



EnerBurn® Success Story: **Rail Locomotive Test©**

Introduction: *The use of Enerburn® diesel borne catalyst reduced fuel consumption at “Notch 4” engine load by 9.5% (+/-1%). Fuel consumption was measured as Brake Specific Fuel Consumption (BSFC) in units of lb/hp-hr. “Notch 4” corresponds to 40% powered, 60% idle. The Correlation Coefficient (R²) for entire test range, Notch 1 - 8, was 0.962.*

Background: Summary of Engine and Testing Details.

Locomotive Engine Manufacturer & HP:	Caterpillar 3512 DITA, 1400 HP
Railroad Company Name	Major US Seaport
Engine Test Conditions:	Rail Locomotive Load Box
Test Period:	April 2000
Test Engineering Company:	Boise Locomotive Division of Motive Power
Client Company Testimonial (Y/N)?	5-year client relationship

Results & Conclusions: Summary of improvements in Brake Specific Fuel Consumption (lbs/hp-hr) using diesel treated with Enerburn®.

Measurement Parameter	BSFC Baseline (untreated)	BSFC Benchmark (treated)	Difference (lb/hp-hr)	% Improvement
Notch 1	0.422	0.373	0.049	11.6 %
Notch 4	0.398	0.360	0.038	9.5 %
Notch 6	0.383	0.355	0.028	7.3 %
Notch 7	0.380	0.345	0.035	9.2 %
Notch 8	0.375	0.347	0.028	7.5 %

Also Note: *EnerBurn® passed tests performed by the Engine System Development Center (ESDC) for fit for use in a locomotive engine. The ESDC is a division of Canadian Allied Diesel (CAD). A full report is available by request.*

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