

DIESEL Test Results

Automotive Testing Development Services, Inc. is pleased to report the results of testing conducted with ECO-FUEL SAVER fuel additive for fuel economy benefits in a Diesel Medium Duty Truck application.

Testing was conducted in an on-road environment using public highways and was loosely based upon the concept of the Society of Automotive Engineers (SAE) J1321* Test Protocol. Two medium duty Isuzu cab over box trucks were provided for test by the client and were reported to be on the same make, model and year. Both trucks were six-cylinder intercooled turbo diesels. ATDS drivers drove both trucks over a real-world road route in the Ontario, CA. area. Truck number 14V8 was used as a control and did not receive any product additive, while truck number 14V5 was the test truck and did receive two 15 ounce bottles of ECO-FUEL SAVER fuel additive during the “with product” phase of the test.

Both trucks were driven in their “as received” condition for baseline runs. Three identical 150 mile laps were driven on both trucks. After addition of the product to the test truck, two additional 150 mile laps were driven in both trucks. In all cases, the trucks were driven together to minimize the effects of varying traffic and weather conditions, that is, as they were driving together, the traffic and weather seen by one truck was similar to the conditions seen by the other. Furthermore, in evaluating the effects of the product, only the ratio of test truck fuel consumption to control truck fuel consumption was considered. The absolute value of fuel economy for the test truck with product is not compared directly to the economy in the baseline condition. Instead the ration of test vs. control truck is computed and then compared from day to day. This ratio comparison minimizes the effects of differing traffic and weather conditions from one day to the next.

Both trucks were refilled with commercial diesel fuel prior to departure for the driving laps. The trucks were filled again at the completion of the day and the fuel consumed is assumed equal to the amount refilled. Attempts to refuel the truck to same level both at the beginning and end were limited to visual fuel level estimation in the filler pipes of both trucks.

The results of this test are summarized in the following table. An approximate 16% fuel saving was demonstrated with ECO-FUEL SAVER fuel additive in this test; therefore it appears possible that there is a beneficial fuel economy effect in this application.

ATDS - Project #1142
 Client: Eco-Fuel Saver, USEPA Reg # 1927-0002
 Summary Report for Abbreviated On-Road Fuel
 Economy Trial Based Upon SAE J1321 Protocol

Date: 1-/7/2005

Test Truck #14V5
 1997 Isuzu Cab Over Diesel Truck

CONDITION	ODO MILES	GALLONS REFILLED	MPG
Baseline 1	154	13.92	11.1
w/ Product	301	19.98	15.1
Baseline 2	303	21.87	13.9
Baselines Combined	457	13.92	11.1

Control Truck #14V8
 1997 Isuzu Cab Over Diesel Truck

CONDITION	ODO MILES	GALLONS REFILLED	MPG
Baseline 1	157	12.11	13
w/ Product	307	22.67	13.5
Baseline 2	309	22.86	13.5
Baselines Combined	466	34.98	13.3

SUMMARY OF RESULTS

DATES RUN:

w/ Product 16%

DATES RUN:

Baseline 1 9/28/2005
 w/ Product 9/30/2005
 Baseline 1 10/1/2005

RATIOS:

TEST TRUCK MPG/CONTROL TRUCK MPG

Condition	Test/Control
Baseline 1	0.85
w/ Product	1.11
Baseline 2	1.02
Both Baselines Combined	0.96