



FULL SYNTHETIC DIESEL MAX COMPLETE DIESEL FUEL TREATMENT

Engineered to the Highest Standard of 24/7 protection

FUEL STABILIZATION (ANTIOXIDANT PACKAGE): Conforms to military specifications (Mil-T-5624P and ASTM D 1655). Diesel Max Complete Diesel Fuel Treatment controls gum and peroxide formation in all diesel fuels, stopping the formation of oxidation and asphaltenes. This is the highest standard of protection for any diesel fuel in storage (i.e. generators).

ANTICORROSIVE PACKAGE: This technology prevents corrosion on fuel tanks and storage tanks above and below the fuel with the only Diesel Vapor Corrosive Inhibitor available. Protects all metals as tested by ASTM D130 (received an A-1 rating) and by NACE (received an A rating).

IMPROVED FUEL EFFICIENCY: Diesel Max has additive components that contain a fuel catalyst that allows the diesel fuel to burn more efficiently, therefore reducing fuel consumption. The BTU's are also increased resulting in improved fuel efficiency and horsepower.

SMOKE OPACITY AND EMISSION REDUCTIONS: Due to more efficient combustion, tests have indicated a significant reduction of exhaust smoke during acceleration and gear changing. As a result, particulate filters stay cleaner longer which means longer intervals between filter regeneration. In addition, EGR valves will have longer service life.

HIGH TEMPERATURE DETERGENT: Diesel Max promotes better volumetric efficiency allowing for continuously clean spray patterns. This detergent guards against gum and varnish build up to free up sticky injectors. Diesel Doctor Complete Fuel System Treatment restores the fuel system back to the manufacturers original specifications.

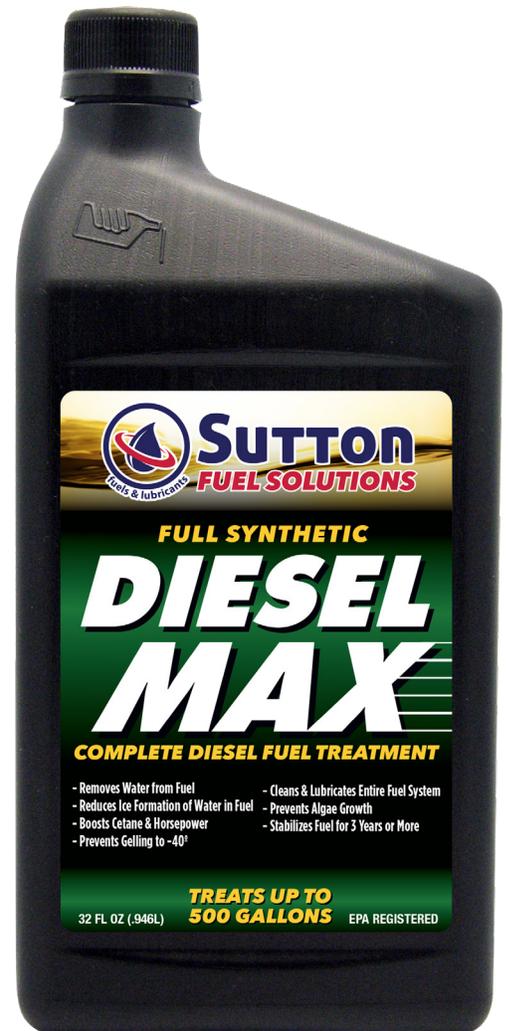
POUR-POINT DEPRESSANT: Adding Diesel Max into No. 2 Ultra Low Sulfur Diesel fuel effectively lowered the pour-point by -18°F (from the base pour-point).

UPPER CYLINDER LUBRICITY: The new ULSD blends reduce the amount of lubricity in the fuel. Diesel Max has an additive that restores lost lubrication, which significantly improves the condition of the cylinder liner, piston, and piston ring (as tested by ASTM D7688).

WATER PROTECTION: Diesel Max disperses water molecules allowing them to pass harmlessly through the fuel system and burn during combustion. Diesel Max prevents the bound water in the diesel/bio-diesel blends from settling on the bottom of the tank. This prevents microbial growth as well as stops asphaltenes from forming sludge which plugs and damages most filters (as tested by ASTM E1064).

CETANE IMPROVEMENT: Diesel Max increases cetane ratings by 2 points based on ASTM D976. This increase will assure better cold starting, reduced smoke opacity, faster warm-ups, and improve engine performance.

PROTECTION FROM BIODIESEL BLENDS: Diesel Max is 100% synthetic and will protect and revitalize seals and rubber components as well as protect the fuel system.



184 South Baker Street, Norman Park, GA 31771 • 1-800-729-3141 • suttonsytemsales.com





SUTTON

FUEL SOLUTIONS

FULL SYNTHETIC DIESEL MAX

COMPLETE DIESEL FUEL TREATMENT

THIRD PARTY LAB TEST RESULTS

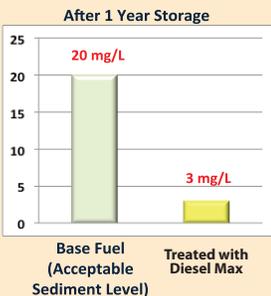
OXIDATION STABILITY (STORAGE) ASTM TEST D2274

Expected life of diesel fuel is indicated by oxidation stability test D2274.

This test measures how much gum and sediment will be deposited after keeping the fuel at 95°C in the presence of oxygen for 16 hours (corresponds to approximately 1 year storage at 25°C).

A result of less than 20mg/L of sediment and gum after the test is considered acceptable to normal diesel.

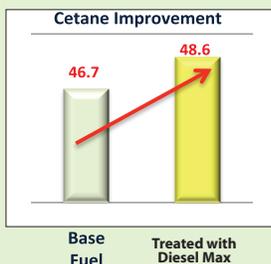
RESULT: Treating with Diesel Max resulted in 85% less gum and sediment after 1 year of storage.



CETANE NUMBER ASTM TEST D976

Cetane number (CN) is a measurement of the combustion quality of diesel fuel during compression ignition. The higher the CN, the more easily fuel will combust in a compression setting (such as a diesel engine). The characteristic diesel "knock" occurs when the first portion of fuel that has been injected into the cylinder suddenly ignites after an initial delay. Minimizing this delay results in less unburned fuel in the cylinder at the beginning and less intense knock. Therefore higher-cetane fuel usually causes an engine to run more smoothly and quietly.

RESULT: Cetane improved nearly 2 points when treated with Diesel Max.

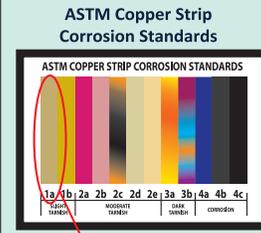


CORROSION PROTECTION ASTM TEST D130

Evaluates the degree to which a lubricant will corrode copper-containing materials (i.e. bronze, brass)

- Rates oils by immersing a prepared copper strip in a lubricant at 2 temperatures in typical range of operation.
- Ratings range from "1a" with slight discoloration, but barely noticeable (similar to a freshly polished strip), to "4c" or severely corroded, blackened or pitted.

RESULT: Diesel Max received the rating of 1a

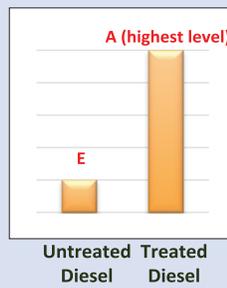


Diesel Max received a "1a" rating in the ASTM D13 test

CORROSION RATING (NACE STANDARDS) Test for ferrous metals

Shows the rating from E (poor: 75-100% coated with rust) to A (excellent: 0% rust) of the ability to resist corrosion, per NACE standards. NACE International is the world's leading professional organization for the corrosion control industry.

RESULT: Diesel Max has the highest rating for corrosion resistance, vastly improving fuel's corrosion resistance beyond those without Diesel Max.



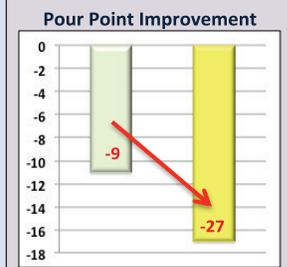
Bottom Sample (where rust occurs)

POUR POINT ASTM TEST D6371

Diesel engine power loss during winter is often traced back to Paraffin crystal formation restricting flow through fuel filters. Freezing temperatures can also cause emulsified water to form a fuel/ice slush.

Pour point is the temperature at which the Paraffin in fuel crystallizes to the point where fuel gels and resists flow.

RESULT: Pour Point improved (reduced) by 18°F when Diesel Max was added to #2 diesel.



Base Fuel Treated with Diesel Max