

# Markets

- Diesel:
  - Fleets, School Bus Garages, Construction Companies, Towns/Cities/Municipalities, Heavy Truck Dealers, Rental Companies, Generator Companies, Parts Stores, etc.
- Gasoline:
  - Marine/Marinas, Parts Stores, School Bus Garages, Construction Companies, Towns/Cities/Municipalities, Rental Companies, etc.

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**SOLUTION TO DIESEL ENGINE ISSUES: CLEAN BURN TECHNOLOGY**

**ENERFUEL - (SOLVES WATER PROBLEMS)**

- Chemically removes water
- Helps fuel burn clean
- Cleans injectors and pumps
- Inhibits corrosion
- Stops fuel line freeze-up
- Slows oxidation of fuels
- Stabilizes fuel
- Contains no harmful alcohols

**COMPLETE FUEL TREATMENT (SUMMER)**

- Reduces EGR system clogging
- Reduces active regeneration (DPF)
- Chemically removes water
- Boosts cetane 4 to 6 points
- Improves lubricity
- Inhibits corrosion
- Cleans fuel injectors and pumps
- Improves power
- Helps reduce rough running engines
- Prevents icing and stabilizes fuel

**COMPLETE FUEL TREATMENT (EXTREME COLD)**

- Reduces EGR system clogging
- Reduces active regeneration (DPF)
- Chemically removes water
- Boosts cetane 4 to 6 points
- Lowers gelling of fuel (-35 to -40F)
- Improves lubricity
- Inhibits corrosion
- Cleans fuel injectors and pumps
- Improves power
- Helps reduce rough running engines
- Prevents icing and stabilizes fuel

**INJECT-R-CLEAN (RESTORES DIRTY INJECTORS)**

- Restores rough running engines
- Removes gum, varnish & carbon from fuel injectors
- Helps Prevent Black Fuel Filters
- Highly concentrated formula
- Meets or exceeds engine manufacturers deposit and corrosion inhibition standards
- Reduces smoke and emissions in one treatment
- Restores proper spray pattern
- Increases power and throttle response
- Helps clean EGR components

**POLAR FLOW (COLD WEATHER TREATMENT)**

- Reduces EGR system clogging
- Reduces active regeneration (DPF)
- Chemically removes water
- Boosts Cetane 4-6 points
- Lowers gelling of fuel (-15 to -30F)
- Improves lubricity
- Inhibits corrosion
- Cleans fuel injectors and pumps
- Improves power
- Helps reduce rough running engines
- Prevents icing and stabilizes fuel

	Enerfuel	Complete Fuel Treatment (Summer)	Complete Fuel Treatment (Extreme Cold)	Polar Flow	Inject-R-Clean	Thaw-It	EnerFlush
Removes Water	X	X	X	X			
Prevents Algae	X	X	X	X			
Reduces Active Regen. DPF	X	X	X	X			
Prevents EGR Clogging	X	X	X	X			
Stabilizes Fuel	X	X	X	X			
Corrosion Inhibitor	X	X	X	X			
Cleans Injectors	X	X	X	X	X		
Increases Cetane	X	X	X	X			
Improves Performance	X	X	X	X	X		
Increases MPG	X	X	X	X			
Improves Lubricity	X	X	X	X	X		
Restores Rough Running Engine	X	X	X	X	X		
Prevents Asphaltine formation	X	X	X	X	X		
Prevents Gelling & Icing	X	X	X	X			
Liquidates Gelled Fuel & Ice						X	
Clean Oil & HEUI Injectors							X

**THAW-IT - (COLD WEATHER TREATMENT)**

- Re-liquifies Gelled Fuel Within 30 Minutes
- Dissolves Wax and Ice Crystals
- Disperses Water
- No Chlorinated Solvents or Methanol
- Works with Petroleum and Biodiesel Blends
- Treats 50 - 70 Gallons
- Emergency Use, Not for Regular Treatment

**C-TANE PLUS (SPECIALLY TREATMENT)**

- Increases Cetane Rating
- Improves diesel engine start ability
- Reduces diesel engine "knock"
- Improves engine response
- Quiets diesel engine sound
- Can be used on all Diesel fuels

**DIESEL ENGINE CLEANER KIT (CLEAN INJECTORS BEFORE REPLACING)**

- Restores fouled injectors
- Cleans engine deposits
- Restores rough running engines
- Helps clean cooled EGR systems
- Helps prevent clogging of EGR
- Restores Power
- Easy to use, no extra equipment
- Instructions included
- CLEAN INJECTORS BEFORE REPLACING

**ENERFLUSH - (ENGINE OIL FLUSH)**

- Concentrated oil flush
- Eliminates sludge
- Cleans HEUI injectors
- Removes sludge & varnish from critical engine components
- Extends engine life
- Reduces emissions
- Helps improve fuel economy
- Quickly and safely cleans engine oil system
- For all engine oils

**ENERFUEL W/ LUBRICITY (SPECIALTY TREATMENT)**

- Removes water from fuel
- Add lubricity to diesel fuels
- Lubricates pumps and injectors
- Meets or exceeds
- Manufacturer Requirements
- Helps clean fuel injectors

**ENERTECH LABS**  
Work Performance. Speed also.  
 WWW.ENERTECHLABS.COM  
 (800) 759-2080

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### LAYERING EFFECT IN A FUEL TANK

A typical diesel storage tank requires fuel monitoring and good maintenance practices to keep sludge, water, and bacteria from becoming a problem.

Source: Authors

### Fuel Contamination

1 New Bosch valve body.  
2 Image of corroded valve body

The majority of diesel engine problems stem from contaminated fuel. Common problems include corrosion from excessive water in the fuel, micro fine particles in the fuel and improper fuel storage, which is caused by water in the fuel.

There are two ways in which water can get into the fuel: through the delivery system and through the tank vent.

- **WATER** via CONDENSATION, LEAKS, WET DELIVERIES
    - BACTERIA
    - RUST & CORROSION
- **INJECTOR ISSUES**
    - EROSION & INJECTOR TIP DAMAGE

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# Gas-Rx

## Demo Video

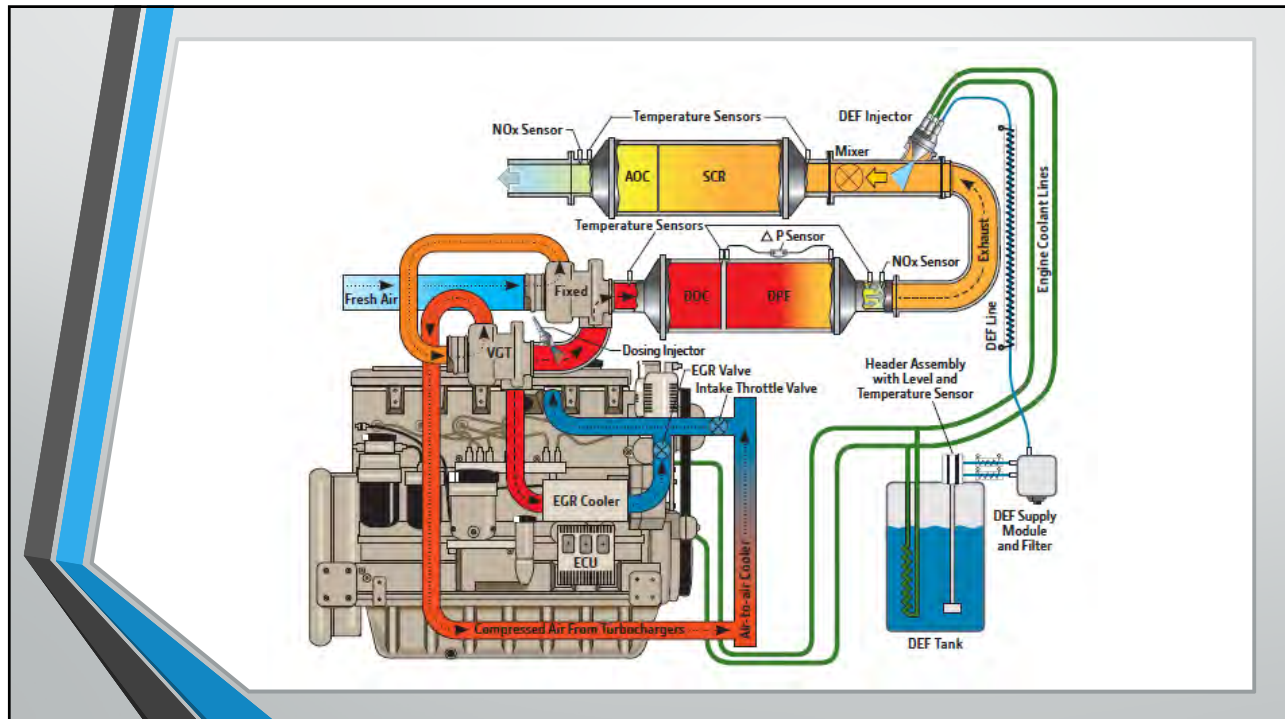
- Shows how our products chemically remove water.
- Use QR Code with your customers (via flyers) so they can watch these video demos as well.

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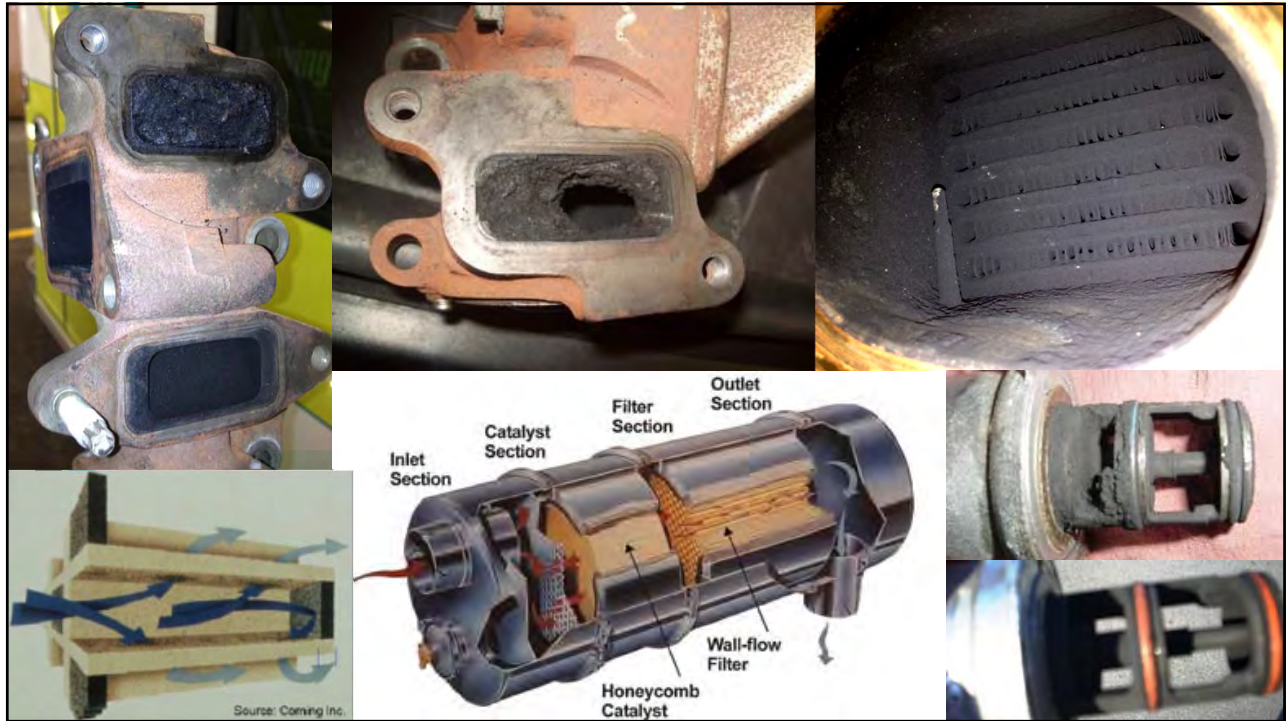
## Burning Clean or Burning Dirty?

- Our products reduce the surface tension of diesel fuel, allowing for a more complete burn.
- A more complete burn means:
  - Less fuel is being wasted,
  - Less soot (unburned fuel) is traveling down the exhaust system,
  - Therefore, *keeps exhaust components cleaner for longer.*

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## Burn Clean Demo Video

- Shows how our products promote a cleaner burning fuel.
  - *Orange flame* = low temp & soot coming off top of flame
  - *Blue flame* = high temp & no soot coming off flame





Treated With Enertech Products      Untreated #2 Diesel

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## Diesel Sales Pitch:

**“We have products that prevent clogging of EGR valves, EGR coolers, VGT turbos, reduce active regens on DPFs and protect injectors.**

**With regular use these products remove water and make fuel burn clean, reducing active regens by 50% and extending DPF life.”**

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## COLD WEATHER – DIESEL GELLING

- Gel Point = Cold Filter Plug Point (CFPP)
  - The temperature at which diesel fuel congeals to the point that it cannot pass through fuel filters, shutting the vehicle down.
- Complete Fuel Treatment – drops gel point by **>30°F**



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# UNTREATED (Base Fuel / No Additive) RESULTS:

Iowa Central Fuel Testing Laboratory  
 Four Triton Circle  
 Fort Dodge, Iowa, USA 50501



## Diesel Certificate of Analysis, ASTM D 975 - 18a

Customer Name:	Iowa DOT	Sample ID:	011719A
Customer Address:	800 Lincolnway	Customer ID:	IA DOT
	Ames, IA 50010	Received on:	1/17/2019
Customer's Sample ID:	#2 Diesel Agriland FS Winterset-no additive	Completed:	1/23/2019
Sample Type:	#2 Diesel		

Test	Method	Result	Unit	Grade 2-D 515	
				ASTM limit	Pass/Fail
Flash point, closed cup	D 93		°C	52, min	
Water and Sediment	D 2709		% volume	0.05, max	
Distillation at 90% rec.	D 86		°C	282 - 338	
Kinematic Viscosity cSt@40°C	D 445		mm <sup>2</sup> /sec.	1.9 - 4.1	
Ash	D 482		% mass	0.01, max	
Sulfur	D 5453		ppm	15, max	
Copper Corrosion at 50°C	D 130		n/a	No. 3, max	
Cetane Number	D 613 <sup>h</sup>		n/a	40, min	
Cetane Index	D 4737 <sup>h</sup>		n/a	40, min	
Cloud Point:	D 2500	-11	°C	Report	Report
Ramsbottom Carbon Residue (10% bottoms)	D 524		% mass	0.35, max	
Lubridity, HFRR	D 6079 <sup>h</sup>		micron	520, max	
Conductivity	D 2624 <sup>h</sup>		pS/m	25, min	
One of the following properties must be met:					
Cetane Index	D 976		n/a	40, min	
Aromaticity	D 1319 <sup>h</sup>		% volume	35, max	
<b>Other Tests:</b>					
Biodiesel Content	D 7371		% volume	Report	
Cold Filter Plug Point	D 6371	-13	°C	Report	Report
KF Moisture (coulometric)	D 6304		ppm	Report	
Pour Point	D 97	-36	°C	Report	Report
<b>Notes:</b>					

<sup>h</sup> Performed by outside laboratory.

<sup>h</sup> ASTM D 4737 may be used instead of D 613 if fuel sample is not additized.

Approval:  Title: QMR or designee Date: January 23, 2019

Printed copies are uncontrolled

REC 7.1.3 V-6

**COLD FILTER PLUG POINT (CFPP) = -13°C or +8.6°F**

**TREATED FUEL RESULTS (Treated w/ Complete Fuel Treatment 1:1000):**

Iowa Central Fuel Testing Laboratory  
 Four Triton Circle  
 Fort Dodge, Iowa, USA 50501



**Diesel Certificate of Analysis, ASTM D 975 - 18a**

Customer Name:	Iowa DOT	Sample ID:	011719C
Customer Address:	800 Lincolnway Ames, IA 50010	Customer ID:	IA DOT
Customer's Sample ID:	#2 Diesel Agriland FS Winterset-with additive	Received on:	1/17/2019
Sample Type:	#2 Diesel	Completed:	1/23/2019

Test	Method	Result	Unit	Grade 2-D 515 ASTM limit	Pass/Fail
Flash point, closed cup	D 93		°C	52, min	
Water and Sediment	D 2709		% volume	0.05, max	
Distillation at 90% rec.	D 86		°C	282 - 338	
Kinematic Viscosity cSt@40°C	D 445		mm <sup>2</sup> /sec.	1.9 - 4.1	
Ash	D 482		% mass	0.01, max	
Sulfur	D 5453		ppm	15, max	
Copper Corrosion at 50°C	D 130		n/a	No. 3, max	
Cetane Number	D 613 <sup>A</sup>		n/a	40, min	
Cetane Index	D 4737 <sup>B</sup>		n/a	40, min	
Cloud Point	D 2500	-12	°C	Report	Report
Ramsbottom Carbon Residue (10% bottoms)	D 524		% mass	0.35, max	
Lubricity, HFRR	D 6079 <sup>A</sup>		micron	520, max	
Conductivity	D 2624 <sup>A</sup>		pS/m	25, min	
One of the following properties must be met:					
Cetane Index	D 975		n/a	40, min	
Aromaticity	D 1319 <sup>A</sup>		% volume	35, max	
<b>Other Tests:</b>					
Biodiesel Content	D 7371		% volume	Report	
Cold Filter Plug Point	D 6371	-35	°C	Report	Report
KF Moisture (coulometric)	D 6304		ppm	Report	
Pour Point	D 97	-48	°C	Report	Report
<b>Notes:</b>					
Sample #2 Agriland FS Winterset-no additive (011719A) treated with Entertech Labs Additive (011719B) at 1:1000 to create #2 Diesel Agriland FS Winterset-with additive (011719C).					

<sup>A</sup> Performed by outside laboratory.

<sup>B</sup> ASTM D 4737 may be used instead of D 613 if fuel sample is not additized.

Approval:  Title: QMR or designee Date: January 23, 2019

Printed copies are uncontrolled

REC 7.13 V-6

**COLD FILTER PLUG POINT (CFPP) = -35°C or -31°F**

**Untreated (8.6°F) – Treated (-31°F) = 39.6°F temp drop**

# GASOLINE

- Phase Separation: when E10 Gas becomes saturated with water.
  - The water will separate from the Gasoline pulling the Ethanol to the bottom.
  - *Causes* – Corrosion, Lowered Octane & Lubrication, & Confuses the Fuel System
  - *Corrodes* – Aluminum, Brass, Bronze, Copper, Fiberglass, Fuel Lines, etc.

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# TECHNICAL QUESTIONS?

VISIT [enertechlabs.com](http://enertechlabs.com)

- |   |   |
|---|---|
| • <b>Ryan Greene (Son)</b>  | • <b>Ron Greene</b>   |
| • <b>716-545-5058</b>   | • <b>716-597-5761</b>   |
| • <b><a href="mailto:ryang@enertechlabs.com">ryang@enertechlabs.com</a></b> | • <b><a href="mailto:rgreene@enertechlabs.com">rgreene@enertechlabs.com</a></b> |



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