



Xp3 Case Study:

In 2014, Mayer Lumber (Mayer, MN) partnered with GDI in a trial of Xp3. The trial included the following vehicles:

2 “Non-Trial Vehicles”, which did not use any Xp3 during the testing period and these vehicles served as the “control group” in this trial.

- 2007 Sterling
- 1997 Ford

2 “Trial Vehicles”, which used Xp3 after establishing an initial baseline of 10 tanks.

- 2005 International
- 2005 Kenworth
 - The 2005 Kenworth also had 2 used oil analysis reports performed by Blackstone Laboratories in Ft. Wayne, Indiana. The initial used oil analysis was done on a complete oil cycle prior to using Xp3 and the final used oil analysis was done at the end of a complete oil cycle using Xp3.

Trial Results Summary:

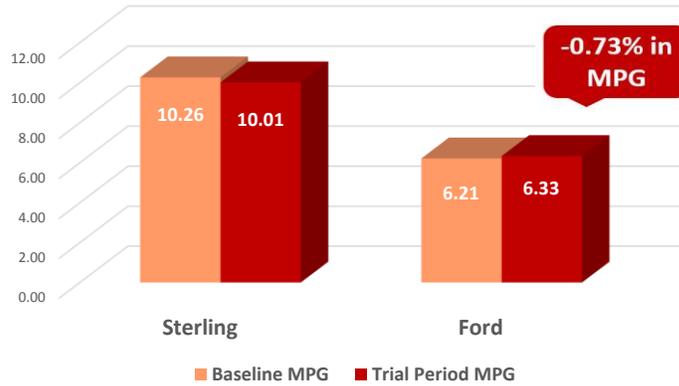
On the next page in this PDF, you will see a “Summary Chart” comparing the “Baseline Period MPG” and “Trial Period MPG” in the “Trial Vehicles” and the “Non-Trial Vehicles”.

The “Trial Vehicles” experienced an **increase of 4.7%** in MPG. The increased MPG is also proven by the used oil analysis reports of the 2005 Kenworth (*see final page of this PDF*). In the used oil analysis summary, you will see a 40% decrease in soot found in used oil. As you know, a decrease in soot is proof of improved combustion. Less soot significantly impacts maintenance costs, oil consumption, engine longevity, and fuel savings.

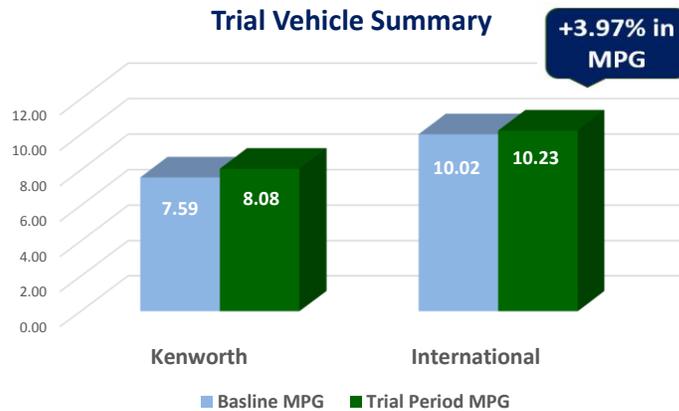


Mayer Lumber 2014 Xp3 Trial Summary

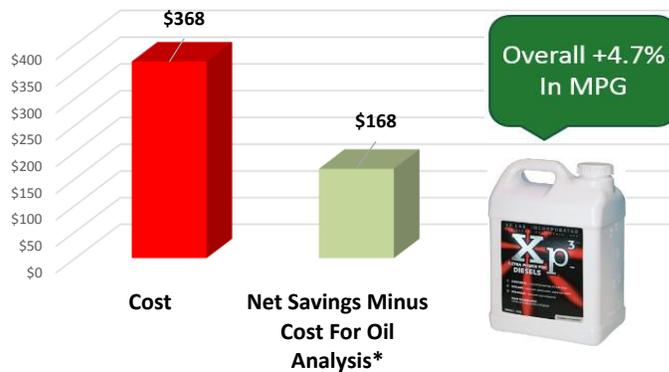
Non-Trial Vehicle Summary



Trial Vehicle Summary



Xp3 Savings Summary



*The cost of the used oil analysis (\$140) was deducted in this summary because the company doesn't normally perform them. The company still saved-even after paying for the analysis!

Any product testimonials included in GDI materials are not necessarily representative of all those who will use Xp3 products. These claims have not been scientifically proven, but this data represents the real-life results of the actual customer. Individual results may vary.



Xp3 Reduced Soot By 40%

2005 Kenworth Case Study - Performed By BlackStone Lab (Ft. Wayne, IN)

Baseline Soot Levels Prior To Using Xp3

BLACKSTONE LABORATORIES OIL REPORT [REDACTED] UNIT ID: 05 KENWORTH [REDACTED]

UNIT MAKE/MODEL: Cummins OIL TYPE & GRADE: 15W/40
FUEL TYPE: Diesel OIL USE INTERVAL: 12,073 Miles
ADDITIONAL INFO:

CLIENT [REDACTED]

COMMENTS ANDY: Amended report - This sample had some of all the elements to read out of line, though, lead because that can show bearing wear. This could have noticed any issues with the engine, we'll wait for averages. Averages are based on ~6,800 miles of oil use. Soot test level was 1.0% - FTIR Method.

MIHR on Oil	MIHR on Unit	Sample Date	Make Up Oil Added	UNIT / LOCATION AVERAGES	UNIVERSAL AVERAGES
12.073	273.863	06/20/14	15 qts		

Soot Level BEFORE Using Xp3 Was Measured At 1.0% Using The FTIR Method

40% Reduction in Soot Levels After Using Xp3

BLACKSTONE LABORATORIES OIL REPORT [REDACTED] UNIT ID: 05 KENWORTH [REDACTED]

UNIT MAKE/MODEL: Cummins OIL TYPE & GRADE: 15W/40
FUEL TYPE: Diesel OIL USE INTERVAL: 12,072 Miles
ADDITIONAL INFO:

CLIENT [REDACTED]

COMMENTS ANDY: Amended report showing % soot. Lead has now high enough to mark as well. A longer oil run in the bearings and/or steel parts with this engine. Oil excess wear at these parts isn't affecting other parts fine. Change this oil if it is still in use, watch for low oil. Soot measured at 0.6% by FTIR method.

MIHR on Oil	MIHR on Unit	Sample Date	Make Up Oil Added	UNIT / LOCATION AVERAGES	UNIVERSAL AVERAGES
12.072	285.935	11/13/14	12 qts		

Soot Level AFTER Using Xp3 Was Measured At 0.6% Which Shows A 40% Improvement!

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