by the Central Bank of Ireland



KELLY FUELS

COAL AND OIL DISTRIBUTORS

R317

6th January 1998

Mr. A. McDowell
Managing Director
DMD Sales Limited
Unit 12
Harbour Industrial Estate
BRAY
Co. Wicklow
Republic of Ireland

Dear Drew,

Re: Cleanburn

I refer to the above and your request for an update since we last spoke on where we are with Dipetane.

In essence, our commitment to Dipetane treated fuels, marketed by us exclusively in Ireland under the name "Cleanburn", remains as strong as ever.

Our marketplace is now extremely competitive, as bad (or as good, depending on your perspective) as I have ever seen it with margins on the floor.

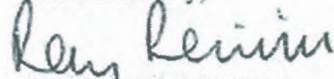
In a commodity market in such conditions, price comes first, then service a close second. To survive all companies must excel at both which unfortunately most do.

What gives us the edge over our competitors, more than anything else, is our exclusive access to Dipetane. This Unique Selling Proposition, is of tremendous value to us, as the premium we are able to earn on Cleanburn, cushioned by the strong loyalty we receive from our customers (35% of whom now order Cleanburn exclusively) sets us clearly apart from all of our competitors into a position of unique strength.

I hope the above offers adequate explanation of our position, if not, please call.

With best wishes,

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Ray Reihill'.

RAYMOND REIHILL
Managing Director.

JOHN KELLY LIMITED

1 LOMBARD STREET, BELFAST BT1 1BN TELEPHONE: 01232 261500 FAX: 01232 330332

N.I. REG. NO. R420



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Emissions Testing Conducted For Linfox Transport Using Dipetane Fuel Treatment

April 2000 to November 2000

Approved: 

Report Number: 0/106-6/M
Job Number: 0/106
Reference: U:\Jobs\Environmental Analysis\00106 - Report-Linfox.doc
Date: 20th December 2000

Executive Summary

Gas Technology Services is one of the acknowledged leaders in the supply of support services to the Australasian energy industry. We operate a NATA accredited and ISO9001 endorsed laboratory and educational facilities, which set the industry standard.

Services range from field and laboratory testing to consulting, training and information research. Our expertise is built on more than 150 years of gas industry experience with a staff who collectively represent the greatest concentration of gas technology knowledge in Australia.

A full description of Gas Technology Services and accreditation's is contained in Section 2 of this report.

Gas Technology Services were commissioned to conduct a range of independent emissions testing on two trucks owned and operated by the Linfox Group of Companies. The vehicles upon which the testing has been conducted are two 1994 FLC 112 Mercedes Benz prime movers, using diesel, which pull B-Double trailers. These vehicles, identified as Fox 781 and Fox 783, are dedicated to full time use on the Coca-Cola contract services provided by Linfox. The vehicles operate from the Linfox Clayton site in Victoria.

The emission testing was conducted as part of an independent study to determine the effects of a fuel technology known as Dipetane Fuel Treatment. We understand that the study was being undertaken by Linfox in order to assess the capabilities of Dipetane to reduce both fuel consumption and emissions.

The study was conducted over a period of 8 months (April 2000 to November 2000). Our involvement in the study has consisted of two stages, which have been conducted on the following basis:

Stage 1 - April 2000.

Sampling and on-line analysis of exhaust gases – *prior to the addition of Dipetane*

Stage 2 - November 2000.

Sampling and on-line analysis of exhaust gases - *after the addition and ongoing use of Dipetane for 8 months*

The fully detailed independent findings from this study show a significant reduction in emissions between Stage 1 and Stage 2. Testing was completed at 0 RPM and 2000 RPM. The test results are summarised as follows:

Emission Type	Max % Reduction Achieved
Carbon Dioxide - CO ₂	23.0%
Carbon Monoxide - CO	9.5%
Nitrogen Oxides - NO _x	35.4%
Sulphur Oxides - SO _x	26.8%
Smoke Density - Opacity	61.5%

Gas Technology Services Materials

The study also showed an increase in the level of Oxygen output between Stage 1 and Stage 2 up to 4.8%.

A detailed description of the test results is contained in Section 1 of this report.

The emission tests performed on the Linfox prime movers, Fox 781 and Fox 783, showed a significant reduction of air contaminants in the exhaust gases and increased the level of oxygen output.

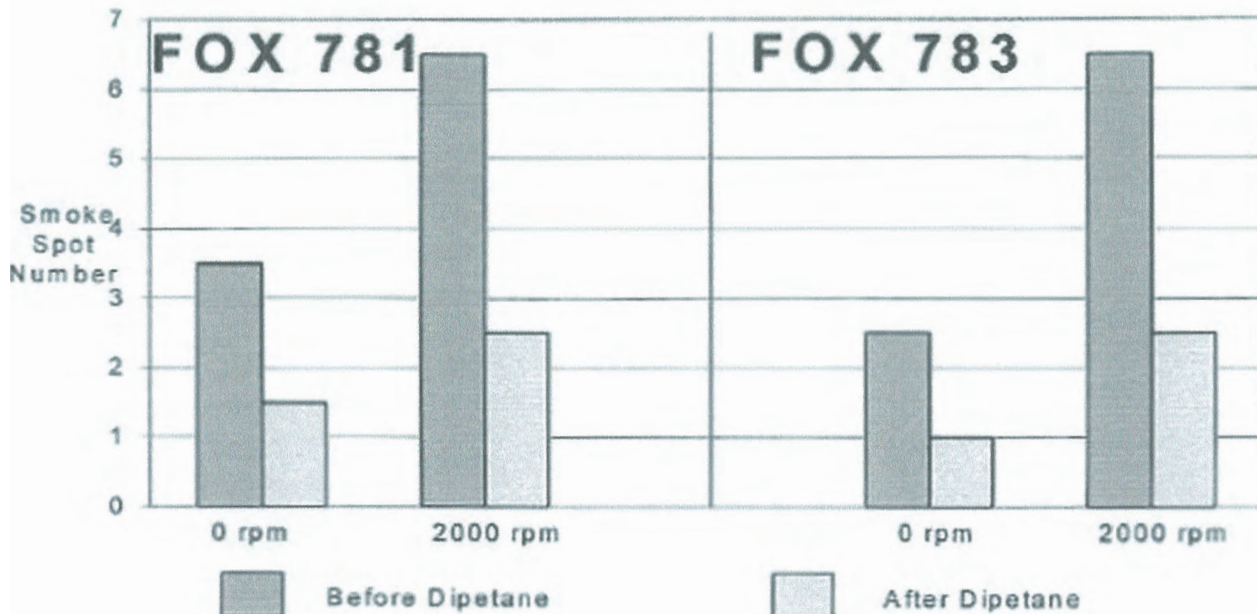
The testing conducted by Gas Technology Services did not include an assessment of the reduction in emissions due to less fuel being used in the testing period. It is only a measure of emissions from the amount of fuel being combusted. Any reduction in fuel consumption over the testing period (not taken into account in this report) would also result in a corresponding reduction in emissions.

The reductions in emissions suggest that, with all other parameters remaining constant, Dipetane would be producing an improvement and efficiencies in the combustion chamber.

The reduction in emissions would be considered a flow on effect from a more efficient combustion process. Greater efficiency in the combustion of fuel will result in a reduction in consumption and therefore greater fuel economy.

**Gas Technology Services
Materials**

Figure 6: Results of Smoke Density Determination



SUMMARY OF ALL DATA

The following table represents a summary of the percentage change in the before and after Dipetane test results for all forms of emission testing and analysis conducted for Linfox between April 2000 and November 2000

Vehicle	Rpm 0 = idle	% Reduction of CO ₂ after use of Dipetane	% Reduction of CO after use of Dipetane	% Increase of O ₂ after use of Dipetane	% Reduction of NO _x after use of Dipetane	% Reduction of SO _x after use of Dipetane	% Reduction of Smoke after use of Dipetane
Fox 781	0	23.0%	9.5%	3.6%	28.8%	22.9%	57.1%
	2000	15.2%	7.4%	3.9%	35.4%	26.8%	61.5%
Fox 783	0	17.3%	0.0%	4.8%	34.0%	19.9%	60.0%
	2000	13.7%	3.6%	4.5%	32.4%	25.7%	61.5%



Goughs

Gough, Gough & Hamer Ltd.

9 August, 2002

Cleanburn Fuels Ltd
PO Box 9328
Newmarket
Auckland
New Zealand

Dear Vaughan Jones

RE: Fuel Consumption Test Using Cleanburn/Dipetane Fuel Treatment

A Performance Analysis Report (PAR) was carried out by Gough, Gough & Hamer Ltd on a truck owned by FiveStar Distribution Ltd. (Hookers.)

Vehicle Year and Make: 2000 Western Star
Model: ISM 425
Oedometer Reading: 185,515 km at 14/2/2002
Oedometer Reading: 247,811 at 18/7/2002

Gough, Gough & Hamer Ltd carried out a PAR test on a dynamometer on the 14/2/2002. The aim of the test was to establish fuel consumption figures by measuring the horsepower at the wheel versus fuel consumption. Three different runs were made at different RPM speeds. This was done to give greater consistency for an overall conclusion.

Our understanding is that Cleanburn/Dipetane Fuel Treatment was then consistently added to the fuel system of the truck over a 5-month period.

On the 18/7/2002 the truck underwent the same test on the dynamometer at Gough, Gough & Hamer Ltd as was done 5 months previously.

The results provided to Cleanburn/Dipetane Ltd by Gough, Gough & Hamer Ltd are true and correct. Gough, Gough & Hamer Ltd had no control over the truck between the two dynamometer tests.

Regards

Murray Kernohan
Truck Engine Business Manager
Gough, Gough & Hamer Ltd

Auckland Branch
PO Box 98 975 S.A.M.C Cnr Ash and Kerrs Roads, Wiri, Auckland, New Zealand
Telephone: 09 979 9333 Facsimile 09 979 9339 www.ggh.co.nz

Executive Summary

RE: Fuel Consumption Test Using Cleanburn Fuel Treatment

A Performance Analysis Report (PAR) was carried out by Gough, Gough and Hamer Ltd on a truck owned by FiveStar Distribution Ltd.

Vehicle Year and Make: 2000 Western Star

Model: ISM 425

Oedometer Reading: 185,515 km at 14/2/2002

Oedometer Reading: 247,811 km at 18/7/2002

Gough, Gough and Hamer carried out a base test on a dynamometer on the 14/2/2002. The aim of the test was to establish fuel consumption savings by measuring the horsepower at the wheel. Three different runs were made at different RPM speeds, this was done to give greater consistency for an overall conclusion.

Cleanburn Fuel Treatment was then consistently added to the fuel, the truck was using at a ratio of 1:200 litres over a 5-month period.

On the 18/7/2002 the truck underwent the exact test on the dynamometer at Gough, Gough and Hammer as was done 5 months previously.

RESULTS: TEST 1

RPM	1790	1700	1600	1400
HP at Wheel				
Run 1	276	344	352	356
Run 2	279	344	355	356
Run 3	275	341	353	353
Average P	276.6	343	353	355

Total Average HP at Wheel Measured: 331.9

RESULTS: TEST 2

RPM	1790	1700	1600	1400
HP at Wheel				
Run 1	354	355	360	348
Run 2	354	359	361	349
Run 3	356	363	363	352
Average P	354.6	359	361.3	349.6

Total Average HP at Wheel Measured: 356.1

The two tests show an increase in HP at the Wheel of 7.3%.

The average fuel rate (GPH) for test 1: 18.9

The average fuel rate (GPH) for test 2: 19.0

Conclusion

The Performance Analysis Report was carried out as an independent study by an ISO 9001 accredited company Gough, Gough & Hamer Ltd. The truck being tested was one of the best performing trucks in a fleet of 600.

The test shows conclusive results in an increase in HP at the wheel, which is a direct way of measuring fuel consumption. The truck had an electronic fuel system, which explains for the fuel remaining constant.

Thus, an overall decrease in fuel consumption of 7.3%.

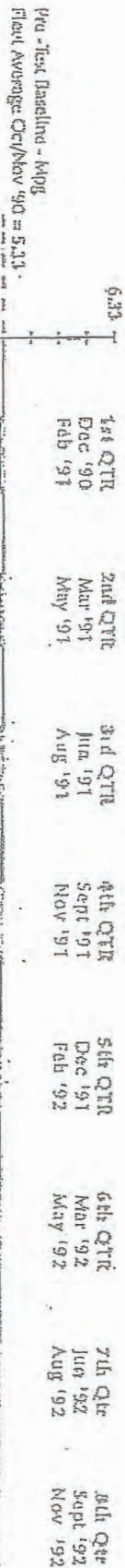
FUEL SAVINGS 17.6%

FINAL RESULTS - MPG USA INDEPENDENT LONG TERM 24 MONTHS - 8 DIESEL TRUCK CONTROL TESTS - MPG

Both the Control Group and Testing Group. Each Consisted of 4 - 1990 Peterbilt Trucks all with Cummins 365 Diesel Engines
All the front axels and fuel tanks have an infra-red electronic measuring mechanism linked to an onboard computer to measure MPG accurately

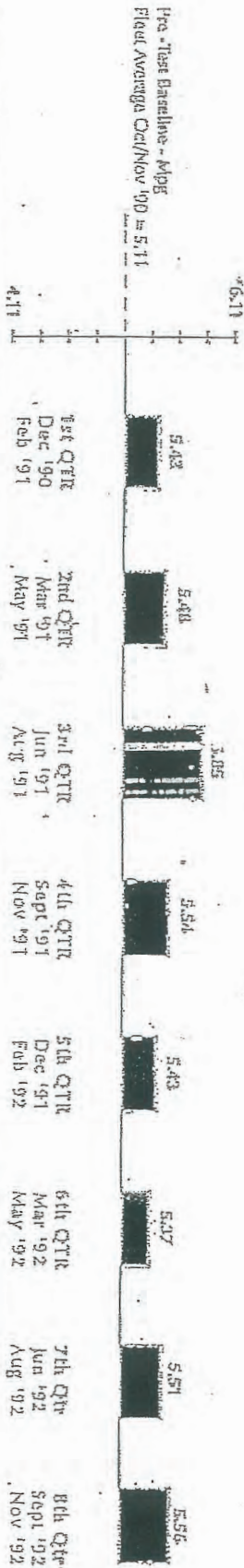
CONTROL GROUP - 4 DIESEL TRUCKS WITH NO DIPETANE

START MILEAGE FLEET AVERAGE 93 281	TOTAL TESTING MILES - 1,173,256 AVERAGE TESTING MILES PER TRUCK = 293,069 MILES	BASLINE - MPG OCT/NOV '90 FLEET AVERAGE 5.33 MPG	FLEET AVERAGE - MPG DEC '90 - JULY '92 4.43 MPG	FLEET AVERAGE - MPG DIFF. BASELINE VS 20 MONTH TESTING PERIOD -0.90 MPG DECREASE	% DIFF -0.30% MPG
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TESTING GROUP - 4 DIESEL TRUCKS WITH DIPETANE DEC-90 - NOV-92

START MILEAGE FLEET AVERAGE 920 995	TOTAL TESTING MILES - 1,126,648 AVERAGE TESTING MILES PER TRUCK = 281,662 MILES	BASLINE - MPG OCT/NOV '90 FLEET AVERAGE 5.44 MPG	FLEET AVERAGE - MPG DEC '90 - JULY '92 5.43 MPG	FLEET AVERAGE - MPG DIFF. BASELINE VS 24 MONTH TESTING PERIOD -0.02 MPG INCREASE	% DIFF +0.22% MPG
---	---	--	---	--	----------------------



FUEL SAVINGS 17.6%

FUEL SAVINGS 17.6%

Based on the above data: Control Group (Non-Dipetane) -9.30% (loss of mpg), and the Testing Group on DIPETANE: +0.22% (increase in mpg), the cumulative effect of both groups:

- Control and testing, gives an overall difference of 17.6%
- A - Consider the Net Cash Savings of approximately 1 in 7 Trucks at NGL Diesel Cost
 - B - Consider the Cash Savings of Clean Engines
 - C - Consider the Environmental Benefit of reduced Smoke/Emissions
- THE ABOVE BENEFITS ARE ACHIEVED OUT OF EXISTING FUEL BUDGET

Asure Financial Environmental, Logistic and Transport Managers - Appreciate the above impact on the Bottom Line
N.B. £2,000 Net per truck, Fuel Savings alone (UK) i.e. Average Truck using 50,000 litres of Diesel per year (With NO Capital Cost)

FUEL SAVINGS 17.6%

DIPETANE Fuels are standard fuels restructured - without the use of additives - bringing about the proper combustion of carbon, thereby leading to:

1. Very large and measurable fuel savings
2. Clean Engines and Boilers, i.e. reduced maintenance costs
3. Much lower emission levels.

DIPETANE - works equally well

TAXI DRIVER - BEFORE DIPETANE - FAILED - SMOKE 4.46/m³



NCT REPORT / TUAIRISC NCT

Test Centre: **Deansgrange** Tester: **507** No Inspections: **1** Booked Date: **12-Jul-2004** Time: **15:45**
 Customer: **MR. ANTHONY MCGOWAN** Registration Number: **01-WYV-4071** VIN: **VF38BRH-YF81226778**
 Address: **SHARONA, KILQUAID** Date of Last Full Test: **12-07-2004 14:53** Manufacturer: **PEUGEOT** Odometer: **120412**
CO. WICKLOW Vehicle Model: **406**

Test Readings						Limits	Results
Side - Slip/Alignment Test						+ values are to the offside and - are to the nearside	
Front Axle:	-4m/km					Outside +14 to +14 (mm)	fail
Rear Axle:	-8m/km					Outside +18 to +18 (mm)	fail
Suspension Test							
		Nearside	Offside	Imbalance			
Front Axle:		23mm	25mm	8%	Imbalance above 30%	fail	PASS
Rear Axle:		31mm	28mm	10%	Imbalance above 30%	fail	PASS
Brake Test							
		Brake Effort		Ovality	Imbalance		
		Nearside	Offside	Nearside	Offside		
Front Axle:		3.44kN	3.47kN	16%	13%	1%	Imbalance above 30%
Rear Axle:		1.94kN	1.67kN	16%	12%	14%	Imbalance above 30%
Parking - Brake:		1.81kN	1.63kN			16%	Imbalance above 50%
Brake Performance (Car Weight 1521kg)							
Service Brake:	71%					Performance less than 55%	fail
Parking Brake:	23%					Performance less than 10%	fail
Smoke							
* Smoke: 4.46/m ³ Engine/Oil temperature 97°C						Turbos 3m	FAIL/REFUSAL
Head Light Aim							
Dip Beam:	PASS						
Full Beam:	N/A						
Fog Light:	N/A						
Aux. Light:	N/A						
Visual Defects							
							FAIL/REFUSAL

ITEM	DESCRIPTION	REASON	LOCATION
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Test Results: Fail

Key: 1. FAIL / REFUSAL: This vehicle must be repaired and returned for re-testing. Retest: 27.20 To be Retested by 11/08/2004
 If not then a full test will be required
 Test started on: 12 July 2004 15:41
 Call Centre Number: Page 1 of 1



TAXI DRIVER - AFTER DIPETANE - PASSED - SMOKE 2.63 NCT REPORT / TUAIRISC NCT

Test Centre: Deansgrange Tester: 837 No inspections: 2 Booked Date: 18-Jul-2004 Time: 12:45
Customer: MRL ANTHONY MCGOWAN Registration Number: 01-WW-4971 VIN: VF388RHYF81226770
Address: SHARONA, KILQUAID Date of Last Full Test: 12-07-2004 14:53
CO. WICKLOW Manufacturer: PEUGEOT Odometer: 121289
Vehicle Model: 408

Fast Readings					Limits			Results
					+ values are to the offside and - are to the nearside			
Steer - Slip/Alignment Test					Outside	+14 to -14 (m/km)	fail	PASS
Front Axle:	-4m/km				Outside	+18 to -18 (m/km)	fail	PASS
Rear Axle:	-5m/km							
Suspension Test					Nearside	Offside	Imbalance	
Front Axle:	23mm		25mm		8%	Imbalance above	30%	fail
Rear Axle:	31mm		28mm		10%	Imbalance above	30%	fail
Brake Test					Brake Effort	Quality	Imbalance	
	Nearside	Offside	Nearside	Offside		Quality above	30%	fail
Front Axle:	3.44kN	3.47kN	18%	13%	1%	Imbalance above	30%	fail
Rear Axle:	1.94kN	1.87kN	18%	12%	14%	Imbalance above	30%	fail
Parking - Brake:	1.61kN	1.53kN			10%	Imbalance above	50%	fail
								PASS
Brake Performance (Car Weight 1521Kg)								PASS
Service Brake:	71%					Performance less than	50%	fail
Parking Brake:	23%					Performance less than	10%	fail
Smoke								
	Smoke:	2.63/m	Engine/Oil temperature	110°C		Turbo	3 20m	PASS
Head Light Aim					Nearside	Offside		
Dip Beam:	PASS							
Full Beam:	N/A							
Fog Light:	N/A							PASS
Aux. Light:	N/A							
Visual Defects								
ITEM	DESCRIPTION			REASON	LOCATION			



NCT REPORT / TUAIRISC NCT BEFORE DIPETANE.

Date Report Printed 21/04/2009

Centre Name	Ponhill	Test Started on:	21-Apr-2009 12:00
Inspector Id	1147	Number of Inspections	1
Owner Name	MR MATTHEW KELLY	Registration Number	99-D-30224
Address	50 CHESTNUT GROVE BEAUFORT PLACE NAVAN CO. MEATH	Vin Number	GBBAXK01906
		Manufacturer	FORD
		Vehicle Model	MONDEO
		Odometer	102719

Test Readings				Limits			Results
Side-Slip/Alignment Test				+ values are to the offside and - are to the nearside			
Front Axle	-4m/km			Outside	+14 to -14 (m/km)	fail	PASS
Rear Axle	-4m/km			Outside	+18 to -18 (m/km)	fail	PASS
Suspension Test							
	Nearside	Offside	Imbalance				
Front Axle	27mm	28mm	4 %	Imbalance above	30 %	fail	PASS
Rear Axle	30mm	31mm	3 %	Imbalance above	30 %	fail	PASS
Brake Test							
	Brake Effort		Ovality	Imbalance			
	Nearside	Offside	Nearside	Offside			
Front Axle	3.31 kN	2.65 kN	69%	70%	20 %	fail	PASS
Rear Axle	2.04 kN	1.57 kN	31 %	32%	23 %	fail	
Parking - Brake	1.85 kN	1.66 kN			10 %	fail	
						fail	
Brake Performance (Car Weight 1377 Kg)							
Brake Effort	71 %				Performance less than	55 %	fail
Parking	26 %				Performance less than	16 %	fail
Exhaust Emissions				Limits depend on Year of Manufacture			
Engine/Oil Temperature 87 °C							
Low Idle (870 rpm)							
			CO	0.52 vol%	above	0.5 %	fail
			HC	0 ppm	above	0 ppm	fail
High Idle (2730 rpm)							
			Lambda	1.006	between	0.98 and 1.02	PASS
			CO	0.56 vol%	above	0.3 %	fail
			HC	71 ppm	above	200 ppm	fail
Head Light Aim							
Dip Beam		Nearside	Offside				PASS
Full Beam		PASS	PASS				
Fog Light		NA	NA				
Aux. Light		NA	NA				

Visual Defects

ITEM	DESCRIPTION	REASON	LOCATION
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Test Results Fail

cy: 1. FAIL/REFUSAL: This Vehicle must be repaired and returned for re-testing
cy: 2. FAIL/REFUSAL*: This Vehicle is Unsafe and should not be driven
cy: 3. N/A: Not Applicable

Retest € 28.00 To be Retested by 21-May-2009
If not then a full test will be required
Call Centre Number 1890 412413



NCT REPORT / TUAIRISC NCT

2nd TEST AFTER ONLY 189 Miles on DIPETANE.

Date Report Printed 27/04/2009

Centre Name	Fonhill	Test Started on:	27-Apr-2009 17:57
Inspector Id	457	Number of Inspections	2
Owner Name	MR MATTHEW KELLY	Registration Number	99-D-30224
Address	50 CHESTNUT GROVE BEAUFORT PLACE NAVAN CO. MEATH	Vin Number	GBBAXK01906
		Manufacturer	FORD
		Vehicle Model	MONDEO
		Odometer	102908

Test Readings				Limits			Results
Side-Slip/Alignment Test				+ values are to the offside and - are to the nearside			
Front Axle	-4m/km			Outside	+14 to -14 (m/km)	fail	PASS
Rear Axle	-4m/km			Outside	+18 to -18 (m/km)	fail	PASS
Suspension Test							
	Nearside	Offside	Imbalance				
Front Axle	27Mm	28Mm	4 %	Imbalance above	30 %	fail	PASS
Rear Axle	30Mm	31Mm	3 %	Imbalance above	30 %	fail	PASS
Brake Test							
	Brake Effort	Ovality	Imbalance				
	Nearside	Offside					
Front Axle	3.31 kN	2.65 kN	69%	Ovality above	90 %	fail	
Rear Axle	2.04 kN	1.57 kN	31%	Imbalance above	30 %	fail	
Parking - Brake	1.85 kN	1.66 kN	10%	Imbalance above	30 %	fail	PASS
Brake Performance (Car Weight)	1377 Kg			Imbalance above	50 %	fail	PASS
Brake Effort	71 %						
Parking	26 %			Performance less than	55 %	fail	
				Performance less than	16 %	fail	
Exhaust Emissions				Limits depend on Year of Manufacture			
Engine/Oil Temperature 82 °C							
Low Idle		CO 0.25 vol%	50% Reduction	above	0.5 %	fail	PASS
(700 rpm)		HC 0 ppm		above	0 ppm	fail	N/A
High Idle		Lambda 0.999	75%+ Reduction	between	0.98 and 1.02		PASS
(2910 rpm)		CO 0.16 vol%		above	0.3 %	fail	PASS
		HC 149 ppm		above	200 ppm	fail	PASS
Head Light Aim							
Dip Beam		Nearside	Offside				
Full Beam		PASS	PASS				PASS
Fog Light		N/A	N/A				
Aux. Light		N/A	N/A				

Visual Defects	DESCRIPTION	REASON	LOCATION
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Test Results PASS

Key: 1. FAIL/REFUSAL: This Vehicle must be repaired and returned for retesting
Key: 2. FAIL/REFUSAL: This Vehicle is Unsafe and should not be driven
Key: 3. N/A: Not Applicable
Key: 4. N/D: Not Done

Call Centre Number 1890 412413

Nov '05



USING STANDARD ESSO/SHELL FUEL WITHOUT DIPETANE *
NCT REPORT / TUAIRISC NCT

Date Report Printed 23/11/2005

Centre Name	Fonthill	Test Started on:	23-Nov-2005 13:55
Inspector Id	584	Number of Inspections	1
Owner Name	MRS DEBBIE KEENAN	Registration Number	98-WV-495
Address	51 BIRCHWOOD DRIVE SPRINGFIELD TALLAGHT DUBLIN 24	Vin Number	WAUZZZ8DZWA089758
		Manufacturer	AUDI
		Vehicle Model	A4
		Odometer	125259

Test Readings				Limits		Results
Side-Slip/Alignment Test				+ values are to the offside and - are to the nearside		
Front Axle	-12m/km			Outside	+14 to -14 (m/km)	fail
Rear Axle	-8m/km			Outside	+18 to -18 (m/km)	fail
Suspension Test						
	Nearside	Offside	Imbalance			
Front Axle	33mm	32mm	3%	Imbalance above	30%	fail
Rear Axle	39mm	39mm	0%	Imbalance above	30%	fail
Brake Test						
	Brake Effort	Ovality	Imbalance			
	Nearside	Offside	Nearside	Offside		
Front Axle	3.44 kN	3.45 kN	19%	16%	1%	fail
Rear Axle	2.23 kN	2.21 kN	25%	26%	1%	fail
Parking - Brake	1.68 kN	1.80 kN			7%	fail
Brake Performance (Car Weight 1441 Kg)						
Performance	80%			Performance less than	55%	fail
Parking	25%			Performance less than	16%	fail
Smoke						
* Smoke 9.80 /m				Engine Oil Temperature	53 °C	
				Turbo	3.00 /m	FAIL/REFUSAL
Head Light Aim						
Dip Beam		Nearside	Offside			
Full Beam		PASS	PASS			PASS
Fog Light		N/A	N/A			
Acc. Light		N/A	N/A			

Visual Defects

ITEM	DESCRIPTION	REASON	LOCATION	FAIL/REFUSAL
Transmission (5%)	Engine	Leaking	Middle Front	FAIL/REFUSAL

Test Results Fail

Key: 1 FAIL/REFUSAL: This Vehicle must be repaired and returned for re-testing

Key: 2 FAIL/REFUSAL: This Vehicle is Unsafe and should not be driven

Key: 3 N/A: Not Applicable

Key: 4 N/D: Not Done

Retest 27.50 To be Retested by 23-Dec-2005

If not then a full test will be required

Call Centre Number 1890 412413

Page Number Page 1 of 1

DEC'05



USING STANDARD ESSO/SHELL FUEL WITH DIPETANE *
NCT REPORT / TUAIRISC NCT

Date Report Printed 14/12/2005

Centre Name	Fonthill	Test Started on:	14-Dec-2005 13:01
Inspector Id	883	Number of Inspections	2
Owner Name	MRS DEBBIE KEENAN	Registration Number	98-WW-495
Address	51 BIRCHWOOD DRIVE SPRINGFIELD TALLAGHT DUBLIN 24	Vin Number	WAUZZZ8DZWA089758
		Manufacturer	AUDI
		Vehicle Model	A4
		Odometer	126031

Test Readings					Limits			Results
Side-Slip/Alignment Test					+ values are to the offside and - are to the nearside			
Front Axle	-12m/km				Outside	+14 to -14 (m/km)	fail	PASS
Rear Axle	-8m/km				Outside	+18 to -18 (m/km)	fail	PASS
Suspension Test		Nearside	Offside	Imbalance				
Front Axle		33mm	32mm	7 %	Imbalance above	30 %	fail	PASS
Rear Axle		39mm	39mm	0 %	Imbalance above	30 %	fail	PASS
Brake Test		Brake Effort		Oralhy	Imbalance			
		Nearside	Offside	Nearside	Offside	Oralhy above	90 %	fail
Front Axle		3.11 kN	3.45 kN	19 %	16 %	Imbalance above	30 %	fail
Rear Axle		2.23 kN	2.21 kN	2 %	26 %	Imbalance above	30 %	fail
Parking - Brake		1.65 kN	1.80 kN			Imbalance above	50 %	fail
Brake Performance at 100 km/h		1441 Kg						
Brake Effort		90 %				Performance less than	55 %	fail
Parking		25 %				Performance less than	16 %	fail
Smoke								
* Smoke 1.96 /m					Engine Oil Temperature	80 °C		
					Turbo	3.00 /m		PASS
Head Light aim		Nearside	Offside					
Low Beam		PASS	PASS					PASS
High Beam		N/A	N/A					
Fog Light		N/A	N/A					
Anti Light		N/A	N/A					

Visual Defects

ITEM DESCRIPTION REASON LOCATION

Test Results PASS

Key: 1. FAIL/REFUSAL: This Vehicle must be repaired and returned for re-testing

Key: 2. FAIL/REFUSAL: This Vehicle is Unsafe and should not be driven

Key: 3. N/A: Not Applicable

Key: 4. N/D: Not Done

Call Centre Number 1890 412413

Page Number Page 1 of 1

Coca-Cola
Bottlers Ireland

Western Industrial Estate, Naas Road, Dublin 12
Telephone 01 - 419 5500 Fax 01 - 460 2169

26th August, 2005

To Whom It May Concern:

I am pleased to state that Coca Cola Bottlers Ireland Ltd have been using Dipetane Fuel Treatment in our fleet nationwide continuously since 1989 (16 years).

Due to the uniqueness of Dipetane burning the carbon better I have been able to prove to myself and indeed management/finance personnel within our company that:-

1. Engine Life/Maintenance

The average life of our engines has been greatly extended, I estimate by an average of 4/5 years compared to pre Dipetane period. As I have always stripped down and maintained our own engines I have witnessed first hand the extended life of injectors, pumps, exhausts and other parts due to the use of Dipetane.

2. Smoke and Emissions Tests:

Despite using many different types of engines never once did any of our vehicles fail the DOE/NCT smoke emission tests since I started using Dipetane. This means that all our vehicles are as environmentally clean as possible which is in line with Coca Cola Bottlers Ireland policy


3. MPG:

I have always monitored our MPG most carefully and continue to do so especially in today's high priced fuel markets. My ongoing monitoring of MPG proves to me that the initial significant fuel savings are still being achieved due to the use of Dipetane.

Overview:

Overall after 16 years of continuous use I am pleased to state that Dipetane treated fuels are contributing to a significant net saving in Fuel and Maintenance costs and ensuring that Coca Cola Bottlers Ireland environmental objectives are being maintained.

Your sincerely,

A handwritten signature in blue ink, appearing to read 'Pat Slattery'.

PAT SLATTERY,
National Fleet Manager.

26-06-07.

Hi Drew

I have attached a copy of my report for your reading. Included is a section on Dipetane and the perceived benefits to Roadstone. This was presented in a Powerpoint presentation to CRH managers and directors approximately 1 week ago. Although not a Biofuel I included Dipetane as an added extra as I believe it has many benefits which are similar to biofuels e.g. lower emissions, cleaner emissions, lower fuel economy, replacement of fossil based diesel, cost benefits, cleaner engines etc.

I hope this is of benefit to you and your company.

Many thanks for your inquiry,
Adrian Kenrick

Roadstone,
Belgard Quarry

5.1 Dipetane Fuel Treatment

5.11 Overview to Dipetane Fuel Treatment (DFT)

Dipetane is a 100% Hydrocarbon liquid fuel treatment as opposed to an additive. There is nothing in Dipetane that isn't already in the fuel. Dipetane assumes the characteristics of the fuel it is treating. It is a single product for all fuels. It has its own lubricant and it complies with all relevant British and USA Standards, including low sulphur fuels. Dipetane is mixed in the ratio of 1:200 for all liquid hydrocarbon fuels (Dipetane, 2007).

5.12 The basic principle on which Dipetane Fuel Treatment (DFT) works

When mixed into petrol, diesels and heavier fuel oils, Dipetane actually causes much more of the fuel to be burned. By burning more fuel, more energy is released therefore reducing the amount of fuel required to perform the same amount of work. In addition, fewer emissions are left un-combusted and fewer contaminants work their way into the oil. Combustion Chamber Deposits (CCD's) form in all fuels except Dipetane treated fuels. The formation of CCD's is the cause of wasted energy and more emissions. After the combustion chamber is cleaned up, increased power and more efficient use of fuel reduces the amount of fuel required to perform the same amount of work. The result is better fuel economy!

Biodiesel fuels have proven to be highly benefited by the addition of Dipetane to increase fuel economy and reduce nitrous oxide emissions. Diesel fuels, including heating-oil, treated with Dipetane burn so completely that carbon deposits are essentially eliminated in the combustion chamber leaving them nearly as efficient as when they were new. Black diesel smoke is eliminated and soot levels in oil are dynamically reduced (Dipetane, 2007).

Dipetane: Cost Benefit analysis – Roadstone	
No. vehicles in the fleet	100*
Average annual mileage	36,000*
Vehicle economy (mpg)	6*
DERV price per gallon (Euro)	3.50*
Projected annual fuel cost (Euro)	€2,100,000
Dipetane cost per gallon (Euro)	€14.42
Cost for dipetane (Euro)	€43,260
Fuel consumption saving using dipetane	10%
Fuel savings using dipetane (gallons)	60,000
Total savings (Euro)	€210,000
Less the cost of dipetane (Euro)	€43,260
Net savings with dipetane (Euro)	€166,740
Economic savings using dipetane	7.94%
Effective miles per gallon using dipetane	6.7
Net savings per vehicle (Euro)	€1667
Total Derv before dipetane (gallons)	600,000
Fuel saving by using dipetane (gallons)	60,000
Total after switching to dipetane (gallons)	540,000
Effective cost of diesel by switching to dipetane (€)	3.22
Cost savings (Euro per gallon)	€0.28
*Figures are based on Roadstone Dublin Ltd. information	

CONSORT MOTOR ACCESSORIES

20 UPPER DRUMCONDRA RD, DUBLIN 9 Ph. 8374252

30th January 2009

TO ALL MOTOR FACTORS and OTHER FUEL USERS

My name is Edward Dwyer. I am the owner of Consort Motor Factors for over 30 years. We operate 3 Motor Factor shops in the Dublin area. I would like to tell you about my experience over the last 5 years selling DIPETANE fuel treatment.

My attitude was 'this is just another additive'. Over the years I had come to view all additives we sold as "doing something" in an attempt to deal with the effects of Carbon Build up **AFTER** it has occurred, but not addressing the underlying problem of partial combustion. I have learnt the crucial difference between DIPETANE and Additives.

I also have to admit that I had no concept of what preventing carbon build up meant. This is what DIPETANE claimed to do. No other product had ever claimed this. I understood that all vehicles suffered from carbon build up but did not know in detail the value of curing and preventing this problem.

The benefits of using DIPETANE include fuel savings, extended engine/parts life and passing the nct/doe smoke and emission tests.

Many repeat Dipetane customers have told me the full value of preventing carbon build up which is summarised as follows;

1. **On average up to 10% fuel saving.**
2. **In the last 5 years not one Dipetane customer has failed their DOE/NCT test.**

My DIPETANE repeat customers use it in all makes of diesel, petrol and part biodiesel/petrol vehicles. This includes many Taxi drivers all of whom are very careful about their fuel and maintenance costs. Dipetane users include all cars, 4 x 4's, mini-buses, buses, small vans, trucks, motor bikes, boat owners and oil fired home heating installations.

Our sales of DIPETANE have risen steadily with very high repeat sales levels as DIPETANE is a product designed for continuous use, i.e. used in each fuel fill.

DIPETANE far outsells all other additives combined and has brought many new customers into our stores. Dipetane works for us because our customers know what works and what saves them money.

PREVENTION OF CARBON BUILD UP IS TRULY A WIN-WIN FOR ALL Motor Factors, Fuel users and our Environment/Economy.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Edward Dwyer', is written over a horizontal line.

Edward Dwyer
MD Consort Motor Factors

Drew

From: Anthony Halpin [anthonyhalpin@hotmail.com]
Sent: 26 January 2009 15:40
To: info@dipetane.ie
Subject: Great product!

Dear Sir / Madam,

I bought a small bottle of your product in 'Auto Trailer' in Bray on Saturday. For the past 18 months my car has been running 'rough' to say the least. I stopped off at the local esso, put in the appropriate measure, and 10 euro of petrol on top of it.

By the time I had got about 300 metres away from the service station, I realised that the usual bad behaviour of the engine had disappeared! It's been plain sailing ever since. I can't believe it. My car is 50 miles shy of 150,000 miles and it runs like new!

If you're looking for any local testimonials, I'm available! I have already recommended it to the guys in the Volvo club in the U.K., of which I am a member (<http://www.volvoforums.org.uk/showthread.php?p=454392#post454392>). I will certainly be recommending it to everyone I know. I have spent a fortune on products that don't work, and your product not only works but is reasonably priced too! Amazing!

Best wishes,

Anthony Halpin (Bray)

How fun is this? IMing with Windows Live Messenger just got better.
No virus found in this incoming message.
Checked by AVG - <http://www.avg.com>
Version: 8.0.176 / Virus Database: 270.10.13/1915 - Release Date: 1/25/2009 6:13 PM

29/01/2009

Specialist
diesel
engines.
bag the best
oil the rest.



Westpalstown,
Oldtown,
Co. Dublin.
Tel: 01 8433175
Fax: 01 8433955

Peter Keogh & Sons Ltd.

June 2011.

TO WHOM IT MAY CONCERN

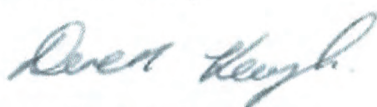
Our Firm have been using Dipetane continuously in our diesel fuel since April 2009 in 3 John Deere Tractors, Model 7530 and in 4 diesel Jeeps on our Potato growing Farm.

Prior to using Dipetane we experienced many problems with injectors on our tractors which had to be replaced often and cost €600 each.

These problems were brought about by carbon build up or poor combustion. Since using Dipetane we have not had any problems.

In using Dipetane in our 4 jeeps we also noticed good improvements in our fuel output.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Derek Keogh'.

Derek Keogh.Director.

RESTRICTED

Uimhreacha Gutháin/Faics
Tel/Fax Numbers
Oifig Ghinearálta 8046198
General Office 8046056
Faxes Fax 8046868
transportd/hq@eircom.net



Stiúrthóireacht
Directorate
An Cór Iompair
Transport Corps
Oifig an Leas Cheann Foirne (Tacaíocht)
Office of Deputy Chief of Staff (Support)
Ceanncheathrú Óglaigh na hÉireann
Defence Forces Headquarters
Dún Mhic Aoidh
McKee Barracks
Balle Átha Cliath 7,
Dublin 7

To Whom it May Concern

1st March 06

Re: Dipetane Fuel Treatment

1. The Defence Forces have been using DIPETANE fuel treatment continuously in all road vehicles since 1993 - a total of sixteen (16) years. Prior to 1993 it was used on a trial basis in a limited number of vehicles for a period of five (5) years. In the early days of usage our fleet had a mix of petrol and diesel engines. Now the fleet is almost exclusively diesel engined.
2. During of the years of testing the product a total of fifty-nine (59) assorted vehicles were run on the DIPETANE treated fuel. An decrease in fuel consumption of 13.62% was recorded in those vehicles when compared with similar vehicles using untreated fuel.
3. Since 1993, when we commenced treatment of all fuel, we do not have any real comparisons but are satisfied that the benefits achieved during the test period continue to be achieved.
4. In addition to the economies achieved in fuel consumption there have been major improvements in the area of vehicle maintenance. While the majority of our vehicles do not perform large mileages there is a very noticeable increase in the average engine life and the incidence of overhaul has greatly reduced. In the very small numbers needing any form of overhaul the "cleanliness" of the cylinders and combustion chambers is quite remarkable. This has also led to the situation where all vehicles, of whatever age, always pass smoke emission tests.
5. All in all the experience of the Irish Defence Forces with the use of DIPETANE fuel treatment has been very positive. We have achieved considerable savings due to greater fuel economy, increased engine life, less maintenance and repair costs in addition to significant contributions to Ireland's Environmental Objectives.


J.J. CURLEY
COLONEL
DIRECTOR

RESTRICTED



Supply & Transport Corps,
McKee Barracks,
Dublin 7.

Telephone 774301

3 October, 1988

ST/100

OC
Supplies Section,

REF: FUEL SAVING 1989

DIPETANE TREATMENT (LEAFLET ATTACHED)

1. With a view to economizing to a maximum on expenditure on fuel for vehicles the product "Dipetane" was purchased on a trial basis and tests on consumption and performance were monitored.
2. The product which complies with the specifications for all fuels in use, encourages in a catalytic manner the complete combustion of the fuel which results in an increase in fuel economy and pollution free exhausts.
3. Tests were carried out on a total of fifty nine (59) vehicles between 2 Fd S&T and 5 Inf Bn. The product was purchased and added to the bulk fuel tank in 2 Fd S&T and all vehicles under test were issued with fuel from this pump. Tests lasted between May and Aug 88.
4. Based on the figures extracted from the Vehicle Log Books an increase of 13.62% in M.P.G. was achieved as a result of using this product. (See attached.) In addition to the increase in M.P.G. engines run cleaner as a result of complete combustion (engines free of carbon & sulphur deposits) which results in reduced maintenance, and a more efficient engine.
5. Dipetane can be applied to petrol, diesel, heating oil, gas fuel. The product eliminates the harmful effects of lead, extends engine life, and the life of exhaust components and contributes to a cleaner healthier environment, without interfering with the octane rating of the fuel.
6. Based on the tests carried out the projected net savings on the current annual expenditure of £1.96m would be approximately £225,000. The Dipetane treatment for petrol and diesel stocks would cost £47,078.
7. In conclusion, because of its pollution free combustion coupled with the above projected savings it is recommended that fuel purchased for the Defence Forces Vehicle Fleet be treated with this product. In addition the application of this product with Central Heating fuels should be investigated.

Attached find reports from:

I.F.T.E.C.	See Report (Dipetane)
Mosney	See Report
Tara Mines	Increase 13.1%
S.G.S.	Increase 13.9%

W. McNally
W. McNALLY
COLONEL
DIRECTOR OF SUPPLY & TRANSPORT

CS 11



Office of Quartermaster-General,
Defence Forces Headquarters,
Colaiste Caoimhin,
Glasnevin,
Dublin 9.

24 Feb 95

Mr Hugh Coveney TD,
Minister for Defence,
17 Haldéne Drive,
Bishopstown,
Cork.

Minister,

RE: DIPETANE FUEL TREATMENT

1. Defence Forces transport fleet has been using this product since June 1993. It has been difficult for us to definitely ascertain at this time the benefits of the treatment, for reasons explained below. However, we are confident that significant savings in fuel usage have been achieved.
2. In the year immediately preceding the introduction of the product, the Defence Forces fleet completed 10,166,363 miles. Fuel usage (petrol and diesel) during this period was 2,881,103 litres, giving a rate of 3.53 miles per litre.
3. In the initial year of Dipetane usage, mileage performed was 1,0281,057 with fuel usage of 2,558,900. This gives a rate of 4.02 miles per litre.
4. On the face of it this shows a saving of 12.17% in fuel. However, there are other factors to be borne in mind:-
 - a. Diesel usage in Defence Forces in the same period has increased from 54% to 61%, thereby giving better miles per litre.
 - b. The scrapping policy which has removed old and uneconomical vehicles from the fleet has helped in giving a better MPG, as old vehicles invariably give a poor MPG due to wear. Introducing Dipetane to old vehicles would probably dis-improve the MPG due to the cleaning effect of the treatment. Most of the old vehicles removed were petrol driven.
5. Before the end of 1994, we will have introduced 57 new Nissan patrols to the fleet. The monitoring of these vehicles over a year should give added statistical information on the benefits or otherwise of the Dipetane product.

24 FEB 1995

CONFIDENTIAL

CP1000

CONFIDENTIAL

I am satisfied that the product is working, but I am not sure of the percentage improvement in fuel usage due to the treatment. Neither can I analyse the benefits in vehicle repairs costs due to the cleansing properties of the product at this early stage, but I am aware that all indications are that our maintenance costs are down, due in some measure to the properties of Dipetane.

The Naval service are aware of the product but are understandably wary of introducing it to their fleet. I have suggested that a test-bench run on one of their engines might help resolve their misgivings and I expect this will happen when practicable.

I am in contact with Mr McDowell on a regular basis and as a believer in the product I will support its use throughout the Defence Forces. During the year I am considering its introduction to oil fired heating systems.

A handwritten signature in dark ink, appearing to read 'J.E. Stapleton', is written over the typed name.

J.E. STAPLETON
MAJOR GENERAL
QUARTERMASTER GENERAL

Drew

From: Murray Crawford [Murray.Crawford@trubluoil.com.au]
Sent: 11 September 2013 10:01
To: Drew
Subject: Dipetane

Just to keep you up to date. We have a number of trials going at present. One that has just finished was in a road train travelling from Adelaide to Alice springs. Report is 10,2 % fuel saving. Will get back with other details soon.

cheers



Murray Crawford
Managing Director

Phone: +61 3 9720 4400
Fax: +61 3 9720 5821
Email: murray.crawford@trubluoil.com.au **Web:** www.trubluoil.com.au

6 Dunkop Court
 Bayswater
 Victoria 3153




AUTOMOTIVE **SAVING** **WATER** **AGRICULTURAL** **INDUSTRIAL**

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机械工业汽车零部件产品质量监督检测中心（广州）

Automobile Parts Test Center (Guangzhou)

检 测 报 告

TEST REPORT

报告编号(Ref. No.): Z10010001V1

Page 1 of 4

样品名称 Product Name	迪百单燃油处理剂 (DIPETANEFEULTREATMENT)	商标名称 Brand	—
样品编号 Sample No.	Z10010001		
规格型号 Type	—	样品数量 Sample quantity	4L
生产日期 Date of production	—	取样形式 Sampling form	<input checked="" type="checkbox"/> 送检 <input type="checkbox"/> 抽检 By client By center
生产编号 Product No.	—	送/抽样基数 Sample base	—
检测类别 Test Category	委托检测	送/抽样日期 Receiving date	2009年12月28日
检测地点 Testing Site	广惠高速	送/抽样人 Consigner	张奇
送/抽检单位 Client	迪百单国际有限公司 (DIPETANE INTERNATIONAL LTD)		
送/抽检地址 Address	苏州工业园区金鸡湖路 88 号苏信大厦 601 室		
生产单位 Manufacture	迪百单国际有限公司 (DIPETANE INTERNATIONAL LTD)		
生产地址 Address	苏州工业园区金鸡湖路 88 号苏信大厦 601 室		
检测环境 Test Environment	温度: 11℃~20℃; 湿度: 60%~90%; 大气压力: 103kPa		
检测项目 Testing items	1、整车路试油耗比对 2、排气污染物比对		
检测方法 Testing methods	1、整车路试油耗比对: 不使用样品汽车行使 400 公里, 等段测量 4 次百公里油耗量; 同等检测条件下, 使用样品汽车行使 500 公里, 等段测量 5 次百公里油耗量 2、排气污染物比对: GB18285-2005《点燃式发动机汽车排气污染排放限值及测量方法(双怠速法及简易工况法)》		
检测结论 Conclusions	详情请见附表。		
备注 Remark	—		

编制:
Editor

审核:
Verifier

批准:
Authorizer

机械工业汽车零部件产品质量监督检测中心（广州）

Automobile Parts Test Center (Guangzhou)

检测报告

TEST REPORT

报告编号(Ref. No.): Z10010001V1

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产品参数:

Product parameters

- 1、混合液由迪百单燃油处理剂（DIPETANEFEULTREATMENT）与 0#柴油 1: 200 的比例配成;
- 2、详见附表三: 样车参数表。

检测条件:

Test conditions

整车路试油耗: 同等路段、同等载重量, 同一驾驶员对比, 全程不开空调, 车速基本保持在设定车速, 浮动不超过 10km/h。

检测设备:

Test devices

NHT-2 不透光度计、量筒、烧杯

检测地点、日期:

Testing Site & date

检测地点: 机械工业汽车零部件产品质量监督检测中心（广州）

Testing Site 广惠高速

检测日期: 2010 年 1 月 12~13 日

Testing date

检测人员:

Test operators

检测人员: 陈泓玮、黎观生

Testing Technician

检测负责人: 陈泓玮

Responsible engineer

机械工业汽车零部件产品质量监督检测中心（广州）

Automobile Parts Test Center (Guangzhou)

检测报告

TEST REPORT

报告编号(Ref. No.): Z10010001V1

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附表一：整车路试油耗的试验结果

时间	测试次数	车速 (km/h)	测试里程 (km)	油耗量 (L/100km)	备注
2010年1月12日 (使用前)	第一次	70~80	100	7.50	广惠高速
	第二次	70~80	100	7.60	
	第三次	70~80	100	7.57	
	第四次	70~80	100	7.62	
2010年1月13日 (使用后)	第一次	70~80	100	7.42	
	第二次	70~80	100	6.91	
	第三次	70~80	100	6.80	
	第四次	70~80	100	6.65	
	第五次	70~80	100	6.53	

12.90
Fuel
Saving

附表二：排气污染物比对

燃油规格	0#柴油	混合液
光吸收系数 k, m-1	3.18	2.7

15%
CO₂
Reduction

附表三：样车参数表

车辆型号	江铃牌轻型载货车	里程起始表读数 (Km)	157847
发动机型号	JX1030DSK	最大总质量 (Kg)	—
行驶车速 (Km/h)	70	设计乘员数 (人)	5人
发动机编号	LX493Q1	发动机形式	直列4缸
发动机排量 (L)	2.8	发动机额定转速 (r/min)	—
进气方式	—	燃料类型及标号	0#柴油
怠速转速 (r/min)	850	驱动形式	—

附图：测试样车照片

机械工业汽车零部件产品质量监督检测中心（广州）

Automobile Parts Test Center (Guangzhou)

检 测 报 告

TEST REPORT

报告编号(Ref. No.): Z10010001V1

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以下空白
End of report

注 意 事 项

Important Notes

1、报告无“检测单位公章”无效；

This report shall be invalid without the official seal of the Test Center.

2、复制报告未重新加盖“检测单位公章”无效；

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This report shall be invalid without all signatures from the chief technician, the assessor and the ratifier.

4、报告涂改无效；

Any unauthorized alternations of the content or appearance of the report is unlawful.

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In the event of any objections, the client must inform the Test Center within 15 days of receipt of the test report.

6、一般情况，委托检测仅对来样负责。

The Test Center is only reliable for the samples tested unless otherwise stated.

检测单位：机械工业汽车零部件产品质量监督检测中心（广州）

Test Organization: Automobile Parts Test Center (Guangzhou)

地 址：广州市黄埔区茅岗路 828 号

Add 828 MaoGang Rd, Huangpu District, Guangzhou, China.

电 话：020-32385315

Tel

网 址：<http://www.chinaaptc.com>

Web

邮 编：510700

Postcode

传 真：020-32389592

Fax

Translation for the file named: TestChemicalCN.pdf

Page 1 of 3

Beginning from line 6th in the table:

Test Category: Commission Test Receiving Date: 28th. Dec., 2009

Testing site: Laboratory of oil and liquid used for car Consigner: Qi Zhang

Client: DIPETANE INTERNATIONAL LTD

Address: Room 601, Suxin building, JinjiHu Road No. 88, Suzhou Industrial park

Manufacturer: DIPETANE INTERNATIONAL LTD

Address: Room 601, Suxin building, JinjiHu Road No. 88, Suzhou Industrial park

Test environment: Qualified for the testing demands

Testing items: color, viscosity in movement, sulfur quantity, moisture, acidity, oxidation Stability, aggregation point, flash point, corrosion to sheet copper, density, cetane value, distillation

Testing methods: Details please see the enclosed table.

Conclusions: Through testing, every aspect accords with the national quality standards (GB 252-2000) of diesel oil Number Zero; details please see enclosed table.

Remark: This testing result is only responsible for the testing sample.

Page 2 of 3

Product parameters:

This liquid mixture is made by Dipetane Fuel Treatment and diesel oil NO. Zero based on the proportion of 1:200.





DIPETANE NON-PROFESSIONAL TESTING DATA SHEET

BAISHAN BUS CO BUS #1 (City Bus).

TRUCK LICENCE NUMBER 22731

PART ONE

PRE-DIPETANE TREATMENT - NO DIPETANE - 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
Previous Months aggregate from Bus Co Records ...					
17th Aug	345350	345546	196	31.15	15.89

PART TWO

DIPETANE INTRODUCED - CLEANSING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
20th Aug	345546	345742	196	29.34	
21st Aug	345742	345938	196	29.12	
22nd Aug	345938	346134	196	28.46	
23rd Aug	346134	346330	196	28.33	
24th Aug	346330	346526	196	28.52	
25th Aug	346526	346722	196	28.27	
26th Aug	346722	346918	196	28.15	14.36

PART THREE

MONITORING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
------	-------------	-------------	-----------	-----------	--------------

ONE WEEK TEST ONLY

VARIABLES

NO UNUSUAL VARIABLES

MPG before Dipetane

Loads, Routes, Drivers

Weather Conditions

Mechanical Problems

TEST RESULTS - COMPARE PART ONE WITH LAST RESULT PART THREE

START L/100KM	15.89	END L/100KM	14.36	9.63%
---------------	---	-------------	---	-------



DIPETANE NON-PROFESSIONAL TESTING DATA SHEET

BAISHAN BUS CO BUS #2 (mid distance light bus).

TRUCK LICENCE NUMBER 22728

PART ONE

PRE-DIPETANE TREATMENT - NO DIPETANE - 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
Previous Months aggregate from Bus Co Records ...					
17th Aug	675320	675516	196	32.2	16.43

PART TWO

DIPETANE INTRODUCED - CLEANSING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
20th Aug	675516	675712	196	30.21	
21st Aug	675712	675908	196	30.22	
22nd Aug	675908	676104	196	30.35	
23rd Aug	676104	676300	196	29.57	
24th Aug	676300	676496	196	29.23	
25th Aug	676496	676692	196	27.48	
26th Aug	676692	676888	196	27.30	13.93

PART THREE

MONITORING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
------	-------------	-------------	-----------	-----------	--------------

ONE WEEK TEST ONLY

VARIABLES

NO UNUSUAL VARIABLES

MPG before Dipetane

Loads, Routes, Drivers

Weather Conditions

Mechanical Problems

TEST RESULTS - COMPARE PART ONE WITH LAST RESULT PART THREE

START L/100KM	16.43	END L/100KM	13.93	15.22%
---------------	---	-------------	---	--------



DIPETANE NON-PROFESSIONAL TESTING DATA SHEET

CHANGCHUN BUS CO BUS #1

TRUCK LICENCE NUMBER

B-7565

PART ONE

PRE-DIPETANE TREATMENT - NO DIPETANE - 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
Previous Months aggregate from Bus Co Records ...					
19th Aug	345800	345890	90	51.32	57.02

PART TWO

DIPETANE INTRODUCED - CLEANSING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
20th Aug	345890	345980	90	48.15	
21st Aug	345980	346070	90	48.21	
22nd Aug	346070	346160	90	48.30	
23rd Aug	346160	246250	90	47.10	
24th Aug	346250	346340	90	46.90	
25th Aug	346240	346430	90	46.30	
26th Aug	346430	346520	90	46.20	51.33

PART THREE

MONITORING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
------	-------------	-------------	-----------	-----------	--------------

ONE WEEK TEST ONLY

VARIABLES

NO UNUSUAL VARIABLES

MPG before Dipetane
Loads, Routes, Drivers
Weather Conditions
Mechanical Problems

TEST RESULTS - COMPARE PART ONE WITH LAST RESULT PART THREE

START L/100KM	57.02	END L/100KM	51.33	9.98%
---------------	-------	-------------	-------	-------



DIPETANE NON-PROFESSIONAL TESTING DATA SHEET

CHANGCHUN BUS CO BUS #2

TRUCK LICENCE NUMBER

B-4866

PART ONE

PRE-DIPETANE TREATMENT - NO DIPETANE - 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
Previous Months aggregate from Bus Co Records ...					
19th Aug	475300	475390	90	54.18	60.20

PART TWO

DIPETANE INTRODUCED - CLEANSING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
20th Aug	475390	475480	90	51.23	
21st Aug	475480	475560	90	52.10	
22nd Aug	475560	475650	90	50.15	
23rd Aug	475650	554740	90	50.31	
24th Aug	475740	475830	90	51.41	
25th Aug	475830	475920	90	49.52	
26th Aug	475920	476010	90	49.32	54.80

PART THREE

MONITORING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
------	-------------	-------------	-----------	-----------	--------------

ONE WEEK TEST ONLY

VARIABLES

NO UNUSUAL VARIABLES

MPG before Dipetane

Loads, Routes, Drivers

Weather Conditions

Mechanical Problems

TEST RESULTS - COMPARE PART ONE WITH LAST RESULT PART THREE

START L/100KM

60.2

END L/100KM

54.8

8.97%



DIPETANE NON-PROFESSIONAL TESTING DATA SHEET

TONGHUA BUS COMPANY

TRUCK LICENCE NUMBER BUS

7-79148

PART ONE

PRE-DIPETANE TREATMENT - NO DIPETANE - 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
16th Aug	1199800	1200400	600	165.50	
17th Aug	1200400	1201000	600	166.10	
18th Aug	1201000	1201600	600	165.30	
19th Aug	1201600	1202200	600	165.60	
20th Aug	1202200	1202800	600	165.60	
21st Aug	1202800	1203400	600	165.00	
22nd Aug	1203400	1204000	600	165.40	27.57

PART TWO

DIPETANE INTRODUCED - CLEANSING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
23rd Aug	1204000	1204600	600	153.12	
24th Aug	1204600	1205200	600	152.23	
25th Aug	1205200	1205800	600	154.18	
26th Aug	1205800	1206400	600	151.27	
27th Aug	1206400	1207000	600	152.31	
28th Aug	1207000	1207600	600	151.15	
29th Aug	1207600	1208200	600	150.85	25.14

PART THREE

MONITORING PERIOD 7 DAYS

DATE	OPENING KMS	CLOSING KMS	TOTAL KMS	FUEL USED	LITRES/100KM
30th Aug	1208200	1208800	600	151.15	
1st Sept	1208800	1209400	600	152.30	
2nd Sept	1209400	1210000	600	151.15	
3rd Sept	1210000	1210600	600	150.90	
4th Sept	1210600	1211200	600	151.25	
5th Sept	1211200	1211800	600	150.35	
6th Sept	1211800	1212400	600	151.85	25.06

MPG before Dipetane

NO KNOWN VARIABLES

Loads, Routes, Drivers

Weather Conditions

Mechanical Problems

TEST RESULTS - COMPARE PART ONE WITH LAST RESULT PART THREE

START L/100KM	27.57	END L/100KM	25.06	9.10%
---------------	-------	-------------	-------	-------

Drew

From: Jorge Arancibia [jorge.arancibia@comercialneo.cl]
Sent: 29 January 2013 18:50
To: 'Drew'
Subject: Dipetane in Blue Express – CHILE



Drew

This is the company
www.blvex.cl

Dipetane was used to treat all diesel fuel in the main tank at their deposit in Santiago for 6 month (all Q7 2012)
Blue Express is one of the leading Courier companies in Chile.

Data was then compared with 4 prior month defined as base line (January to April).

36 light and medium trucks were considered in the trial since they all completed at least 8 full month of service in the 10 month finally considered.

After the trial a 9% increase in km/ltr was observed on the overall fleet.

No mechanical problem was informed due to our Dipetane treatment. Our company did service/application of Dipetane all weeks during the trial. Blue Express took care of all data gathering, our company did not participate on the data collection (to avoid misunderstanding).

See detail below.

Jorge Arancibia
Dipetane Chile

Plate	jan	feb	mar	apr	may	jun	Jul	aug	sep	oct	nov
BVVT-82		5.1	5.7	5.4		5.9	5.7	5.7	5.5	6.1	5.8
BVBG-86	5.3	5.3	5.8	5.4		6.4	6.1	6.6	5.7	5.9	6.5
BZXS-89	4.4	8.0	7.1	6.5		8.1	8.7		9.3	8.1	
CCCG-79	7.6	4.6	4.1			5.3	5.1	5.2	5.1	4.8	4.5
CCCG-80	5.2		5.3	5.1		5.6	5.5	5.5	5.5	5.4	5.4
CCCG-89	5.1	5.5	5.3	5.2		5.3	4.8	4.8	4.9	4.3	4.7
CDDY-94	4.1	5.7	5.8	6.0		6.4	5.8	6.6	6.7	6.5	6.2
CFFG-24	6.1	6.2	5.5			7.7	5.5	5.7	5.6	5.6	6.4
CFFG-32	6.0	6.1	5.9	6.4		6.6	6.2	5.9	5.9	5.4	
CFFG-37	6.4	6.1	6.3	5.9		6.2	6.0	5.7	5.7	5.5	5.5
CGGD-25	14.1	15.5	14.8	13.5		14.6	14.1	13.8	15.2	15.4	13.1
CJKG-64	7.4	8.4	7.8	7.5		7.4	8.5	8.6	8.3	8.9	9.2
CJKG-65	6.7	7.8	7.3	6.9		7.1	7.3	7.3	7.7		
CJKG-66	8.0	7.9	7.8	7.6		9.0	8.7	8.5	5.9	8.3	8.2
CJKG-67	6.6	7.0	6.9	6.9		7.5	7.5	7.6	7.3	7.3	7.5
CJKG-68	6.3		6.4	7.0		7.7	7.6	7.8	7.6	7.6	7.8
CJKG-71	7.9	7.7	6.1	6.6		7.7	7.6	7.6	7.8	7.6	9.1
CJKG-73	9.0	8.7	8.6	8.0		9.4	9.3	9.6	10.1	9.3	10.0
CJKG-74	7.9	8.1	7.1	6.9		8.0	7.6	7.9	8.1	7.9	7.3
CJKH-99	4.4	4.8	4.6	3.7			5.4	5.5	5.6	5.8	
CRFZ-45	7.5	8.0	7.5	7.6		9.2	8.7	8.8	9.0	9.3	
CRHP-10	5.2	5.8	5.5	5.4		6.3	5.1	5.6	5.4	5.9	5.0
CRHP-16	5.9	6.4	5.9	5.8		6.3	6.1	6.2	6.1	6.1	6.1
CRHS-48	4.6	5.3	4.9	4.9		5.1	4.8	4.9	4.8	5.0	5.1
CRHS-57	5.4	5.4	5.3	5.4		6.3	5.8	5.6	5.6	5.4	5.7
CRHZ-76	7.1	9.4	7.4	9.6		8.9	6.1	10.9	11.8	15.3	14.4
CRHZ-77	3.4	4.8	3.6	3.4		4.8	4.6	4.8	4.2	2.3	6.6
CRHZ-78	10.4	6.2	6.4	7.0		7.0	6.6	6.9	6.6	6.7	6.7
CWHX-37	10.4	9.9	9.9	9.5		9.6	10.0	10.3	9.9	10.0	10.6
CWLB-53	9.1	9.3	8.6			6.1	10.5	9.0	11.5	11.5	9.8
CYSV-23	5.3	5.4		5.4		5.7	5.4	5.4	5.5	5.6	5.5
CZXZ-63	6.0	6.1	6.2	5.7		8.7	7.3	7.4	7.7	7.1	7.1
DBSP-65	8.0	10.2	9.5	9.2		8.3	8.5	9.2	8.5	8.8	
DBSP-67	10.2	9.3	5.5	8.5		8.9	8.7	9.2	9.4	8.7	9.5
DBSP-68			7.5	7.3		8.7	8.6	8.4	8.5	8.9	8.7
WC-8192	3.9	1.8	3.8	4.7		4.3	4.3	4.2		4.8	5.1

6.80	7.02	6.62	6.67
BASE LINE WHIT OUT DIPETANE			

km/lt avarage	6.78
------------------	------

7.31	7.05	7.22	7.37	7.34	7.45
CLEANING PERIOD			WHIT DIPETANE		

km/lt avarage	7.20	km/lt avarage	7.39
------------------	------	------------------	------

FINAL
Increase in performance 8.97%

15th September 2009

Cleanburn Fuels Ltd
PO Box 38 214
Howick
Auckland 2145

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Administration

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Auckland

SEALINK

Waiheke Island

Waiheke Departures

Ara-Tai Drive, Haurua Bay
Auckland

**subritzky
FREIGHT LINK**

Bookings

Tel: + 64 9 372 1010

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www.subritzky.co.nz

Dear Vaughan

In 2004 Cleanburn Fuel Treatment achieved a 6% saving in fuel consumption for the 3 month period that was monitored. This was achieved by the engine management system enabling us to get accurate burn rate figures from the engines for a conclusive and valid test. The result has given Sealink Travel Group significant net savings on fuel costs and has also reduced the Sealink Travel Groups carbon footprint due to a reduction in emissions from the ferries.

We have used Cleanburn since new as well as Mobil Devac 15w40 engine oil; the combination of the 2 products has enabled us to extend our oil change interval from 250 hours to 750hours. Our lube engineer believes it is possible to go up to 1500 hours, we have tried 1000 but I am not comfortable going that far because of how rapidly the oil condition can change.

At 750 hours we are saving on oil and filter cost and man hours related to the changing of.

As our engines are an intermittent rating, the normal rebuild frequency would be around 10,000 hours, we have just run to 15,000 hours.

This in frame rebuild consisted of replacement of pistons liners and rings and all bearings, timing case checked and bearings replaced, new valves and springs.

You can see that the combustion cambers are quite clean for those hours. Inspection of components replaced revealed nothing of any concern, no broken piston rings, and no measurable wear on crank shaft.

Valve inserts were replaced this time as a matter of course.

I am sure these engines could have stretched to 20,000 hours but as we are running 16 hour days 7 days a week reliability in most important to us.

In light of the above and the attached fuel and emission savings and until further advances in technology, I believe we have the best formula at this time.



In light of the above and the attached fuel and emission savings and until further advances in technology, I believe we have the best formula at this time.

Sealink Travel Group has continuously been using Cleanburn Fuel Treatment for 5 years and are happy to continue to use Cleanburn Fuel Treatment in all ferries within the fleet so that we can continue to get the full benefits of a net fuel saving. Cleanburn also allows Sealink Travel Group to achieve its own policies of pro-actively finding methods of reducing emissions that are polluting the air.

As a company that has a social and environmental responsibility, Cleanburn Fuel Treatment allows Sealink Travel Group to achieve these goals of reducing emissions whilst having the benefit of a net fuel saving at the same time.

Yours Sincerely



Mike Gutry
Fleet Engineer

Sealink Travel Group
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Auckland Mail Centre

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Waiheke Island

Waiheke Departures

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DIPETANE™

FUEL TECHNOLOGY

Dipetane USA
5115 Via del Fierro
Yorba Linda, CA 92887
800-993-6370

FOR IMMEDIATE RELEASE:
April 7, 2005

CONTACT:
Robert Pond
800-993-6370

Pupil Transportation Cooperative Cuts Fuel Costs and Reduces Emissions with *DIPETANE™*

(WHITTIER, CA) -- The Pupil Transportation Cooperative tested Dipetane fuel technology in its diesel buses and is one of the first school districts to receive Dipetane treated diesel direct from its fuel supplier. Fuel economy has increased in excess of 15%.

In September of last year, PTC agreed to try Dipetane in its fleet of buses. After about 5 weeks in use, they reported a fuel economy improvement of over 15%. The test consisted of adding Dipetane to the diesel fuel, which powers about 75 of the fleet's 125 buses. The amount of fuel used and number of miles traveled is accumulated on a monthly basis in the fuel system. Fuel economy is then calculated. The test period was compared to the previous periods resulting in the 15% increase.

"I read that Capistrano Unified School District had improved its fuel economy using Dipetane and decided that it was worth a try. We have exceeded our expectations and are now getting well over the initial 15% we saw early on," said Bill Grimley, PTC's Fleet Maintenance Supervisor. "Not only did we get better fuel economy, but I have not had a single bus fail the opacity test this year. We are saving money on our fuel and the buses are running cleaner."

Dipetane improves fuel economy and reduces diesel engine smoke by burning fuel more completely and cleaning carbon deposits out of engines. This reduced smoke is another benefit for students and the community through which these vehicles travel.

"Fuel costs are rising, so we need to save wherever possible. Adding improved performance is even better. Dipetane USA created a Savings Calculator Chart for me to show my Director how much we are saving and that sold us on the product," Grimley concluded.

"We were pleased to see the strong results on this fleet," stated Bob Pond, Managing Director for Dipetane USA. "PTC has been transporting students for the six schools in the cooperative for 20 years and has a tremendous amount of experience. Although we know that Dipetane works consistently in the 10% to 15% range, we were amazed to see the results that PTC achieved. This is an example in which everyone wins; the school districts, the students and the environment."

Dipetane is provided by Dipetane USA headquartered in Orange County, California. Dipetane is a 100% hydrocarbon product which is non hazardous and non toxic. Dipetane treated fuels meet all regulatory and engine manufacturer fuel specifications.

In addition to manufacturing Dipetane, Dipetane USA has scheduled funding of medical research in search of the cures for diseases such as Parkinson's, Alzheimer's, cancer and lung diseases. Each of these diseases is believed to be caused by airborne particulates.

Pupil Transportation Cooperative provides the transportation services for six school districts in the Whittier area transporting approximately 4,850 students. Founded in 1984, PTC has a centralized dispatching and maintenance yard at 9402 S. Greenleaf Avenue in Whittier, California, where it is responsible for a total of 125 buses. The PTC has added 27 Compressed Natural Gas buses to its fleet over the last 5 years and has 75 remaining diesel units, which use cleaner burning ultra low sulfur fuel. It has installed particulate traps on many to provide cleaner exhaust. Dipetane further improves emissions by reducing the amount of fuel required and burning it more efficiently.

For further information about Dipetane, contact Dipetane USA at:
(800) 993-6370, or info@dipetaneusa.com.

HOOKER BROS HOLDINGS LTD
1 SMART ROAD
PRIVATE BAG 2039
NEW PLYMOUTH
NEW ZEALAND
PHONE 06-758 7799
OFFICE FAX 06-758 8464
TRANSPORT FAX 06-758 6425
www.hookers.co.nz



20 June 2006

Cleanburn Fuels Ltd
PO Box 9328
Newmarket
AUCKLAND

ATTN: Mr Vaughan Jones, Managing Director

Dear Vaughan

CLEANBURN FUEL TREATMENT

As you know, we were initially skeptical of claims that Cleanburn would improve fuel consumption in our fleet, and therefore subjected the use of the product to exhaustive testing over an extended period.

We used two methods:

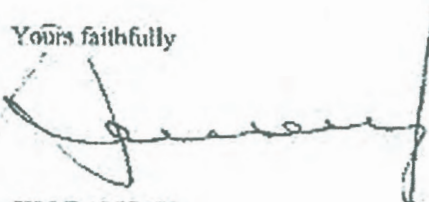
1. **Dynamometer Testing** - This was performed by an outside agency both prior to introducing Cleanburn and then again after 5 months use. The test indicated a fuel saving of 7.3%.
2. **Practical Testing** on the road with four of our linehaul vehicles. This was done over a 12 month period within our Auckland fleet and is ongoing. Fuel usage was monitored by our Auckland Manager, and also by means of our in-cab monitoring system allied to the vehicles engine management computer and GPS System. These tests indicated average fuel savings of 8%.

We are therefore confident in saying that use of Cleanburn will improve fuel consumption. Our fleet travels some 20 million kilometers per year, so the potential for large savings in our fuel costs is obvious.

We believe Cleanburn may also deliver other benefits - reduced emissions and increased power output appear evident, and we will continue to assess these benefits.

In the meantime, we believe Cleanburn is a proven fuel saver and we intend to introduce the product throughout the fleet.

Yours faithfully



JIM RAMSAY
Managing Director



PROVIDING PROFESSIONAL TRANSPORT, STORAGE & SHIPPING SERVICES



Esso Petroleum Company, Limited

106-114 London Road
Kingston upon Thames
Surrey KT2 6QX

Switchboard: 01-546 1021
Cables: Essopet London SW1
Telex: 24942
Facsimile: 01-541 2020

Direct Line: 01-541 2001

Mr. Andrew Anglin,
Oiltrac Limited,
5 Stoke Road,
Mallusk Park Industrial Estate,
Mallusk,
Howtownabbey,
Co. Antrim, N. Ireland.

15 August 1986

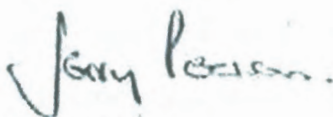
Dear Mr. Anglin,

Thank you for your letter dated 25th July and the enclosed data on tests with Dipetane.

You will be interested (although not surprised I suspect!) to know that I tried one of the samples of Dipetane with which you provided me in my own car. It had historically achieved 22.7 miles to the gallon, but over 822.5 miles with Dipetane treated fuel it improved to 25.8 - an increase of 12.8%.

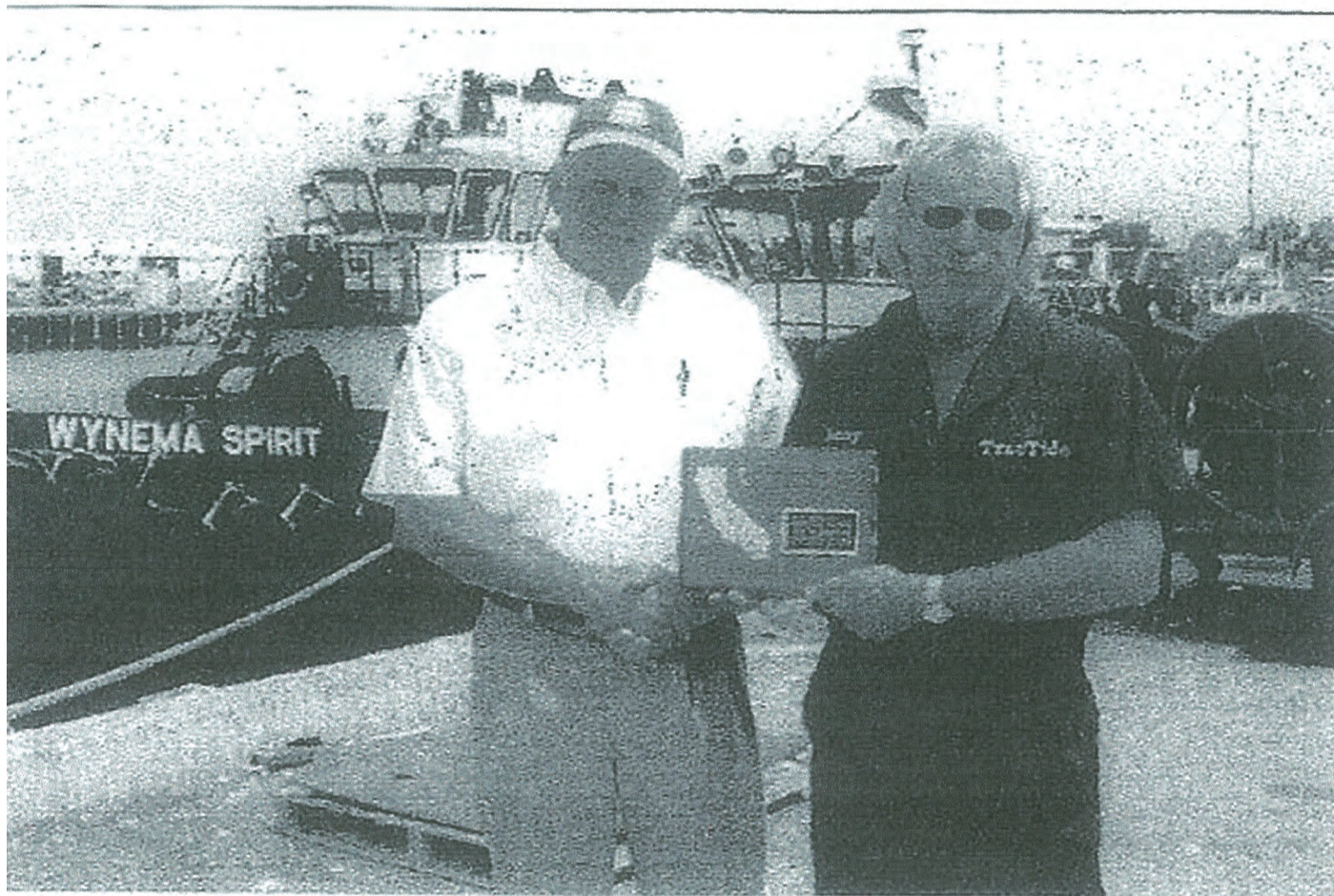
I have forwarded the other sample to the Esso Research Centre at Abingdon, and will contact you again when I receive their report.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'J.P. Pearson'.

J.P. PEARSON
Regional Manager Industrial Fuels
Industrial Region, South

JPP/cml



Pictured above is the Port Hueneme manager of Brusco Tug & Barge, Mike Fullilove (left), accepting a plaque from Captain Jon BelChere, owner of TracTide Marine Fuels. Brusco is being honored for its foresight in becoming the first commercial firm to burn biodiesel fuel in Port Hueneme in a proactive stance to reduce air pollution, improve the health of all port workers, and take advantage of mechanical benefits of the fuel. TracTide's BIOSOY LOW NOX™ fuel is produced from 100% virgin soy oil. The soy oil is a renewable resource and is most commonly mixed with regular #2 diesel fuel in a mixture called B20, which consists of 20 parts soy oil and 80 parts petroleum diesel. With the higher fuel economy of BIOSOY LOW NOX™ factored into total fuel expense, the price of biodiesel is often equal to the price of typical petroleum diesel. See typical emission reductions in the table below.

Typical Emission Reductions*

Substance	With Other B20	Biosoy Low NOX™**
Unburned hydrocarbons	-30%	-42%
Carbon Monoxide	-20%	-32%
Particulate matter	-22%	-34%
NOX	---	-10%
Sulfates	-20%	-32%
Polycyclic Aromatic H. Carbon	-13%	-25%
Ozone potential	-10%	-22%

*Reduction calculated on percent fewer emissions than typical #2 diesels.

**The measure of emissions reduced by less fuel consumption with BIOSOY LOW NOX™, with BLN-202.

For more information, call Tractide at 1-805-488-4466 for all of your marine, tractor, trailer, or other diesel fuel needs at the Port of Hueneme.



SAE J1321 results differentiate Dipetane from the marketplace!

Dipetane Fuel Technology has just completed a TMC/SAE Fuel Consumption Test Type II, SAE J1321. The test reports follow this brief introduction.

What is a TMC/SAE J1321 Test?

In summary, the test protocol requires measuring the fuel consumption of a group of test and control vehicles by driving the vehicles over a fixed-length road course at a fixed rate of speed. The test is conducted in two phases, a baseline phase before any changes are made to the vehicles, and a test phase in which the test vehicles receive a change. The difference in fuel consumption between the baseline and test phases is used to calculate the change in fuel economy.

Why was this test conducted?

The J1321 is the nationally accepted test protocol for measuring fuel consumption by the trucking industry. At the request of several of the largest truck fleets in the US, Dipetane was tested to demonstrate its significant and repeatable improvement in fuel economy, increase in horsepower, reduction of blow-by and to confirm prior 3rd party test data from other international testing organizations.

Why was the Cummins ISX engine selected for testing?

The Cummins ISX represents the next generation of fuel efficient engines used by many truck fleets today. The fact is if Dipetane can perform well in highly efficient engines like the ISX, then it will deliver even better results in older, less technically advanced engines.

Who conducted the SAE J1321 and what are their qualifications?

Claude Travis & Associates is listed as one of the top three independent SAE testing firms in the trucking and shipping industries. Since 1978, Travis & Associates has aided more than 200 companies, associations and government agencies, including: TRW, Rockwell, Society of Automotive Engineers, Daimler Benz, Mercedes Benz, Dept. of Transportation, Dept. of Energy, Caterpillar, Cummins, Volvo, Eaton, General Motors, and many more. Assignments included fuel economy testing, motor carrier economics, fleet maintenance management, shop facility planning, cost analysis, and freight loading and movement.



Claude Travis, founder of CTA, is a nationally recognized specialist in on-highway commercial vehicle fuel economy testing and previous Chairman for the joint SAE/TMC Fuel Economy Test Procedure Task Force. Mr. Travis is the author of the "SAE/DOT In-Service Validation Test Program" and a past Chairman of the SAE Truck & Bus In-Service Test Procedure Subcommittee.

Personally, Claude Travis has spent 43 years managing the operation, maintenance, and testing of heavy duty on-highway truck-tractors and trailers and spent 53 years studying, operating, maintaining, testing and supervising transportation equipment, including ships, railroad locomotives, and highway trucks.

Dipetane Northeast, LLC 301 Penhorn Ave. Secaucus, NJ 07094
P: 201-422-6600 ext. 104 F: 201-422-6666



What makes Dipetane's test results significant to fleet managers?

According to Claude Travis the following are the most important points to fleet managers – especially the VP Maintenance position. This makes Dipetane different from all the other additives tested to date.

- **DIPETANE was tested on 3 trucks.** Most only test one.
- **DIPETANE is the most effective fuel supplement he has tested.**
- The reduction in blow-by is very dynamic showing that **DIPETANE reduces carbon deposits, especially on the rings.**
- Blow-by reduction contributes to **increased engine miles-to-overhaul.**
- Blow-by reduction reduces the particulates entering the exhaust system which in turn reduce the overall emissions and lowers DFE maintenance costs
- The trucking companies are focused on **cost-per-mile reductions.**
- Fleet managers **cannot afford to overlook** dynamic possibilities.
- We got strong results on the very efficient 2004 Cummins ISX engine. Fuel economy savings alone **more than pay for the cost of DIPETANE even on the '04 ISX.**
- Can you imagine the benefits to the older engines?

Value and Benefit focus:

DIPETANE Fuel Technology improves burn efficiency of petroleum fuels with a resultant improvement in:

- **fuel economy**
- **horsepower**
- **exhaust emissions**
- **elimination of carbon deposits**
- **engine life**

When added to the fuel of a fleet of diesel trucks, they all benefit to differing degrees.

Improved Fuel Economy

The newer, more fuel efficient models (i.e. 2004 ISX and newer) will get increased fuel economy to more than pay for the use of **DIPETANE**. Older, less fuel efficient units (2003 and earlier) will see even more fuel savings providing savings in multiples of the **DIPETANE** cost (2-4 times). +

Horsepower

Increased horsepower means using less throttle and operating at lower RPM's, which in turn saves fuel. Especially under heavy load or climbing grade, the gear came be held or downshift delayed.

Exhaust Emissions

While not measured in this test, our existing tests and claims will support this presentation. The most immediate benefit is reduced smoke from the stacks.

Elimination of Carbon Deposits

This is huge in enabling rings to move and turn as they were designed to. Blow-by and sticking rings are tolerated because there are no simple solutions to resolve the issue. Properly functioning rings reduce compression loss and reduce wear on the cylinder walls. If a fleet can get 75,000 to 100,000 more miles before overhaul, the benefit can be quite substantial. The Travis report states it succinctly reduced blow-by will contribute to increased engine miles-to-overhaul.



The results:

On three 2004 Cummins ISX engines, the averages were:

- Fuel economy gain 3%
- Horsepower gain 13 hp
- Blow-by reduction 32%

Questions for the Fleet Manager

- What is the average age of your fleet?
- What are the newest and older units in the fleet as a percent of the total fleet?
- What does a 32% reduction in blow-by mean for you fleet?
 - What are the benefits to the engine?
 - What could it do in terms of lengthening time to engine rebuild?
 - How will it impact the frequency of oil changes?
- What are the total costs associated with an engine rebuild?
 - Parts
 - Labor
 - Downtime
 - Lost revenue
- What would a fuel cost reduction of 4-10% mean in terms of dollar to your company?
- What would a 10% increase in engine life mean in terms of dollars to your company?

September 16, 2002

Mr. Robert Pond
Combustion Technologies, LLC
5115 Via del Fierro
Yorba Linda, CA 92887


Dear Mr. Pond,

Automotive Testing and Development Services, Inc. (ATDS) is pleased to present the attached Final Report on the testing performed for Combustion Technologies, LLC, on Dipetane treated Bio-diesel fuel. Testing was performed on a 1996 Dodge RAM 2500 truck with the 5.9L Turbo-Cummins Diesel engine. All testing was performed in accordance with the requirements of 40CFR86, EPA and CARB regulations, and was subjected to an in-house quality review prior to release.

ATDS has been providing certification and emissions testing support to the automotive industry for 13 years; individual members of our staff have over 25 years experience each in engineering and automotive design and testing. We have provided support for over 50 different vehicles for EPA and California emissions certification and numerous after market parts Executive Orders and tests of fuels and fuel additives. Our combination of both past and very recent experience is perhaps unique among independent engineering service providers and provides our customers a high level of confidence in our ability to get the job done.

We look forward to working with Combustion Technologies in future efforts to bring Dipetane treated fuel to the California diesel fuel market.

Sincerely,

A handwritten signature in dark ink, appearing to read 'L. Farmer Jr.', is written over the typed name.

Linwood E. Farmer Jr.
Division Vice-President

Enclosures: (1) Final Report on Dipetane treated Bio-diesel Fuel

400 South Etiwanda Avenue • Ontario, CA 91761
Tel (909) 390-1100 • Fax (909) 390-9056

**Final Report on Testing Of
Dipetane treated Bio-diesel Fuel**

**Performed For
Combustion Technologies, LLC**

September 16, 2002

Automotive Testing and Development Services, Inc.

**400 South Etiwanda Avenue • Ontario, CA 91761
Tel (909) 390-1100 • Fax (909) 390-9056**

Executive Summary

On behalf of Combustion Technologies LLC, ATDS tested the effect of "Dipetane" on the exhaust emissions and fuel economy of a diesel powered truck utilizing Bio-diesel (B-20) fuel. Three Hot 505 chassis dynamometer emissions tests were performed to demonstrate the effect of Dipetane on Nitrous Oxides (NOx) formation by a diesel engine using Bio-diesel fuel. While Bio-diesel fuel has many positive attributes in comparison to regular, petroleum-based diesel fuel, the use of Bio-diesel frequently results in an increase in the formation of NOx. Dipetane, formulated to help reduce NOx in diesel engines, was tested in conjunction with the Bio-diesel to determine if the combination would yield the positive results of Bio-diesel without the negative increase in NOx.

The results of the three tests did not show any substantial increase nor decrease in NOx emissions over the test cycle used for this testing. Upon review of the test results, Combustion Technologies advised ATDS that the Dipetane can have minimal effect on emissions when first introduced to the vehicle and their customers are advised to run a minimum of 5000 miles before the full effect may be felt. As a result it was decided to run the vehicle on the Bio-Diesel with Dipetane for a period of time and then conduct another test to see what impact continued usage of the product would have on emissions.

The report below includes an Overview, Project Scope and Tabulated Results. The Proposal for the project is attached.

Project Overview for Bio-Diesel with Dipetane Testing

This project consisted of Hot 505 emissions testing of a diesel powered truck to determine the effect of the Combustion Technologies Dipetane additive on NOx emissions of a diesel truck using B-20 Bio-diesel fuel. The truck tested was a 1996 Dodge RAM 2500 pick-up truck with the 5.9L Cummins Turbo-charged Diesel Engine, with over 125,000 miles on the odometer. This truck was chosen to represent a typical high-mileage diesel truck in the California market.

Four tests were run on the test vehicle: A baseline test with standard commercially available California diesel fuel; a second test with a 20% mixture of Bio-diesel with standard diesel, (B-20), a third test with B-20 with Dipetane and a final test after accumulating approximately 5,000 miles on B-20 with Dipetane. The test vehicle, a 1996 Dodge RAM 2500 pick-up truck, was run on a chassis dynamometer using the Hot 505 test procedure (third bag of an FTP-75 emissions test) to determine the NOx emissions during the test cycle. Particulate Matter (PM), Total Hydrocarbons and Carbon Monoxide emissions were also measured during the test.

Between the baseline test on standard diesel fuel and the test on the B-20 fuel the truck was driven over 350 miles on B-20 using a representative driving cycle. Between the first test with B-20 and the test with B-20 treated with Dipetane the truck was driven over 570 miles using the treated B-20. Finally, the truck was driven over 4500 miles using the B-20 with Dipetane mixture before the final test. Again, the driving cycle was representative of real-world driving in Southern California.

Project Scope

ATDS provided the following services:

- Procured a test vehicle: a 1996 Dodge RAM 2500 pickup and inspected the vehicle upon arrival at ATDS to verify the condition of the vehicle.
- Conducted a baseline test sequence on the chassis dynamometer using the Hot Start 505 second driving cycle using commercially available California diesel fuel.
- Drained all of the standard diesel fuel from the vehicle and refilled the vehicle with a 20% mixture of Bio-diesel fuel with standard diesel fuel (B-20).
- Drove the vehicle over 350 miles on B-20.
- Repeated the Hot Start 505 test protocol on the chassis dynamometer.
- Added sufficient Dipetane to the B-20 to make a 0.5% (one-half percent) mixture of Dipetane and B-20.
- Drove the vehicle over 570 miles on the Dipetane-treated B-20.
- Repeated the Hot Start 505 test protocol on the chassis dynamometer.
- Drove 4500 miles using the B-20 with Dipetane mixture
- Repeated the Hot Start 505 test protocol on the chassis dynamometer.
- Generated a final report of effects of the test additive on NOx emissions.

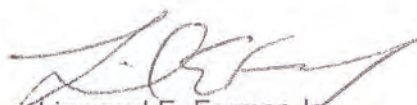
Combustion Technologies provided the following:

- Sufficient B-20 with Dipetane for 4500 miles of mileage accumulation

readings show significant reductions from the baseline. The increase in HC cannot be explained at this time and appears to be an anomalous result, particularly in light of the reduction in emissions of CO and PM which normally tend to track that of HC. Additional tests on the vehicle are planned to determine if the HC readings are related to the use of B-20 with Dipetane, a vehicle related issue or an artifact of the test process.

The reduction in PM emissions is significant particularly in view of this reduction being achieved without a corresponding increase in NOx emissions. In most diesel applications there is an inverse relationship between PM and NOx; i.e.: any action which reduces PM tends to increase NOx and vice versa. A typical example is the use of Exhaust Gas Recirculation (EGR) to decrease NOx; the more EGR an engine uses the lower the NOx but PM can rise rapidly as NOx falls. Inversely, an increase in combustion chamber pressure and temperature, through changes in the fuel injection pulse width and timing will decrease PM but cause a corresponding rise in NOx.

The State of California and the EPA have recently determined that Diesel exhaust emissions, and in particular PM, have a statistical link to increased rates of respiratory illness including Emphysema, Asthma and Lung Cancer. As a result there is an increased emphasis on reducing Diesel emissions as quickly as possible. New technology engines will reduce emissions but only in the future; diesel vehicles tend to have very long service lives and therefore the penetration of new technology is slow. Alternatively, changes in fuel will affect all existing vehicles as well as the new ones and therefore can provide the quick impact desired by the regulatory community.



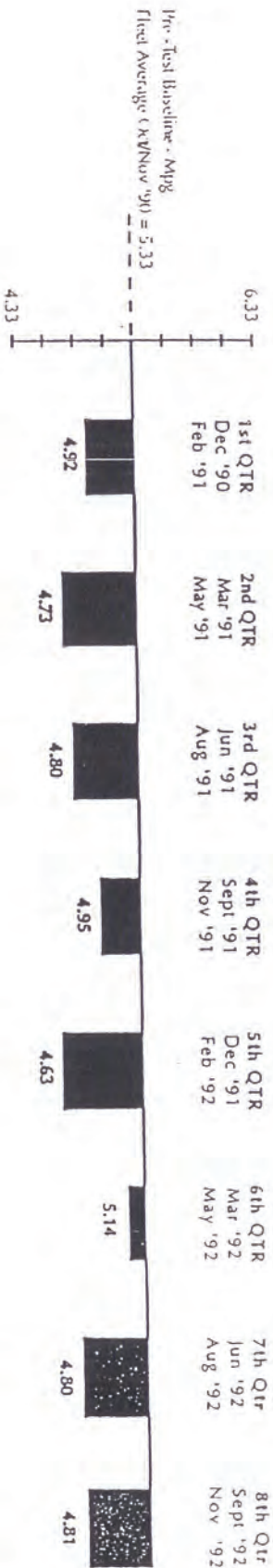
Linwood E. Farmer Jr.
Division Vice-President

FINAL RESULTS - MPG USA INDEPENDENT LONG TERM 24 MONTHS- 8 DIESEL TRUCK CONTROL TESTS - MPG

Both the Control Group and Testing Group Each Consisted of 4 - 1990 Peterbuilt Trucks all with Cummins 365 Diesel Engines
All the front axels and fuel tanks have an infra-red electronic measuring mechanism linked to an onboard computer to measure MPG accurately

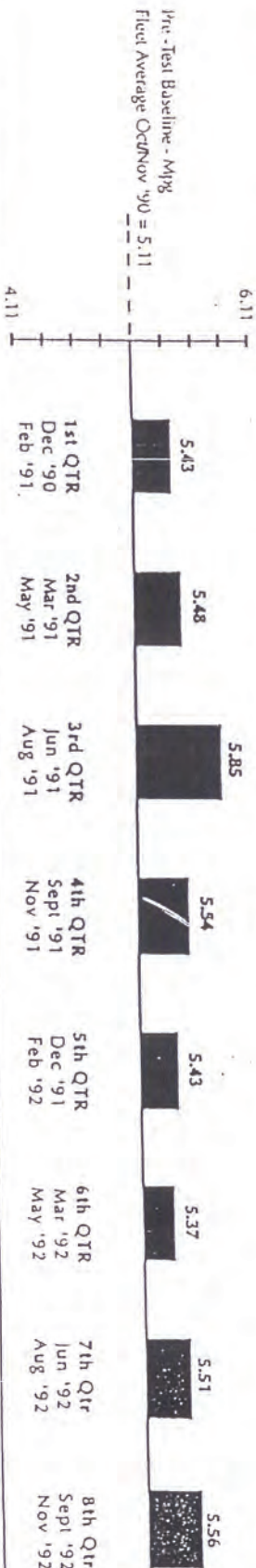
CONTROL GROUP OF VEHICLES - WITHOUT DIPETANE

START MILEAGE FLEET AVERAGE 93 261	TOTAL TESTING MILES - 1,172,256 AVERAGE TESTING MILES PER TRUCK = 293,069 MILES	BASELINE - MPG OCT/NOV '90 FLEET AVERAGE 5.33 MPG	FLEET AVERAGE - MPG DEC '90 - JULY '92 4.83 MPG	FLEET AVERAGE - MPG DIFF BASELINE VS 20 MONTH TESTING PERIOD -0.50 MPG DECREASE	% DIFF -9.38% MPG
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TESTING GROUP OF VEHICLES - WITH DIPETANE DEC '90 - NOV '92

START MILEAGE FLEET AVERAGE 128 995	TOTAL TESTING MILES - 1,126,648 AVERAGE TESTING MILES PER TRUCK = 281,662 MILES	BASELINE - MPG OCT/NOV '90 FLEET AVERAGE 5.11 MPG	FLEET AVERAGE - MPG DEC '90 - JULY '92 5.53 MPG	FLEET AVERAGE - MPG DIFF BASELINE VS 24 MONTH TESTING PERIOD +0.42 MPG INCREASE	% DIFF +8.22% MPG
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FUEL SAVINGS 17.6%

FUEL SAVINGS 17.6%

Based on the above data: Control Group (Non-Dipetane): -9.38% (loss of mpg) and the Testing Group on DIPETANE: +8.22% (increase in mpg) the cumulative effect of both groups, Control and Testing, gives an overall difference of 17.6%

- A - Consider the Net Cash Savings of approximately 1 in 7 Trucks at Nil Diesel Cost
 - B - Consider the Cash Savings of Clean Engines
 - C - Consider the Environmental Benefit of Reduced Smoke/Emissions
- THE ABOVE BENEFITS ARE ACHIEVED OUT OF EXISTING FUEL BUDGET

DIPETANE Fuels are standard fuels restructured - without the use of additives - bringing about the proper combustion of carbon, thereby leading to:

1. Very large and measurable fuel savings
2. Clean Engines and Boilers, i.e. reduced maintenance costs
3. Much lower emission levels.

DIPETANE - works equally well in Boilers

Aspire Financial Environmental, Logistic and Transport Managers - Appreciate the above impact on the Bottom Line
N.B. £2,000 Net per Truck, Fuel Savings alone (UK) i.e. Average Truck using 50,000 litres of Diesel per year (With NO Capital Cost)

FUEL SAVINGS 17.6%



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May 2013

Major Fuel & Engine Problems

Standard Combustion Cannot Cope with Recent Fuel Directives

Problems with Fuels

**Only
Solution**

The recent EC Directive 2009/30/ec has greatly reduced Sulphur levels in fuel, thereby reducing vital lubricity for Injectors, Valves and Pumps which is creating expensive problems.

Dipetane

The mandatory addition of 6% - 9% of Biofuels into Standard Fuels results in wasted fuel and bad combustion

Dipetane

Recent rapid fuel price increases are badly affecting all fuel users. With continuous use Dipetane will help to cut your fuel bill by up to 10%

Dipetane

Problems with 'Advanced Technologies' in Engines

Adding DPF, EGR, DOC and Catalytic Converters are all 'Post-Combustion' Applications demand combustion that Standard Fuels and Additives just cannot cope with

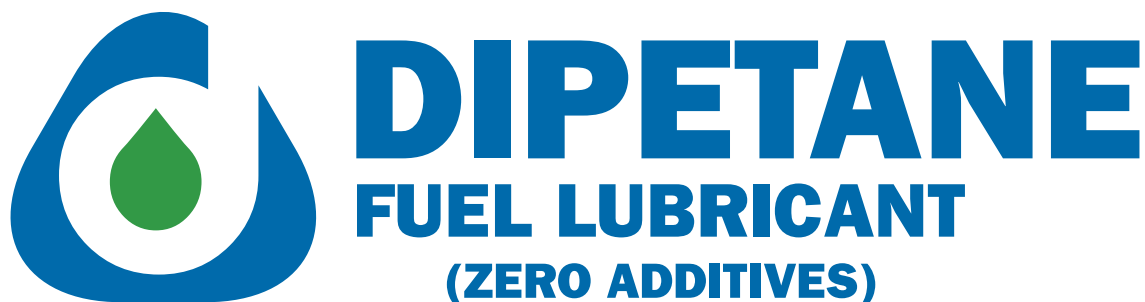
Dipetane

Dipetane Fuel Treatment is widely available from most Motor Factor.

To find your nearest stockist visit www.dipetane.co.uk and click on 'UKSuppliers' on the top right hand corner of our opening web page.

**Dipetane is a wholly Irish Company and are the sole Inventors,
Manufacturers and Suppliers using our 100% R&D Irish Technology**

Directors: J. A. McDowell B.Comm.
R. A. McDowell BA Econ., M.Econ.Sc.
Company Reg. No.: 189825
VAT No.: IE 6589825 Q



Dipetane Fuel Treatment contains ZERO additives

Dipetane's ***More Complete*** combustion helps to -

- Save up to 10% on all fuel usage
- Pass NCT/MOT/DOE smoke tests easily
- Keep diesel particle filters clean and extend catalytic converter life
 - Keep air intake valves clean when using EGR
- Compensate for the recent 90% reduction in sulphur, helping protect injectors, valves, pumps & exhausts
- Compensates for the new addition of 4 to 7% of Bio-Diesel in fuels by burning the carbon more completely
- Dipetane helps to prevent waxing in diesel to -34C(pour point)
 - Eliminates the need for 99% of outdated additives in diesel, petrol & heating oil
 - More than compensates for the added cost of ADBLUE/NOX reducing additives
 - Enhances the actions of all biocides helping to prevent bacteria growth