

COMPLIANCE
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RESEARCH
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Fuel Additive Report – (Kleen Fuel, aka - X2000)

Vehicle Used - Pontiac GrandAm, 1990
Engine Family - L1G2.5V5TPG6
Base Mileage- 38,565

Procedure:

The procedure followed was established by the Environmental Protection Agency (EPA) and is described in the Code of Federal Regulations Part – 86. This is the same procedure followed by all automotive manufacturers that distribute in the USA. The test consists of a cold start measurement, a hot stabilized sample and a hot start test. The vehicle used was first tested with no additive, only 89 octane unleaded commercial gasoline. Then the fuel tank was filled with fresh 89 octane gasoline plus the fuel additive (Kleen Fuel, aka – X-2000) in the ratio of 0.75 oz. to every gallon of gasoline. We then proceeded to run the vehicle for 50 miles to allow the product time to circulate into the fuel system. The vehicle was then doubled preconditioned (two consecutive LPA-74 driving cycles) which added an additional 14 miles. After that a duplicate of the first test was then performed.

Findings:

The use of fuel additive showed a significant improvement to the performance of the vehicle immediately after its use. On the baseline test there had been a noticeable pinging of the engine which was eliminated with the use of the product. In addition, the exhaust emissions showed a measurable improvement of both NO_x (nitrogen oxides) and CO (carbon monoxide) in the hot stabilized portion of the test. In the case of the vehicle used in this study CO reduction was in excess of 50% and the NO_x reduction was a measurable 11% with the vehicle in the hot stabilized mode. Unlike the first set of baseline tests, there was a considerable reduction of HC in the cold start phase that was also greater 50%, while the fuel economy increased over 10% throughout the entire driving cycle of the test. There was no change in the THC (total hydrocarbon) factor.

Conclusion:

The findings of these duplicate tests prove that the product tested not only improves performance, reduces CO and NO_x, but possibly has a positive effect on the fuel economy simultaneously. I strongly recommend that further investigative studies be performed in order to establish a better understanding of its benefits to the internal combustion engine industry.

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