

FACSIMILE
TRANSMISSION

To: Mr. Casperson

From: Gerry Gates

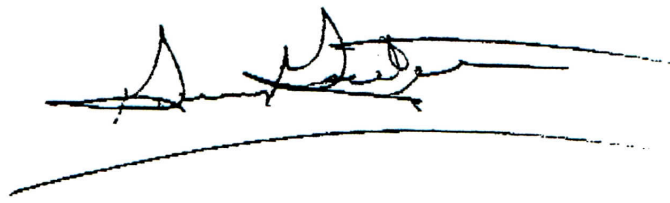
Fax No. 1-6045220505 Location:

Date: May 22, 93

Sir;

I have been asked by KK to make a copy of some data and tests reports that were run at our sublab in Texas. I have started but this will take several days since there is several data banks of data to run and change over to print outs.

As soon as we finish the runs I have been instructed to call for shipping information on the reports etc.



QUALITY
COMMITMENT

ROYAL OAK
MICHIGAN 48068-9985

BLUE DIAMOND ENGINEERING, Co.

July 20, 1993

Enviro-Save Products Inc.
P. O. Box 80129
7840 Edmonds St.
Burnaby, B.C., Canada, V5H 3X5

Attention: Mr. Warren Casperson, President

Dear Warren:

Re: Enviro-Save Metal Treatment Environmental Benefit Tests

Four identical 8-cylinder 280 CID gasoline engines were each subjected to an endurance test comprised of a simulated, arduous road-test covering 100,000 miles. Initial running during the first 5,000 miles covered break-in, performance tests and motoring tests (friction/drag) for base-line data recording.

One of the engines was treated with Enviro-Save Metal Treatment, following which the four endurance tests were commenced simultaneously.

During the test period, the continuous data-logging was programmed so as to highlight significant comparative performance parameters at peak operating conditions, and these are summarized below for the engine treated with Enviro-Save Metal Treatment.

Treated Engine Relative to Un-Treated

Less Fuel	3.9%
More Horsepower	5.28%
Reduced Oil Temperature (Rise)	21°F / 11.6°C Less
Reduced Coolant Temperature (Rise)	28°F / 15.5°C Less
Less Blowby	19.9%
Less Emissions	Hydro-carbons – 30,000 ppm
(% not available at this time)	NO _x - 123,000 ppm
	Carbon Monoxide - 741,600 ppm
Lower Wear Rates	Oil analyses indicated that the untreated engines wear rates were two to three times higher.

It should be noted that the test was specially designed to be very severe (e.g. power demands to meet the 'route' schedule varied from IDLE to full power 280 BHP) so as to simulate a 'lifetime' of wear in a short duration: and in fact two of the three untreated engines failed to complete the test.

The above tests were performed at our E.P.A. – and S.A.E. – certified laboratory.

Yours truly,



Roscoe Stoker
Blue Diamond Engineering, Co.
P.O. Box 14303
San Antonio, Texas 78214
(512) 923-5053

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