

Technical Information

Industrial Testimonials

Testimonials from large diesel applications using Syntek Engine Boost 2.0. Some companies have allowed to have their company or employee names published, while others have chosen not to have their names used in order to eliminate calls to their company offices.





GE Energy Rental

GE Power Systems

151 North 700 West #1
North Salt Lake City, Utah 84054
Telephone: 801-936-7317
Fax: 801-936-7318

May 28, 2003

Syntek Global Inc.
1245 E. Brickyard Rd.
Salt Lake City, Utah 84106:

Dear Sirs:

My Facility has used the fuel additive Engine Boost 2.0 for over two years. I provide the industrial and entertainment markets with generators from 5 KW up to 1250 KW. Since we began using this product, we have had no failures in the injector pumps or the injectors of these generators.

You introduced us to this product while we were providing power to Pre-Olympic Events. We were running two 300 KW generators in parallel. The fuel consumption was 875 gallons of diesel a day. After using the product for one week, our fuel consumption went down to 650 gallons a day. Due to the success we have had with Engine Boost 2.0 at the Salt Lake Energy Facility, Engine Boost 2.0 was used exclusively in all the generators G.E Energy Rentals used at the 2002 Winter Olympics.

We have had generators come to us from other locations around the country that had rough running engines. We have learned that if we put in a double dose of Engine Boost 2.0 within a couple of hours the generators start running smother.

We have provided the generators to the new Everwood Television Series. During the last two months of the first year of production, we approached the production team and requested that they run Engine Boost 2.0 in at least our generators. I told them, if they would use Engine Boost 2.0 in all their vehicles, they would save between 8 and 15 percent on the fleet fuel bill. They tested it and reported back that they were saving 10 percent on their fuel costs.

I would reccomend Engine Boost 2.0 to anyone who wants their vehicle or heavy dudy machinery to run better, last longer, and be more efficient.

Sincerely,

David L. Peck
Facility Manager
SLC, G.E.E.R

After purchasing my Peterbilt 379, with a 550 hp. Cat., I was dissapointed in the fuel mileage, averaging 4.7 mpg. At about 30,000 miles, I recieved a Sample of Syntek Engine Boost 2.0. Since using the product, my milage has increased to 5.7 up to 6.2 mpg, and being an owner-operator, the rising cost of fuel eats into the profit. This prduct is saving me \$\$ everyday.

Thank you,

Chuck
Jacksonville, FL

SCHMID

OILFIELD SERVICES, INC

To: Syntek Global Inc.

From: Bill

Dear Sir:

I am writing this letter to you to inform you of the great response from our employees about the usage of Engine Boost 2.0 Fuel Treatment.

We started using the fuel treatment in the winter and have had great luck in our equipment starting as well as our fuel savings. We have started to notice that our run time on our equipment is longer. Instead of fueling every 6 hours on our Dozers and Scrapers, we are refueling every 8 to 10 hours. Our exhaust stacks are running cleaner and the smoke coming from the equipment is turning into a greyish almost white smoke.

We decided to do a test on savings on our fuel consumption between the trucking side and construction side of our company. The test results were shocking, doing the same amount of work load if not more, we purchased 15% less fuel than the previous months. Our trucks were topping the "THREE SISTERS" hills on I-80 with 2 more gears then before and the trucks went from 5.6 miles per gallon to 7.2 miles per gallon after just one month.

We hope we can buy this product in bigger volumes then 16 oz. bottles because we plan on treating our storage tanks which are 10,000 gallon every time we fuel up.

Thanks for taking the time for your testing of Engine Boost 2.0 and we look forward to a long term relationship between both our companies'.

Bill

Service Technician

Memo

To: Syntek Global Inc.

From: Operations Specialist, Dry Shipping

Having reviewed the performance of Syntek Engine Boost 2.0 for the last 7 months, it appears to improve burner efficiency and heat output with the fuel oil we are currently using.

We took our oil storage tank out of service in February for routine inspection and repairs. We found approximately 1.5 to 2 feet of sludge build-up in the bottom of the tank which indicates, to some degree, our oil quality, during this period we were unable to use Engine Boost 2.0 and our usage rate is up an average of .35 gallons per ton.

Since new management has come, we have changed several operation parameters. One of those parameters is system temperature, which we raised to help improve product hardness. Previous history indicates that the plant was somewhat rate limited due to the burners ability to generate enough heat. While using Engine Boost 2.0, we have not experienced any problems generating enough heat at high production rates.

Stack testing was done in March for compliance, with no major problems. Hydrocarbons and fluorides were low.

During my 7 months, we have had no down time related to fuel oil problems or burner gun problems created by the fuel oil.

In conclusion, I believe that Engine Boost 2.0 has made a significant difference in the operation of the burner and plant operations.

The Purpose of this letter is to state that we a ken Racing have used Engine Boost 2.0 (Combustion Catalyst - Burn Rate Modifier & Lubricant) and found many favorable results.

In all of the Dyno Tests that were run, we saw both an increase in Horsepower and Torque using your product. We also saw a decrease in Exhaust Gas Temperatures.

In actual Race Car Testing on the track we found we were able to take fuel out of the carburetor because of greater Fuel Efficiency. Also, in Plug Checks, we found the plugs burned cleaner and much longer before fouling out under racing conditions.

Sincerely,

Crew Chief

To: Syntek Global Inc.

From: Senior Process Engineering

Having reviewed the environmental test results, the field carbon mass data, and the plant performance, I feel the following conclusions may be drawn.

Greater burn efficiency was achieved during the treated test than during the untreated test. It took an additional 0.39 GPT to heat the product with the untreated oil, thus a 9.7% reduction in fuel consumption was realized during the treated test. The carbon mass test showed a 70% reduction in volatile hydrocarbons reaching the stack with the treated fuel vs. the untreated fuel. **These tests confirm the earlier findings that the treated fuel yielded more BTU/lb than the untreated.**

Improved environmental conditions were achieved with the improved combustion of fuel. The reduction of unburned fuel in the gas stream improved opacity and lowered the stack temperature. This allowed for better gas stream scrubbing as shown in the environmental emissions test. The actual emissions numbers for these tests are not for publication. However, it can be stated that the treated test had a greater potential for fluoride evolution than the untreated test, but had a 20.1% lower emissions under the same scrubber conditions. **This confirms the earlier observations on fuel conversion with the improved flame characteristics with the treated fuel.**

Improved potential for increasing production rates. Due to the Potential to Emit (PTE) for Fuel Oil, the granular plant is BTU/hr limited. The standard practice is to assign 015 mm BTU/gal for the redefined oil used. The more fuel usage the treated fuel will support 3% on average more product rate than the untreated oil.

Lowered Cost. The savings in fuel cost is obvious. The hidden cost savings in the reduction of burner nozzle replacements, combustion chamber repairs, and tank cleaning are there, but yet to be defined.

Syntek Engine Boost 2.0 has proven claims and I am happy to have played a part in its introduction to our cost savings idea.

MARINE OPERATIONS

Dear Sir:

My company began using Syntek Engine Boost 2.0. We would like to take this opportunity to thank you and the Syntek Distributors for making us aware of this product and giving us the opportunity to try it.

At the onset Syntek Distributors agreed to a protocol and a set of requirements that Engine Boost 2.0 must meet to be considered successful and cost effective. After completing a three moth test, Syntek Distributors put together a report to document the results. We appreciate your professionalism in conducting the test and documenting the test results. After using the product and comparing the documented test results with our in house records, agrees that Engine Boost 2.0 has met or exceeded the requirements agreed to in the protocol.

Our greatest and most significant results were first observed in our boiler operation. These results were the first obtained and could be visibly seen with the naked eye. The benefits from our sludge boiler was very impressive and has enable us to save a substantial amount of revenue. These savings have come from every aspect of the boilers operations to numerous to detail.

One part of the test conducted by Syntek Distributors was to demonstrate a reduction in our emissions. Although we have not tested the emissions ourselves, we have noticed less smoke during maneuvers and the smoke is a lighter color. We have less soot in the economizers and exhaust boilers which leads us to believe the Carbon Mass Balance Test results which showed reductions of emissions and particulate matter.

A subsequent test was conducted by Syntek Distributors to determine the effect of replacing 180 HFO with 320 HFO on certain ships of ours. This test showed that we were able to do this with no loss of the improvements we've seen from prior tests while still maintaining our pumpability and sustaining the same bar, temperature and viscosity.

We are presently using Syntek Engine Boost 2.0 and are extremely satisfied with its performance and intend to continue to use it in the future.

Sincerely,

Marine Superintendent, Technical

06-05-2008

Farmers Plant Food ran tests with Syntek fuel additive on our Cummins 6.0 diesel generator. This generator uses 5.06 gallons of diesel an hour. On the first test we added an 1/2 oz. of Syntek with 20 gallons of fuel. The generator used 4.4 gallons an hour on this first test. The second test we ran the same ratio of Syntek and had the same results. The generator used 4.4 gallons an hour, again. The third test we used 1/4 oz. of Syntek per 20 gallons and the results improved. The generator used 4.2 gallons per hour. The diesel consumption seems to improve with time.

We believe the testing that we ran is very accurate as there are no variables involved. The generator runs at the same rpm's at all times, same electrical draw, no wind factors to be considered, no traveling up and down hills. Everything stays consistent when running this generator.

Sincerely,

Thomas Zweep
Converter Operator
Farmers Plant Food, Inc.

A handwritten signature in black ink, appearing to read "Tom Zweep". The signature is written in a cursive style with a long, sweeping underline that extends to the right.