

Australian Trials

Earlier trials, though encouraging, were not deemed reliable as there were too many uncontrolled variables. For example, they involved vehicles for which we had fuel consumption records, but some had been used exclusively on very long, rural runs, others on metropolitan runs, and so on. Also, these vehicles tended to have the same drivers for extended periods, so individual driving habits were also in question. We concluded that these older records were not very useful as a basis for general transport trials.

We decided to conduct our new trials on a group of vehicles that not only had different drivers every day, but also ran on random, mixed routes over a long time span.

We planned the details of this new trial with the Australian Government in order to provide reliable comparisons between the test sample vehicles using Militec-1, and the control sample vehicles without it.

We selected eight vehicles, each fitted with 10 litre capacity Diesel engines, using four as the control sample and four as the test sample with **MILITEC-1** in their engines, differential gears and gear boxes. All were then used over mixed routes with randomly allocated drivers for about two years.

At the conclusion of the trial, the Militec-treated vehicles had traveled 797, 095 kms and consumed 248, 240 litres of fuel; while the untreated vehicles had traveled 760, 771 kms consuming 267, 788 litres of fuel. (This is a total of 1,557,866 kms, or nearly **1,000,000 miles**.)

These figures demonstrate a fuel savings during the entire trial of **11.53 per cent** by the vehicles using **MILITEC-1**.

This is perhaps the most extensive monitored transportation trial ever carried out with any oil additive. The fact that it was administered by a very reliable agency of the Australian Government makes it even more definitive. We believe this trial was based upon criteria that were as fair, valid and objective as any could be in a practical trial of this nature. The fact that **MILITEC-1** performed so well in such a closely monitored and broad-based test leaves no doubt concerning its ability to reduce fuel consumption.