



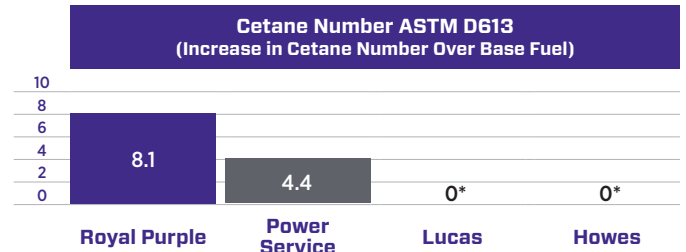
PRODUCTS TESTED*

- 1) Royal Purple Max-Tane All-in-One
- 2) Power Service Diesel Kleen + Cetane Boost
- 3) Lucas Diesel Deep Clean
- 4) Howes Diesel Treat

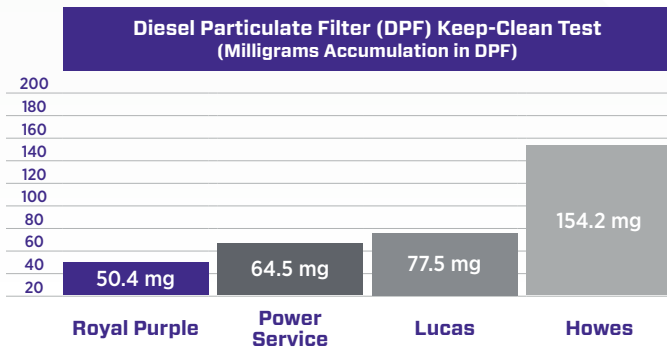
*Each product tested at manufacturers' recommended dose

Higher cetane allows quicker ignition of diesel, which boosts power/performance and improves completeness of combustion. With less non-ignited hydrocarbons inside the combustion chamber, deposit formation is reduced. Optimized combustion also results in faster cold startups, smoother and quieter engine operation, reduced downshifts, less soot/black smoke production, reduced emissions, and improved fuel economy. Max-Tane provides maximum cetane boost as it contains 100% active ingredients, and unlike other products is not blended with inactive solvent carriers.

*Testing performed by Intertek Automotive Research.



*Must add separate product for cetane boost

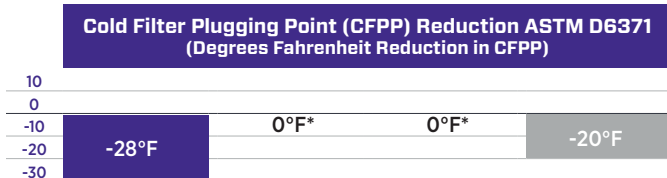
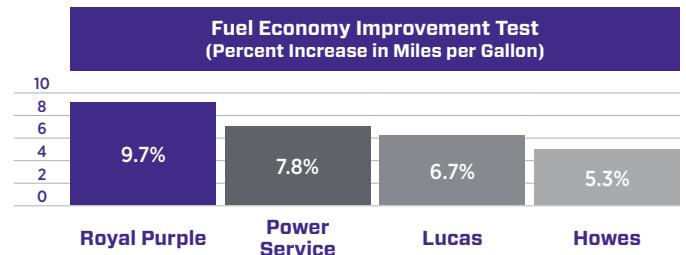


Diesel particulate emissions are captured by the DPF, where they accumulate and cause clogging unless burned off during regeneration cycles. With improved combustion efficiency, less particulate soot accumulates in the DPF, requiring fewer regenerations. Cleaner filters also reduce exhaust backpressure, allowing efficient engine operation and reduced temperatures. Stop-and-go urban driving causes incomplete regenerations, which can require removal/manual cleaning or replacement of DPF. Max-Tane keeps DPFs clean and helps prevent costly downtime resulting from manual cleaning or replacement of DPF.

*Testing performed by ATD GmbH.

High Pressure Common Rail (HPCR) diesel injectors are vulnerable to fuel contaminants due to extremely tight 1-3 micron clearances between injector assemblies and needle plungers. When deposits form, needle plungers stick, resulting in reduced fuel atomization and 5-12% losses in fuel economy. Max-Tane contains potent, diesel-specific detergents that keep HPCR injectors clean and deposit-free. It also contains friction modifiers that prevent sticking of HPCR needle plungers. This allows complete atomization of diesel entering combustion chambers, and restores lost fuel economy.

*Testing performed by ATD GmbH.



*Must add separate product for CFPP reduction

Wax naturally found in diesel forms gels in cold temps, which clogs filters/injectors, and prevents engines from starting. The temperature at which gel begins to clog the fuel filter is the "Cold Filter Plugging Point" or (CFPP). Max-Tane reduces CFPP an average of 28°F., which allows diesels to reliably start/run in the cold temperatures. Max-Tane is the only "All-in-One" additive that combines summer benefits of cetane boost and fuel economy improvement with the winter benefit of CFPP reduction.

*Testing performed by Intertek Automotive Research.

