

Mr. Issac Oved
NRG International
July 7, 1983
Page Two (2)

There are at present, major U.S. drilling companies who are writing their entire preventative maintenance programs and stacking programs around the AIC Lubricants. I am not in a position to name these companies at present, but will be glad to do so as soon as I have the written permission.

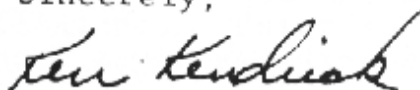
Please feel free to have your industrial accounts contact me if I can help them regarding the use of these special lubricants.

At present, Rust Power Systems is using the AIC line to give us the best protection possible where we are providing service and maintenance contracts pertaining to diesel and natural gas engines. In these applications, it is very important to reduce wear and down time as much as possible. The AIC line gives us a very decisive advantage and allows us the opportunity to demonstrate fuel efficiencies 6% to 8% better than standard 6.25 bore engines.

As a Caterpillar dealer, we are very concerned with using products which demonstrate the same quality as Caterpillar is famous for. I feel that the AIC line of products is one which fills the quality requirement and certainly performs when used as directed. Our two (2) years of research and commercial applications have given us confidence and knowledge to sell and apply these special lubricants to some of the largest U.S. industrial companies.

Enclosed you will find data pertaining to some of the work in which we have been involved.

Sincerely,



Ken Kendrick
Petroleum Sales

bg

Enclosures

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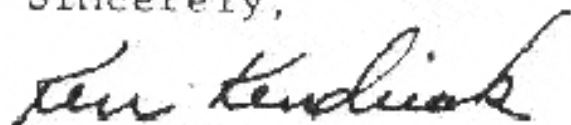
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February 22, 1982

ENGINE TEST REPORT

MANUFACTURER: Caterpillar MODEL: G-398 TA-HC
TEST MODE: Fuel consumption at Constant Speed/Load Design Condition
LOCATION: Rust Power Systems Facility, Albuquerque, New Mexico
APPLICATIONS: Deep Well Water Pump Driver, City of Los Alamos, New Mexico.
TEXT: This engine was new from factory test. Factory test had indicated a full speed/load fuel consumption within acceptable limits. (7597 BTU/BHP-HR @ 700 HP/1200 RPM, +/- 500 BTU/BHPHR)

Acceptable requirements for the applications included, demonstration of design BHP capability over a two hour period with fuel consumption during this run not to exceed a guaranteed value.

Acceptance test conditions were as follow:

SPEED:	1000 RPM	HORSE POWER:	584
ELEVATION:	5700 Ft. ASL	TEMPERATURE:	70 F
FUEL:	Commercial Natural Gas - 860 BTU/SCF-L.H.V.		

The engine was connected to a two-bearing generator and was loaded thru a fan-cooled resistor type load bank. The actual B-HP delivered was calculated thru conversion from warts of power delivered and generator efficiency factor.

The engine was started and run at design speed and approximately 25% load for eight hours. At the end of eight hours at low loaded the engine was brought to 100% of rated load and speed for ten hours. At this point engine speed and load were reduced to design conditions and fuel consumption data recorded over a two hour running period. The results were charted as line #1.

A certain amount of the crankcase oil was then removed and the sump was refilled with NRG 30P up to a volume percentage of 20%. The engine was again brought up to full rated speed and load for ten hours. After ten hours speed and load were reduced, to design conditions and fuel consumption data were taken over a four hour running period.



COLORADO STATE TEST - U.S.A.

(11/15/88 News Release)

SPECIALTY LUBRICANT REDUCES DIESEL SMOKE EMISSION

Exhaust emission tests sponsored by AIC Industrial Lubricants, Inc., Denver, CO (AIC) show that NRG 1540 P Engine Treatment reduced smoke opacity (particulate matter) of light duty diesel Vehicles more than 50 percent below pre-treatment level. Statistical analysis showed that the reduction in opacity following the lubricant treatment was highly significant ($p < 0.01$). There was no loss in horsepower or torque. The tests were conducted by an independent vehicle emissions test facility on a Clayton chassis dynamometer. One quart of NRG 1540 P was added to each engine crankcase for each four quarts of regular oil immediately after obtaining pre-treatment measurements. Vehicles were then driven an average of 4,500 miles and retested for post-treatment smoke opacity, horsepower, and torque. Driving patterns remained the same between emission tests and no engine adjustments were made.

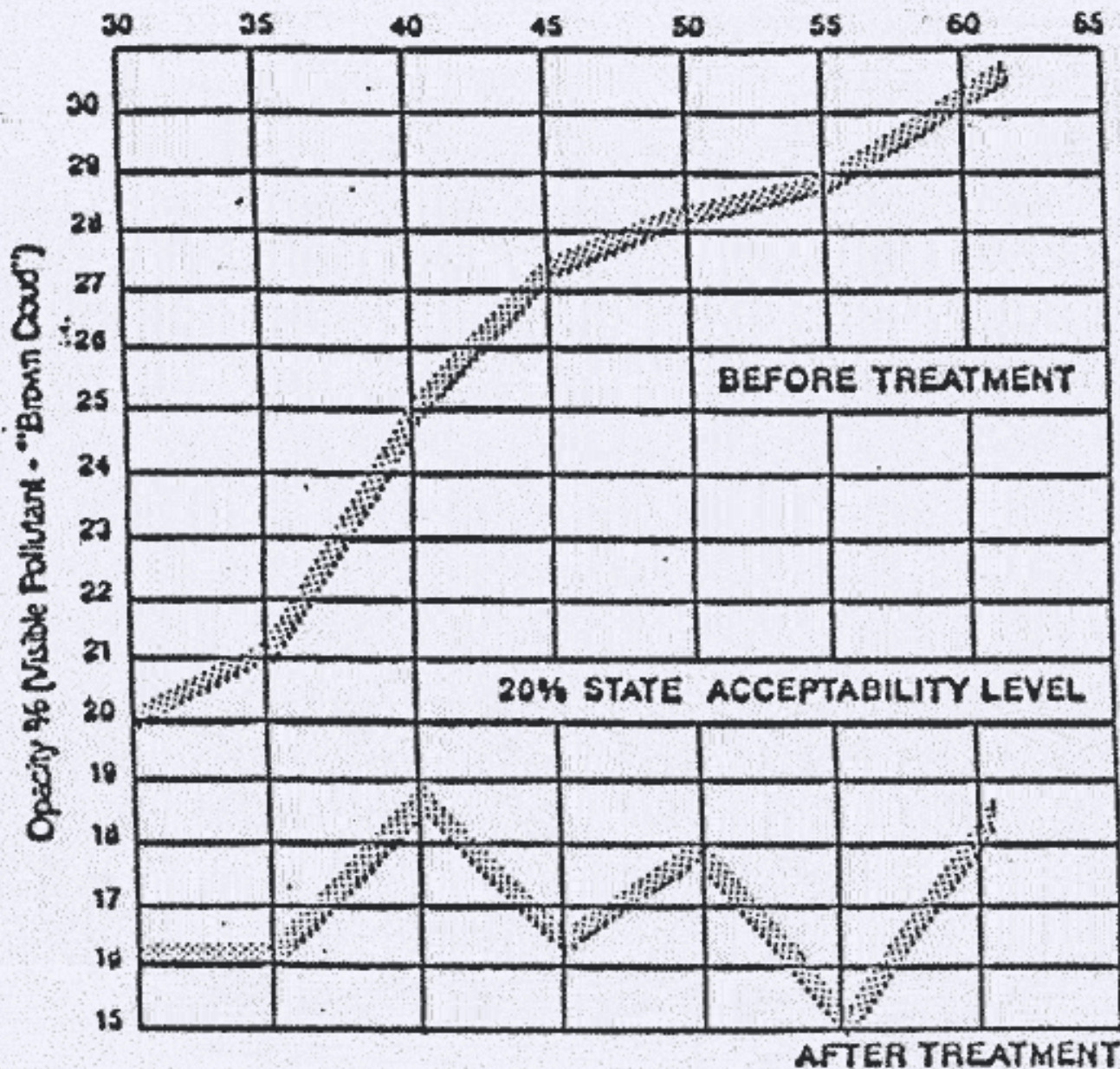
The fact that the reduction in smoke opacity was achieved with no loss of horsepower or torque indicates that NRG 1540 P increased engine efficiency by reducing friction and fuel consumption. NRG's secret lies in its ability to bond a long lasting micro thin film in internal engine surfaces, producing less friction and greater power and fuel efficiency.

The results of a technical feasibility study by Colorado State University (Research Report on Air Quality and Light Duty Vehicles Along Colorado's Front Range, August, 1983) showed that it is possible to reduce smoke opacity 50 percent by adjusting engines to reduce horsepower. Our findings show that NRG 1540 P will equally reduce diesel smoke opacity without the disadvantage of losing horsepower. As such, it offers a simple and cost effective way of reducing air pollution by diesel vehicles.

A fleet of 200 trucks in Colorado has logged more than five million miles by treating its engines with this product at approximately 15,000 mile intervals. Spectrochemical analysis of crankcase oil from sample test trucks of the fleet showed more than a 25 percent decrease in engine wear following the treatment. A seven percent decrease in fuel consumption was also measured.

TEST RESULTS VISIBLE EMISSIONS

MILES PER HOUR • Test Vehicle



Product Tested At: Colorado Department of Health • West Denver Emission Technical Center

Date of Test: Pre-treatment Jan. 7, 1987.
Treated Jan. 7, 1987, after initial test.

Date of Test: After treatment Feb. 6, 1987

Test Vehicle: 1981 Oldsmobile 5.7 liter diesel

Test Vehicle Miles: Pre-treatment-88311
After treatment-89438

RESULTS: 34.6% REDUCTION IN OPACITY*

*Visible pollutant • Brown Cloud • 100% = opaque, 0% = clear
State Requirements: not higher than 20%