



# FUEL MAXIMIZER

ADVANCED FUEL CONDITIONING TECHNOLOGY

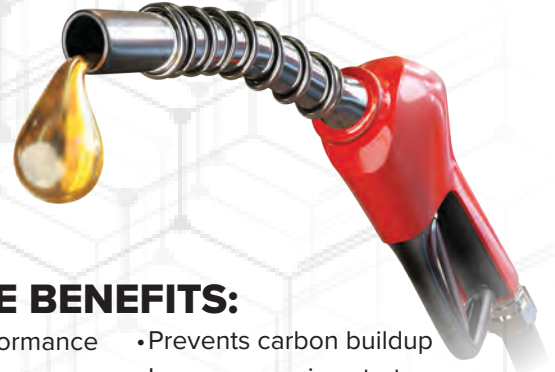


## FOR DIESEL & GAS ENGINES

- BREAKS APART LARGE FUEL PARTICULATES
- LIBERATES FUELS CHEMICAL ENERGY
- MORE POWER, BETTER PERFORMANCE
- CLEANS FUEL SYSTEM & INJECTORS
- LESS MAINTENANCE, LESS DOWNTIME

# FUEL MAXIMIZER

## ADVANCED FUEL CONDITIONING CATALYST



### BOTTOM LINE BENEFITS:

- Improves engine performance
- Improvement in fuel economy
- Virtually eliminates opacity
- Reduces Regen
- Conditions fuel during storage
- Reduces ash formation
- Adds lubricity to diesel fuels
- Prevents carbon buildup
- Improves engine start-ups
- Increases BTU's
- Cleans fuel system and injectors
- No mixing - blends instantly
- Addresses water contamination



### BREAKS DOWN HARD-TO-BURN PARTICULATES LIBERATING FUEL'S CHEMICAL ENERGY

ProOne's Fuel Maximizer is a super-concentrated fuel catalyst/conditioner that liberates fuel's chemical energy and addresses fuel problems.

This allows more oxygen which helps create a better burn resulting in better performance, significantly reduced fuel consumption and lower emissions even under high loads. It will also clean carbon and soot, keeping parts clean and reducing downtime caused by carbon build up.

ProOne#	15 Gallon (Gas & Diesel)	Case Pack
32015-SP	Sample Pack (25pk)	1
32015-CD	Counter Display (50pk)	1
32015-BULK	Bulk (100pk)	1

ProOne#	50 Gallon (Diesel)	Case Pack
32050-SP	Sample Pack (25pk)	1
32050-CD	Counter Display (50pk)	1
32050-BULK	Bulk (100pk)	1

**LIQUID TREATMENT RATIO** - 1:4000 or 1oz per 30 gallons.  
Double dose first tank. Add at every fill up.

**15 GALLON TABLET TREATMENT RATIO**  
1 Tablet per 15 gallons. Add at every fill up.

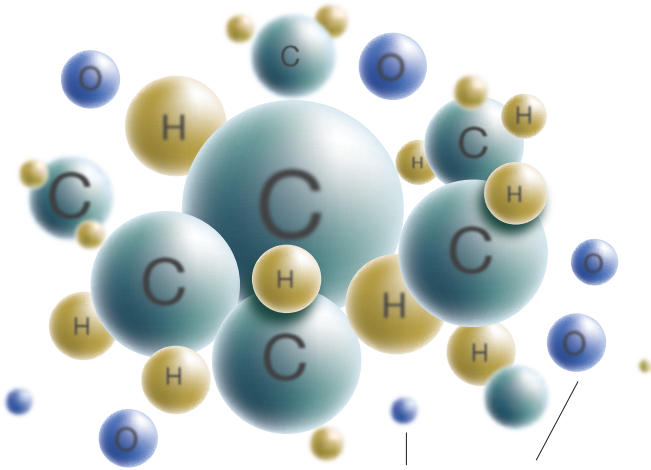
**50 GALLON TABLET TREATMENT RATIO**  
1 Tablet per 50 gallons. Add at every fill up.

ProOne#	Liquid	Case Pack
32001	1 Gallon/3.78L	4
32055	55 Gallon Drum /208L	1

# HOW IT WORKS

## WITHOUT FUEL MAXIMIZER

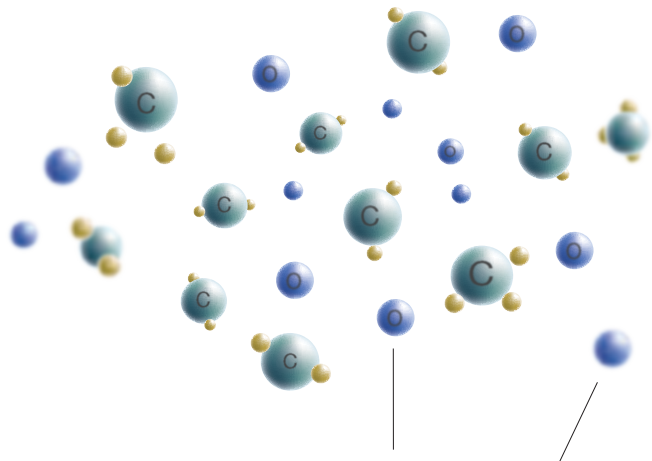
Fuel's chemical energy is stored in a hydrocarbon. In this state, Hydrocarbons do not burn completely resulting in carbon, soot, and harmful emissions



Oxygen is required to create efficient combustion. However, its ability to perform its function is diminished by not being accessible resulting in unburned hydrocarbons

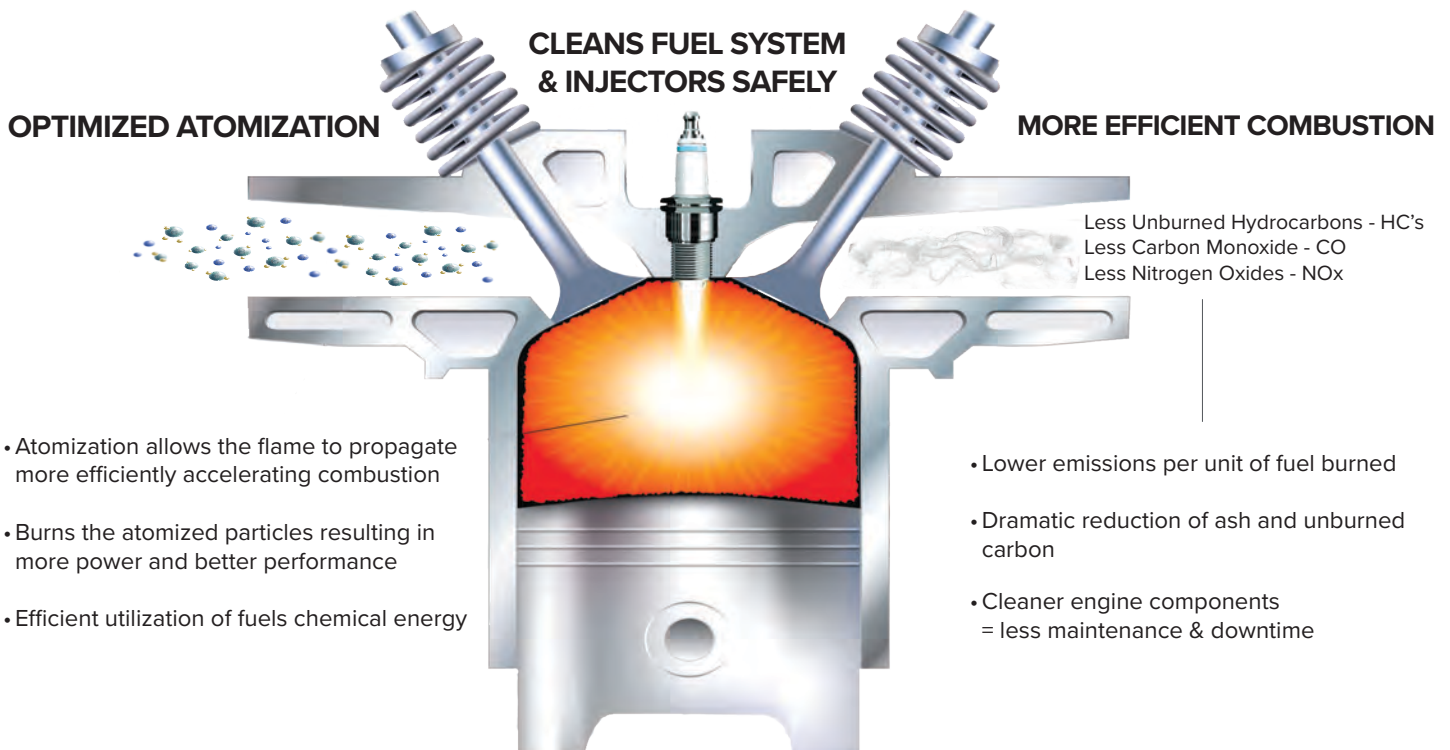
## WITH FUEL MAXIMIZER

Fuel Maximizer is a catalyst that breaks apart large particulates, accelerating the chemical reaction of the fuel thus liberating its chemical energy.



Makes Oxygen available to burn more completely

# IN YOUR EQUIPMENT



# TESTED & PROVEN

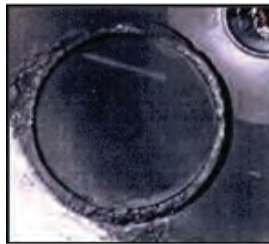
## CARBON & SOOT

**90% of all engine problems caused by incomplete combustion resulting in carbon build up.**

Incomplete combustion results in carbon and soot buildup which will:

- Contaminate your oil and clog oil and fuel filters
- Increase oil viscosity and create sludge
- Cause detrimental wear in cylinders and valve components
- Rob your engine of fuel economy and performance

**WITHOUT**  
Fuel Maximizer



**WITH**  
Fuel Maximizer



(EGR Valve Soaked in Fuel Max for 4 Minutes)



**WITHOUT**  
Fuel Maximizer



**WITH**  
Fuel Maximizer

## WATER CONTAMINATION

Water contamination creates a harmful breeding ground for Bacteria & Algae. This leads to:

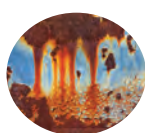
- Fuel filter contamination
- Dramatic acceleration of oxidation THEN corrosion
- Poor fuel detonation = Lower fuel efficiency



Water Contamination



Algae/Fungi



Corrosion

**FUEL STORAGE TANKS**  
#2 DIESEL 95 ML



**TREATED WITH FUEL MAXIMIZER**  
@ 1:4000



**58% WATER REMOVED**  
42% EMULSIFIED



RED DYE DIESEL

## FUEL ECONOMY

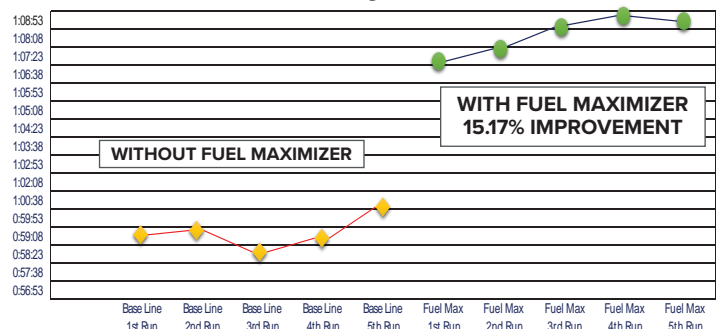
Fuel does not completely atomize, even with today's modern engine designs:

- Robbing performance and fuel economy
- Results in an increase in emissions and carbon build-up
- Which eventually contaminate your oil and could result in engine failure

### MPG+ SAE J1321 FUEL CONSUMPTION TEST RESULTS

Engine: Cummins N14 with #2 Sinclair Diesel

Ratio: 1oz to 23 gallons of fuel



# TESTED & PROVEN

## ULSD & LUBRICITY

The EPA has mandated ULSD fuels to reduce emissions, dropping sulphur content from 500ppm to 15ppm.

This unfortunately results in:

- Low lubricity = injector and pump failure, excessive carbon build-up, upper cylinder wear
- Increased NOx emissions
- Provides a breeding ground for microbes and bacteria which will expand and clog filters and lead to fuel starvation or catastrophic failure

## INJECTOR SPRAY

Common injector malfunction is caused by carbon build-up, contaminated fuel and lack of lubrication (ULSD, Ethanol Fuels)

- Spray pattern must allow fuel to fully atomize for ideal burn
- Steady stream will not burn efficiently and creates carbon



Without Fuel Maximizer



With Fuel Maximizer

## CLEANLINESS TEST

### CUMMINS L-10 INJECTOR CLEANING TEST

Test method designed for evaluation of diesel fuel and overall quality for deposit reduction.

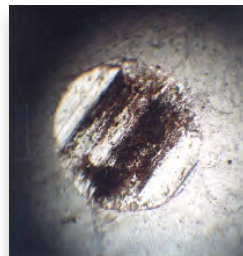
Inadequate fuel quality affects:

- Deposit tendency
- Corrosivity
- Lubricity
- Injector performance

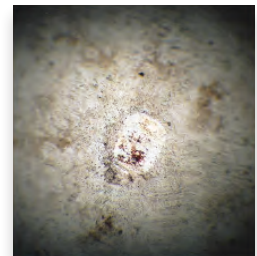
*Plunger Rating - Removed and rated for injector deposits. The lower the percentage, the less carbon there is on the injector preventing flow loss of fuel.*

## ASTM D6079 LUBRICITY TEST

Improves Lubricity in Fuel

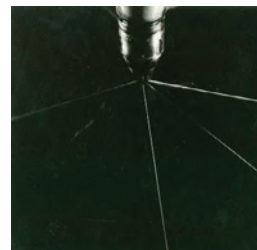


**BEFORE**

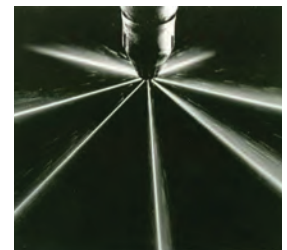


**AFTER**

**WITHOUT**  
Fuel Maximizer



**WITH**  
Fuel Maximizer



Fuel Maximizer helps safely remove existing carbon build-up, allowing injectors to operate.

### IMPROVES DIESEL FUEL CLEANLINESS



**WITHOUT** Fuel Maximizer  
Plunger Rating - Untreated Average 23.38%



**WITH** Fuel Maximizer  
Plunger Rating - w/Fuel Maximizer 8.2%

# CASE STUDIES

## MAJOR DRILLING OPERATOR - TEXAS 2013

### BEFORE ProOne Fuel Maximizer

- 26 day operation
- 54,490 gallons of diesel used
- 2,096 gallons per day

### AFTER ProOne Fuel Maximizer

- 15 day operation
- 28,123 gallons
- 1,875 gallons per day

### Total Savings based on 28 Days of Operation

11.18% Fuel Savings in same location  
221 Gallons of fuel less per day

**\$17,111 saved per month**



## T-1 MITSUBISHI - JULY 2011

- Type: 4-cycle Water Cooled
- Aspiration: Turbo-Charged
- No. of Cylinders: 16
- Fuel Injector: Mitsubishi PS8 Type x 2
- Compression Ratio: 14.0: 1
- Horsepower: 3000
- RPM: 1800

### BEFORE ProOne Fuel Maximizer

@ 40% load 74gph  
@ 80% load \*63gph

### AFTER ProOne Fuel Maximizer

@ 40% load 60gph = 19% Increase  
@ 80% load \*48gph = 23.8% Increase

(\*with Bio-Fuel)



# TESTIMONIALS

“We have spent in excess of \$15,000 in the Anaheim location alone on fuel related issues in the past 6 months or so, but zero on the test units I have been running the ProOne Fuel Maximizer.”

General Service Manager – **Leading Construction Company**

“I have three Cummins QSM 11 engines in my fleet which have the newer computer tier 2 engines. We added the ProOne Fuel Maximizer to our tanks and wow, we received an immediate 7% fuel savings. The sludge on our older fuel tanks and Racor fuel filters were gone! Instead of changing fuel filters every 2 weeks we now go 2 months before we need to change them. That is a major savings! “ **Don Brockman, Davey’s Locker Sportfishing, Newport Beach, CA**

After 200 hours on a 10-day trip I was burning 33gph. Now I’m burning 29gph with the Fuel Maximizer.”

Captain Paul Strasser - **Independence Sportfishing, San Diego, CA**

“ProOne Fuel Maximizer saved me over \$500 in potential repairs. Fuel Maximizer is an amazing product.”

**Gary Millikan, Costa Mesa, CA**

“I own a 2005 Dodge ¾ ton crew cab pickup with a 5.9 Cummins diesel engine that I haul a fifth wheel trailer with. I used to get 21 to 23 miles per gallon. After using Fuel Maximizer, the truck averages 27 mpg and occasionally it will hit 28 mpg.”

**Harvey Peak, Maryville, TN**

“Prior to adding Fuel Maximizer, black soot and ash floated on the water. After the treatment, it could no longer be seen in the exhaust or in the water. ProOne Fuel Maximizer reduced the soot and ash by 90%...amazing!”

**Elser Morales/Head of Maintenance, Hornblower, Newport Beach, CA**

## INTERNATIONAL RESULTS - INDIA

### India's fuel consumption in September jumps most in a decade

PTI | Oct 16, 2015, 03:04PM IST

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**NEW DELHI:** India's fuel consumption surged by 15.1 per cent in September, the most in more than a decade, mirroring pick up in industrial activity in Asia's third-largest economy.

Fuel consumption in September spiked to 14.699 million tonnes, up 15.1 per cent from 12.771 million tonnes in a the same month a year ago, according to a data from Oil Ministry's Petroleum Planning and Analysis Cell (PPAC).

Diesel, the most consumed fuel in the country, saw sales jump 20.1 per cent to 5.886 million tonnes.



Petrol consumption soared 25.4 per cent to 1.879 million tonnes.

ProOne Fuel Maximizer was recently used by India's transportation industry. Below is what was reported:

#### Diesel Buses

- 15% increase in mileage (average)
- Significant decrease in black smoke within 15 minutes
- More power/improvement in acceleration

#### Diesel Trucks

- 8 to 19% increase in mileage
- 70 to 80% decrease in black smoke within 15 minutes
- More power/improvement in acceleration

**Results show ProOne Fuel Maximizer helping operators save fuel and solve major problems.**



# Maximize Savings In Your Equipment

## HEAVY DUTY OIL STABILIZER

Highly recommended to complement and protect your Diesel and Gas engines. These products feature our XPL+ Xtreme Pressure Lubrication technology to bond to the metal to reduce friction, and give protection and performance second to none!

- More Power, Better Fuel Economy
- Helps Stop Oil Burning & Leaks
- Eliminates Smoke
- Stop Thermal Breakdown
- Prevent Costly Breakdown



## HOW IT WORKS

On a bench cross axis friction machine test, bearings are subjected to pressure from a spinning race. Using a leading motor oil without XPL+, the bearing sustains severe damage at only 4,000 pounds per square inch of pressure. With ProOne's exclusive XPL+ technology, there is minimal damage at 200,000 per square inch of pressure...over 50 times

Typical lubricants tend to migrate away from heat sources but XPL+ has a positively charged molecule structure with a strong ionic (+) charge which allows it to bond to metal even under extreme heat and pressure, giving lubricants formulated with XPL+ unprecedented film strength and extreme pressure protection.



Without XPL+ @ 4,000psi



With XPL+ @ 200,000psi

*"One of our Detroit Diesel's in our Sheriffs Rescue Boat had a water cooler failure. Although coolant entered into the burn chamber, no damage could be found on the bearings or any of the internal parts. The chief mechanic attributed ProOne Heavy Duty Oil Stabilizer to saving their engine from further damage."*

- Los Angeles Sheriff's Boat Operations/ Harbor Patrol



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