Emissions Reduction Tests- Gasoline

Automotive Testing Laboratories, Inc., East Liberty, Ohio, May 24, 1988

This laboratory is also a U.S. EPA approved automotive testing facility. The 511 Hot Start test procedure tests were conducted to measure the reduction in emissions (these are the only tests allowed by the U.S. attorney generals to prove claims of emissions reduction). The results were:

Test	***% Increase or Reduction***
Hydrocarbons	- 34.2%
Carbon Monoxide	- 70.9%
Oxides of Nitrogen	- 9.2%
Miles per Gallon (MPG)	+ 1.4%

EG&G Automotive Research, Inc., June 6, 1985

This laboratory is a U.S. EPA approved automotive testing facility.

The Hot 23 Cycle tests were conducted to measure the reduction in emissions. The results were:

Test	***% Increase or Reduction***
Hydrocarbons	- 4.8%
Carbon Monoxide	- 26.2%
Oxides of Nitrogen	- 24.8%
Miles per Gallon (MPG)	+ 1.3%

Charshalton College, Charshalton, Surrey, U.K., January 18, 1991

Charshalton College is the London Borough of Sutton Technical College and is equipped to run sophisticated emissions tests on vehicles. The results were:

Test	***% Increase or Reduction***
Hydrocarbons	- 35.4%
Carbon Monoxide	- 36.7%

State of Florida Department of Highway Safety and Motor Vehicles, St. Petersburg, Florida

(Inspection Station), May 19, 1991

These tests were conducted in accordance with the Federal Clean Air Act. Vehicles in the state of Florida must pass a yearly emissions test. The results were:

Test	***% Increase or Reduction***
Hydrocarbons	- 90%
Carbon Monoxide	- 99%

People's Republic of China EPA, May 27, 1994 (Both Gasoline and Diesel engines were used in this test)

Tests were conducted on a variety of vehicles at the national EPA test center. The results were:

Test	***% Increase or Reduction***
Hydrocarbons	- 31.9%
Carbon Monoxide	- 78.7%
Oxides of Nitrogen	- 27.6%
Noise Reduction	5-8 dB

Canadian Fleet Emissions Tests, January 28, 1995

Tests were conducted on 25 random vehicles taken from the used car inventory of Pointe-Claire Chrysler in Pointe-Claire, Quebec. The vehicles were tested by Duane Fisher, RxP Products' Technical Support Supervisor with an OTC five gas analyzer. The procedures and equipment were reviewed by several independent executives. The results were:

Test	***% Increase or Reduction*** (at cruise 2,000 RPM)
Hydrocarbons	- 53.52%
Carbon Monoxide	- 63.28%
Oxides of Nitrogen	- 26.65%
CO2	+ 0.85%

***RxP* Products, Inc.**, In-house Emissions Test, March, 1995

Various RxP blends were tested on three vehicles to determine emissions reduction in relation to horsepower change. The test equipment used was an OTC Five Gas Analyzer and a Sun Chassis Dyno. The results were:

Test 1A	***% Increase or Reduction***
Hydrocarbons	- 40.4%
Carbon Monoxide	- 42.6%

Oxides of Nitrogen	- 18.2%
Horsepower	+ 4.3%

Test 2A	***% Increase or Reduction***
Hydrocarbons	- 43.6%
Carbon Monoxide	- 34.3%
Oxides of Nitrogen	- 20.2%
Horsepower	+ 5.2%

Test 3A	***% Increase or Reduction***
Hydrocarbons	- 31.9%
Carbon Monoxide	- 25.0%
Oxides of Nitrogen	- 15.3%
Horsepower	+ 5.6%

Test 4A	***% Increase or Reduction***
Hydrocarbons	- 53.0%
Carbon Monoxide	- 28.2%
Oxides of Nitrogen	- 16.5%
Horsepower	+ 6.5%

Mobile Sources Emissions Division, Environmental Technology Center, Ottawa, Canada, May and June, 1995

Three vehicle composite emissions tests. The results were:

Test	***% Increase or Reduction***
Hydrocarbons	- 15.0%
Carbon Monoxide	- 12.1%
Oxides of Nitrogen	- 3.2%
CO2	+ 1.4%
