

Ford Motor Test

Performed at their Texas *EPA / *SAE Certified Sub-lab.

100,000 mile / 160,000 kms severe map computerized endurance test for new fuel injection system. *The V8 gas engines were run at full throttle for 75% of the 100,000 mile test!*

Enviro-Save Metal Treatment laboratory performance results:

3.9% Fuel Savings (excellent for full throttle engine only test).

21°F / 11.5°C reduction in Oil Temperature.

28°F / 15.5°C reduction in Water Temperature rise.

14.8 more Horsepower or a 5.28% increase.

21.8 more foot pounds of Torque.

19.9% reduction in Blow-by.

****Reduction in Exhaust Emissions.**

Oil Sample Analysis were utilized and the untreated engines metal wear rates were 2 to 3 times higher, and 2 of the untreated engines failed before the end!

INDISPUTABLE TEST RESULTS!

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* USA Environmental Protection Agency & Society of Lubrication Engineers (Texas Division).

** Was informed by the lab that the exhaust emission reductions were very significant but they would not provide the figures, even after paying in full for the Enviro-Save test (see letter)!

To whom it may concern;

Re: Ford Motor Company test in 1992

The purpose of this letter is to factually explain the fax dated May 22, 1993 from the Ford Motor Company, Eaton Division, of Royal Oak, Michigan, USA and the letter from Blue Diamond Engineering Co. of San Antonio, Texas.

In 1992, R & R Engineering/Blue Diamond Engineering contacted us and invited us to have our product, Enviro-Save Metal Treatment, evaluated on a rigorous 100,000 mile Engine Dynamometer test with the Ford Motor Company. R & R had Ford's approval. We were told that all the testing equipment involved was EPA and SAE certified in order to comply with Ford's testing requirements. We agreed to the terms and wired our money, a portion of Ford's cost, to R & R Engineering's bank account in the National Bank in Dallas, Texas and shipped Enviro-Save Engine Treatment to R & R Engineering (R & R) in San Antonio, Texas.

R & R stated that we would receive a copy of the computerized printouts when the test results were finalized. When the test was completed, we received a telephone call from R & R, informing us with the details of all the final positive test results and stating that they would have the computer printouts ready for shipping in a few days. R & R also stated that the visiting Ford representative had a very surprised look on his face when he was informed about the performance results from the Enviro-Save treated engine. R & R called to confirm our shipping address and stated that there was 22 pounds of computerized paper printouts, to be shipped Fedex. We did not receive the Fedex shipment and after several phone calls we were given a Fedex air bill number. Fedex informed us that the air bill number we were given was for a shipped parcel that had nothing to do with R & R/Blue Diamond Engineering or Enviro-Save.

We called and faxed R & R numerous times and just got the run-a-round and finally R & R stated that they were going to Fedex us a computer diskette with all the test result information on it. We received the diskette by Fedex but there was nothing on it. We sent the diskette to two specialized computer companies to see if they could retrieve the test result information. Both stated that the diskette had only been formatted and there was absolutely no information on that diskette. We then continued to call, recording our conversations, and faxing requests to induce R & R to send us the test result data that we were promised and paid for, but never received. We were then informed that Ford had purchased R & R's lab and facilities.

Finally, we received the enclosed fax directly from the Ford Motor Company, which states our test was performed at their sub-lab in Texas and that we would be receiving the test result data within a short time. We never received any response or anything from Ford and after many attempts at trying to retrieve the test result data that we paid for, we accepted the fact that Ford had no intentions of providing us with anything. Why would such a large auto manufacturing corporation perform fraud on a small company? Could they simply be protecting their parts business?

The application of Enviro-Save will not void any manufacturer's warranty!



Warren L. Casperson
President, Enviro-Save Products Inc.

FACSIMILE
TRANSMISSION

To: Mr. Casperson

From: Gerry Gates

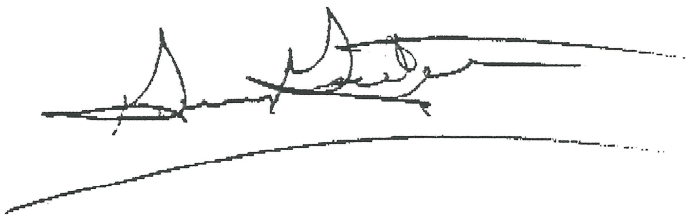
Fax No. 1-6045220505 Location: _____

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 4-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:

	<u>Treated Engine Relative To Un-Treated</u>
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)	N O _x - 123,000 ppm
	Carbon Monoxide - 741,6000 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