

MIX-I-GO TEST PROCEDURE90-DAY THREE PHASE TEST

(Gasoline)

SATISFACTION OR MONEY BACK GUARANTEEPhase I

- A. Establish the same environmental, geographic, and load conditions.
 - 1. A minimum of four to five test vehicles
 - 2. Vehicles driven by the same driver
 - 3. Vehicles driven the most miles in the fleet
 - 4. Vehicles in good mechanical condition
 - 5. Vehicles with mileage between 10,000 and 70,000 miles
- B. Fuel supplement treatment procedures
 - 1. Minimum of two quarts per vehicle (three quarts on trucks)
 - 2. Minimum of 1,000 miles before preliminary evaluation
 - 3. Obtain accurate miles per gallon usage before test is started (provide before and after evaluation forms)
 - 4. Treat with two ounces of Mix-I-Go per ten gallons for the first few treatments, then one ounce per ten gallons thereafter (for better dispersion of the supplement, add before each tank fill up)
 - 5. Check fuel filters at 1,000 to 1,500 miles - clean or change if necessary

Phase II

- C. Evaluate the before and after conditions of the following areas:
 - 1. The carburator for gum and varnish deposits
 - 2. Spark plugs for carbon deposits
 - 3. Run an emissions check or check the exhaust pipe color
 - 4. Ease of starting

5. Accelerating power
6. Pinging, dieseling, or after-run condition
7. Compression of each cylinder
8. The combined city and highway mileage

Phase III

- D.
1. Provide mileage record form for untreated and treated fuel.
 2. Compute the miles per gallon on each fill up on the form provided.
 3. Tell the customer to expect a decrease in mileage for the first 1,500 miles of Mix-I-Go treated fuel as it cleans the carbon, condensation, varnish, and sludge from the fuel system and engine.
 4. Evaluate the combined mileage at 1,500 miles, 2,000 miles, and 3,000 miles for the increase.
 5. Some vehicles will need to adjust the carburetor at 1,500 to 2,000 miles as Mix-I-Go cleans out the tar and varnish, i.e., lean out the fuel mixture.

DEE-ZOL TEST PROCEDURE

(Diesel Fuel)

Phase I

- A. Establish the same environmental, geographic, and load conditions.
1. A minimum of three to four test vehicles
 2. Vehicles driven by the same driver
 3. Vehicles driven the most miles in the fleet
 4. Vehicles in good mechanical condition
 5. Vehicles with mileage between 10,000 and 70,000 miles
- B. Fuel supplement treatment procedures
1. Minimum of two gallons per vehicle
 2. Minimum of 2,500 miles before preliminary evaluation
 3. Obtain accurate miles per gallon usage before test is started (provide before and after evaluation forms)
 4. Treat with four ounces of Dee-Zol per ten gallons for the first few treatments, then two ounces per ten gallons thereafter (for better dispersion of the supplement, add before each tank fill up)
 5. Change fuel filters at 1,000 to 1,500 miles

Phase II

- C. Evaluate the before and after conditions of the following areas:
1. The efficiency and cleanliness of injectors
 2. Condensation content of the fuel system
 3. The presence of diesel knock
 4. Acceleration and hill climbing power
 5. Ease of starting
 6. Fuel consumption (gph or mpg)

Phase III

- D. 1. Provide mileage record forms for untreated and treated fuel.
2. Compute the miles per gallon on each fill up on the form provided.
3. Tell the customer to expect a decrease in mileage for the first 2,000 miles of Dee-Zol treated fuel as it cleans condensation, sludge, carbon, and varnish from the fuel system and engine.
4. Evaluate the combined mileage at 2,000 miles, 3,000 miles, and 5,000 miles for the increase.
5. Some vehicles will need to have the air, fuel mixture adjusted at 4,000 miles as Dee-Zol cleans up the injection system.

PROPOSED TEST PROGRAM

Phase 1: Obtain an American make automobile test vehicle. This test vehicle should have approximately 30-70,000 miles on it and should have no mechanical limitations. The vehicle should be capable of operating at manufacturer's specifications with regard to timing, point-gap, fuel-to-air ratio, etc.

Phase 2: After setting the timing and fuel-to-air ratio according to manufacturer specifications, the baseline emissions and fuel economy for the test vehicle should be established. This should be accomplished while the test vehicle is operating on a leaded fuel containing no MIX-I-GO. The test that you should use to establish this baseline corresponds to the hot-start LA-4 portion (Bags 1 and 2) of the Federal Test Procedure (FTP) and a highway fuel economy test (HFET). Details of the test procedures can be obtained from the United States Environmental Protection Agency (EPA).

Phase 3: Establish the baseline emissions and fuel economy on the test vehicle while operating on the same leaded fuel used in phase 2 with the exception that the fuel should be treated with MIX-I-GO at a concentration of 2 oz. per 10 gallons of fuel. The test again should correspond to the hot-start and HFET portion of the EPA test procedure and should be run in duplicate.

Phase 4: Operate the test vehicle with a leaded fuel containing MIX-I-GO at a concentration of 2 oz. per 10 gallons on a test track using the AMA driving cycle for a distance of 1000 miles. After 1000 miles have been accumulated on the test vehicle it should be tested for exhaust emissions and fuel economy according to the procedure used in phases 2 and 3.

Phase 5: Operate the test vehicle with a leaded fuel containing MIX-I-GO at a concentration of 1 oz. per 10 gallons on the test track using the AMA driving cycle for an additional 1000 miles. After this additional mileage has been accumulated on the test vehicle, it should be tested for exhaust emissions and fuel economy according to the procedure specified in phases 2 and 3, with the exception being that the MIX-I-GO concentration should be 1 oz. per 10 gallons of fuel.

SUGGESTIONS FOR TESTING OF DEE-ZOL OR MIX-I-GO
IN INTERNAL COMBUSTION ENGINES

1. Define your Test Parameters (i.e. what information are you seeking and define acceptable results).
2. Establish current Baseline data for comparison with test data.
3. Test a minimum of six (6) vehicles.
4. Select a good cross-section of vehicles (type, age, usage, etc.) which can be observed, monitored, and controlled.
5. We recommend a double dosage with the initial treatment to speed up the cleaning action.
6. Upon completion of test, run at least two tanksfull of untreated fuel and observe any changes in fuel economy, emissions, etc.
7. Duration of the test will depend on weather conditions, costs, customer's ability to continue use of the equipment and monitor, etc.
8. We recommend a minimum of 3,000 miles per vehicle for a test - or a duration of one month (whichever comes first).
9. To insure that BASELINE DATA and TEST DATA are held constant so that the measurable variable will be the effect of the additive, it is important to check closely the following:

Fuel quality and source should remain constant.

The same person should always fill the fuel tanks to insure that they are filled to the same level, and accurate data kept.

Load conditions on equipment should be constant.

Air pressure in tires should be maintained.

The same drivers should be used throughout the evaluation.

Baseline and Test should be performed in similar weather with similar temperature and humidity.

Identical mileage and terrain should prevail for both baseline and test routes.

Vehicles should be checked before, during and after test to ensure they are in good mechanical condition.

Accurate measuring devices should be used to measure time, fuel used and distance travelled (and exhaust emissions).

All data should be verified by a second observer.

10. Finally, and perhaps the most important - the person representing the product SHOULD BE PRESENT during all critical times of the baseline and test periods - asking questions, making notes, and INSURING THAT THE TEST IS BEING CONDUCTED CAREFULLY AND ACCURATELY. The product representative should BECOME INVOLVED IN THE TEST, and if this is done, they will understand the outcome!

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(MIX-I-GO) DEE-ZOL PLUS TEST PROCEDURE

A. Test Vehicles

1. 3 - 5 vehicles.
2. Each vehicle should be assigned to a similar work load during the test period.
3. Each vehicle should have a specified driver, in order to understand the test and to utilize his own driving habits.
4. Refuel the trucks from the same source of supply of fuel.
5. Test vehicles assigned should be in good mechanical order; perferably ones that have had the engine head removed and the condition of the carbon presence photographed.

B. Baseline - Untreated Fuel.

1. Drive the vehicles with untreated fuel for one week.
2. Determine miles per gallon.
3. Have driver note any characteristics of the vehicle during this time (hills covered on test and gears used to overtake them, etc.), engine performance, noise of engine.

C. Baseline - Treated Fuel.

1. Double dose the fuel at fill up with DEE-ZOL PLUS (MIX-I-GO).
2. After the first fill up, treat the fuel with a normal dosage of DEE-ZOL PLUS (MIX-I-GO).
3. Have drivers make notes of changes in characteristics of the vehicle.
 - a. Engine noise.
 - b. Smoother running.
 - c. Ease in starting.
 - d. More power, less down shifting.
 - e. Changes in fuel economy.

Page 2, (MIX-I-GO) DEE-ZOL PLUS TEST PROCEDURE

- D. If truck is used on test until the next scheduled maintenance check, have the engine head removed, and check for cleanli-ness and/or amount of carbon. Take a picture to compare with engine condition at the start of the test.
- E. Run 3-5 vehicles with treated fuel for one-two months minimum. The vehicles might show a decrease in performance at the beginning of this portion of the test due to the cleaning action in the engine and fuel system by the product.
- F. Baseline - Untreated Fuel.
1. Run trucks for one week using untreated fuel.
 2. Determine any changes in operation of truck.
 3. Note changes in engine smoothness, engine noise, power.