



MEMORANDUM

October 14, 1999

Summary:

This note is to say **Thank You** for introducing us to MILITEC-1. One application of this product saved us \$12,000 to \$14,000!

Background:

As you know, when the City of Corona's Diesel fleet was given the California-mandated SAE J1667 opacity (smoke) test on September 11, 1999, **eight of our vehicles failed.**

Per your instructions, we added MILITEC-1 to the engine oil sumps of all eight vehicles at a ratio of two ounces of MILITEC-1 per quart of engine oil.

Five of the vehicles were then re-tested the same day after idling for approximately 20 minutes (all eight would have been retested but time constraints interfered). All five vehicles showed large reductions in exhaust smoke. In fact, two vehicles reduced their exhaust smoke so much that they **passed the test immediately!**

The remaining six vehicles were returned to regular service for 19 days to allow MILITEC-1 to become fully bonded into the system. During this period, no additional maintenance was performed on any of the six vehicles. The oil was not changed, no adjustments were made to the engines or MFI pump calibration, the same brand and grade of Diesel fuel was used, etc.

On September 30, 1999, they were given the smoke test again. All six vehicles passed. Please see the attached chart for specific details.

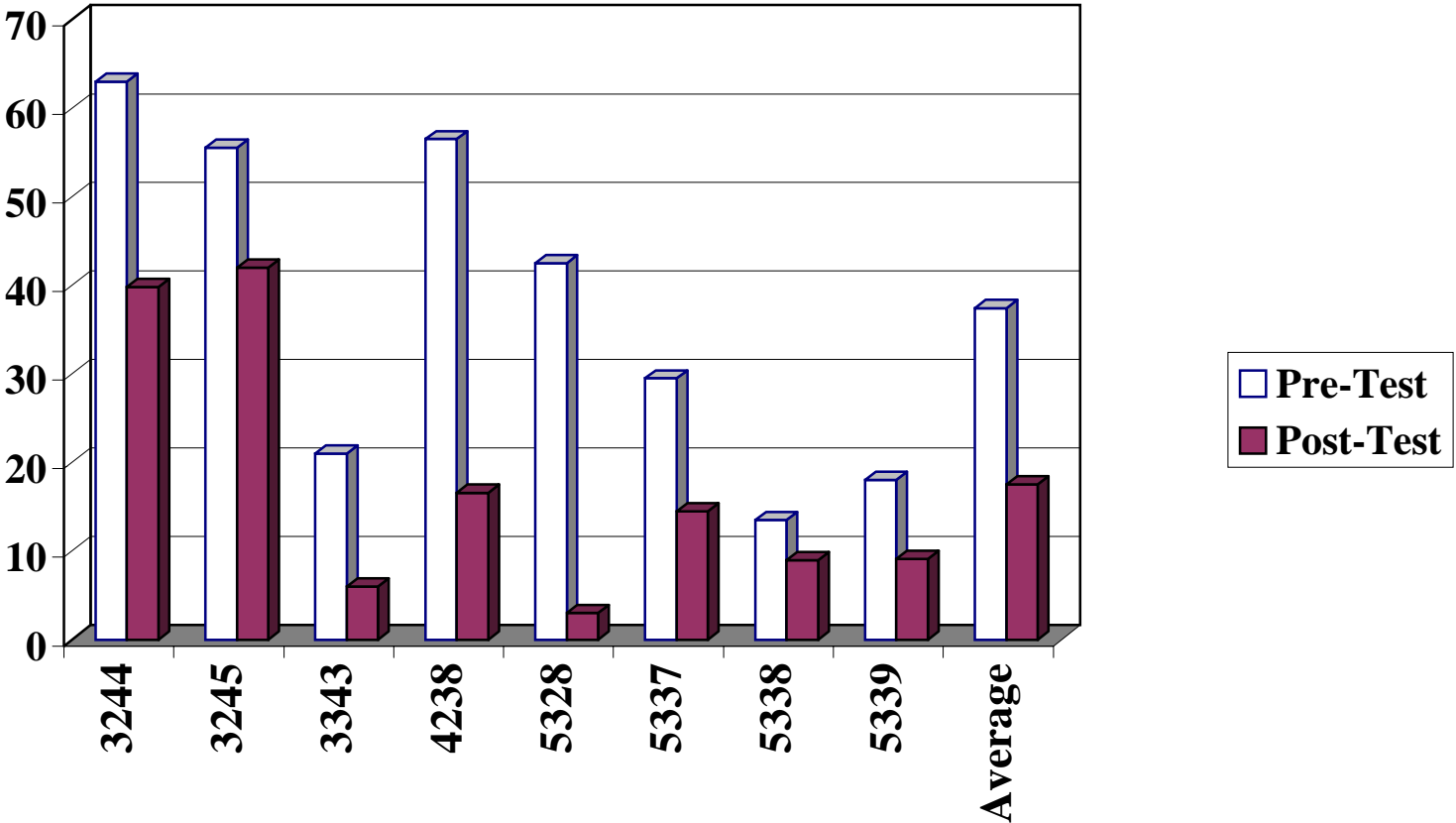
In other words, after only one application of MILITEC-1, **all eight of the vehicles that failed the initial smoke test passed the second test.** On the basis of the repair costs and associated down-time that otherwise would have been required to get these vehicles certified and back in service, we estimate that this single application of MILITEC-1 saved us between \$12,000 and \$14,000.

Thank you! We see great uses for MILITEC-1 in our fleet.

Sincerely,

John Busby, Fleet Maintenance Supervisor

City of Corona, CA. ~ September 11-30, 1999
SAE J1667 OPACITY TEST REPORT
Part A: Official Opacity Test Average
(Criterion is a score of 55 or less on three consecutive tests)



City of Corona, CA. ~ September 11-30, 1999

SAE J1667 OPACITY TEST REPORT

Part B: Peak Opacity Difference

(Must score 5 or less; results of 3 tests cannot vary by more than 5%)

