



# RCT Trucking

## Initial Dyno Run

- Initial test November 3, 2008
- Mileage 693,700
- Engine, Citgo C-500 15W40
- Transmission, Cognis (PAO) 75W90
- Differentials, Cognis (PAO) 75W140
- No fuel additives used

## 2nd Dyno Run

- Final test December 8, 2008
- Mileage 720,843
- Engine, 9000 5W40
- Transmission, 239S 50W
- Differentials, 268 (ISO 320)
- Fuel Additive Diesel Treat 2000 ULSW



RPM	W/HP		C/TORQ		FUEL/GAL		FUEL/WEIGHT	
	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno
1400	423.3	429	6527	6629	23.12	21.62	168.02	156.88
1600	408	414	5456	5547	24.19	22.97	175.87	166.70
1800	383.8	393.6	4525	4647	25.78	24.35	187.44	176.80
1400 225HP	223.8	225.6	3358	3369	14.14	14.14	99.82	98.52

### 1st Dyno    2nd Dyno    Reduction

- Transmission Temperature:                    180.5      153.5      15.0% reduction in temperature
- Differential Temperature                        139        123.5      11.2% reduction in temperature
- Tested at Michigan Caterpillar, Grand Rapids, MI                    ▪ All data reviewed and calculated by Dr. William E. Noonan with letter attached

**More Horsepower with less fuel consumption = 8.97% savings**



# Meuth Concrete

## Initial Dyno Run

- Initial test Febraury 10, 2009
- Mileage 317,003
- Chevron RPM 15W40
- Transmission, Chevron 80W90 Gear Oil
- Differentials, Chevron 80W90 Gear Oil
- No fuel additives used

## 2nd Dyno Run

- Final test April 6, 2009
- Mileage 328,581
- Schaeffer Supreme 7000 15W40
- Transmission, Schaffer's 293 80W90
- Differentials, Schaffer's 293 80W90
- Fuel Additive Diesel Treat 2000 ULSW



RPM	W/HP		C/TORQ		FUEL/GAL		FUEL/WEIGHT	
	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno
1200	367.2	357.8	5279.6	5277.2	20.72	19.94	147.31	140.26
1400	408	406	5050.8	5117.8	24.75	23.15	175.90	162.96
1600	449.8	450.3	4881	4924.1	26.11	25.97	185.60	183.00
1800	444.4	458.8	4262.2	4420.5	27.12	26.68	192.79	188.37

1st Dyno    2nd Dyno    Reduction

- Transmission Tempature:                    168.5      153.5      8.90% reduction in temperature
- Differential Temperature                    122        113        7.40% reduction in temperature
- Tested at Whayne, Caterpillar in Louisville, KY                    ▪ All data reviewed and calculated by Dr. William E. Noonan with letter attached

**More Horsepower with less fuel consumption = 7.0% savings**



# ETI Trucking

## Initial Dyno Run

- Initial test November 6, 2009
- Mileage 1,310,149
- Kendall 15W40
- Transmission, Mobile 50W Synthetic
- Differentials, Mobile 75W90 Synthetic
- No fuel additives used

## 2nd Dyno Run

- Final test December 22, 2009
- Mileage 1,326,247
- Schaeffer Supreme 7000 15W40
- Transmission, Schaffer's 239S 50W
- Differentials, Schaffer's 268-ISO320
- Fuel Additive 137ND



RPM	W/HP		C/TORQ		FUEL/GAL		FUEL/WEIGHT	
	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno
1200	376.2	369.5	5361	5292	21.8	19.91	152.13	140.67
1400	438.6	436.1	5353	5293	23.8	22.90	166.13	161.90
1600	480.5	479.1	5066	4938	26.6	25.86	186.15	182.57
1800	472.5	470.4	4402	4382	27.2	26.51	190.20	187.16

### 1st Dyno 2nd Dyno Reduction

- Transmission Temperature:                    178            163.5            8.1% reduction in temperature
- Differential Temperature                        127.3            118            7.3% reduction in temperature
- Tested at Thompson Caterpillar, in LaVergne, TN                    ▪ All data reviewed and calculated by Dr. William E. Noonan with letter attached

**Fuel Savings of = 3.5% savings**



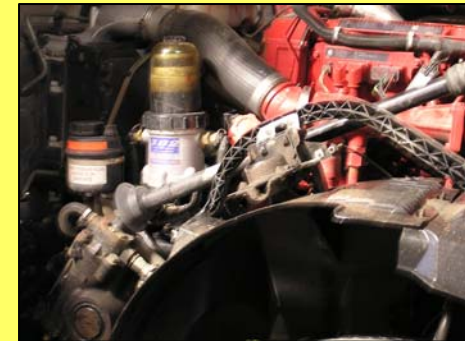
# Watkins Shepard

## Initial Dyno Run

- Initial test November 11, 2009
- Mileage 509,849
- Penzoil 15W40
- Transmission, Penzoil 50W
- Differentials, Penzoil 75W90
- No fuel additives used

## 2nd Dyno Run

- Final test January 5, 2010
- Mileage 526,415
- Schaeffer Supreme 7000 15W40
- Transmission, Schaffer's 239S 50W
- Differentials, Schaffer's 268-ISO320
- Fuel Additive 137ND



RPM	WHP		C/TORQ		FUEL/GAL		FUEL/WEIGHT	
	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno
1200	340	353.3	4365	4290	19.89	16.9	128.92	117.44
1400	407.5	412.3	4203	4183	26.87	22.18	164.83	152.83
1600	422.5	435.9	4070	4072	33.62	27.32	205.4	190.71
1800	445.4	448.3	3847	3869	34.6	28.06	211.63	192.80
1500/250	265.3	256.9	2701	2644	16.72	14.82	116.7	104.26

### 1st Dyno    2nd Dyno    Reduction

- Transmission Temperature:                    147.5      135.5      8.1% reduction in temperature
- Differential Temperature                        122.5      113.3      7.5% reduction in temperature

▪ Tested at Interstate Diesel, Missoula, MT      ▪ All data reviewed and calculated by Dr. William E. Noonan with letter attached

**Fuel Savings of = 7.8% savings**



# Oak Harbor Freight

## Initial Dyno Run

- Initial test January 6, 2010
- Mileage 441,563
- Engine, Conoco 15W40
- Transmission, Union 76 75W90
- Differentials, Union 76 80W90
- No fuel additives used

## 2nd Dyno Run

- Final test February 23, 2010
- Mileage 452,519
- Engine, 7000 15W40
- Transmission, 239S 50W
- Differentials, 268 (ISO 320)
- Fuel Additive Diesel Treat 2000 ULSW



RPM	W/HP		C/TORQ		FUEL/GAL		FUEL/WEIGHT	
	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno
1200	287.3	280.2	4335	4236	17.03	16.00	121.45	114.18
1400	327.4	320.9	4226	4106	19.05	18.04	136.01	128.79
1600	347.3	345.5	3890	3868	20.60	19.68	147.04	140.63
1800	333.5	331.2	3325	3299	22.52	21.47	160.78	153.64
1500/250	249.6	249.9	2969	2931	14.84	14.70	106.03	105.45

### 1st Dyno 2nd Dyno Reduction

- Transmission Temperature:                   147.5      134.5      8.8% reduction in temperature
- Differential Temperature                    127.3      118.5      6.9% reduction in temperature

▪ Tested at NC Caterpillar in Seattle, WA

▪ All data reviewed and calculated by Dr. William E. Noonan with letter attached

**Fuel reduction was 5.9%**



# Strickly Trucking

## Initial Dyno Run

- Initial test November 4, 2009
- Mileage 380,909
- Delo 400 15W40
- Transmission, Chevron 50W Syn
- Differentials, Chevron 75W90 Syn
- No fuel additives used

## 2nd Dyno Run

- Final test January 14, 2010
- Mileage 414,711
- Schaeffer Supreme 7000 15W40
- Transmission, Schaffer's 239S 50W
- Differentials, Schaffer's 268-ISO320
- Fuel Additive 137ND



RPM	W/HP		C/TORQ		FUEL/GAL		FUEL/WEIGHT	
	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno
1200	355.8	348.2	5670	5548	20.03	19.33	143.30	135.26
1400	394.6	396.4	5359	5346	25.5	23.88	182.46	167.12
1600	441.6	443.0	5230	5231	29.19	27.87	208.87	195.58
1800	436.3	427.9	4545	4454	28.06	27.16	200.85	190.61
1500/250	250.4	249.8	3071	3097	15.49	15.70	110.96	110.54

### 1st Dyno 2nd Dyno Reduction

- Transmission Temperature:                    153.5      140.5      8.5% reduction in temperature
- Differential Temperature                    126.3      116.5      7.8% reduction in temperature
- Tested at NC Caterpillar in Seattle, WA      ▪ All data reviewed and calculated by Dr. William E. Noonan with letter attached

**Fuel Savings of = 5.2% savings**





# First Class Service

## Lubricants & Fuel Additive

### Initial Dyno Run

- Initial test December 8, 2009
- Mileage 472,815
- Conoco HD Supreme 1540
- Transmission, Conoco 50W Synthetic
- Differentials, Conoco 75W90 Synthetic
- No fuel additives used

### 2nd Dyno Run

- Final test February 12, 2010
- Mileage 493,294
- Schaeffer Supreme 7000 15W40
- Transmission, Schaffer's 239S 50W
- Differentials, Schaffer's 268-ISO320
- 137 Fuel Additive



RPM	W/HP		C/TORQ		FUEL/GAL		FUEL/WEIGHT	
	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno
1200	387.8	391.1	5001	5169	22.33	20.44	158.29	144.08
1400	429.9	441.6	4833	5004	22.89	21.91	162.27	154.67
1600	403.7	416.3	3935	4073	23.24	23.54	164.81	166.30
1800	400.5	421.4	3435	3637	25.36	25.93	179.91	183.37
1500/250	262.1	251.9	2647	2598	16.67	15.06	118.27	106.77

#### 1st Dyno 2nd Dyno Reduction

- Transmission Temperature:                    161      147.5      8.4% reduction in temperature
- Differential Temperature                    123.3      114.5      7.1% reduction in temperature

▪ Tested at Whayne, Caterpillar, Louisville, KY

▪ All data reviewed and calculated by Dr. William E. Noonan with letter attached

**Fuel Savings of = 7.3% with lubricants and fuel additives**



# SFS Trucking

## Initial Dyno Run

- Initial test January 28, 2010
- Mileage 616,777
- Engine, Chevron Delo 400 15W40
- Transmission, Mystic 50W Syn
- Differentials, Mystic 50W Syn
- No fuel additives used

## 2nd Dyno Run

- Final test February 26, 2010
- Mileage 628,458
- Engine, 7000 15W40
- Transmission, 239S 50W
- Differentials, 268 (ISO 320)
- Fuel Additive Diesel Treat 137ND



RPM	W/HP		C/TORQ		FUEL/GAL		FUEL/WEIGHT	
	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno	1st Dyno	2nd Dyno
1200	345	361	4835	4868	19.7	18.90	140.46	134.76
1400	404	409	4398	4419	21.3	20.20	151.87	144.03
1600	386	396	3985	4023	23.5	21.90	167.56	156.15
1800	364	372	3455	3508	24.4	22.90	173.97	163.28
1500/250	200	200	2337	2406	14.8	13.90	105.52	99.11
1600/325	325	325	3258	3310	19.1	18.10	136.18	129.05
1750/350	350	350	3702	3694	22.8	21.70	162.56	154.72

1st Dyno 2nd Dyno Reduction

- Transmission Temperature: 204.5 172.5 15.6% reduction in temperature
- Differential Temperature 131.5 120.3 8.5% reduction in temperature

▪ Tested at Empire Caterpillar, in Phoenix, AZ

▪ All data reviewed and calculated by Dr. William E. Noonan with letter attached

**Fuel reduction was 5.6%**