



MEMORANDUM

Oct 28, 2000

Summary:

MILITEC-1 has shown its long-term value by providing a significant reduction in exhaust smoke in our Diesel fleet over a one-year period.

Background:

When the City of Corona's Diesel fleet was given the stringent California-mandated SAE J1667 opacity (smoke) test last year (September 11, 1999), eight of our vehicles failed. We added MILITEC-1 to the engine oil of those vehicles, and all eight passed a subsequent smoke test. Since we didn't need to perform any additional repairs or maintenance, it saved us considerable expense, estimated at about \$12,000 to \$14,000.

Results of Retest - One Year Later

The instructions for MILITEC-1 call for reapplication at 15,000-mile intervals. During the ensuing year, none of the eight vehicles traveled the full 15,000 miles, so we had not added any more MILITEC-1. Though we had performed oil changes at regular intervals, all eight vehicles were still relying on the original dose of MILITEC-1 from last year's testing.

One of the vehicles had been retired from service so only seven were available to be retested.

During the first smoke test, five of the seven vehicles passed immediately. This demonstrated convincingly that the effects of MILITEC-1 were long lasting. In spite of the fact that the engine oil had been changed repeatedly on all the vehicles, it was evident that MILITEC-1 was still bonded to the internal engine metal, and was still working. MILITEC-1 had kept the Diesel tailpipe smoke down to acceptable levels for an entire year on only one application.

Regarding the two vehicles that failed, we treated both of them with one new dose of MILITEC-1. We then drove one vehicle two miles and the other six miles. That same day, after these short drives, both vehicles passed the smoke test.

Once again, as we experienced last year, no additional maintenance or repairs were necessary. This saved a further \$1,000 to \$2,000 in estimated repair expense. Please see attached charts.

The effect of MILITEC-1 has impressed us, not just as a pollution fighter, but also as a means to protect all of our mechanical equipment. We use it in the engines, transmissions, differentials, power steering, etc., of all our vehicles - whether Diesel or gasoline, Police cruiser or skip loader - as well as in stationary generators, chain saws, electric motors, lawn mowers, etc. Any place that has metal-to-metal friction is treated with MILITEC-1.

Sincerely,

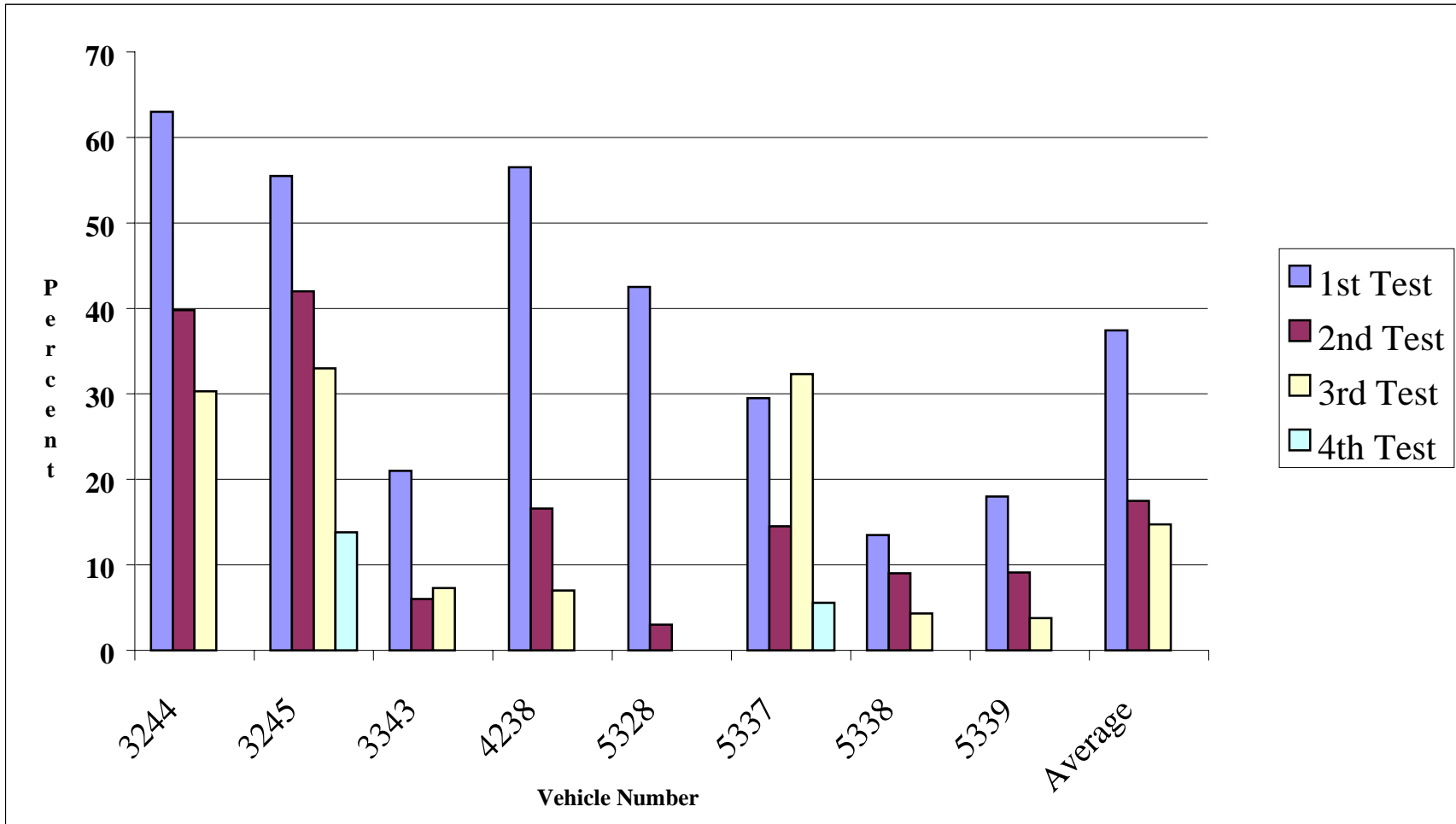
John Busby, Fleet Maintenance Supervisor

City of Corona, California

SAE J1667 OPACITY TEST REPORT

Part A: Official Opacity Test Average

(Criterion is a score of 55% or less on three consecutive tests)



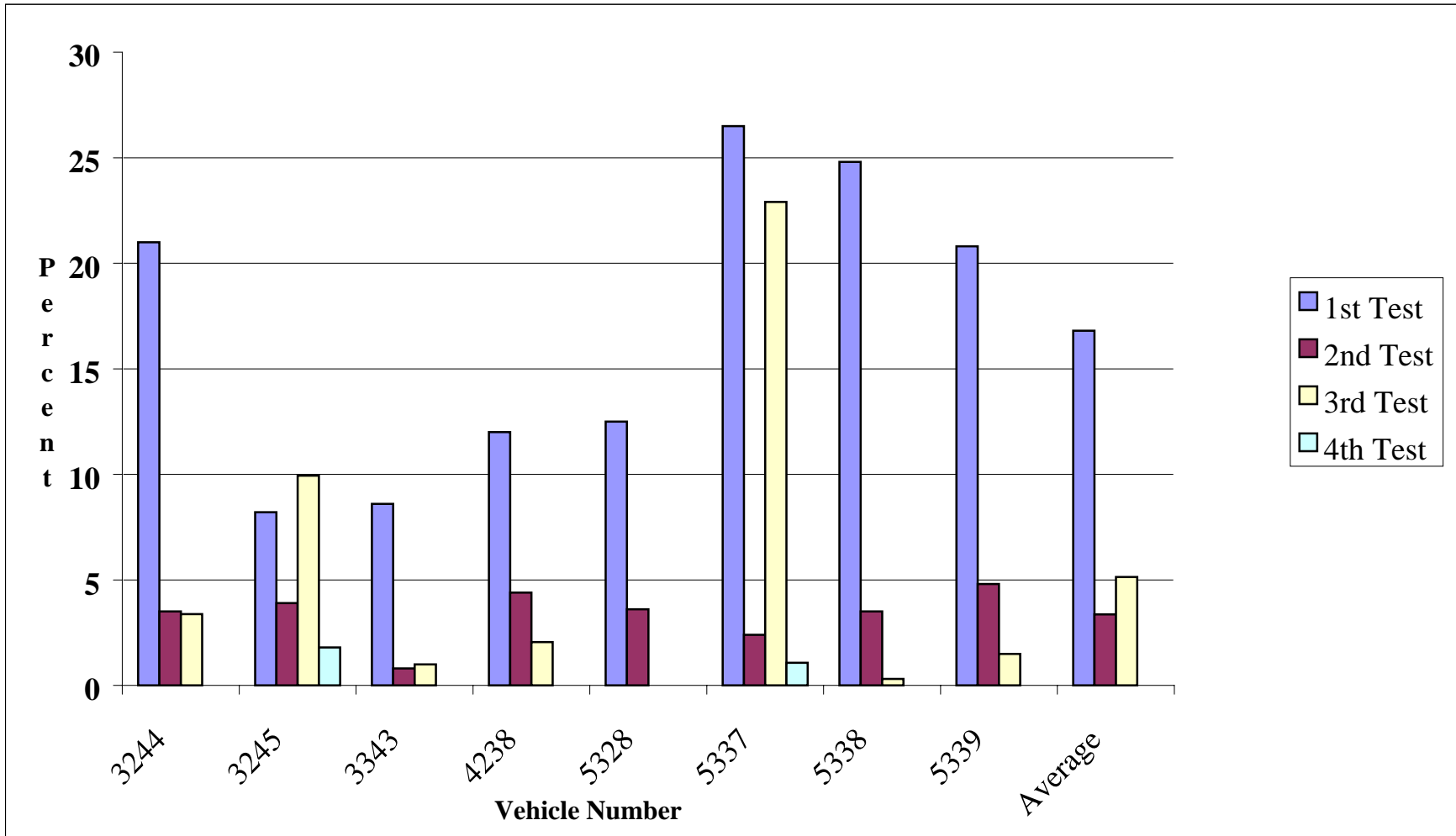
1st Test: Pre-MILITEC-1, 9/11/99, 2nd Test: Post-MILITEC-1, 9/30/99
3rd Test: RESIDUAL MILITEC-1, ONE YEAR LATER, 10/28/00
4th Test: Post-MILITEC-1 10/28/00 (for vehicles 3245 & 5337 only)
 (Vehicle 5328 removed from service - unavailable for 3rd test.)

City of Corona, California

SAE J1667 OPACITY TEST REPORT

Part B: Peak Opacity Difference

(Criterion is a score of 5% or less, i.e., results from Part A must show <5% variation)



1st Test: **Pre-MILITEC-1, 9/11/99** 2nd Test: **Post-MILITEC-1, 9/30/99**
 3rd Test: **RESIDUAL MILITEC-1, ONE YEAR LATER, 10/28/00**
 4th Test: **Post-MILITEC-1, 10/28/00 (for vehicles 3245 & 5337 only)**
 (Vehicle 5328 removed from service - unavailable for 3rd test.)