

Consumer Results

The following are results that were conducted under typical driving conditions. In most cases, the tests were conducted by capturing (base-line) data prior to the installation of the Fuel & Air Saver.

**Kevin Cameron,
Test on a 1998 GM 6.2 Diesel, January 2002**

Opacity:

Before installation: 22.4%
After installation: 18.6% (17% reduction in emissions.)

Blow-By Tube Emissions:

Emissions captured: 100% (1003.8% reduction in emissions.)

Fuel consumption:

Before installation: 14.0 mpg
After installation: 18.6 mpg (4.6 more miles per gallon or 32% fuel savings after driving 2,000 miles.)

(Note: Customer reported an increase in horsepower, less vibration, faster acceleration and no smoke under a load.)

**Ken Mundy / Town & Taber Waste Management:
Test was conducted on a 1996 International 466 Diesel engine, February 2001**

Opacity:

Before installation: 60.69%
After installation: 22.2% (63% reduction in emissions after driving 2000 miles.)

Blow-By Tube Emissions:

Emissions captured: 100% (138.49% reduction in emissions.)

Fuel consumption:

Before installation: 5.5 mpg
After installation: 10.56 mpg (5.06 more miles per gallon or 51% fuel savings after driving 2,000 miles.)

**BestWay Cartage Limited
Test conducted on a 2000 Detroit Diesel, November 2001**

Opacity:

Opacity test was not conducted – customer states the unit was well below regulation requirements.

Blow-By Tube Emissions:

Emissions captured: 100% (138.49% reduction in emissions.)

Fuel consumption:

Before installation: 5.2 mpg
After installation: 8.1 mpg (2.9 more miles per gallon or a 55% fuel savings after tracking the unit's mileage for seven months, starting in November 2001 and ending in May 2002.)

EBMUD, (East Bay Municipal Utility District)

**Tests conducted on four 1995 Detroit 466 Diesel engines, each equipped with their own Condensator®.
December 10/202**

Opacity:

Before installation: 18 to 20% (All trucks came in at ratings well below regulation)
After installation: 1% reduction in opacity was noticed on each vehicle tested.

Blow-By Tube Emissions:

Emissions captured: 100% (101% reduction in emissions.)

Fuel consumption (Units 1-4):

Unit 1:

Before installation: 4.79 mpg
After installation: 6.28 mpg (1.49 miles more per gallon or 31% fuel savings after 2,000 miles.)
(Note: Fuel consumption tracked by computer fuel reading.)

Unit 2:

Before installation: 5.6 mpg
After installation: 6.79 mpg (1.19 miles more per gallon or 21% fuel savings after 2,000 miles.)
(Note: Fuel consumption tracked by computer fuel reading.)

Unit 3:

Before installation: 4.28 mpg
After installation: 6.86 mpg (2.58 miles more per gallon or 60% fuel savings after 2,000 miles.)
(Note: Fuel consumption tracked by computer fuel reading.)

Unit 4:

Before installation: 4.62 mpg
After installation: 6.28 mpg (1.66 miles more per gallon or 35% fuel savings based on tractor mileage.)
(Note: Computer card lock did not work so tracking was not preformed by computer, however the shop foreman claims the unit was getting 4.62 mpg before installation.)

Automotive Development Service April 9, 2004

California State Ordered Test #505 Emission Test
1996 Dodge 2500 5.9 Cummins Turbo Diesel

Results of this test:

THC: 1% increase
CO: 24% reduced
NOx: 1% increase
PM: 20% reduction

(Note: ADT states, "The Condensator® significantly reduces emission." And ARB granted exemption D-69-8)

Roberson Trucking**Test conducted on a 1999 Cummins 400 big cam Diesel Engine, January 2003****Opacity:**

Before installation: 44%

After installation: 23.6% (47% reduction in emissions after 2,000 miles.)

Blow-By Tube Emissions:

Emissions captured: 100% (120.4% reduction in emissions.)

Fuel consumption:

Before installation: 5.2 mpg

After installation: 6.22 mpg (1.02 more miles per gallon or 19% fuel savings after driving 2,000 miles.)

Lone Star Trucking, - Mike Hale fleet manager**Test conducted on a 2000 Cummins N14 Turbo Diesel, March 2003****Opacity:**

Before installation: 41.6%

After installation: 35.4% (15% reduction in emissions after 2,000 miles.)

Blow-By Tube Emissions:

Emissions captured: 100% (106.2% reduction in emissions.)

Fuel consumption:

Before installation: 5.5 mpg

After installation: 6.69 mpg (1.19 more miles per gallon or 21% fuel savings after driving 2,000 miles.)

Mountain Propane – Ernie Tower, manager**Test conducted on a 2003 Caterpillar 3408 Turbo Diesel, June 2003****Opacity:**

Before installation: 41.2%

After installation: 33.1% (20% reduction in emissions after 2,000 miles.)

Blow-By Tube Emissions:

Emissions captured: 100% (108.1% reduction in emissions.)

Fuel consumption:

Before installation: 5.2 mpg

After installation: 6.6 mpg (1.4 more miles per gallon or 26% fuel savings after driving 2,000 miles.)