



EnerBurn® Success Story: **Tow Boat EMD-2-cycle Test©**

Introduction: *The use of Enerburn® fuel combustion catalyst reduced diesel fuel consumption by 8.1% (+/- 0.5%). This result was measured in a triple-screw motor vessel operating on the lower Mississippi River. All test measurements were performed by a 3rd-party Engineering company. Test equipment was calibrated according to manufacturer’s instructions and traceable to NIST (National Institute of Standards and Technology) prior to the test.*

Background: Summary of Engine and Testing Details.

Marine Engine Manufacturer & HP	EMD (General Motors) 2-cycle, 2,280 hp per engine (3)
Tow Boat Company:	Confidential
Engine Test Conditions:	Maximum Load at Dead Rack (900 rpm)
Test Period:	Oct., 2004 – Nov., 2006
Test Engineering Company	Janelle Engineering, Inc., www.jeipower.com
Client Company Testimonial (Y/N)?	Yes – client since 2006

Results & Conclusions: *Summary of Baseline versus new Benchmark fuel consumption using diesel treated with Enerburn®. Statistically significant improvements across all 5 measured parameters.*

Measurement Parameter	Baseline (untreated)	Benchmark (Final Run)	Improvement (+/- measurement error)
Fuel Consumption (GPH) at constant HP:	123.80 average per engine	113.81 average per engine	8.1% (+/- 0.5%)
Oxides of Nitrogen (NOx, ppm):	1358	1167	14.0% (+/- 5% ppm)
Exhaust Smoke (Opacity):	14.43	4.50	68.82% (+/-1% drift per run)
Shaft HP at constant GPH:	6814	7086	+271 hp (+/- 2%)
Torque at constant GPH (foot pounds):	178,334	184,590	+ 6,256 ft-lbs (+/-2%)

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