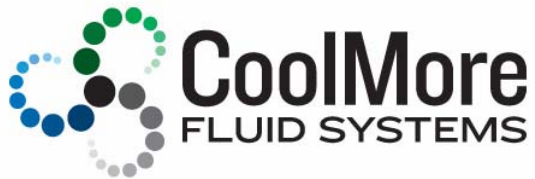


*PRODUCT DESIGN AND MATERIALS  
TECHNOLOGY PANEL PRESENTATION*

January 26, 2006  
10:30am – 11:15am  
Panama City, Florida

*CoolMore Fluid Systems  
Robert F. Kearns  
1 Diamond Causeway  
Suite 21  
Savannah, GA 31411*



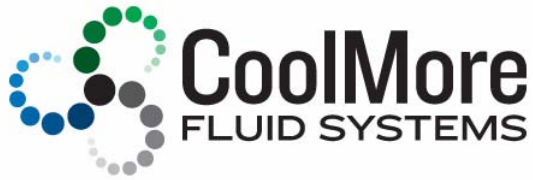
*PRODUCTS:*



*Catalyze fuel*

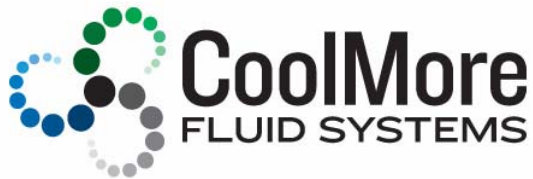


*Condition engine metal*



THE PROBLEM OF FUEL POLLUTION  
EQUALS  
THE PROBLEM OF INCOMPLETE COMBUSTION

- Fossil fuels are complex mixtures of carbon and hydrogen
- Hydrocarbons cluster together, preventing complete oxygen access to fuel molecules
- Incomplete burn leads to release of hydrocarbon exhaust in forms of
  - CO<sub>2</sub>
  - H<sub>2</sub>O
  - Oxides of trace elements (Nox, Sox, Vox, etc.)
  - Heat

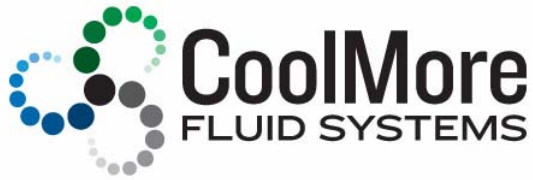


FUNCTIONS

- Promotes decomposition of large fuel particles
- Smaller hydrocarbon particles burn more quickly
- Liberates the fuel's chemical energy to improve combustion efficiency

RESULTS

- Improves fuel efficiency & engine performance
- Soot formation is prevented
- Less fuel wasted in form of particulate emission
- Cleans deposits from combustion chambers

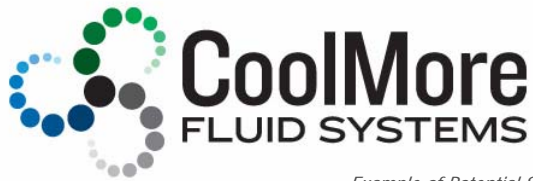


Quantification of Results:

- Reduces fuel consumption by 3 to 5% across the range of fossil fuels (Note 1)
- Dramatic reduction in emissions (Note 2)
  - CO emissions reduced by 10%
  - HC emissions reduced by 9%
  - Particulate carbon reduced by 26%
  - Particulate emissions reduced by 43%
  - No increase in Nox emissions

Note 1: SAE J1321 test procedure performed at SwRI

Note 2: Batelle Research Institute Report



Example of Potential Savings

Gallons of Fuel Purchased (In Thousands Of Gallons) :				12,000.0
Cost Per Gallon :				\$2.25
Fuel Cost ( Thousands Of Dollars )				\$27,000.0
Value of Fuel Savings at	3.06%			\$826.2
Total Savings (000's)				\$826.2
<b>Cost of Adding CleanBoost</b>				
<b>CleanBoost</b>				
Gallons of CleanBoost Required:				4,000.0
Number Of Barrels:				73
Price Per Barrel:				\$3,500.00
Total Cost Of CleanBoost (000's)				\$255.5
<b>Net Savings After Cost Of CleanBoost</b>				<b>\$570.7</b>



# CoolMore FLUID SYSTEMS

Fuel Savings Per Gallon Uses at Ratio of 3000:1



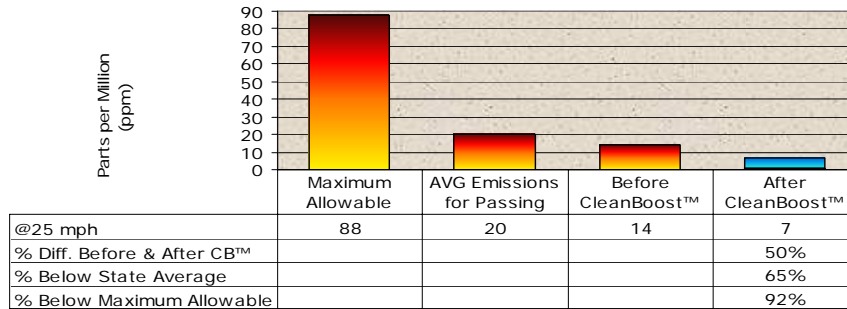
Fuel	Savings	CB Cost	Net	Fuel	Savings	CB Cost	Net
\$2.00	0.0600	0.02121	0.0388	\$2.26	0.0678	0.02121	0.0466
\$2.01	0.0603	0.02121	0.0391	\$2.27	0.0681	0.02121	0.0469
\$2.02	0.0606	0.02121	0.0394	\$2.28	0.0684	0.02121	0.0472
\$2.03	0.0609	0.02121	0.0397	\$2.29	0.0687	0.02121	0.0475
\$2.04	0.0612	0.02121	0.0400	\$2.30	0.0690	0.02121	0.0478
\$2.05	0.0615	0.02121	0.0403	\$2.31	0.0693	0.02121	0.0481
\$2.06	0.0618	0.02121	0.0406	\$2.32	0.0696	0.02121	0.0484
\$2.07	0.0621	0.02121	0.0409	\$2.33	0.0699	0.02121	0.0487
\$2.08	0.0624	0.02121	0.0412	\$2.34	0.0702	0.02121	0.0490
\$2.09	0.0627	0.02121	0.0415	\$2.35	0.0705	0.02121	0.0493
\$2.10	0.0630	0.02121	0.0418	\$2.36	0.0708	0.02121	0.0496
\$2.11	0.0633	0.02121	0.0421	\$2.37	0.0711	0.02121	0.0499
\$2.12	0.0636	0.02121	0.0424	\$2.38	0.0714	0.02121	0.0502
\$2.13	0.0639	0.02121	0.0427	\$2.39	0.0717	0.02121	0.0505
\$2.14	0.0642	0.02121	0.0430	\$2.40	0.0720	0.02121	0.0508
\$2.15	0.0645	0.02121	0.0433	\$2.41	0.0723	0.02121	0.0511
\$2.16	0.0648	0.02121	0.0436	\$2.42	0.0726	0.02121	0.0514
\$2.17	0.0651	0.02121	0.0439	\$2.43	0.0729	0.02121	0.0517
\$2.18	0.0654	0.02121	0.0442	\$2.44	0.0732	0.02121	0.0520
\$2.19	0.0657	0.02121	0.0445	\$2.45	0.0735	0.02121	0.0523
\$2.20	0.0660	0.02121	0.0448	\$2.46	0.0738	0.02121	0.0526
\$2.21	0.0663	0.02121	0.0451	\$2.47	0.0741	0.02121	0.0529
\$2.22	0.0666	0.02121	0.0454	\$2.48	0.0744	0.02121	0.0532
\$2.23	0.0669	0.02121	0.0457	\$2.49	0.0747	0.02121	0.0535
\$2.24	0.0672	0.02121	0.0460	\$2.50	0.0750	0.02121	0.0538
\$2.25	0.0675	0.02121	0.0463	\$2.51	0.0753	0.02121	0.0541

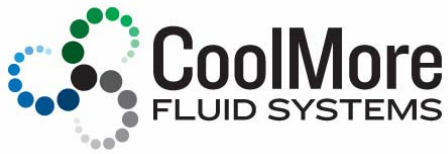


# CoolMore FLUID SYSTEMS

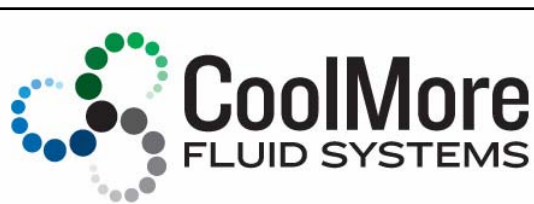
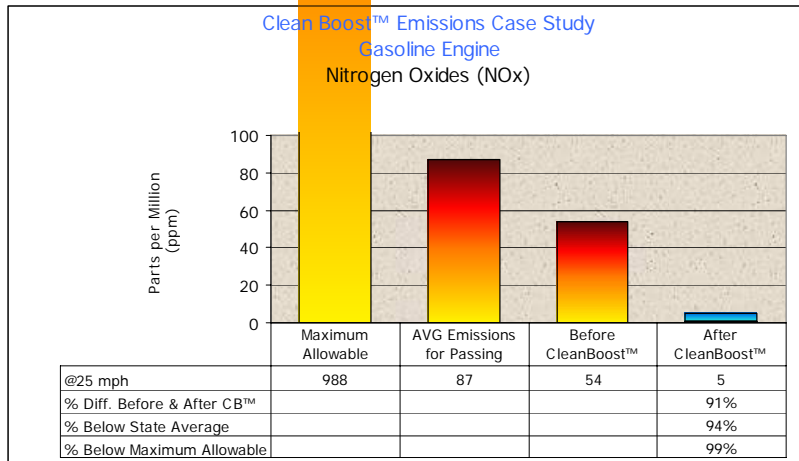


## Clean Boost™ Emissions Case Study Gasoline Engine Hydrocarbons (HC)

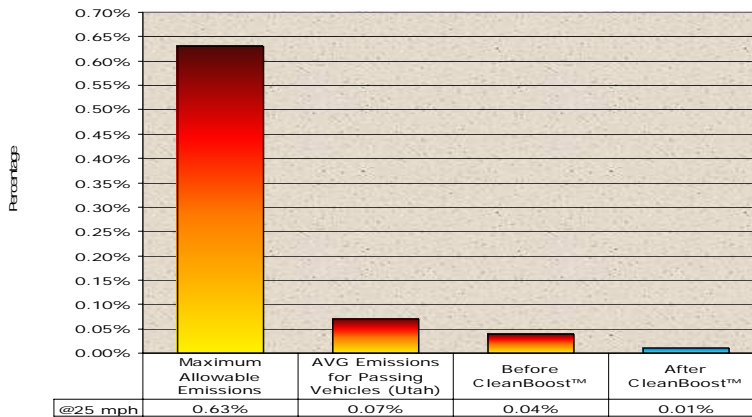


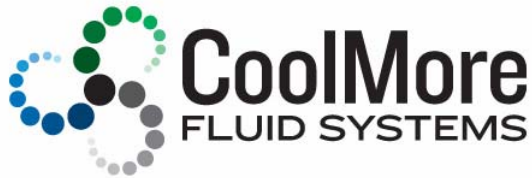


Fuel Savings Per Gallon Uses at Ratio of 3000:1



Clean Boost™ Emissions Case Study  
Gasoline Engine  
Carbon Monoxide (CO)

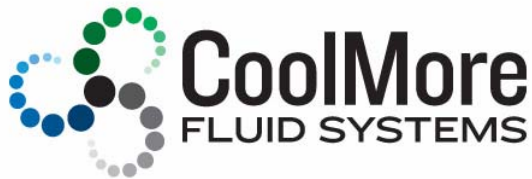




**SUMMARY OF J. FUEL ANALYSIS:**

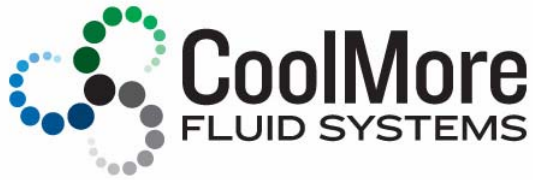
TEST	#2 DIESEL WITHOUT CLEANBOOST™	#2 DIESEL WITH CLEANBOOST™
API Density	37.2	36.7
BTU Boost	137,480	139,770
Cetane Index	45.1	43.9

- *By reducing API gravity .5% CleanBoost™ demonstrates a gain in MPG.* Normally an increase in MPG by reducing density has a *trade-off in reduced power.* But, the phenomenon when using CleanBoost™ is the *increase in BTU's, actually proving an increase in power.* So, the use of CleanBoost™ increases MPG, BTU and horsepower.
- The use of CleanBoost™ *increasing BTU's* promoting complete fuel burn but *reduces the Cetane Index and EGT* (exhaust gas temperature). Normally fuels and fuel additives attempt to increase Cetane to promote a more complete fuel burn. The flaw in this theory is by increasing Cetane one also increases cylinder/engine operating temperatures and EGT.
- Use of CleanBoost™ *does not increase oxygen.* When you increase oxygen you again increase EGT which is damaging to valves and turbos.
- Increasing BTU and the complete burn of fuel results in the 70% plus reduction of Carbon, Soot and Emissions while reducing NOX when using CleanBoost™.



**FAQ**

- **Is CleanBoost™ harmful to humans?**  
*NO...CleanBoost™ uses no Esters, Tetraethyl Leads or potassium. CleanBoost™ uses an Organo-Iron compound*
- **What can you tell us about the CleanBoost™ base?**  
*It is a high quality lubricating base. CleanBoost's base has a carbon chain of 8CH10. Most other industry fuel treatments employ bases with a carbon chain of C24H28 which is the same base as used in asphalt and tar.*
- **Why does CleanBoost™ work so well?**  
*CleanBoost™ lowers API Gravity (+ MPG) while increasing Horsepower. CleanBoost™ stabilizes or reduces Cetane (- Temps) while increasing BTU (+ Burn Rate, - Emissions).*
- **Does CleanBoost™ use Esters increasing Oxidation?**  
*NO...CleanBoost™ uses no Esters. We use a solvent that allows CleanBoost™ to burn clean without an increase in oxidation or EGT (exhaust gas temperatures).*
- **Does CleanBoost™ employ water dispersant?**  
*YES...thus a settling point.*
- **Can CleanBoost™ be bulk stored or delivered?**  
*YES...Cleanboost™ can be delivered in 1 gallon, 5 gallon, 55 gallon drums or by truck or rail tankers.*

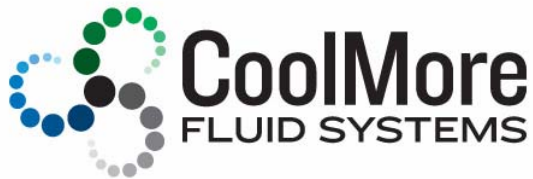


#### FAQ

- **Does CleanBoost™ work as well in Gasoline?**

*YES...In any grade of gasoline.*

- *CleanBoost™ works on the Heptanes and Octane of the fuel.*
- *CleanBoost™ works as a lubricant for fuel injector and carburetor systems.*
- *CleanBoost™ increases octane. This allows vehicles, cycles and applications normally requiring higher octane fuel to burn regular unleaded gasoline.*
- *Easier cold weather starting.*
- *CleanBoost™ reduces emissions 74% to 91% below actual and State allowed emissions.*

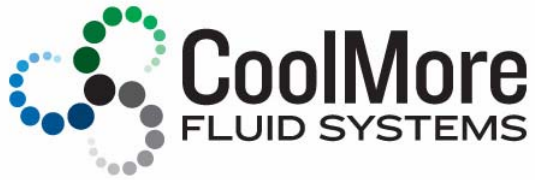


#### FAQ

- **What applications does CleanBoost™ work in?**

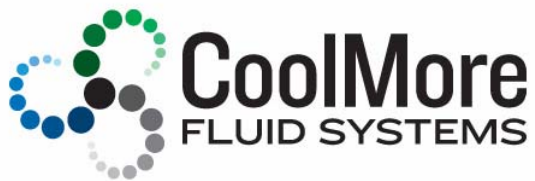
*Let us list the most common:*

- *#1 Diesel*
- *#2 Diesel*
- *Premium Winter Blends*
- *Bio-Diesel*
- *EMD Locomotive Diesel*
- *Automotive Gasoline; any grade*
- *Marine Gasoline*
- *Marine Grade Diesel*
- *Heating Oils (HFO)*
- *Low Grade (crude crack) Marine Fuels (HFO)*
- *Coal (HFO)*

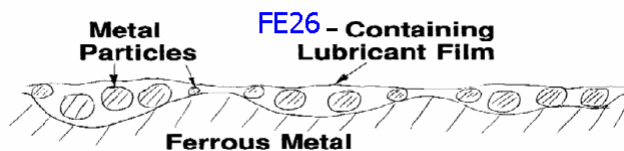
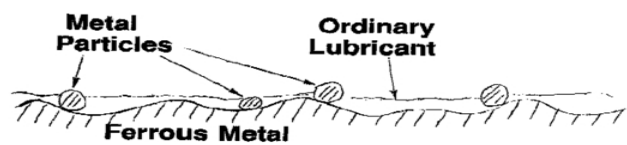


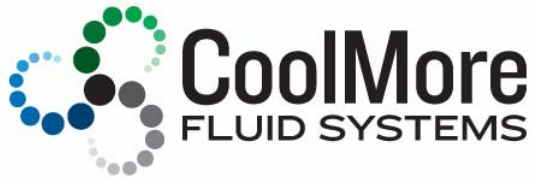
What is **FE26**?

- *FE26 is a highly effective anti-friction metal conditioner*
- *FE26 is non-petroleum based*
- *FE26 is biodegradable, non-flammable, non-corrosive, and non-toxic*
- *FE26 is New Technology*



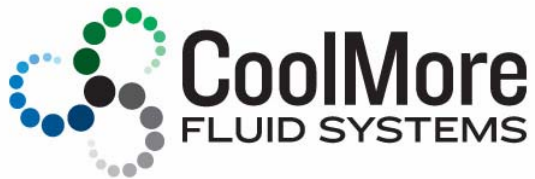
How **FE26** Works:





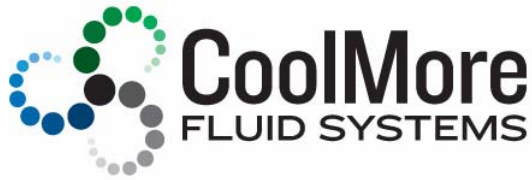
What **FE26** is **not**:

- *FE26 is not derived from petroleum*
- *FE26 is not a lubricant*
- *FE26 is not a colloidal solution and does not contain solids*
- *FE26 does not contain chlorinated paraffins, Teflon, paraffin wax, esters, or any EPA targeted carbon chain*



Benefits of **FE26**:

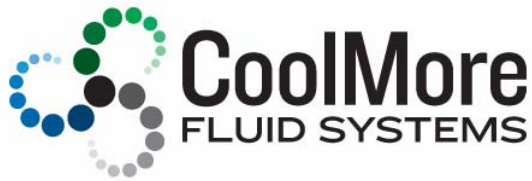
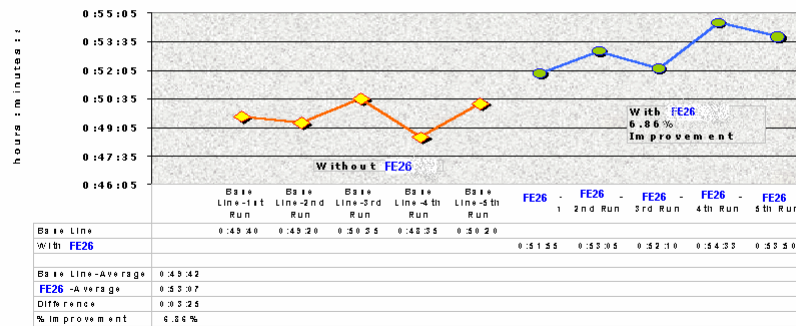
- *FE26 reduces fuel consumption*
- *FE26 increases power to motorized equipment*
- *FE26 reduces operation temperatures*
- *FE26 increases protection against high wear debris buildup and extreme environment*



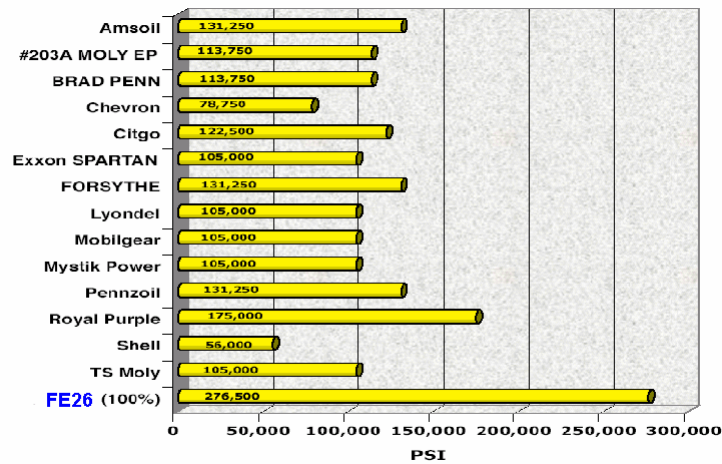
## Fuel Consumption Bench Test

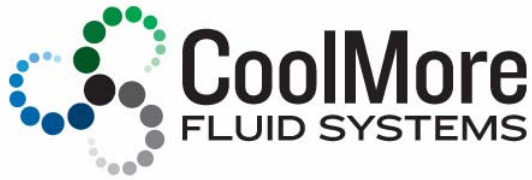
### FE26 SAE J1321 Fuel Consumption Test Results

Joint TMC/SAE test developed specifically to meet the needs of the trucking industry  
 Engine tested: Cummins N14 with #2 Sinclair Diesel  
 Operating Time with 1 Gallon of fuel under load



## ASTM D-2782





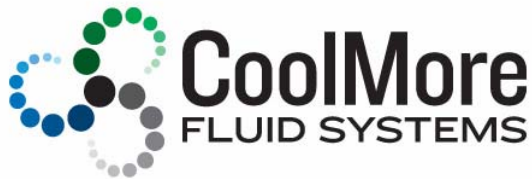
*Official Pilot Summaries (1):*

The following are some sample summaries of noteworthy users. These results show a variety of applications and operating conditions in various seasons. Test details are available thru the office administrator at Truck/Trailer Solutions, Inc.

**Illinois Department of Transportation (I.D.O.T.):**

**Test 1**

UNIT NUMBER	MAKE	ENGINE	BEGIN MPG	END MPG	% + / -
T21105	International	N 14	5.45	6.19	+ 13.60%
T22612	International	N 14	5.88	6.76	+ 14.88%
T25415	International	N 14	5.62	6.14	+ 13.97%



*Official Pilot Summaries (2):*

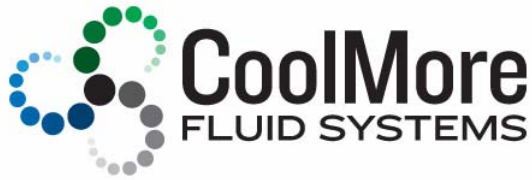
**Illinois Department of Transportation (I.D.O.T.):**

**Test 2**

The following reflects the fuel savings associated with the use of FE26 and CleanBoost when comparing the sample trucks in the ETP fleet with the pre-treatment baseline MPG and the post treatment MPG. All the methods and criteria used in the development of the fleet baseline are exactly the same as the Pilot period. As agreed, we calculated the baseline and Pilot results by use of the overall fleets total operating hours and total fuel consumed. This would remove any chance of error in the final results due to the possible data entry errors by an individual operator or clerk.

FLEET BASELINE DATA					
NUMBER OF UNITS	MAKE	ENGINE	TOTAL HOURS	GALLONS	MPG
Twenty-Seven (27)	International	DT 466	1,931 hrs	4,821.82	12.01
FLEET PILOT TEST DATA					
Twenty-Seven (27)	International	DT 466	6,532 hrs	13,948.00	14.05

*The above results confirm an increase in fuel economy of ..... + 16.94 %*



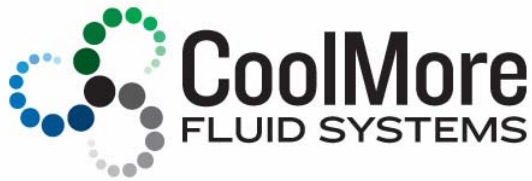
Official Pilot Summaries (3):

**City of Chicago - O'Hare International Airport Fleet:**

AVA553	Ford	5.7 L Gas	6.70	7.62	+ 13.7%
* AVC864	Ford	Powerstroke	2.93	4.79	+ 63.5%
** AVPD78	Ford CrownVic	V-8 Gas	8.99	9.32	+ 3.7%
*** AVC959	'94 Ford Explorer	V-6 Gas	12.91	14.61	+ 13.2%

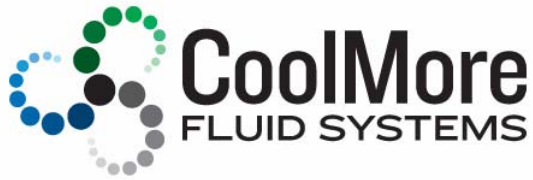
AVC959	Emission Test:	Hydrocarbon Particulates:	reduced	45%
		Carbon Monoxide:	reduced	42%
		NOX:	reduced	5%
		Engine Vacuum:	increased	20.6 in to 21.6 in

- \* '01 Ford F350 Powerstroke Tow Truck. Truck idles 24/7 except when briefly under load towing a vehicle. This is the Cities most difficult friction and emission application due to the high idle hours. FE26 more than doubled its old fuel efficiency demonstrating FE26's tremendous ability to eliminate friction.
- \*\* '00 Ford Crown Victoria Police Department Vehicle. Unit experiences approximately 50/50 idle and drive hours.
- \*\*\* This unit was the emission test unit as it was the Fleet vehicle with the worst emission test results prior to the pilot.



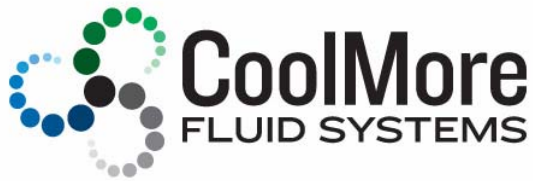
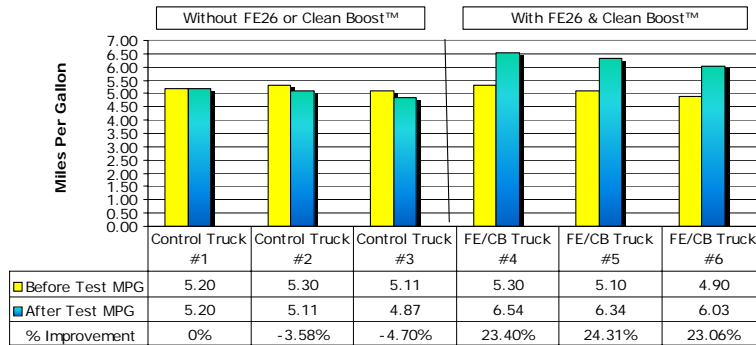
**Testing Results from Provo Utah Firm on CleanBoost and the FE26 Products**

Type	Control Trucks			Test Trucks with Product		
	Truck 1	Truck 2	Truck 3	Truck 4	Truck 5	Truck 6
Engine	Mack E7-460	Mack E7-460	Mack E7-460	Mack E7-460	Mack E7-460	Mack E7-460
Transmission	FRO14210B	FRO14210B	FRO14210B	FRO14210B	FRO14210B	FRO14210B
Rear Axle	Mack	Mack	Mack	Mack	Mack	Mack
Ratio	3:86	3:86	3:86	3:86	3:86	3:86
Tire Size Truck	275/80R22.5	275/80R22.5	275/80R22.5	275/80R22.5	275/80R22.5	275/80R22.5
Tire Tread Depth	22/32	23/32	22/32	22/32	23/32	22/32
Miles before Phase I	468212	465721	467830	472345	461333	451229
Miles after Phase I	486212	483721	485839	490345	479344	469263
Total Miles - Phase I	18000	18000	18000	18000	18011	18034
Miles before Phase II	486452	485531	485950	490347	479501	469421
Miles after Phase II	505439	504119	504473	509254	498419	488375
Total Miles - Phase II	18997	18998	18997	18997	18919	18954
Tire Air Pressure	MAX	MAX	MAX	MAX	MAX	MAX
Engine Oil	Delo 400	Delo 400	Delo 400	Delo 400	Delo 400	Delo 400
Gear Oil	Citgo 85w140	Citgo 85w140	Citgo 85w140	Citgo 85w140	Citgo 85w140	Citgo 85w140
Diesel Fuel	Flying J # 2	Flying J # 2	Flying J # 2	Flying J # 2	Flying J # 2	Flying J # 2
Trailer	48' Great Dane	48' Great Dane	48' Great Dane	48' Great Dane	48' Great Dane	48' Great Dane
Trailer Tires	24.5"	24.5"	24.5"	24.5"	24.5"	24.5"
Tread Depth - Phase I	21/32	21/32	19/32	18/32	21/32	22/32
Tread Depth - Phase II	20/32	19/32	18/32	17/32	19/32	20/32
Route	SLC to LV	SLC to LV	SLC to LV	SLC to LV	SLC to LV	SLC to LV
Est. Mileage - Round Trip	830	830	830	830	830	830
Drivers Weight - Phase I	182 LBS	264 LBS	224 LBS	233 LBS	194 LBS	287 LBS
Drivers Weight - Phase II	210 LBS	266 LBS	188 LBS	191 LBS	214 LBS	174 LBS
Avg. Total Weight - Phase I	82,344 lbs	82,421 lbs	82,308 lbs	82,425 lbs	82,388 lbs	82,487 lbs
Avg. Total Weight - Phase II	79,834 lbs	79,421 lbs	79,650 lbs	79,561 lbs	79,444 lbs	79,688 lbs
FE26 Treatment (sump)	none	none	none	1 gallon	1 gallon	1 gallon
Clean Boost Treatment	none	none	none	1 oz per 25 gallons	1 oz per 25 gallons	1 oz per 25 gallons
MPG Baseline	5.20	5.30	5.11	5.30	5.10	4.90
MPG After Phase I	5.20	5.22	5.01	6.11	5.91	5.67
% Change in MPG After Phase I	0.0%	-1.5%	-2.0%	15.3%	15.9%	15.7%
MPG After Phase II	5.20	5.11	4.87	6.54	6.34	6.03
TOTAL % Change in MPG (Ending MPG-Baseline)	0.0%	-3.6%	-4.7%	23.4%	24.3%	23.1%



## Testing Final Results on CleanBoost & FE26

SAE J1321 - Fuel Consumption Test  
Mobile Environment



# The End