

Ref. No. :

Date :

OUR PRODUCTS – (SC5D) DIESEL FUEL ADDITIVE

DESCRIPTION :

SC5D is diesel fuel additive which is to be added in 1 : 2000 proportion in diesel.

It atomizes the fuel hence improves spray quality by injector in combustion chambers there by improving power generated by same quality of fuels.

Due to atomization by additive the load on piston of Bosch Pump or rotary pumps decreases. Hence reduction in maintenance by 1/2" at bosch pumps can be achieved.



Spray Improvement shown due to atomization of diesel due to additive effect

By adding additive copper strip corrosion of diesel becomes negative hence diesel with additive acts as rust preventive and protects the fuel lines as well as tanks from corrosion.

ENVIRONMENT EFFECT : With SC5D in 1:2000 proportion exhaust of diesel vehicles can be reduced by 30 to 50% depending on servicing schedule of vehicle within the run of @ 400 to 500 kms.

The above proof indicates considerable reduction in SOx, NOx. in exhausts after 450kms. Hence load on catalytic the converters decreases there by increasing the life at silencer by @ 50%.

By above proofs it can be ascertained that at least saving of @ 5% in diesel consumption can be achieved easily which is more than 7 times the cost of additive there by cost to benefit of 1:7 in diesel consumption. Along with increase in life of vehicle & spare part as a bonus can be achieved.

| <p><i>Test done without Additive</i></p> <p>AUL INDIA Smokemeter 437 C</p> <p>Prescr. value: 2.45m³ as per CMVR</p> <p>Date: Mon, 05-NOV-2007 Time: 13:17 Vehicle: MH-14AM-6284 Model: Tata Indigo LX</p> <p>TEST CONDITIONS Voltage : OK Smoke Temp.: 39 °C</p> <table border="1"> <thead> <tr> <th>RPM MIN</th> <th>RPM MAX</th> <th>T °C</th> <th>HSU %</th> <th>K m³</th> </tr> </thead> <tbody> <tr><td>787</td><td>4884</td><td>73</td><td>97.3</td><td>8.39</td></tr> <tr><td>791</td><td>5281</td><td>74</td><td>100.0</td><td>9.9</td></tr> <tr><td>791</td><td>5435</td><td>75</td><td>100.0</td><td>9.9</td></tr> <tr><td>810</td><td>4879</td><td>76</td><td>95.0</td><td>6.96</td></tr> <tr><td>787</td><td>5320</td><td>77</td><td>91.2</td><td>5.65</td></tr> <tr><td>789</td><td>5446</td><td>77</td><td>98.5</td><td>9.76</td></tr> </tbody> </table> <p>Mean Value 97.00% Value more than 65% Variation! > 0.25m³ Test not Valid</p> <p>***** <i>Vehicle failed</i></p> | RPM MIN | RPM MAX | T °C | HSU % | K m ³ | 787 | 4884 | 73 | 97.3 | 8.39 | 791 | 5281 | 74 | 100.0 | 9.9 | 791 | 5435 | 75 | 100.0 | 9.9 | 810 | 4879 | 76 | 95.0 | 6.96 | 787 | 5320 | 77 | 91.2 | 5.65 | 789 | 5446 | 77 | 98.5 | 9.76 | <p><i>222 Km. after Adding Additive: SC5D</i></p> <p>AUL INDIA Smokemeter 437 C</p> <p>Prescr. value: 2.45m³ as per CMVR</p> <p>Date: Wed, 10-MAY-2006 Time: 19:02 Vehicle: MH-14AE692 Model: Tata Indigo</p> <p>TEST CONDITIONS Voltage : OK Smoke Temp.: 43 °C</p> <table border="1"> <thead> <tr> <th>RPM MIN</th> <th>RPM MAX</th> <th>T °C</th> <th>HSU %</th> <th>K m³</th> </tr> </thead> <tbody> <tr><td>*772</td><td>5490</td><td>65</td><td>54.4</td><td>1.82</td></tr> <tr><td>*803</td><td>5850</td><td>65</td><td>57.2</td><td>1.97</td></tr> <tr><td>*773</td><td>5956</td><td>65</td><td>54.9</td><td>1.85</td></tr> <tr><td>*759</td><td>5435</td><td>64</td><td>52.7</td><td>1.74</td></tr> </tbody> </table> <p>* :- VALID READINGS Smoke Mean Value 54.7 % 1.84 m³ *****</p> | RPM MIN | RPM MAX | T °C | HSU % | K m ³ | *772 | 5490 | 65 | 54.4 | 1.82 | *803 | 5850 | 65 | 57.2 | 1.97 | *773 | 5956 | 65 | 54.9 | 1.85 | *759 | 5435 | 64 | 52.7 | 1.74 |
|--|--|---------|-------|------------------|------------------|-----|------|----|------|------|-----|------|----|-------|-----|-----|------|----|-------|-----|-----|------|----|------|------|-----|------|----|------|------|-----|------|----|------|------|--|---------|---------|------|-------|------------------|------|------|----|------|------|------|------|----|------|------|------|------|----|------|------|------|------|----|------|------|
| RPM MIN | RPM MAX | T °C | HSU % | K m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 787 | 4884 | 73 | 97.3 | 8.39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 791 | 5281 | 74 | 100.0 | 9.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 791 | 5435 | 75 | 100.0 | 9.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 810 | 4879 | 76 | 95.0 | 6.96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 787 | 5320 | 77 | 91.2 | 5.65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 789 | 5446 | 77 | 98.5 | 9.76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RPM MIN | RPM MAX | T °C | HSU % | K m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *772 | 5490 | 65 | 54.4 | 1.82 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *803 | 5850 | 65 | 57.2 | 1.97 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *773 | 5956 | 65 | 54.9 | 1.85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *759 | 5435 | 64 | 52.7 | 1.74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>EXHAUST RESULTS WITHOUT ADDITIVE OF 2 DIFFERENT VEHICLES</p> | <p>IMPROVED RESULTS WITH ADDITIVE BY 50%-30% OF SAME VEHICLES</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Our experiments with our clients has shown that cost of additive can be retrieved in 1:2 proportion even with the cost of maintenance & down time.

Hence everybody who uses diesel should use SC5D because it is all profit deal for owners of vehicle as well as drivers.

Packing Available 100ml bottles, 1/2 ltr., 1 ltr., 5 ltrs., 10 ltrs.

After 450 km. with Additive SC5