

Price List for



16-oz refillable squeeze applicator bottles, pre-filled: \$29.00 each*
P/N: BD0016FBC
Each bottle treats 400 gallons of diesel
Available in cases of 4X, 8X, and 12X

1-gallon bottle \$220.00*
P/N: BD0128FBC
Each bottle treats 3200 gallons of diesel
Available as individual bottles and cases of 4X

5-gallon pail..... \$945.00*
P/N: BD0640FBC
Treats 16,000 gallons of diesel

55-gallon drum \$10,395.00*
P/N: BD7040FBC
1 drum treats 176,000 gallons of diesel
Shipping: LTL freight carrier @ bulk rates for HazMat

275-gallon IBC (tote) \$45,375.00*
P/N: BD1000FBC
1 tote treats 880,000 gallons of diesel
Shipping: LTL freight carrier @ bulk rates for HazMat

* Prices exclude shipping F.O.B. manufacturer.

For Sales and Service Call:

Corporate Office: (855) 501-1005
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Eliminate DPF Regen Problems – Lower Costs of DPF Ownership

REDUCE SOOT PRODUCTION BY 60%

with **FBC FUEL COMBUSTION CATALYST**

Become another satisfied customer!

Better Diesel FBC (Fuel Borne Catalyst) is a proprietary fuel borne catalyst formula that directly improves combustion and engine efficiency. The FBC ingredient enhances fuel combustion dynamics during the power stroke of the piston to increase fuel economy above factory rated performance.

Our customers enjoy more power, smoother, quieter engine operation, fewer active regenerations, and dramatically lowered soot emissions.

Better Diesel FBC includes additional protection for the fuel injectors. This updated formula is better suited for today's diesel fuels and high performance diesel engines. Better Diesel FBC cleans and prevents build-up of fuel injector nozzle coking deposits. Better Diesel FBC also cleans and prevents build-up of internal injector deposits (IID's). This tested and proven combination of ingredients maintains optimal fuel injection spray patterns for fuel economy.

These essential fuel additive ingredients are now combined in the same product. The lower treat ratio (dose) of 1:3,200 ensures you are getting the best value for your money in terms of price per treated gallon with Better Diesel FBC.



UNTREATED DPF



UNTREATED DPF FRONT

TREATED DPF



TREATED DPF FRONT

Better Diesel FBC is registered on the EPA approved list of fuels and fuel additives (FFAR) under CFR Part 79.

www.betterdiesel.com

New! Test Results for **Better Diesel™ FBC** (Fuel Borne Catalyst)

Test Results for **Better Diesel™ FBC** (Fuel Borne Catalyst).
2016 Cummins ISX CM2350, 550 hp diesel engine
as controlled by a Taylor rolling dynamometer.

HERE ARE THE RESULTS:

Engine Test Conditions	Total Amount of Fuel Consumed ¹		% Improvement
	BEFORE without FBC	RETEST with FBC	
30% engine load, 1400 rpm	1.161 gallons (Average of 3 runs)	1.024 gallons (Average of 2 runs)	12%
60% engine load, 1400 rpm	2.375 gallons (Average of 3 runs)	2.035 gallons (Average of 3 runs)	14%

¹ Fuel measurement based on total carbon emissions using 40 CFR Part 1065 compliant test method as performed by PEMS.

This engine is a 2016 Cummins ISX CM2350 rated at 550 hp mounted in a Kenworth W900 "Super Cab". The engine had 272,476 miles on the odometer when the fuel treatment period began in April 2018. The test concluded 3 months later with an odometer reading of 308,218 miles. The ECM program was "stock" as received from the engine dealer.

The engine testing was done using a Taylor rolling dynamometer at fixed rpm and load. Stack exhaust emissions were sampled and analyzed using a PEMS (Portable Emissions Measurement System) manufactured by Sensors Inc. EPA test method 40 CFR Part 1065 was used to measure engine fuel consumption to eliminate any influence of extrinsic variables such as wind and rolling resistance, driving style, and terrain.

The DPF regeneration performance was nothing short of outstanding with only 6 completed regenerations logged by the ECM over the 3-month test period. The engine oil was sampled and analyzed before each of two (2) oil changes at intervals of ~15,000 miles. The engine oil analysis reports were normal.

As is typical with the use of Better Diesel™ FBC the driver noted smoother, quieter engine operation and better pulling power. The manually logged baseline MPG was 5.2. The driver noted that the MPG gradually increased over the first month of the evaluation period. The driver-logged MPG from beginning to end of the 3-month test period was 5.85 MPG. This represents an increase of 12% which included the initial clean-up and conditioning time. The driver-logged MPG for the last 2 months of the test period was 5.94, an increase of 14%. These results are consistent with the rolling dynamometer results obtained under stringently controlled engine operating conditions of rpm and load.

Better Diesel™ FBC is registered on the US EPA list of approved fuels and fuel additives under CFR 40 Part 79.