

California Environmental Engineering

ENVIRONMENTAL TESTING LABORATORY
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October 9, 1990

To: Richard Cooke, Maj. Gen., USMC ret.
President, Omstar Products
126 Marine Avenue
Wilmington, CA 90749

Re: Omstar D-1280X Fuel Conditioner Test Results for Fuel Economy

We have **analyzed** the data in various test reports concerning the fuel economy improvement produced by **Omstar D1280X** when blended with fuel. Our conclusions are summarized **below**.

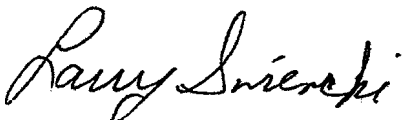
"Controlled" tests. One important test of Omstar D-1280X was made under "controlled" conditions. That is, the eight vehicles involved were driven by the test lab employees (not the regular drivers) over a prescribed city [EPA CVS-751 test course] and a highway [EPA HFET] test course, in each case for a total of 1,500 miles. The test data indicates Omstar D-1280X causes an overall fuel economy increase of 6.5%. This is a substantial increase, considering the high quality of the test fuel used.

"Uncontrolled" tests. Fleets tests involving 110 vehicles made by the maintenance managers of customers of Omstar Products were "uncontrolled," to use a technical term. That is, the regular drivers drove the vehicles and the operating conditions **were** not fixed. In those tests, the data indicated to us that the average increase in fuel economy was 12.8%.

Thus the expectable fuel economy through use of Omstar D-1280X is very possibly between 6.5% (controlled tests) and 12.8% (uncontrolled tests).

Example of monetary savings (First crosshatched bar in attached chart): Let's assume use of Omstar D-1280X improves fuel economy by only 5%. For a fleet getting 5 miles per gallon of **untreated** fuel, **traveling** 100,000 miles will require **20,000** gallons. That's **\$25,000** at \$1.25 per gallon. If adding D-1280X improves fuel economy 5% (to 5.25 **miles per gallons**), only 19,048 gallons would be needed, as a cost of \$23,809. Conservatively, that's a saving of \$1,191 (left bar). It's my understanding the cost of treating 20,000 gallons of fuel with **Omstar D-1280X** is about \$600, making the net savings to the fleet owner about \$591 per 100,000 miles of fleet travel.

Thank you for the opportunity to review and analyze the test data.



Larry Sweincki
Lab Manager

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Richard M. **Cooke**
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- Background Thirty-five years of staff and command responsibilities in Marine Corps aviation. Have served in a variety of billets and units throughout the world while amassing 5000 plus hours in all types of fixed wing and helicopter aircraft.
- 1 Aug 88 to
31 Dec. 88 Chief Operating Officer, Continental Capital & Credit, Inc.
Responsibilities included automobile receivables financing and administration; investor correspondence; personnel administration and general operations. Director of three subsidiaries.
- 1986 to 1989 Deputy Commanding General, Fleet Marine Force, Pacific.
Responsibilities include assisting the Commanding General in the training, equipping, deployment, and sustainment of Marines on the West Coast, Hawaii, Japan, and Okinawa (80,000 personnel and 650 aircraft). Responsible for planning, programming, operational, and training functions of fourteen major installations. Served as acting Commanding General one fourth of the time.
- 1984 to 1986 Commanding General, Second Marine Aircraft Wing, the Marine Corps' largest aviation command with 54 squadrons, 18,000 personnel, 400 aircraft and \$2B in equipment. Responsible for providing combat ready aviation units worldwide from Europe to the far east. Successfully introduced the F/A-18 Hornet and the AV-8B Hamer II. Drug and alcohol abuse significantly lowered. Had the highest personnel retention in the Marine Corps with 141% of quota attained in 1986.
- 1981 to 1984 Commanding General, Marine Corps Air Bases Western Area.
Commanded four major air stations on west coast providing all support for Third Marine Aircraft Wing tenant units. Responsible for planning and operational aspects of facilities to include construction, security, aviation supply, special services, housing, air traffic control, commissaries, post exchanges, clubs, messes, community relations, etc.