



FUEL BORNE EMISSIONS REDUCING ADDITIVES



SUPER CONCENTRATE

By keeping your fuel system and engine in peak condition, Black Filter Eliminator reduces fuel consumption and repair bills.



Canada's #1 Premium Fuel Enhancer

SUPER CONCENTRATE

A comprehensive multi-purpose fuel enhancer that addresses eight critical fuel performance issues to reduce fuel consumption and extend fuel system, engine and diesel particulate filter life.

Cleans and unplugs fuel system. Prevents costly fuel pump and injector repairs.



SUPER CONCENTRATE

Super Clean® is a super strength cleaner and anti-gum additive that is used to cure problems, often eliminating the necessity for pump and injector repair.

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1-800-667-6879 230 - 29th Street East, Saskatoon, SK S7L 6Y6



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The parties agree that the implied warranties that are set out in the Sale of Goods Act are excluded and shall not apply to goods sold or services supplied. The parties also agree that only the warranty expressly provided by DSG Canada or Saskatoon Diesel Services Ltd shall apply to the goods sold or services provided. The purchaser agrees by entering into this transaction and acknowledging that he/she has read this agreement and warranty disclaimer herein and acknowledges that this agreement comprises the entire agreement between the parties and that there are no conditions, extrinsic representation or collateral agreements that may restrict this 90 day Warranty set out in the terms and conditions of sale above. Warranty limited to the original purchaser. 1-800-667-6879. You can contact your local distributor for more information.



EXHAUST TREATMENT PRODUCTS & SCRUBBERS

PRODUCT FEATURES:

1) HIGH EFFICIENCY "TORTUOUS" FLOWPATH CATALYTIC CORE

The DIESELYTIC SX™ Exhaust Gas Purifier features a unique "tortuous" flowpath catalytic core. The "tortuous" flowpath catalytic core incorporates a curved, mixed flow cell design which takes advantage of the physical properties of diesel particulate matter. The collision of particulate matter with the catalytic core surface is vigorously promoted and concentrated to provide maximum reductions of soluble organic particulate. In Comparison, straight flowpath purifier designs allow a percentage of the soluble organic particulate to flow through the catalytic core without contacting the catalytic surface. By promoting particulate to catalytic core contact the "tortuous" flowpath core design is superior in reducing soluble organic particulates.

2) HIGH QUALITY CATALYTIC COATING

The DIESELYTIC SX™ Exhaust Gas Purifier core is coated with high quality precious metals and superior grade washcoats. The high quality, uniform core coating provides high efficiency removal (oxidation) of harmful pollutants by up to 90%+. The quality of the catalytic coating is particularly evident in low temperature performance during engine cold-start or in the case of light duty vehicles. In addition, the high quality coating ensures a long and reliable operating life even in the most adverse conditions.

3) LOW EXHAUST GAS BACKPRESSURE

The DIESELYTIC SX™ core is made up of high strength, ultra thin metallic walls which reduce exhaust back pressure restriction to a minimum. Even under high load/speed engine operating conditions, the operating efficiency of the engine will not be affected.



4) SUPERIOR PHYSICAL STRENGTH

The DIESELYTIC SX™ Exhaust Gas Purifier incorporates several design features which result in excellent stability and reliability under extremely high temperatures and severe vibration. Thick foil retainer rings and folded catalytic edges improve overall structural rigidity.

5) LOW MAINTENANCE AND EASY INSTALLATION

The catalytic core design will minimize the formation of accumulated particulate matter. The compact and efficient design of the DIESELYTIC SX™ exhaust gas purifier allow for easy installation and service with minimal equipment downtime.

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DSG SMART EMISSIONS TESTER

Important Technical and Operational Information

This unit is designed for diesel equipment exhaust analysis and measurements, as opposed to many competitive units which have been "tweaked" from industrial stack design.

The SMART 2000S is a combination of the SMART 1504 gas analyzer and a particulate tester or opacity meter. The SMART 1504 does not contain a diesel particulate (DPM) meter. Both units are housed in solid protection cases and are proven in the diesel engine industry.

Such equipment is currently in use at the Pasmenco Mine (Zinc Phosphate mining) in US, where it has been found to be rugged, durable and easy to use, and at the Potash Corp of Saskatchewan in Lanigan, SK.

SMART analyzers are **made in Canada** from 100% USA/Canadian parts from reputable sources; and are designed for field/industrial/garage type of environment to work every day without interruptions. No Chinese parts are used in their construction.

They **utilize WINDOWS XP graphical software**. Startup, zeroing, calibration is fully automatic and transparent for the user. Testing is fully computerized and automated, **data is stored in data files that can be read by EXCEL**. Using the analyzer is very simple and can be done by a vehicle mechanic.

It is designed in such a way that it provides **remote 30 foot sampling line** capability. In such configuration one can install the sampling probes at the pollution sources – typically exhaust of the engines and place the analyzer case in the safe and secure place such as the cab of the pickup truck, or the vehicle for data analysis. Long sampling line capability comes with the sampling system design; a benefit not found in competitive units. Most competitive analyzers, and all hand held analyzers have small sample pumps that allow only for 10 ft sampling lines.

Quoted systems are standard, proven and well recognized technology in the industry. Environment Canada has purchased and used the SMART 1504 and SMART 2000S analyzers for their field testing requirements. We have participated in many projects with Environment Canada around the world where the equipment was used. Reference information is included below.

Environment Canada and other institutions in Canada have used the SMART analyzers in the USA, South America and Asia in field testing programs in road tests to determine pollution levels for the vehicle populations in cities, etc.

Optional consulting and training services are available to provide guidance, advice, proper use, proper testing practices, good testing plans etc.

Typical automotive five gas analyzers cannot detect some of the diesel exhaust gases such as CO and NMHC (non methane hydrocarbons).



This is because typical automotive gas analyzers (good otherwise for gasoline, LPG and CNG fuels) have CO measuring range from 0 – 100,000 PPM (0-10%). This makes it impossible to measure CO levels 0-1000 PPM that are typical for this gas in diesel exhaust (simply because it is out of detection limit that is typically 20,000 PPM).

Typical automotive five gas analyzers have NDIR sensors for HC that are capable of detecting only methane based HC, that are 99% present in gasoline, LPG and CNG exhausts. Most of the hydrocarbons in diesel exhaust are non-methane based, and NDIR HC sensor cannot detect them.

For this reason, the SMART system uses a special diesel CO/ NMHC sensory kit in our standard kit SMART 2000S kit and is an accessory on the SMART 1504 kit.

Important Note on Spare Sensors

The SMART analyzers do not use electrochemical sensors, and use sensors that have high ranges (never will be overexposed) and they will last minimum one year. Typically, sensors will deteriorate significantly in that period. Spare sensors are readily available, and we advise customers to purchase them as needed rather than storing them.

Typically, manufacturers cannot determine/predict the life of the electrochemical sensor, because it depends on how often it will be exposed to the detected gas and gas concentrations. Over exposure of the electrochemical sensor can shorten its life very rapidly. Sensors used in the SMART system will not suffer from over exposure.

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PROJECTS USING THE SMART SERIES OF TESTERS 2006 MARCH – ONGOING

PROJECT GRANTED BY TEXAS COMMISSION OF ENVIRONMENTAL QUALITY.

New Technology Research and Development Division.

“Verification of an Exhaust Gas Recirculation (EGR) System with claims of 70 percent NOx reductions.”

TESTS ON COMMERCIAL DIESEL TRUCKS IN MICHIGAN AND TEXAS, CONDUCTING 1000 HOURS OF ON ROAD BASELINE AND

A. Each Portable Analyzer capable to measure: - PM-gr/bhp, -CO₂ – gr/bhp, CO- gr/bhp, HC-gr/bhp, NOx- gr/bhp. Total Exhaust Flow-cfm, Exhaust Temperatures in various locations-deg.C, oxygen concentration at air intake after EGR valve, EGR Valve positions and limits, Fuel Economy – gpm or l/100km using carbon balance method

B. Each Portable Analyzer capable to gather and synchronize data from diesel engine ECU, such as: RPM, Vehicle Speed, Engine Load, Momentary Fuel Rate, Acceleration Pedal Position etc, Transmission Gear.

C. Each Portable System capable of: controlling EGR Valve Functions, automatically switching the electronic and mechanical systems from baseline testing to controlled testing mode

D. Each Portable System capable of: RPM – Engine Load – EGR Valve Position mapping exercise in on road testing for different Engine.

PROJECT COORDINATOR:

RAY KAMMEL, PRESIDENT CONVERTER-TECH INC. (CTI) MICHIGAN CITY, MI, USA

1-517-764 3800 / raykammel@convertertechnology.net

Jan. 2006 – Mar. 2006

PROJECT FOR THE MINISTRY OF TRANSPORTATION OF THE FEDERAL GOVERNMENT OF INDONESIA, JAKARTA

PROJECT REFERENCE: • Karlo Manik, Head, - Department of Communication Republic of Indonesia, Road Worthiness and Vehicles Certification Center, Jakarta, tel 62-21-8253352 / farizka@hubdat.go.id

Mar. 2005 – Jan. 2006

PROJECT FOR THE GOVERNMENT OF CANADA – ENVIRONMENT CANADA

DEVELOPMENT OF AUTORIKSAW GAS AND SMOKE TEST CELL, UTILIZING NORTH AMERICAN ASM 2525 DRIVING CYCLE , NEW DELHI, BANGALORE, KOLKATA

PROJECT CO-ORDINATOR: • Waheed Khan , Program Manager, - GLOBAL CLIMATE AFFAIRS, ENVIRONMENT CANADA, ph. 1- 613-995-4928 / waheed.khan.@ec.gc.ca

Mar. 2004 – Nov. 2005

PROJECT FOR THE GOVERNMENT OF CANADA – ENVIRONMENT CANADA

PORTABLE ON ROAD MASS EMISSION TESTING SYSTEM. IN THREE MAJOR SOUTH AMERICAN METROPOLES, SAO PAULO, BUENOS AIRES, SANTIAGO.

PROJECT CO-ORDINATOR:

• Jacek Rostkowski, Head, - Technology Development, Emissions Research and Measurement Division, ENVIRONMENT CANADA, ph. 1-613-991-4871 / Rostkowski.Jacek.@etc.ec.gc.ca

• Greg Rideout, Program Manager, - Emissions Research and Measurement Division, ENVIRONMENT CANADA, ph. 1-613-990-8169 / rideout.greg.@etc.ec.gc.ca

• Bettina Schreck, Tecnico de Medio Ambiente, - Direction de Medio Ambiente, REPSOL YPF, ARGENTINA, ph. 5411 43295686 / bschreckr@repsolypf.com

• Rogelio Nascimento de Carvalho, Equipment Engineer, - Research Development Center, PETROBRAS, BRASIL, ph. 55 21 3865 4245 / Rogelio.carvalho@petrobras.com.br

• Laura Lucia Vieira Ceneviva, Conselho Municipal de Meio Ambiente, - PREFEITURA DE MUNICIPIO DE SAO PAULO, BRASIL, ph.55 11 3372 2393 / lauraceneviva@prefeitura.sp.gov.br

Mar. 2002 – Oct. 2003

PROJECT FOR THE GOVERNMENT OF CANADA – ENVIRONMENT CANADA

GAS TEST CELL, UTILIZING EC DEVELOPED DRIVING CYCLE , DHAKA, BANGLADESH

PROJECT CO-ORDINATOR:

Jacek Rostkowski, Head, Technology Development, Emissions Research and Measurement Division, ENVIRONMENT CANADA, ph. 1-613-991-4871 / Rostkowski.Jacek.@etc.ec.gc.ca.

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