LubeTrak™
This Changes Everything

Phone: 714-327-0262

CERTIFICATE OF ANALYSIS

CLIENT
ProOne Inc.
940South Coast Dr.
Costa Mesa, CA 892626

PRODUCT: Fuel Maximizer
MARKS: NONE
DATE RECEIVED: 05/13/06
LAB NO: HH0403-2672
SUBMITTED BY: ProOne/Harris

Procedure: ASTM D6078
Standard Test Method for Evaluating Lubricity of Diesel Fuels by the Scuffing Load Ball-on-Cylinder Lubricity Evaluator (SLBOCLE)

TEST RESULTS
Base Diesel Fuel 2750
Fuel Maximizer @ Ratio 1:3000
Typical Pass = > 3100
Fail Criteria = < 3100

Comments:

Treatment improves lubricity in diesel fuel. When added to a low lubricity fuel, it provides excellent anti-wear performance as measured by the ASTM D6078 Scuffing Load Test.

Date issued:
05/19/06

Sassan Badr

CHEMIST

Herguth Laboratories, Inc.
People and Data You Can Count On!

Certificate of Analysis
Lab Number 728840

ProOne Inc.

12/11/06

940 South Coast Drive, Suite # 125
Costa Mesa, CA 82626

Client Code :LUBEBW-PO Sample Date : 11/30/06 P.O. Number : VERBAL
Herguth ID : LAB728840
Description :Unit# ProOne Fuel Maximizer @ 15pm
Fuel type: Diesel ULSD Label states: Batch No. PO ULSD
Oil Type : Fuel (GN_003)
Unit Type : Diesel Fuel (GN_DF001)

Test Performed	Proc-Rev	Results	Baseline
Lubricity of Diesel Fuel by HFRR at 60°C	6079-1.0	220 um	520 um

Data is reported per client-specified testing request.

Respectfully Submitted,
Herguth Laboratories, Inc.

Nuno H. Moreira, Evaluator

TECHNICAL DATA SHEET

CT-PPD™

Cold Flow Improver

General Description

CT-PPD™ cold flow improver is an organic polymer to improve low-temperature pour and flow properties of middle distillate fuels.

Recommended Dosage

CT-PPD™ cold flow improver is typically used between 25 ppm (7.5 PTB) and 1000 ppm (300 PTB) depending on base fuel and performance target desired. Please contact your Combustion Technologies representative for specific recommendations.

Features

- Inhibits growth of wax crystals.
- Depresses the pour point
- Improves CFPP behavior.
- Enables deeper cut into barrel for middle distillate use.
- Broadens range of crude oil usable for middle distillate production.
- Reduces need to use kerosene dilution for pour or flow control.

Typical Characteristics

Property	Value	Unit	Method
Appearance	White Opaque Liquid	None	Visual
Specific Gravity	0.912	None	ASTM D4052
Weight per Gallon (US) @15.6 °C	7.61	lbs	Calculation
Viscosity @40°C	60	cST	ASTM D445
Flash Point, PMCC	46	°C	ASTM D93
Sulfur	34 Typical	ppm wt	ASTM D3120

Pour Point -18 °C ASTM D97

Coefficient of Thermal Expansion 0.00076 None ASTM D4052

Storage, Handling & Toxicity

CT-PPD™ cold flow improver may be stored at ambient temperatures up to 40°C. The viscosity of the additive is low enough to provide good handling under most ambient conditions. At very low temperatures, additive dilution and/or heating may be recommended.

CT-PPD™ cold flow improver may be used in neat or dilute form and may be blended with other fuel additives. Addition and mixing are done by conventional means.

Recommended handling and storage temp.: ambient (15-40°C)
Maximum storage temperature: 40°C
Maximum handling & blending temperature: 53°C
Maximum skin temperature (agitation): 100°C
Shelf life at ambient: 12 months
Before handling, storage or use, see the Material Safety Data Sheet (MSDS) for details.

Availability

CT-PPD™ cold flow improver is available in bulk and in 54 US gallon non-returnable steel drums (400 lbs. net weight per drum). Shipping classification: "Compound, Crude Petroleum Treating."

Delivery from Toronto, Canada to major sea ports worldwide.

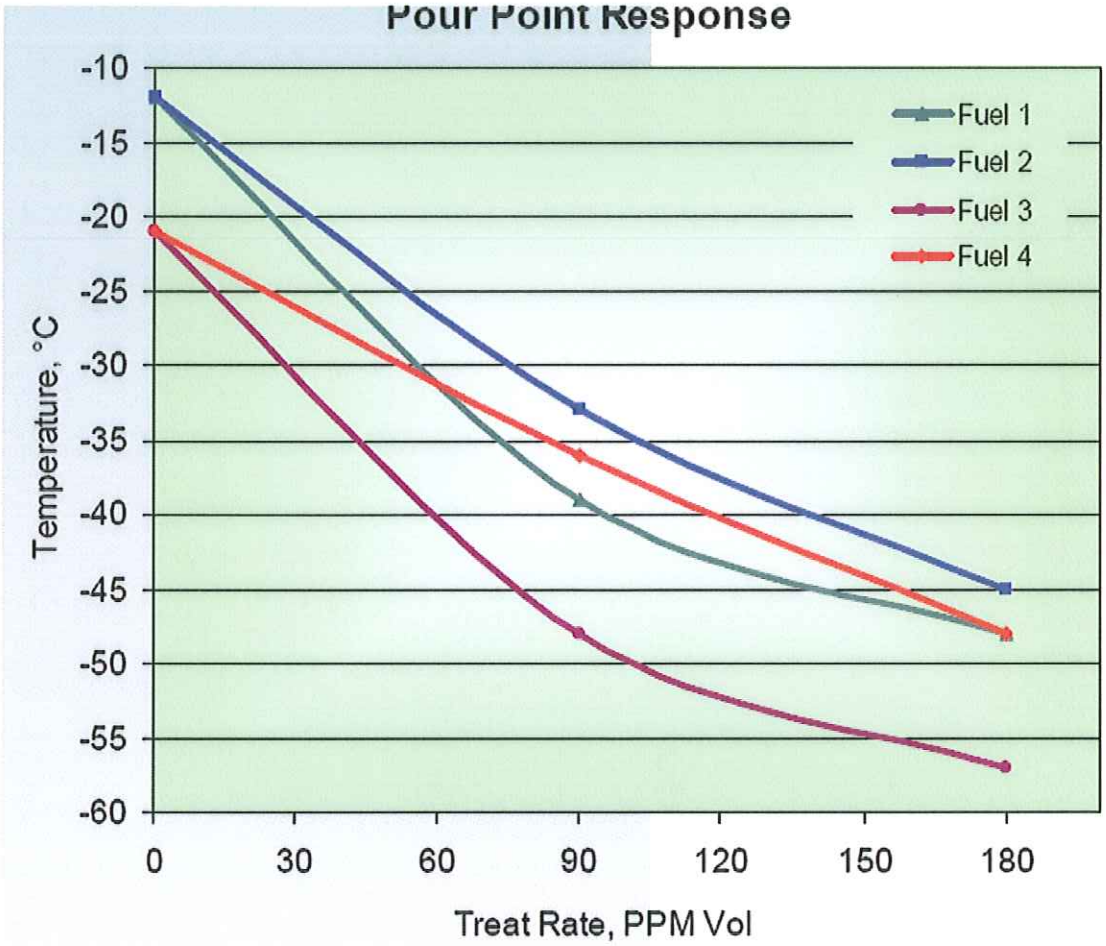
Cold Flow Improver Effectiveness

CT-PPD™ cold flow improver is designed to improve the low temperature handling and operability properties of middle distillate fuel, while reducing or eliminating the need to use kerosene. While **CT-PPD™** effectively lowers the Cold Filter Plugging Point (CFPP), it is especially formulated to depress the pour point of most diesel fuels.

Pour Point

Pour point is often used as a specification for heating oil as well as other middle distillate fuels. The test procedure is defined by ASTM D97. The fuel is cooled down and tested for flow every 3°C. The pour point is defined as being 3 degrees higher than the temperature at which the fuel does not flow.

CT



Green Fuel # 1 diesel Blend

Blue Fuel Bio-Diesel B5

Red Fuel # 2 Diesel

Purple Fuel # 1 Diesel, ratio 1:2500

Winter Test Basic (Test Winter): Cloud Point, Pour Point, Cold Filter Plugging Point.

9673 South 700 East----1101 Main Street
Sandy , Utah 84070------Evanston, WY 82930
www.lubetrak.com

ProOne Fuel Maximizer "SAE J1321 Joint TMC/SAE Fuel Consumption Test Procedure-Type II"

Client:
ProOne, Inc.
940 South Coast Drive, Suite 125
Costa Mesa, CA 92626

Client contact: Tim Wagner

Product: ProOne Fuel Maximizer

Date: 1/13/08

Procedure:

At the request of ProOne, Inc., LubeTrak conducted a fuel consumption test following the TMC II J1321 test procedures with a stationary Dyno-Load simulator.

The engine tested was a Cummins N14 engine and Eaton Transmission. A simulated load of 70,000 lbs was drawing on the transmission and engine pulling a load as if it was traveling on the hi-way.

The holding tank was a removable 1-gallon fuel cell to ensure that it would not be over or under filled each session. The tank was weighed in-between cycles to make sure each test was done the same way each round. The fuel used was #2 Sinclair brand diesel.

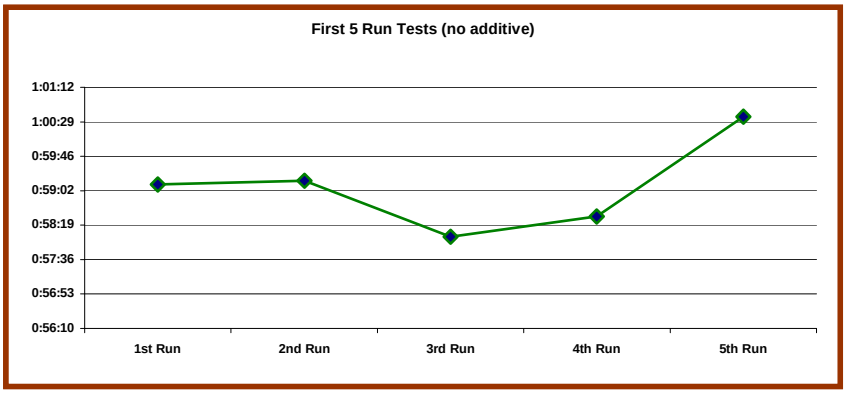
The initial 5 base line runs were run with no additive. Each test measured run time to depletion of the tank. After 5 base runs, the fuel was treated at a ratio of 1oz to 23 gallons and 5 more simulated tests were run under the same load setting.

Results:

Using no Fuel additive "Base Line Test"

	Run Time:	Start Time:	End Time:
1st Run	0:59:10	13:11:15	14:10:25
2nd Run	0:59:15	14:25:45	15:25:00
3rd Run	0:58:05	15:45:30	16:43:35
4th Run	0:58:30	9:50:05	10:48:35
5th Run	1:00:35	11:13:20	12:13:55

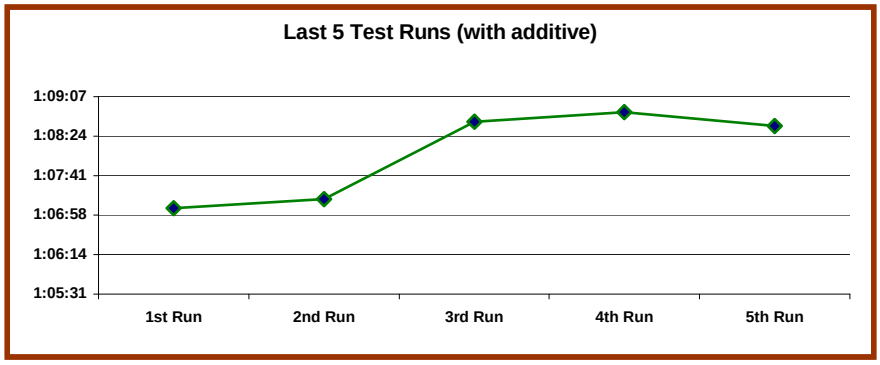
Average 0:59:07



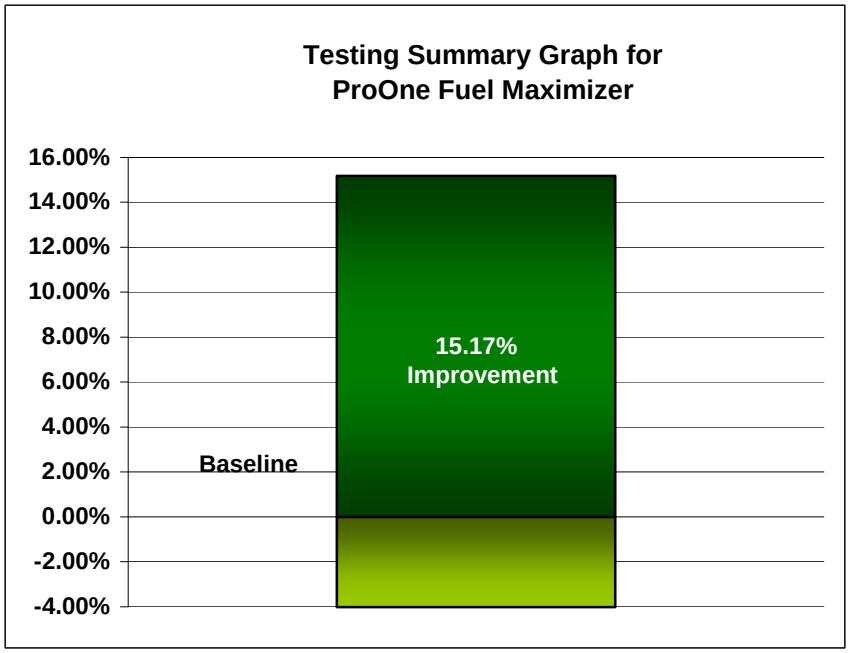
Using ProOne Fuel Maximizer additive

	Run Time:	Start Time:	End Time:
1st Run	1:07:05	11:46:15	12:53:20
2nd Run	1:07:15	13:25:00	14:32:15
3rd Run	1:08:40	8:58:10	10:06:50
4th Run	1:08:50	10:45:33	11:54:23
5th Run	1:08:35	13:54:55	15:03:30

Average 1:08:05



Final Test Results using ProOne Fuel Maximizer



Average fuel savings with Cummins Engine (N14 Stationary) using ProOne Fuel Maximizer was 15.17%

The J1321 Recommended Practice states in section 6.1 that the procedure, based on experience, has an overall accuracy of ± 1%. This accuracy is achieved by sorting the T/C ratio values within a 2% band as described in J1321 Appendix1, Sample Calculations

ProOne Fuel Maximizer Water Removal Study

Lubetrak Sandy,UT

Fuel Storage Tanks # 2 Diesel
95 ml

Fuel Treated with ProOne Fuel Maximizer @ 1:3000 ratio
98 ml

6 hours no agitation, 58% water removed, 42% emulsified
94 ml

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

OCT 1 2009

OFFICE OF
AIR AND RADIATION

Pro One, Inc.
Mr. Elton Alderman
President
South Coast Dr., Suite 125
Costa Mesa, CA 92626

Dear Mr. Alderman:

Pursuant to your July 23, 2009 notification, the following fuel additive has been registered per 40 CFR 79.23 (our internal identification number precedes the name):

242420001 Fuel Maximizer

Note that per 40 CFR 79.21(f) you would be required to notify us in writing if certain information in your notification were to change. In addition, note, that with your notification, you have provided assurances that you will not represent, directly or indirectly, in any notice, circular, letter, or other written communication, or any written, oral or pictorial notice or other announcement in any publication or by radio or television, that registration constitutes endorsement, certification, or approval by any agency of the United States.

Please call (202) 343-9754 if you have any questions.

Sincerely,

Karl J. Simon
Director
Compliance and Innovative Strategies Division

Problems with Diesel Fuel

The industry has seen a significant increase in fuel-related problems since the new Ultra Low Sulfur Diesel (ULSD) fuels were mandated by the EPA in 2006. Fortunately ProOne technology can go a long way towards addressing these issues for fleet operators.

PROBLEM	PRO ONE SOLUTION
Reduced Lubricity Leads to premature wear of: • Fuel injectors • Fuel injector pumps • Intake valve seats	ProOne Fuel Maximizer contains lubricity agents that dramatically improve the lubricity in diesel fuel. This lubricity will extend the life of fuel injectors, fuel injector pumps, intake valve seats, and more, while at the same time helping to protect the seals with built in seal conditioners and quiet engine noise.
Increased Microbe Growth Which results in: • Acids that corrode metal parts in the fuel system • Sludge formation which gums up storage tanks and dispensing tanks • Potential for clogged fuel filters which can cause catastrophic engine failure. • Corrosion buildup on all intake parts leading to premature breakdowns	ProOne Fuel Maximizer will retard the microbe growth when used regularly. With built in rust inhibitors it will also reduce corrosion. It will also break down the varnish in the fuel tank below the 12 micron filtration that the fuel filter will pick up, slowing up the future clogging of the fuel filter.
Increased Water in the Fuel This leads to: • Corrosion in storage and fuel tanks • Rust particulates that can cause performance problems	ProOne Fuel Maximizer helps emulsify water within the diesel fuel, and has rust inhibitors to help reduce corrosion.
Increased Fuel Consumption ULSD generates 1-2% less energy which corresponds to a 1-2% increase in fuel consumption.	ProOne Fuel Maximizer creates more efficient Combustion, accelerating the combustion of hard to burn hydrocarbon molecules. This produces more Energy and therefore improved fuel economy.

ProOne Fuel Maximizer protects the whole fuel system from the fuel tank to the exhaust system. Just look what it does for carbon:

- Reduces the carbon build up on the fuel injectors.
- Reduces and cleans the carbon build up on the top of the pistons and compression rings, allowing more H.P. with better compression.
- Reduces and cleans the carbon build up on the face of the valves and seats.
- Extending the life to the EGR valves by reducing and cleaning the carbon build up.
- Reduces and cleans the carbon build up in the Turbo giving better performance building boost to atomize the fuel.
- Improving performance by cleaning the carbon build up in the exhaust system.

ProOne, Inc. 940 South Coast Dr., Suite #200, Costa Mesa, CA 92626 Tel:714-327-0262 Fax: 949-777-6111 www.pro-one.us

Fuel Savings

ProOne Will Save You Money!

ProOne lubricants and fuels products can significantly lower operating costs .. by improving fuel economy, extending oil change intervals, and reducing wear and tear.

Example for comparison purposes only :

- Mileage per year … 100,000 miles
- Diesel fuel cost … $3.80/gal
- Motor Oil cost … $14.95/gal
- ProOne Oil Stabilizer .. $39.95/gal
- ProOne Fuel Max .. $119.99/gal. 1 gallon per 3,000 gallons of fuel
- Miles per gallon ... 5.0 mpg without ProOne, 5.5mpg with ProOne **(+10%)**
- Oil changes ... 6/year without ProOne, 4/year with ProOne **(50% longer)**

WITHOUT ProOne

FUEL:
100,000 miles @ **5.0mpg** = 20,000 gallons
X $3.80/gallon
$76,000.00

OIL:
11 gallons X $14.95 = $164.45
X **6** oil changes per year X **6**
$986.70

TOTAL **$76,986.70**

WITH ProOne Lubricants and Fuel Max

FUEL:
100,000 miles @ **5.5mpg** = 18,180 gallons
X $3.80/gallon
$69,090.00

Plus cost of Fuel Max = 6 gallons
X $119.99/gal
$719.94

OIL:
Motor Oil: 9 gals X $14.95 = $134.55
Oil Stabilizer: 2 gals X $39.95 = $79.90
$214.45
X **4** oil changes per year X **4**
$857.80

TOTAL **70,667.74**

TOTAL SAVINGS
$6,000.00

PLUS:

- Less downtime!
- Less emissions!
- Less engine wear & tear!

FLEET SAVINGS:

10 trucks	$60,000.00
100 trucks	$600,000.00
1,000 trucks	$6,000,000.00

Smog Check Vehicle Inspection Report (VIR)

Vehicle Information

Test Date/Time: 11/13/2008 @ 14:49

Model Year:	2000	Make:	CHEVROLET	Model:	BLAZER 4WD
License:	5WNG535	State:	CA	VIN:	1GNDT13W4Y2113729
Engine Size:	4.3 L	Type:	Truck	Transmission:	Automatic
GVWR:	5350	Test Weight:	N/A	Cylinders:	6
Odometer:	105269	Certification:	Federal	VLT Record #:	42082
Fuel Type:	Gasoline	Exhaust:	Single	Inspection Reason:	Biennial

Overall Test Results

Congratulations! Your vehicle passed the enhanced Smog Check inspection, which helps California reach its daily goal of removing an extra 100 tons of smog-forming emissions from the air. Thank you for keeping your vehicle well maintained.

Smog Check Certificate Number: VT971096
DMV ID Number: **2683T779V189**

Your Smog Check certificate has been electronically transmitted to DMV.
Your certificate is valid for 90 days from date of issuance.
Please keep this copy for your records.

Emission Control Systems Visual Inspection/Functional Check Results

(Visual/Functional tests are used to assist in the identification of oxides of nitrogen, crankcase and cold start emissions which are not measured during the idle test)

Result	ECS	Result	ECS	Result	ECS
Pass	PCV	N/A	Thermostatic Air Cleaner	Pass	Fuel Evaporative Controls
Pass	Catalytic Converter	N/A	Air Injection	Pass	MIL/Check Engine Light
Pass	EGR Visual	Pass	Vacuum Lines to Sensors/ Switches	Pass	Carb./Fuel Injection
Pass	EGR Functional			Pass	Other Emission Related Components
Pass	Fuel Cap Functional	N/A	Ignition Timing:		
Pass	Fuel Cap Visual	Pass	Wiring to Sensors	Pass	Oxygen Sensor
Pass	Spark Controls	N/A	Filipipe Restrictor	Pass	Liquid Fuel Leaks
N/A	Fuel Evaporative Controls Functional				

Idle Emission Test Results

		$\%CO_2$	$\%O_2$	HC (PPM)			CO (%)			
Test	RPM	MEAS	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	Results
Idle	662	15.1	0.0	100	17	18	1.00	0.00	0.00	PASS
2500 RPM	2385	15.1	0.0	170	13	6	1.00	0.10	0.00	PASS

MAX = Maximum Allowable Emissions AVE = Average Emissions For Passing Vehicles MEAS = Amount Measured

Smog Check Inspection Station Information

CHOI'S AUTO SERVICE
1446 S. FLOWER ST. SANTA ANA;CA92707
(714)557-0792
Station Number: RC256390

Technician Name/Number: HUH, PILLMAN/EA044080
Repair Tech Name/Number:
Software Version/EIS Number: 0403/ES985788

I certify, under penalty of perjury, under the laws of the State of California, that I performed the inspection in accordance with all bureau requirements, and that the information listed on this vehicle inspection report is true and accurate.

Date

Technician's Signature

#806 13.9 MPG

Smog Check Vehicle Inspection Report (VIR)

COPY

Vehicle Information

Test Date/Time:	01/15/2008 @ 07:28 AM			Fleet #:	GD930144
Model-Year:	2001	Make:	FORD	Model:	F150 SUPER CREWCAB
License:	1101575	State:	CA	VIN:	1FTRW07W81KB85680
Engine Size:	4.6L	Type:	TRUCK	Transmission:	AUTOMATIC
GVWR:	06350	Test Weight:	5000	Cylinders:	08
Odometer:	031907	Certification:	CALIFORNIA	VLT Record #:	44398
Fuel-Type:	GASOLINE	Exhaust:	Single	Inspection Reason:	Change of Ownership

Overall Test Results - PASS

Congratulations! Your vehicle passed the enhanced Smog Check inspection, which helps California reach its daily goal of removing an extra 100 tons of smog-forming emissions from the air. Thank you for keeping your vehicle well maintained.

Comprehensive Visual Inspection: PASS Functional Check: PASS Emissions Test: PASS

No certificate shall be issued for this vehicle.
Please keep this copy for your records.

Emission Control Systems Visual Inspection/Functional Check Results

(Visual/Functional tests are used to assist in the identification of crankcase and cold start emissions which are not measured during the ASM test.)

RESULT	ECS	RESULT	ECS	RESULT	ECS
PASS	PCV	NOT APPL	Thermostatic Air Cleaner	PASS	Fuel Evaporative Controls
PASS	Catalytic Converter	NOT APPL	Air Injection	PASS	Oxygen Sensor
PASS	Exhaust Gas Recirculation	PASS	Spark Controls	PASS	Carb./Fuel Injection
PASS	Wiring to Sensors	PASS	Vacuum Lines to Sensors/Switches	PASS	Other Emission Related Components
PASS	Fuel Cap Visual Test	NOT APPL	Ignition Timing:	PASS	System Malfunction Light
PASS	Fuel Cap Functional Test	NOT APPL	EGR Functional Test	PASS	Liquid Fuel Leaks
NOT APPL	Fuel EVAP Test				

ASM Emission Test Results

		%CO2	%O2	HC (PPM)			CO(%)			NO (PPM)			
Test	RPM	MEAS	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	Results
15 mph	1483	14.75	0.10	101	5	0	0.57	0.01	0.00	980	29	0000	PASS
25 mph	1441	14.70	0.10	90	5	0	1.00	0.01	0.00	840	25	0000	PASS

MAX=Maximum Allowable Emissions AVE=Average Emissions For Passing Vehicles MEAS=Amount measured

Smog Check Inspection Station Information

CITY OF IRVINE
6427 OAK CANYON
IRVINE, CA 92620
(949) 724-7762 Station Number: GM990020

Technician Name/Number: GOVERNMENT TECHNICIA/GU999914
Repair Tech Name/Number: N/A
Software Version/EIS Number: 0217/SO481602

I certify, under penalty of purjury under the laws of the State of California, that I inspected the vehicle described above, that I performed the inspection in accordance with all bureau requirements, and that the information listed on this vehicle inspection report is true and correct.

1-15-08
Date

Alan Barnhart
Technician's Signature

COPY 13.7 MPG 800

Smog Check Vehicle Inspection Report (VIR)

Vehicle Information

Test Date/Time:	01/08/2008 @ 07:12 AM			Fleet #:	GD930144
Model-Year:	2001	Make:	FORD	Model:	F150 SUPER CREWCAB
License:	1064583	State:	CA	VIN:	1FTRW08W01KB93464
Engine Size:	4.6L	Type:	TRUCK	Transmission:	AUTOMATIC
GVWR:	06500	Test Weight:	5000	Cylinders:	08
Odometer:	027279	Certification:	CALIFORNIA	VLT Record #:	44398
Fuel-Type:	GASOLINE	Exhaust:	Single	Inspection Reason:	Change of Ownership

Overall Test Results - PASS

Congratulations! Your vehicle passed the enhanced Smog Check inspection, which helps California reach its daily goal of removing an extra 100 tons of smog-forming emissions from the air. Thank you for keeping your vehicle well maintained.

Comprehensive Visual Inspection: PASS Functional Check: PASS Emissions Test: PASS

No certificate shall be issued for this vehicle.
Please keep this copy for your records.

Emission Control Systems Visual Inspection/Functional Check Results

(Visual/Functional tests are used to assist in the identification of crankcase and cold start emissions which are not measured during the ASM test.)

RESULT	ECS	RESULT	ECS	RESULT	ECS
PASS	PCV	NOT APPL	Thermostatic Air Cleaner	PASS	Fuel Evaporative Controls
PASS	Catalytic Converter	NOT APPL	Air Injection	PASS	Oxygen Sensor
PASS	Exhaust Gas Recirculation	PASS	Spark Controls	PASS	Carb./Fuel Injection
PASS	Wiring to Sensors	PASS	Vacuum Lines to Sensors/Switches	PASS	Other Emission Related Components
PASS	Fuel Cap Visual Test	PASS	Ignition Timing: 00	PASS	System Malfunction Light
PASS	Fuel Cap Functional Test	NOT APPL	EGR Functional Test	PASS	Liquid Fuel Leaks
PASS	Fuel EVAP Test				

ASM Emission Test Results

		%CO2	%O2	HC (PPM)			CO(%)			NO (PPM)			
Test	RPM	MEAS	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	Results
15 mph	1559	14.61	0.09	101	5	3	0.57	0.01	0.00	980	29	0000	PASS
25 mph	1533	14.70	0.09	90	5	2	1.00	0.01	0.00	840	25	0000	PASS

MAX=Maximum Allowable Emissions AVE=Average Emissions For Passing Vehicles MEAS=Amount measured

Smog Check Inspection Station Information

CITY OF IRVINE
6427 OAK CANYON
IRVINE, CA 92620
(949) 724-7762 Station Number: GM990020

Technician Name/Number: GOVERNMENT TECHNICIA/GU999913
Repair Tech Name/Number: N/A
Software Version/EIS Number: 0217/SO481602

I certify, under penalty of purjury under the laws of the State of California, that I inspected the vehicle described above, that I performed the inspection in accordance with all bureau requirements, and that the information listed on this vehicle inspection report is true and correct.

1-8-08
Date

Kevin Mayonkar
Technician's Signature

Smog Check Vehicle Inspection Report (VIR)

Vehicle Information

Test Date/Time: 01/03/2014 @ 08:52

Model Year:	2006	Make:	CHRYSLER	Model:	300C
License:	5RHC831	State:	CA	VIN:	2C3KA53G16H228495
Engine Size:	3.5 L	Type:	Passenger	Transmission:	Automatic
GVWR:	N/A	Test Weight:	N/A	Cylinders:	6
Odometer:	105217	Certification:	California	VLT Record #:	33436
Fuel Type:	Gasoline	Exhaust:	Single	Inspection Reason:	Change of Ownership

Overall Test Results

Congratulations! Your vehicle passed the enhanced Smog Check inspection, which helps California reach its daily goal of removing an extra 100 tons of smog-forming emissions from the air. Thank you for keeping your vehicle well maintained.

Smog Check Certificate Number: YB581188
DMV ID Number: **9214B746Y755**

Your Smog Check certificate has been electronically transmitted to DMV.
Your certificate is valid for 90 days from date of issuance.
Please keep this copy for your records.

Emission Control Systems Visual Inspection/Functional Check Results

(Visual/Functional tests are used to assist in the identification of oxides of nitrogen, crankcase and cold start emissions which are not measured during the Idle test)

Result	ECS	Result	ECS	Result	ECS
Pass	PCV	N/A	Thermostatic Air Cleaner	Pass	Fuel Evaporative Controls
Pass	Catalytic Converter	N/A	Air Injection	Pass	OBD System Checks
Pass	EGR Visual	Pass	Vacuum Lines to Sensors/ Switches	Pass	Carb./Fuel Injection
N/A	EGR Functional			Pass	Other Emission Related Components
N/A	Fuel Cap Functional	N/A	Ignition Timing:		
Pass	Fuel Cap Visual	Pass	Wiring to Sensors	Pass	Oxygen Sensor
Pass	Spark Controls	N/A	Fillpipe Restrictor	Pass	Liquid Fuel Leaks
N/A	Fuel Evaporative Controls Functional				

Idle Emission Test Results

		$\%CO_2$	$\%O_2$	HC (PPM)			CO (%)			
Test	RPM	MEAS	MEAS	MAX	AVE	MEAS	MAX	AVE	MEAS	Results
Idle	607	15.1	0.0	100	17	0	1.00	0.00	0.00	PASS
2500 RPM	2513	15.2	0.0	130	12	0	1.00	0.10	0.00	PASS

MAX = Maximum Allowable Emissions AVE = Average Emissions For Passing Vehicles MEAS = Amount Measured

Smog Check Inspection Station Information

Orange High Test Only #2
960 N HARBOR ste A SANTA ANA CA 92703
(714)554-5967
Station Number: TC268581

Technician Name/Number: HOANG, TONY/EA634073
Repair Tech Name/Number:
Software Version/EIS Number: 1301/ES998715

I certify, under penalty of perjury, under the laws of the State of California, that I performed the inspection in accordance with all bureau requirements, and that the information listed on this vehicle inspection report is true and accurate.

01/03/14
Date

Technician's Signature

Hermosillo, Sonora. 27 de Febrero del 2014.

Por medio de la presente les queremos informar que hemos realizado unas pruebas con el producto FUEL MAXIMIZER es un ahorrador de combustible de la marca XPL+, y nos dio un rendimiento muy superior al que veníamos registrando en el consumo de combustible, se aplico en un camión con motor Navistar 366, tradicionalmente nos daba un rendimiento que venia registrando del 2.1 km x litro, y después de la aplicación del producto incremento a 2.8 km x litro, generándonos un importante ahorro.

Por tal motivo no tengo ningún problema para aplicar los productos XPL+ lubricantes en los equipos de nuestra empresa.

OJAI Planta Hermosillo

ATTE.

Uriel Hermosillo

Jefe de mantenimiento planta Hermosillo.

Hermosillo, Sonora. 27 de Febrero del 2014.

We have conducted a test using the FUEL MAXIMIZER by XPL+ on a service truck with a Navistar 366 engine. Normally we would consistently see a 2.1 km per liter of fuel. After using the FUEL MAXIMIZER, we are now seeing an increase of 2.8 km per liter of fuel, generating huge savings.

For this reason, we see no problem in using XPL+ products in all of our equipment.

DAVEY'S LOCKER
SPORTFISHING

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400 Main St., Balboa, CA 92661
(949) 673-1434 • www.daveyslocker.com

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Yacht Charters

Whale Watch Trips Jan.-Mar

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Complete Tackle Shop

To Whom It May Concern,

My name is Donald Brockman, owner of Davey's Locker Sportfishing and Freelance Sportfishing Inc. I have been in the fishing business since 1974. I have tried and tested many products in my day to save fuel and to reduce wear metals for longer engine life.

A representative of ProOne Extreme Lubricants contacted me July of 2010 and conveyed he had some wonderful products for my diesel engines that I should try. Wow, what I am about to tell you is amazing and some of it can't be measured in money savings and peace of mind.

I have three Cummins QSM 11 engines in my fleet which have the newer computer tier 2 engines. We added the ProOne Fuel Maximizer to our tanks and wow, we received an immediate 7 % fuel savings. The sludge on our older fuel tanks and Racor fuel filters were gone! Instead of changing fuel filters every 2 weeks we now go 2 months before we need to change them. That is a major savings. We used to change the oil every month at $1000 per interval. After adding the ProOne Heavy Duty Oil Stabilizer and monitoring the oil viscosity and wear metals, we're now changing oil every 6 months!

Our Squid Boat which still has an older non-computerized 3406 Caterpillar engine has 35,600 hours of operation to date. We had black soot on the stern of the vessel which is now clean. The engine was using about a gallon of oil every 100 hours of operation. It's hard to believe but there is no more smoke and we don't have to add oil anymore. Can you imagine a 35,000 hour diesel engine not using any oil? Well I had to see it to believe it and it is true. After using the ProOne Fuel Maximizer we went from 10 gallons of diesel an hour to 8.2 gallons. That's a savings of over 18 % on fuel.

Since we are around salt water all day, the ProOne representative recommended the ProOne XPL-101 spray and oh my god…I can't keep it on the boats. My crews spray it on everything from the anchor winches to nuts and bolts and of course their needle nose pliers. If it's metal, this stuff goes on and protects it from rusting. The stuff blows away anything else we have ever tried in the salt water environment. Try it, you'll see the results instantly, I guarantee it.

Donald Brockman
President
Davey's Locker Sportfishing & Whale Watch

Elmer's - Fuel Maximizer

In a controlled test, Elmer's Crane & Dozer found that ProOne Fuel Maximizer increased MPG by 10.6% overall and 11.2% while driving.

	Unit 1226 - 6/17/10	Unit 1226 - 8/10/10	
Time	6,4.85.21 hrs	284.15 hrs	
Drive time	4,535.12 hrs	212.22 hrs	
Distance	219,201.2 mi	9,910.9 mi	
Fuel	54,430.1 gal	2,199.4 gal	
Overall fuel economy	4.03 MPG	4.51 MPG	+10.6%
Driving fuel economy	4.12 MPG	4.64 MPG	+11.2%
Idle time	1,950.09 hrs	72.03 hrs	
Idle fuel	1,244.3 gal	61.8 gal	
% Idle time	30%	25%	
Avg. load factor	53%	45%	
Avg. driving speed	48.3 mph	34.9 mph	
Avg. vertical speed	33.8 mph	46.7 mph	
Max vertical speed	82 mph	78 mph	
Max engine speed	2398 rpm	2113 rpm	
Start time	0.0 hr	6,485.21 hr	
End time	6,485.21 hr	6,769.36 hr	
Start odometer	0.0 mi	219,201.2 mi	
End odometer	219,201.2 mi	229,112.1 mi	

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Major Operator
Denton, Texas

Fuel Maximizer Results
August 2013

June 23rd to July 19th 2013 – Before ProOne

- 26 Day operation
- 54,490 Gallons of diesel used
- 2096 Gallons per day

July 20th to August 3rd After ProOne

- 15 Day operation
- 28,123 Gallons of diesel used
- 1875 Gallons per day

Caterpillar D398

- ✓ 11.18% Fuel Savings in same location
- ✓ 221 Gallons of fuel per day less

$718.25 per day SAVED!!

Total Savings on 28 Days of Operation

28 days x $718.25 = $20,111 - $3,000 (ProOne) = **$17,111**

Distributed by: NOV Wilson

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To: ProOne Inc.

Tim Wagner,

I thought you would want to know this. I attached some pictures of me adding it to my vehicle:

I own a 2005 Dodge 3/4 ton crew-cab pickup with a 5.9 Cummins diesel engine that I haul a fifth wheel trailer with. The last few months I have been using a fuel additive made by ProOne Inc. which is the Fuel Maximizer for diesel fuel used at one ounce per 25 gallons. This truck has approximately 81,000 miles on it and prior to using the Fuel Maximizer the truck would get approximately 21 to 23 miles per gallon as freeway miles. After using the Fuel Maximizer the truck now averages 27 miles per gallon on the freeway traveling around 70 MPH (1900 rpm), and occasionally it will hit 28 miles per gallon. A couple of additional areas of performance that I have noticed is that the engine is a little bit more responsive and the serious reduction of black smoke out of the tail pipe under acceleration.

Just as a note I also use the Engine oil stabilizer and have since it was originally introduced!

Best regards,

Harvey Peak
Maryville, TN

Hi Bob,

I've been meaning to tell you that the "Fuel Maximizer" product you gave me to test on my vehicle worked just like you said. I had been averaging about 16 – 17 mpg in my 2000 Jaguar Vanden Plas but after using the Engine Life Treatment and your Fuel Maximizer I am now getting about 19mpg.which saves me about .45 cents a gallon of gas. I'm impressed! People are asking me where to buy it?

Regards,
Bryan Wagstaff

August 13, 2009

I just wanted to thank you for introducing me to your pro1one product line. I want to let know that using your fuel additive increased my mpg by 18-20 %, that's in a 2001 GMC Serra Truck. All I would like to know is where do I send all my friends to purchase it? I would recommend that everyone use your products, it saves you money& works great.

Sincerely yours,

John E Dupies

TELEPHONE
714 - 305 - 6562

JOHN IS A GENERAL CONTRACTOR

From: Jeff Super |
Sent: Wednesday, August 05, 2009 2:31 PM
To: Bob Cooper
Subject: RE: Pro One
Attachments: image001.jpg

Hi Bob,

On my Camary I have gone from 21-22mpg average to 28mpg and it only has 23,000 miles on it.I hope this helps.Larry at the Waste Water plant in Santa Cruz will be buying for his personal vehicles as well.His truck has quited down and he likes the increase in power also.....Thanks.....Jeff

To: All

From: Tim Wagner

Date: 6/21/2011

Re: Fuel Maximizer/ Oil Stabilizer

Message:

Good day to our ProOne family, I would like to address a subject matter very dear to our performance hearts and that is the performance of the Fuel Maximizer which is sometimes not used in conjunction with the Heavy Duty Oil Stabilizer which in my opinion is a big mistake, but addressing the single performance of the Fuel Maximizer.

The overall value is improved fuel mileage with benefits that make it hard to operate without it, dealing with the following benefits. Water in fuel problems which is a huge issue in itself (please refer to the separate PowerPoint), cleaning up carbon on turbos, EGR valves, top compression rings, reduction of the soot build up in the oil / oil filters thus extending the oil life, seal conditioners to protect fuel injector pumps and injectors, keeping varnish build up in the fuel tanks minimized and reducing clogging problems with the fuel filters. With the new SCR (Selective Catalyst Reduction) exhaust systems which reduces NOx using DEF (Diesel Emission Fuel-actually is Urea) we will reduce the cost operation of the DEF and add additional life to these expensive SCR systems.

All of this with significant fuel savings that more than pays for the product giving added performance i.e. 10 MPH faster on the hills being 2 gears up and etc. Several truck drivers / owners which are contracted to keep clients trailers clean have to run their rigs through a $60.00 truck wash facility now cuts that cost (reduction of soot coming out of the exhaust leaving the trailer a mess) by more than half along with the downtime. All these areas translate to major savings of costs and downtime. We should not always be just selling MPG even though it's always there, even though sometimes it is hard to calculate and measure at times.

When evaluating the overall performance of the Fuel Maximizer (which should be run in conjunction with the Heavy Duty Oil Stabilizer) the performance / value when detailed and monitored in the areas listed above there are significant savings. We have been receiving several call in reports of fuel mileage reports that exceed areas we don't even like to advertise and we are always looking to get these in writing. It is so easy to call in and share but we do look to have these in writing and then share these results with others. So please stay in touch and please continue to share your performance results with us. Communication always helps.

Tim Wagner
Sr. Vice President
ProOne Inc.