Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

Response received at:
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1 Confirm that you have read and understand this privacy notice.
Yes

2 Please indicate how and if you want your submission published.
Public

3 Published name
BCA Group Services Pty Ltd

4 Confirm that you have read and understand this declaration.
Yes

5 First name
Not answered

6 Last name
Not answered

7 Email
Not answered

8 Phone

Not answered

9 Who are you answering on behalf of?

Organisation

10 Organisation name

Not answered

11 What best describes you or your organisation?

Not answered

12 What sector do you represent?

Not answered

13 What state or territory do you live in?

South Australia

14 Postcode

5158

15 What area best describes where you live?

City

16 1. Do you support the proposed guiding principles?

Not answered

17 1.1 Please add details to your response.

Not answered

18 2. Do you support the use of the avoid-shift-improve framework as a tool to identify opportunities for abatement?

Not answered

19 2.1 Please add details to your response.

Not answered

20 3. Do you agree the development of a national policy framework for active and public transport will support emissions reduction?

Not answered

21 3.1 Please add details to your response.

Not answered

22 4. What should be included in a national policy framework for active and public transport and how should it be developed?

Not answered

23 5. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure the movement of people contributes to transport emissions reduction?

Not answered

24 6.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure that the movement of goods contributes to transport emissions reduction?

Not answered

25 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?

Not answered

26 7. Do you agree with the proposed net zero pathway for light road vehicles?

Not answered

27 7.1 Please add details to your response.

Not answered

28 8. The Australian Government is currently developing an Australian New Vehicle Efficiency Standard and has already begun to implement actions in the National Electric Vehicle Strategy.8.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce light vehicle emissions?

Not answered

29 8.2 How would these actions address the identified challenges and opportunities to reduce light vehicle emissions?

Not answered

30 9. Do you agree with the proposed net zero pathway for heavy road vehicles?

Not answered

31 9.1 Please add details to your response

Not answered

32 10. The proposed pathway for heavy road vehicles relies on a mix of battery electric, hydrogen fuel-cell and low carbon liquid fuels.Rank from 1 to 3, the order in which these should be prioritised for emissions reduction.

Not answered

33 10.1 Please add details to your response. Why did you rank them in that order?

Not answered

34 11. What role should low carbon liquid fuels play in the heavy vehicle

decarbonisation?

Not answered

35 12. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce heavy vehicle emissions?

Not answered

36 13. Do you agree with the proposed net zero pathway for rail?

Not answered

37 13.1 Please add details to your response.

Not answered

38 14. The proposed pathway for rail relies on a mix of battery electric, hydrogen fuel-cell and low carbon liquid fuels.Rank from 1 to 3, the order in which these should be prioritised for emissions reduction.

Not answered

39 14.1 Please add details to your response. Why did you rank them in that order?

Not answered

40 15. What role should low carbon liquid fuels play in rail decarbonisation?

Not answered

41 16. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce rail emissions?

Not answered

42 16.1 How would these actions address the identified challenges and

opportunities to reduce rail emissions?

Not answered

43 17. Do you agree with the proposed net zero pathway for maritime?

Not answered

44 17.1 Please add details to your response.

Not answered

45 18. The Australian Government is engaging in consultation as part of the development of the Maritime Emissions Reduction National Action Plan and those consultations will also inform the final Roadmap and Action Plan. 18.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce maritime emissions?

Not answered

46 18.2 How would these actions address the identified challenges and opportunities to reduce maritime emissions?

Not answered

47 19. Do you agree with the proposed net zero pathway for aviation?

Not answered

48 19.1 Please add details to your response.

Not answered

49 20. The Australian Government has already engaged in consultation on aviation decarbonisation through the development of the Aviation White Paper and those consultations will also inform final Roadmap and Action Plan.

Not answered

50 20.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce aviation emissions?

Not answered

51 21. Do you agree with the proposed net zero pathway for transport infrastructure?

Not answered

52 21.1 Please add details to your response.

Not answered

53 22. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce transport infrastructure emissions and ensure that transport infrastructure is ready for and enables low-emission transport modes?

Not answered

54 22.1 How would these actions address the identified challenges and opportunities to reduce transport infrastructure emissions?

Not answered

55 23. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure the energy mix is ready to support transport emissions reduction?

Not answered

56 24. How should the use of low carbon liquid fuels (LCLFs) be prioritised across different transport modes over time to achieve maximum abatement?

Not answered

57 25. What are the best ways for the Australian Government to work collaboratively with industry, business, governments and communities to implement the proposed pathways?

Not answered

58 25.1 What are good domestic or international examples of partnership and collaboration on transport and transport infrastructure emissions reduction that could inform the final Roadmap and Action Plan?

Not answered

59 25.2 What opportunities can Government leverage to show leadership in Australia and internationally?

Not answered

60 26. What measures and metrics should be used to evaluate the final Transport and Infrastructure Net Zero Roadmap and Action Plan?

Not answered

61 26.1 What other data and evidence could governments use and how could this offer further insights on the pace, scale and location of transport emissions reduction pathways?

Not answered

62 27. Do you have any feedback on the proposed review process?

Not answered

63 28. Do you have any further feedback on the Consultation Roadmap and proposed pathways?

Not answered

64 28.1 Is there anything missing? Are the sections appropriately integrated? Is the Roadmap appropriately ambitious?

Not answered

65 29. Is there any further information or documentation that you wish to be considered with your submission?

Not answered

66 Would you like to upload a document?

Yes

67 Have you removed any identifying information from your submission?

Yes

68 Upload a submission

Rennsli_Net_Zero_Roadmap.1c0eb2f7_Redacted.pdf

69 Upload a submission

ENG-SGS Certificate_Diesel_2023.pdf

70 Upload supporting file

Rennsli Testing Appendix .pdf

71 Upload supporting file

Not answered

RENNSLI

BCA Group Services

Consultation Roadmap to a Net Zero Transport Sector

Submitted by BCA Group Services

In conjunction with Rennsli Corp USA

22nd July 2024

PO BOX 2150, OREM UT. 84059 801-765-7609 Info@rennsli.com

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1. Introduction of BCA Group Services

BCA Group Services Pty Ltd was established in 2023 to introduce a unique fuel catalyst technology to Australia, marketed as Ferox, which is a patented technology created by Rennsli Corporation of Orem, Utah, USA.

The product provides a range of significant benefits for the transport industry, including Road, Rail, Marine, Aviation, and Power generation equipment.

BCA / Rennsli has a commitment to ensure that Australia is a leader in the development of sustainable transportation infrastructure, through the use of current and proven technologies.

Ferox™ has been available globally for over 3 decades and is now being introduced into the Australian market.

2. Introduction of Ferox™ fuel catalyst technology.

The Ferox™ fuel catalyst technology was created as a product for fuel economy and has a history of over **30 years** in international markets. The product was invented and patented by Dr. Wesley Parish when he worked as a consultant for Thiokol Chemical Company in the 1980s, seeking the maximum performance of their solid fuels for military missiles and aerospace rockets. The product was previously only available in liquid form in large volumes for large commercial users, but now with a new patented formula in tablet or powder form is easier to store, dispense and be available for individual users.

The advent of the product allowed Dr. Parish to test and trial for other outcomes. It has now been proven to not only assist in fuel economy but provide improvement in the following:

- Reduction in emissions by a significant margin
- De-carbonization, through a decarboxylation process.
- Extended maintenance periods
- Lowering of operating oil temperatures
- Operates with all hydrocarbon fuels

Rennsli Corporation has been marketing and distributing Ferox internationally for decades to a range of markets and engine types, ranging from Cars, Trucks, Marine engines up to large scale mining and power production facilities.

Testimonials from many users of Ferox are available for reference.

Rennsli technology marketed as Ferox, is a patented process that provides a burn rate modifier, ensuring that more of the fuel is consumed within the combustion chamber. This guarantees that significantly less carbon is left behind to impact on carbon build up and emissions.

Importantly Ferox™ meets all criteria for OEM compliance standards and meets all standards of the 2019 Worldwide Fuel Charter (6th edition) for petrol and diesel requirements.

Not to be confused with baseline fuel additives, fuel catalysts have been defined by the Environmental Protection Agency as a typical additive, meaning they don't alter the fuel properties like other additives. Instead, they enhance the burning of the properties already in the fuel.

In technical terms the fuel catalyst interacts with the ends of the aromatic chains and the attachment sites on the primary particles. This interaction keeps the primary particles from wrapping up full chains by blocking or destroying the attachment sites and/or breaking the chains.

This interference stops the deposit agglomeration process at the primary or secondary particle agglomeration state, resulting in lighter, smaller particles that don't stick together. The result of this interference is a lower mass of particulate emissions and the production of CO2 and water which are the desirable products of combustion. By inhibiting the formation of carbon deposits during the combustion process, the carbon in fuel can burn more efficiently allowing your engine to do the same amount of work with less fuel.

Other positive benefits of a more complete combustion include the following:

- Oil staying cleaner for longer which means fewer oil changes. - Carbon deposits are no longer clogging injectors and valves resulting in less downtime.

- Emissions are greatly reduced along with the DEF usage.

- Soot is reduced resulting in DPF filters staying cleaner for longer, i.e., fewer regen issue.

3. Impact of Ferox™ technology on all vehicles

Ferox™ Fuel Catalyst technology offers several benefits for combustion processes:

1. **Complete Combustion**: Ferox™ ensures quicker, more complete combustion by interacting with carbon-carbon and carbon-hydrogen bonds in fuel particles. It works regardless of the fuel type—petrol, kerosene, or diesel.

2. **Emission Reduction**: By preventing carbon deposits in the combustion chamber and fuel injectors, Ferox™ optimizes fuel atomization and spray patterns. This leads to more efficient fuel burning and reduced emissions in the exhaust.

3. **Improved Efficiency**: Ferox™ enhances flame control, heat transfer, and oxygen utilization, resulting in better overall efficiency.

So why is this important?

The Roadmap to Net Zero targets 5 specific areas that Ferox technology is able to work with right now. It has a proven, patented track record, and works on all sectors as determined in Section 3 of the document. Breaking it down further highlights the benefits.

Report Section 3.1 Light Vehicles

This section highlights a sector that has significant impact on many levels and could include in excess of 3 million vehicles in the commercial sector alone.

The Ferox technology works with all types of Hydrocarbon fuels to create a more complete burn, thereby allowing the engine to work more efficiently to reduce consumption, de-carbonize engines and reduce emissions levels significantly.

Light vehicles in metro areas combine to produce higher emissions levels than irregularly used private vehicles. The impact would be within a few short weeks of integration into the fuel cycle.

Report Section 3.2 Heavy Vehicles

Under Section 3.2 of the Road Map, it is acknowledged that the heavy vehicle sector accounts for 23% of emissions in the transport sector.

This is a significant figure.

Burn rate modifier technology ensures the reduction of emissions from heavy vehicles through the de-carbonization process referred to as decarboxylation. This ensures that carbon is removed from the operating surfaces of engines where unburnt, inefficient fuels, lay carbon down.

Decarboxylation works effectively in eliminating these layers, allowing the unburnt carbon deposits to be re-ignited, ensuring that the engine is initially cleaned, then kept clean, through this process.

Given as is pointed out in the Road Map, the average age of heavy trucks in Australia is 14.4 years.

There are around 700,000 heavy vehicles that meet the criteria of being 4.5 tones or heavier. Many of these vehicles are owned by businesses that have to watch every cent expended. New fuel options will only had to that cost burden.

Ferox technology will not only allow for the de-carbonization of the engine structure, but through more efficient burn rate of the existing fuel, will consume less, adding a further layer of benefit to the end user.

Report Section 3.3 and 3.4 Rail and Maritime

The rail network has approximately 1500 diesel locomotives, with an average age significantly in excess of other global markets.

Newer Tier4f locomotives are becoming available and are expected to have an operational life of over 30 years.

The same points raised around the impact of the technology on all vehicles, on and off road, applies to rail. The use of LCLF will make a difference, which can be further enhanced by the introduction of Ferox to the fuel cycle.

In the Maritime space, the same is true. Included in fuels that can be enhanced through better burn rates will be Bunker fuel, heavier oil fuels for shipping, and diesel generally.

4. Why Carbon reduction is important

How Ferox Works on Carbon Deposits

Deposits are mostly carbon and aromatic compounds in a highly combustion resistant state. Deposits are the source for many combustion associated problems in engines. Eliminating deposits solves many of the problems that are of a major concern to society.

This helps to explain how Ferox combustion surface modifiers and deposit surface modifiers cause the removal and inhibit the formation of new deposits.

Deposit formation begins with spherical molecules called primary particles and branched aromatic chains both of which are produced in the early stages of combustion. The chain branches consist of alkyl, alcohol, carbonyl and carboxyl compounds.

The alkyls tend to oxidize to alcohols, which tend to oxidize to carbonyls, which tend to oxidize to carboxyl’s. The oxidation process

stops with the carboxyl compounds, which are acidic and highly combustion resistant with a high energy of activation.

The various branch compounds are somewhat attracted to the primary particles, which spin at extremely high rates of speed. When a branch becomes attached to a primary particle the entire chain structure is quickly wrapped around the primary particle forming a secondary particle. When several of these secondary particles agglomerate, they form a tertiary particle. This can happen when several primary particles become attached to the same chain on different branches and simultaneously become secondary particles and a tertiary particle as they wrap up the chain.

When tertiary particles agglomerate on a surface, they become further coated forming what is called a quaternary particle. Coated quaternary particles are what make up deposits. The chain structures coating the surface of deposits leave branches exposed. These branches are where the Ferox catalyst begins destroying the deposit. The carboxyl branches being acidic, attract the Ferox catalyst oxide which is basic. When the two combine a process called dehydration occurs and a water molecule is produced.

What remains is a compound with a low energy of activation, which readily breaks down at high temperatures releasing a CO2 molecule and the catalyst oxide. Upon releasing the CO2 and the catalyst oxide, the end of the chain re-oxidizes to an alkyl, alcohol or carbonyl compound and finally to a carboxyl compound. When the end of the chain reaches this state the catalyst oxide once again combines with the carboxyl and starts the break down cycle again. With time the deposit is removed by being converted to CO2 and water.

Ferox inhibits the formation of new deposit material in much the same way it destroys existing deposits. The Ferox catalyst interacts with the ends of the aromatic chains and the attachment sites on the primary particles. This interaction keeps the primary particles from wrapping up full chains by blocking or destroying the attachment sites and/or breaking the chains.

This interference stops the deposit agglomeration process at the primary or secondary particle agglomeration state thus resulting in lighter, smaller particles that don't stick together. The result of this interference is a lower mass of particulate emissions and the production of CO2 and water, which are the desirable products of

combustion. By the methods explained above we begin to understand how Ferox inhibits the formation of deposits and destroys existing ones.

With the deposits eliminated, the major source of hydrocarbon emissions is also eliminated. Less soot and smoke is produced and particulate size and mass drop. The Ferox catalyst promotes the production of CO2 and water during the entire combustion process thus giving rise to cleaner emissions.

This can be done for current vehicles without **ANY** change to fuel standards or changes to fuel composition. Low Sulphur fuel is an example of a significant change to the fuel composition that only impacts one element of the emissions process, the reduction in Sulphur dioxide emissions. It has no bearing on the vehicles ability to actually reduce other emission issues.

Recently, SolGas in Peru became a distributor of the Ferox™ technology in South America, as it works extremely well with their LNG and LPG operations. So much so that they can measure the carbon reduction sufficiently well to now consider the savings in carbon credits. This could provide further impetus to embrace the technology in the heavy vehicle sector.

Report Section 3.5 Aviation

Ferox Fuel Catalyst is compatible to the Aviation Industry; however the technology is not yet approved although trials in Europe are encouraging while advancing through the approval processes. The issue is one of regulatory approvals, more so than technical.

Rennsli are working within the parameters of regulatory acceptance with advances being closely monitored, enabling our aviation authorities to become reliably informed. It will however be some time before this occurs due to cost constraints and the rigors of measurement and verification.

5. LCLF

Low Carbon Liquid Fuels are a reasonable alternative measure on the road to Net Zero. However, it will take some time to consider the availability of these fuels, and their total benefits will need to be weighed against the downsides.

The Road Map itself highlights both the potential benefits, but also the potential pit-falls of LCLF.

Again, taken from the report, Section 4.2, the issues with potential LCLF usage includes

- Insufficient source stock being available locally.
- Subject to supply chain issues, and potentially competition from other jurisdictions that have strong demand.
- Some factors that need to be considered include relatively poor burn rates of many bio type fuels (lower calorific values), increased cost of the products, and other additives needed to ensure that the engines capabilities are not hindered (e.g. detergents that will be often needed to ensure filters are kept clean)

Ferox technology proposed not only works with any LCLF product but will enhance all fuel types.

Ferox™ can start to work today! It does not rely on millions being spent on other fuel type developments that will bring about their own issues.

6. International and Local Testimonials

International testimonials are in our library, however local testimonials are work in progress as Ferox becomes more widely introduced to various market sectors with field trials being conducted and documented.

Emission Reduction

Emissions reductions related to Rennsli's technology are classified in two general categories: reduction of specific pollutants, e.g. NOx, CO2, etc., and reduction of exhaust particulates, i.e. opacity or smoke. Rennsli's products have a profound effect in both categories. Detailed

below are some of the test results from various Ferox users regarding emissions reductions.

A. 4% - 9.2% reduction in NOx - Intertek USA, Inc. Automotive Research Division, Final Report for Intertek Proposal No. 51445 Diesel Fuel Additive Testing, October 21, 2014.

B. 77.9% reduction in opacity (smoke) - Utah State Mobile Emission Testing Diesel Vehicle Inspection Reports 10-2725 2003 Caterpillar 330CL Long Reach Excavator. December 1, 2011 through February 7, 2012.

C. 7.21% - 22.67% reduction in NOx - Utah State Emission Testing of twenty-three gasoline vehicles with baseline data compared to treated fuel. November 2009 - July 2010. 1

D. Observed reduction of emissions and particulate smoke - Memorandum Regarding Fuel Catalyst, Corporation of the City of Hamilton, Hamilton, Ontario, Canada. April 22, 1996.

E. Observed reduction of exhaust smoke - Letter Regarding Ferox™ Fuel Additives. Hamilton Fire Department, Hamilton, Ontario, Canada. August 16, 1994.

F. 8.66-38.82% reduction in unburned hydrocarbons - Evaluation of Ferox™ Treated Fuel at McCartney Construction Co., Inc., February 3, 1993.

G. 51% reduction in unburned hydrocarbons - Smoke Reduction Test-City of Leesburg, Florida. Ferox, Inc., Vineyard, Utah. December 1992.

Improved Efficiency

Every testimonial details improvement in efficiencies with varying degrees of savings. Proper controls and consistent conditions are essential to produce accurate findings. Nevertheless, over the years we have been able to demonstrate improved efficiency in real world applications. Examples of improved efficiency include:

A. 7.03% - 22.16% increase in fuel efficiency - Utelite Test Results. Rennsli Corp., Orem, Utah. November 15, 2015.

B. 17.34% efficiency increase - Evaluation of Additive Impact on Diesel Fuel and Generator Efficiency. Cummins Diesel Generator KTTA 19G 400Kva. Askari Rawalpindi, Pakistan. March 27, 2013.

C. 19.17% increase efficiency - Evaluation of Additive Impact on Tyre Oil and Boiler Efficiency. Artistic Fabric Mills, Karachi, Pakistan. March 2013.

D. 16.86% efficiency increase - Evaluation of Additive Impact on Diesel Fuel and Generator Efficiency. Warid Telecom, Islamabad, Pakistan. January 1, 2013.

E. 21.6% increase in steam production - Evaluation of Additive Impact on HFO and Boiler Steam Production Efficiency. 400 horsepower Cleaver Brooks Boiler. El Salvador. 2009.

7. Education of the industry explaining the features and benefits of Fuel Catalyst technology

The main reason for the lack of enthusiasm in fuel catalyst technology from a user perspective seems to be skepticism. The challenge is to overcome this skepticism by encouraging the prospect to experience the features and benefits of the technology.

- From an Industry perspective it is a combination of skepticism and reluctance to not upset their petroleum supplier, even although the increase in efficiency will reduce their operating costs.
- The lack of market acceptance that bio-fuels, HVO's, and bio-diesels have the same impact on the operation of the engine. The most corrosive element you can add to the engine is the fuel. Bio-fuels provide an additional issue of allowing water to enter the combustion process, thereby allowing more corrosion in the system.
- Industry show reluctance to accept that fuel combustion should be the next frontier in fuel savings. All fuels burn inefficiently to a degree. And it is this inefficient combustion of fuel that is costing a lot of money. The entire automotive industry has been combatting the negative effects of inefficient, or incomplete, combustion for decades. Drivers are told to change oil regularly because of soot that gets into oil from incomplete combustion. We need emissions control systems and DEF to maintain regulatory compliance of emissions going out the

tailpipe due to incomplete combustion; we have DPF filters to capture the diesel particulate byproducts coming from incomplete combustion; we have strict maintenance regimes to change out injectors and valves because they're a victim of excess carbon build-up from incomplete combustion and we're sold a myriad of cleaners and additives in the hopes of cleaning the internal combustion environment from carbon build-up as a result of incomplete combustion. And still emissions are a problem!

- Refineries add high combustion rate additives to increase octane rating to help improve combustion. It's one band-aid fix after another to mitigate the negative effects of incomplete combustion.

8. Summary

There are currently over 20 million on-road vehicles on Australian roads and many of them have little or no emissions regulatory control systems that would meet or exceed the road map criteria.

Plus many thousands of off-road vehicles and diesel generator power units throughout the country that can benefit from Ferox technology.

Changes such as other fuel types will only go so far. Ferox fuel catalyst technology is available **NOW** and can have a positive impact on the operation of any equipment, cars, trucks, off-road equipment etc.

It is cost effective, much cheaper than many of any proposed options and used correctly will in fact save all operators money in the short, medium and long term.

As well as assisting in meeting current and future emissions requirements and their carbon footprint obligations.

The key to the technology is to have operators experience the changes that will take place on their vehicles. To test and measure as needed.

BCA Group is introducing FEROX now, so the sooner it is recognized as an immediate and legitimate way to help the country to achieve its' goals and targets towards zero emissions, the sooner we can breath clean air. Creating the awareness is the challenge.

Ferox™ could be perceived as a short to medium term solution to the concerns that exists right now while other technologies such as other fuel types go through a testing and approval regime like renewable diesel and bio-diesel and, over coming decades, EVs.

Rennsli Corporation, the developer of the Ferox™ fuel catalyst technology understood this over 30 years ago. It is neither a new product, nor a revolutionary product. Rather it is the result of an evolutionary approach to a product designed for a space program that just happened to work beautifully with every combustion engine type.

Attached is a copy of the SGS report conducted in 2023 on the exhaust gases as determined before and after the introduction of the technology.

We are extremely confident that the use of this technology will close the gap between current usage and the desired outcomes of the Road Map. We look forward to your response.

Sincerely,

CONTACT DETAILS

AUSTRALIA

BCA Group Services

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PH [redacted]

[redacted]

[redacted]

[redacted]

USA

Rennsli Corp

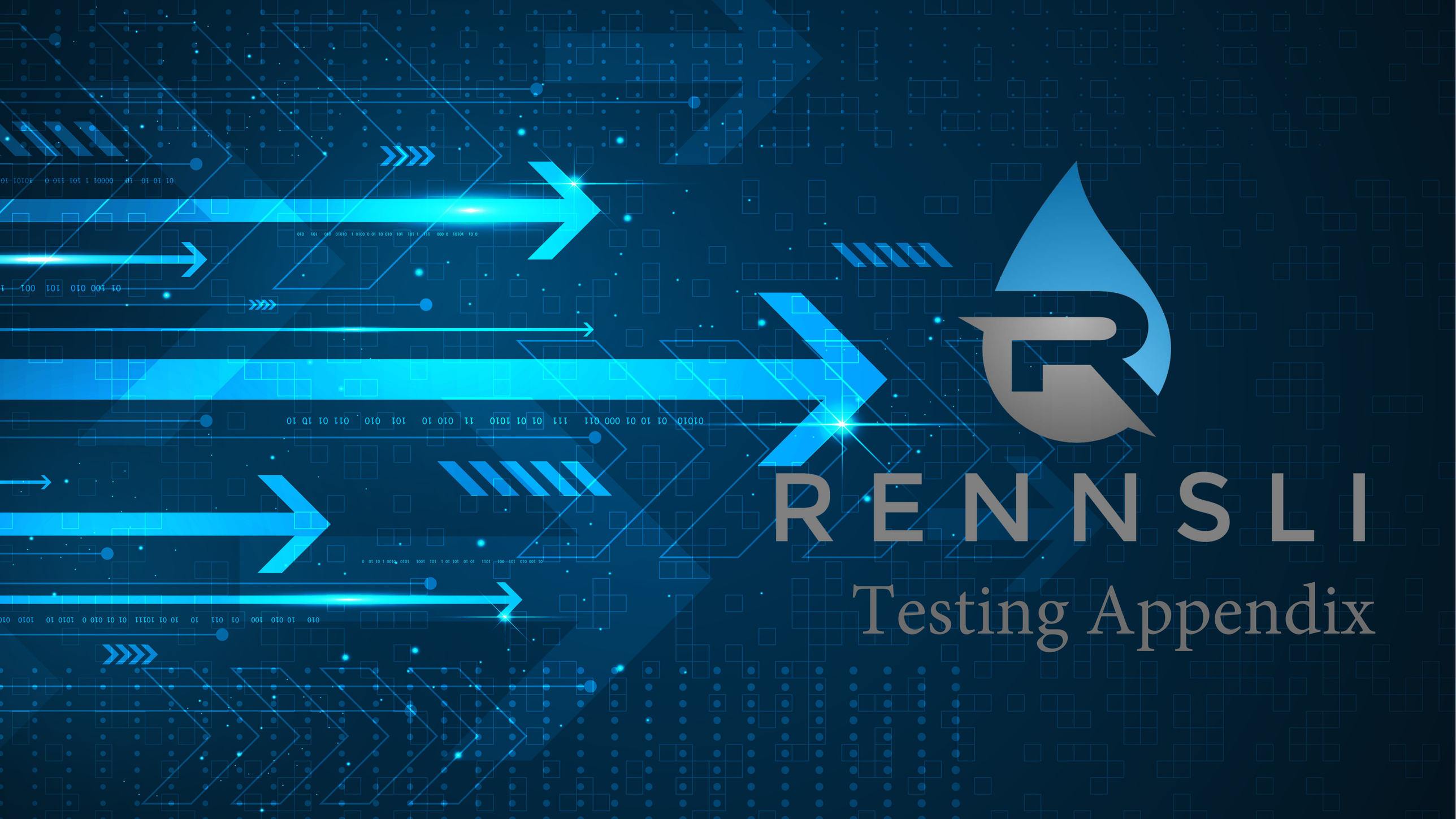
CEO - Thomas Parish

PH [redacted]

[redacted]

[redacted]

[redacted]


RENNSLI
Testing Appendix

EMISSION TESTS

CERTIFIED TESTING EQUIPMENT & FACILITIES

MVTS – MESILLA VALLEY TRANSPORTATION SOLUTIONS

Rennsli Truck Test (October 2022)

MESILLA VALLEY TRANSPORTATION SOLUTIONS

MVT Solutions was formed in 2016 as a partnership between Mesilla Valley Transportation (MVT) and InnoMetric MPG. After several years of working together, they decided to partner and combine their unique fleet experience and 21st century testing methodology to offer testing and consulting services to the entire trucking industry.

The company relies on Certified Technologies within the fields of Aerodynamics, Drivetrain, Engines, Fuels and Additives, Lubricants, Tires & Wheels.

MVTS uses high-tech fuel economy testing equipment, relying on race car engineering technology and methods used in IndyCar, NASCAR, Formula 1, Data acquisition systems and sensors such as fuel flow meters, aerodynamic sensors, high precision GPS, tire and track temperature and many more gather test data.

Further, we use analytics to quantify fuel savings, aerodynamic drag, rolling resistance and many more. Our test facility gets more accurate and reliable than traditional test methods in trucking.

We cater for variables such as wind, climate, load, duty cycle, driver behavior and many more.

MESILLA VALLEY TRANSPORTATION SOLUTIONS

MVT Solutions fuel economy testing utilizes a data acquisition system and sensors specifically for this testing. This style of testing is derived from race car engineering where reliable sensor data is critical to understanding vehicle modifications.

MVTS TEST SENSORS INCLUDE:

- Data acquisition system (records sensor data)
- Fuel flow meter (accurate to 0.2%)
- Fuel temperature sensor
- Tire temperature sensor (infrared, mounted on left-front drive tire)
- Ground/road temperature sensor (infrared, mounted ahead of left-front drive tire)
- Wind speed air pressure sensor (truck hood)
- Wind direction sensor (truck hood)
- Ambient air temperature sensor (truck hood)
- Ambient air pressure sensor (truck cab)
- High precision GPS (latitude, longitude, altitude, time)

MESILLA VALLEY TRANSPORTATION SOLUTIONS

When	October 2022
Test	BF Goodrich Test Track Texas (USA)
Distance	1100 miles
Engine	2019 Cummins MMINS X15 TIER 4

RESULTS

In-Cylinder NOx reduction	**-2.57%**
Tailpipe (exhaust) NOx reduction	**-25.29%**
Particulate matter (soot) reduction	**-52.63%**

NOx: Nitrogen Oxides. Toxic gas molecules that are chemical compounds between Nitrogen & Oxygen. They are an essential component of Air Pollution.

SCHWARZBACHER TRANSPORTE AUSTRIA

When	November 2022
Period	28 days
Test Lab	MAN Test Lab, Mandling, Austria
Truck	2012 EURO-5

RESULTS

Particulate matter (soot) reduction	**-67.%**

See also Reference Letter from Schwarzbacher Transporte

INTERTEK USA INC

Automotive Research Division

When	October 2014
Fuel Type	Diesel

www.intertek.com

RESULTS

NOx reduction	**-9.2%**

NOx: Nitrogen Oxides. Toxic gas molecules that are chemical compounds between Nitrogen & Oxygen. They are an essential component of Air Pollution.

TINOL PAINTS INTERNATIONAL CO

When	May 2019 to September 202
Fuel	Diesel
Engine	Generator G2-330kva By ELARD

www.tinol.com

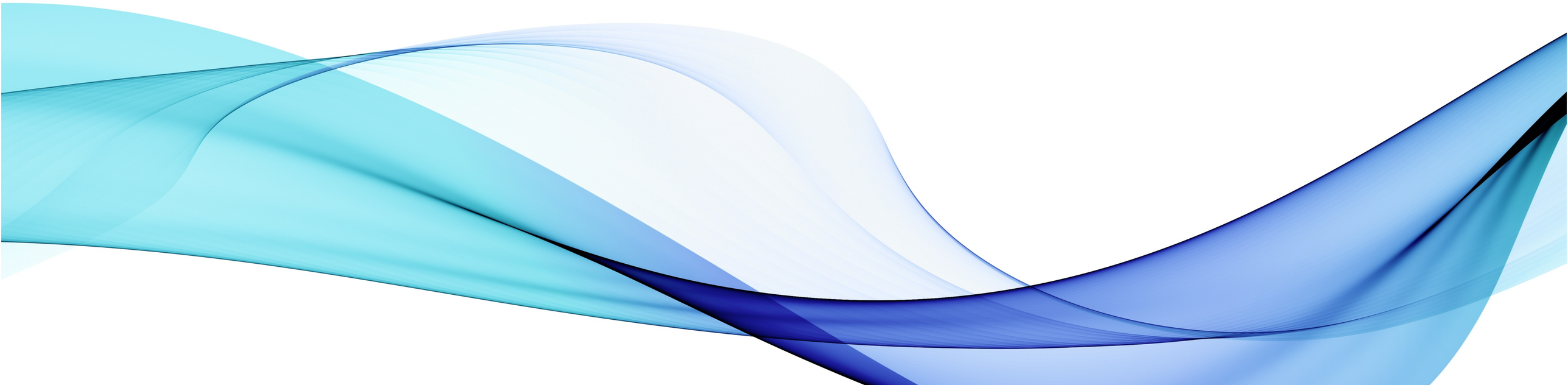
RESULTS

NOx reduction	**-30%**
CO reduction	**-48%**

NOx: Nitrogen Oxides. Toxic gas molecules that are chemical compounds between Nitrogen & Oxygen. They are an essential component of Air Pollution.

More emission tests are available upon request

FUEL EFFICIENCY TESTS



UTELITE

utelite.com

UTELITE

Rennsli has had Utelite as a customer for the past 8 years. With operations in Utah, Utelite is now part of the worldwide Holcim Cement, one of the world's biggest cement producers.

For over 50 years, Utelite Corporation has produced and supplied rotary-kiln, high strength, structural lightweight expanded shale aggregates (ESLA). Expanded shale lightweight aggregates offer exceptional performance and value in a world of applications.

In 2015, UTELITE started to test Rennsli's Fuel Catalyst in Diesel fuel on CAT 769 Haul truck & CAT 972 Front End Loader. In the test, 8000 gallons of Diesel (30,283 Liters) was used and ran on two separate machines. One with Rennsli's fuel catalyst, and one without it.

Average Fuel Savings	**-12.43%**
Average Fuel Cost Reduction	**-10%**

UTELITE TESTS RESULTS

CAT 769C Haul Truck 1999 Efficiency Increase:	**12.01%**
CAT 972 Front Loader 1999 (old) Efficiency Increase:	**22.16%**
CAT 972 Front Loader 1999 (new) Efficiency Increase:	**7.93%**
CAT 966G Front Loader 1999 Efficiency Increase:	**8.53%**

GMC GHANA MANGANESE COMPANY LIMITED

www.ghamang.com.gh

GMC GHANA MANGANESE COMPANY LIMITED

GMC is the world's biggest Manganese mine. GMC's Nsuta Mine has been in continuous operation for over a hundred and five (105) years – the last twenty-five (25) years being under the management of GMC.

The GMC Mining Lease Concession extends over an area of 170 square kilometers, for which the mining operations are mainly centered at Nsuta.

The company has stayed true to its mission and has become one of the global leaders with the highest manganese-to-iron ratio ores in the market (Mn: Fe ~31) and is low in phosphorous, alumina, and other heavy metal impurities.

GMC & Rennsli

Started buying Rennsli's Catalyst in 2021

Since start, GMC has observed a completer combustion

Thanks to these results, GMC scaled up the purchase of Rennsli's Catalyst as of Oct. 2022

Fuel Savings	**-7%**

SCHWARZBACHER TRANSPORTE AUSTRIA

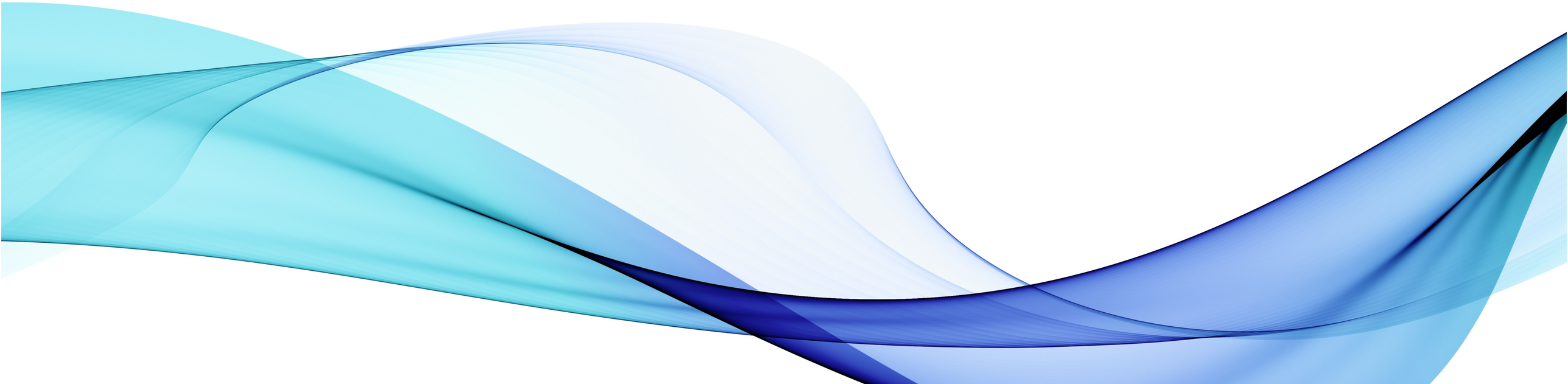
SCHWARZBACHER TRANSPORTE AUSTRIA

When	November 2022
Period	28 days
Test Lab	MAN Test Lab, Mandling Austria
Truck	2012 EURO-5

Fuel Savings	**-10%**

More fuel efficiency tests are available upon request

TESTIMONIALS



P.O. Box 387
Coalville, Utah 84017
www.utelite.com

UTELITE CORPORATION

March 18, 2021

Phone: 801.467.2800
Fax: 435.336.5304
Email: info@utelite.com

To whom it may concern,

We have been using Rennsli's product in our diesel fuel for 6 years now. We ran a simple study to find if there were any fuel savings with the product in our CAT 769 haul trucks & Cat 972 Front End Loader. We also have several other pieces of CAT equipment that we did not test with but have been treated now for the past 6 years.

During the test period in 2015, we collected data on run hours, gallons used and notes on performance of the equipment during the time of using 8000 gallons of Diesel fuel (1bulk tank). We then did the same for 8000 gallons of treated Diesel fuel (1 bulk tank). All diesel fuel was purchased from the same source. We then ran a simple comparison from this data. We found a fuel usage decrease of 8 - 22% depending on the machine.

CAT 769C Haul Truck 1999
7.16 Baseline GPH
6.3 Test GPH 42 days
0.86 GPH less for same work
12.01% Increase in efficiency

CAT 972 Front Loader 1999 (Old)
5.55 Baseline GPH
4.32 Test GPH 40 days
1.23 GPH less for same work
22.16% Increase in efficiency

CAT 972 Front Loader 1999(New)
5.69 Baseline GPH
5.29 Test GPH 44 days
0.4 GPH less for same work
7.03% Increase in efficiency

CAT 966G Front Loader 1999
5.86 Baseline GPH
5.36 Test GPH 44 days
0.5 GPH less for same work
8.53% Increase in efficiency

The test period of 40 to 44 days resulted in an average saving of 12.43% fuel savings with treated fuel when compared to untreated diesel in the same machines. This more than paid for the product and actually gives us an average of 10% cost reduction in fuel throughout the year across all of our equipment.

All of our CAT equipment is of older vintage and none are Tear 4. We do have and run a very tight Preventative Maintenance program on our equipment, due to the harsh environment they are operated in. This includes oil sampling on regular intervals to assess engine/component wear, life/repair estimates, and capital expenditure planning. Since Utelite began the use of the Rennsli/Ferox product, we have not seen any negative impact on our equipment in any area.

[redacted]

Utelite Corporation

LIGHTWEIGHT • HIGH STRENGTH • CERAMIC AGGREGATE

Date:	Company Name:	Equipment Tested:	Fuel Reduction
March 2021	Utelite	Four CAT Trucks	-12.4%
Country:	**Industry**	**Other:**	
USA	Heavy Industry	8 Year Customer	

GMC

Ghana Manganese Company Limited

HEAD OFFICE
P.O. Box 2, Nsuta-Wassaw, GHANA.
Tel: +233 (0)31 2003030
E-mail: gmc@ghamang.com.gh
Website: www.ghamang.com.gh

TAKORADI OFFICE
P.O. Box 59
Takoradi, GHANA
Tel: +233 (0)31 2003030
Mobile Tel: +233 (0)20 9057370

30th September, 2022

RENNSLI CORP
145N Geneva Road
Orem, Utah
UT 84057
UNITED STATES OF AMERICA (USA)

Attention: Mr. Thomas Parish (President) and Mr. Reyndert de Boer (CCO)

Dear Sirs,

RE: FEROX FUEL CATALYST PRODUCT

Following a successful conducted pilot project with the FEROX CATALYST product in 2021, GHANA MANGANESE COMPANY LIMITED (GMC) observed a completer combustion process in operating the selected mining fleets and generators.

Due to obtaining more energy per liter fuel, savings in fuel consumption up to 7% were registered. Furthermore, the application assisted in reducing our CO2 footprint and the reduction of harmful emissions.

In our drive to work towards cleaner operations and by achieving in that process significant fuel savings, we are pleased to announce the start of our bigger scale FEROX CATALYST applications in our mining operations from October 2022.

Yours faithfully,

[redacted]

ACCRA OFFICE. P.O. Box M183, ACCRA, GHANA. Mobile Tel: +233 (0)24 4083477; +233 (0)20 9057370

Date:	Company Name:	Equipment Tested:	Fuel Reduction
Sept 2022	GMC ltd	CAT Trucks	-7%
Country:	**Industry:**	**Other:**	
Ghana	Mining	Transport	

TRANSPORTE SCHWARZBACHER

Feldweg 1, A-5603 Kleinarl

Regarding:
Application report - test with FEROX fuel catalyst from Rennsli Corp, USA

We, transport company Schwarzenbacher, are a freight forwarding company based in Salzburg, Austria.

In November 2022, we carried out a test with the FEROX products on a **MAN EURO-5 truck**, built in 2012, which were made available to us by Lohrhof GmbH.

In the 4-week test in cooperation with an authorized MAN workshop in Mandling, Austria, we determined the following results through measurements:

Emissions
Initial situation **without FEROX on October 27th, 2022:**
K-value (turbidity number): **0.46 k(/m)**

The truck mentioned then drove over a period of 28 calendar days in the test period while the FEROX products were constantly being added.

RESULT **with FEROX on 11/24/2022:**
K-value (turbidity number): **0.15 k(/m)**

The solid emissions showed a **REDUCTION OF 67%** based on the measurement results due to the use of the FEROX fuel catalyst!

After consultation with the workshop, the result indicates a significantly improved combustion of the fuel.
The measurement results from the authorized MAN workshop before and after the test are attached to this letter.

The fuel consumption has been optimized with the FEROX products in the test month from **47 l/100km** reduced to **42 l/100km.**

This corresponds to a reduction of 10%.

[redacted]

Date:	Company Name:	Equipment Tested:	Fuel Reduction
Nov. 2022	Schwarzbacher	MAN EURO-5	-10%
Country:	**Industry:**	**Other:**	
Austria	Transportation	Solid emissions: -67%	

Schülerhilfe Ing.Mag. Hermann Bernhofer
Salzachtalstraße 6, 5400 Hallein
Hauptstraße 25, 5202 Neumarkt am Wallersee
Hauptstraße 38, 5201 Seekirchen am Wallersee

Schülerhilfe
Das Original. Seit 1974.

Hallein, 31. Jänner 2023

Betreff: Empfehlung Produktreihe der Lohrhof GmbH

Sehr geehrte Damen und Herren,

wir, die Schülerhilfe Hallein, Seekirchen und Neumarkt haben das Produkt „Lohrhof FirstShot" sowie die FEROX Auto-Pillen an unseren Fahrzeugen BMW 320D Gran Tourismo Baujahr 2013 sowie Audi A1 Baujahr 2012 getestet.

Regulär haben wir an unseren Fahrzeugen einen Durchschnittsverbrauch – bei der bei uns üblichen Fahrweise – von 6,9 Liter Diesel am BMW sowie 6,5 Liter Diesel pro 100 km am Audi A1.
Im Dezember und Jänner 2023 haben wir den Lohrhof FirstShot wie vorgesehen in der ersten Test-Tankfüllung angewendet, der durchschnittliche Verbrauch reduzierte sich bis zum Ende der Tankfüllung auf 6,2 Liter/100 km am BMW sowie 5,9 Liter/100 km am Audi A1. Das ist eine Einsparung von 10,1 % am BMW sowie 9,2 % am Audi A1!

Durch die weitere Verwendung der Auto-Pillen erhielten wir den verbesserten Verbrauchswert und sparen bei den Kraftstoffkosten regelmäßig einen beachtlichen Betrag. Der Motor läuft spritziger ist und ruhiger, so als ob man den wesentlich teureren Diesel–Tech–Kraftstoff tanken würde. Die besonders einfache Anwendung des Produktes durch Hinzugabe in den Kraftstofftank direkt vor dem Betanken ist sehr angenehm.

Wir empfehlen daher die Anwendung der Produktreihe der Firma Lohrhof GmbH!

Hochachtungsvoll

[redacted]

Date:	Company Name:	Equipment Tested:	Fuel Reductions
Jan. 31 2023	Schülerhilfe	BMW 320D + Audi A1	-10.1% -9.2%
Country:	**Industry:**	**Other:**	
Austria	Education	"Quicker Engine"	

Expense Reduction Analysts

Expense Reduction Analysts
Hermann Bernhofer
Waidach 40
5421 Adnet

Betreff: Empfehlung Produktreihe der Lohrhof GmbH

Sehr geehrte Damen und Herren,

wir, als Partner von Expense Reduction Analysts in Adnet, Österreich haben das Produkt „Lohrhof FirstShot" sowie die FEROX Auto-Pillen an unserem Auto VW Sharan Sky BMT TDI Baujahr 2012 erfolgreich getestet.

Regulär hatten wir im Herbst 2022 an unserem Fahrzeug einen Durchschnittsverbrauch von 7,6 Liter Diesel pro 100 km, bei für uns üblicher und normaler Fahrweise.

Im Dezember 2022 wendeten wir den Lohrhof FirstShot wie vorgesehen in der ersten Test-Tankfüllung an. Der durchschnittliche Verbrauch hat sich bis zum Ende der Tankfüllung auf 6,9 Liter/100 km reduziert. Das ergibt eine Einsparung von knapp 10%!

Durch die weitere Verwendung der Auto-Pillen behielten wir den verbesserten Verbrauchswert, was sich am Ende durch den reduzierten Kraftstoffverbrauch auch positiv auf die Tankkosten ausgewirkt hat. Weiters läuft der Motor spritziger und ruhiger.

Was noch auffällt ist die besonders einfache Anwendung des Produktes durch Hinzugabe in den Kraftstofftank direkt vor dem Betanken.

Wir können daher die Anwendung der Produktreihe der Firma Lohrhof GmbH nur empfehlen!

Adnet, 16.01.2023

[redacted]

Hermann Bernhofer

Date:	Company Name:	Equipment Tested:	Fuel Reduction
Jan. 16 2023	Expense Reduction	VW Sharan Sky	-10%
Country:	**Industry:**	**Other:**	
Austria	Financial	Quicker sensation	

sivo.at
sicher vorsorgen

P & S Versicherungsservice OG
Stummerstraße 1
4060 Leonding

Erfahrungsbericht Rennsli FEROX Fuel Tabs

Wir starteten im November 2022 mit der Zumischung vom Produkt FEROX Fuel Tabs der Firma Rennsli Corp.

Das Testfahrzeug Audi Q7, Diesel, ADBLUE wird hauptsächlich auf Kurzstrecken verwendet. Bereits bei der ersten Tankfüllung wurde die Erfahrung gemacht, dass der Gasvorgang spürbar agiler vonstatten geht.

Bzgl. Spriteinsparung konnte weiters festgestellt werden, dass sich die voraussichtliche Reichweite von vormals 1.080 km (Sommer) mit einer Tankfüllung, bereits nach der 3. Beimischung der Tablette, auf 1.120 km (Winter), dh. um ca. 4 % erhöht hat.

Eine weitere positive Nebenerscheinung ist, dass die wahrscheinlich durch die vielen gefahrenen Kurzstrecken oft gelaufene Dieselpartikelregeneration, weitaus weniger vom Fahrzeug gemacht wird.

Da wir jetzt nicht mehr den Premium-Diesel an der Tankstelle tanken, werden zusätzlich 10 % Tankkosten gleich vorweg eingespart.

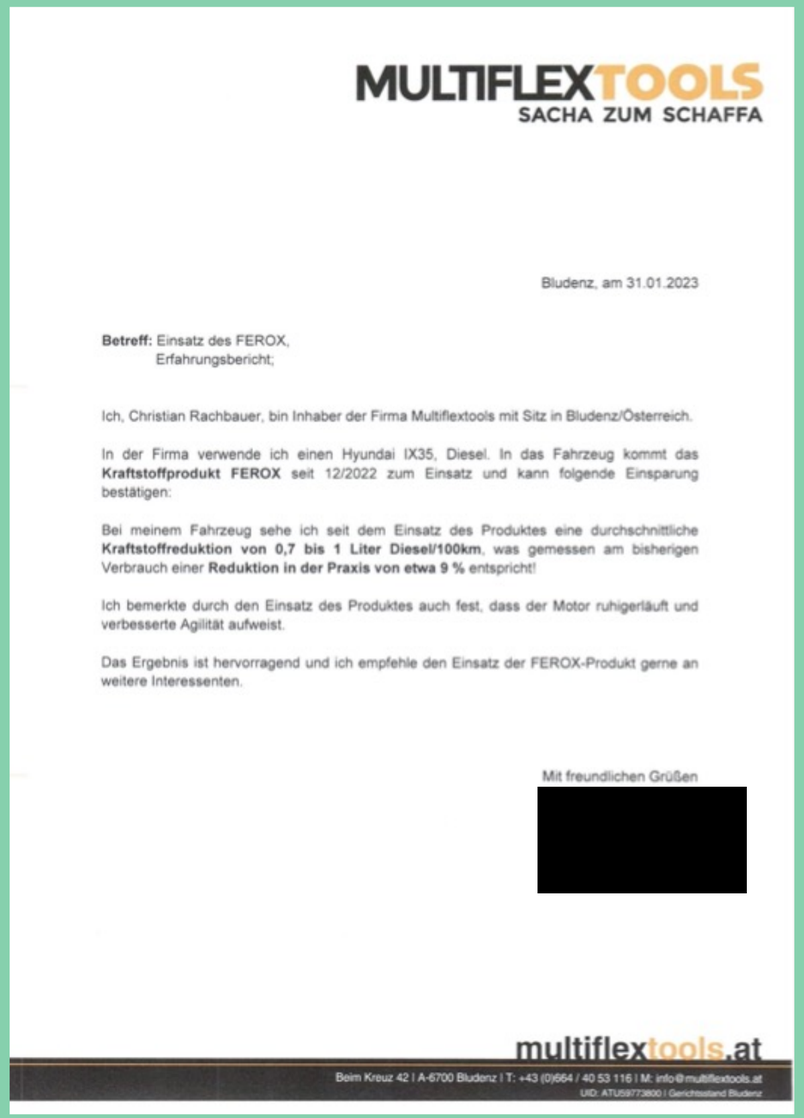
[redacted]

Mario Schiefermüller, MBA
Geschäftsführer

www.sivo.at

Versicherungen | Finanzierungen | Leasing | Veranlagungen | Bausparen | Edelmetalle | Energie

Date:	Company Name:	Equipment Tested:	Fuel Reduction
Nov. 2022	SIVO.at	Audi Q7, Diesel	-4%
Country:	**Industry:**	**Other:**	
Austria	Insurance	2200km test	



MULTIFLEXTOOLS
SACHA ZUM SCHAFFA

Bludenz, am 31.01.2023

Betreff: Einsatz des FEROX,
Erfahrungsbericht;

Ich, Christian Rachbauer, bin Inhaber der Firma Multiflextools mit Sitz in Bludenz/Österreich.

In der Firma verwende ich einen Hyundai IX35, Diesel. In das Fahrzeug kommt das **Kraftstoffprodukt FEROX** seit 12/2022 zum Einsatz und kann folgende Einsparung bestätigen:

Bei meinem Fahrzeug sehe ich seit dem Einsatz des Produktes eine durchschnittliche **Kraftstoffreduktion von 0,7 bis 1 Liter Diesel/100km**, was gemessen am bisherigen Verbrauch einer **Reduktion in der Praxis von etwa 9 %** entspricht!

Ich bemerkte durch den Einsatz des Produktes auch fest, dass der Motor ruhigerläuft und verbesserte Agilität aufweist.

Das Ergebnis ist hervorragend und ich empfehle den Einsatz der FEROX-Produkt gerne an weitere Interessenten.

Mit freundlichen Grüßen

[redacted]

multiflextools.at
Beim Kreuz 42 | A-6700 Bludenz | T: +43 (0)664 / 40 53 116 | M: info@multiflextools.at
UID: ATU59773800 | Gerichtsstand Bludenz

Date:	Company Name:	Equipment Tested:	Fuel Reduction
Jan 31, 2023	Multiflex Tools	Hyundai IX35, Diesel	-9%
Country:	**Industry:**	**Other:**	
Austria	Outdoor Merchandize	"Engine runs smoother"	

Plan A

PLAN A Akademie - so vielseitig wie ihre Mitglieder!

Pichl, 21.12.2022

Referenzschreiben

Wir, die Mitglieder der Plan A Akademie, verfügen zusammen über ein breites Spektrum an Wissen in den Bereichen Wirtschaft, (Unternehmens- / Steuer-)Recht, Organisationsaufbau & Prozessmanagement, welches wir mit viel Herz, Liebe und Engagement weitergeben.

Wir freuen uns, der Firma Lohrhof folgendes Feedback zum Produkt Ferox der Firma Rennsli Corp. zu geben:

Wir sind bereits im Juli auf das Produkt „Ferox" der Firma Rennsli Corp. durch den Länderdistributor Lohrhof gestoßen.

Aufgrund unserer Strecken, die wir aufgrund der Tätigkeit im Verein zurücklegen, war dies eine willkommene Tätigkeit, das Produkt zu testen.

Nach intensiver Beratung und Erklärung der Wirkweise durch die Firma Lohrhof benutzen wir Ferox bereits seit August 2022 und konnten schon während der ersten Nutzung eine massive Einsparung unseres Treibstoffverbrauchs vermerken. Egal ob Stadtverkehr oder Autobahn, egal ob Kurz- oder Langstrecke, die Einsparung beträgt bis heute konstant ca. 15%.

Für uns als gemeinnütziger Verein stellt das Produkt „Ferox" eine großartige Möglichkeit zur Kosteneinsparung im Verwaltungsapparat dar.
Aus diesem Grund wurde seitens des Präsidiums beschlossen, das Produkt fortwährend zu nutzen.
Wir danken der Firma Lohrhof GmbH für die äußerst gute Zusammenarbeit!

Freundliche Grüße,

[redacted]

Victoria Stöttinger, LLB. oec.
Präsidentin

Plan A Akademie
Verein zur Bildung der Individualität
jedes einzelnen Menschen sowie der Selbsthilfe für eine bessere Lebensqualität

Sitz
Uttendorf 2
4632 Pichl bei Wels
ZVR: 1680738977

[redacted]

Date:	Company Name:	Equipment Tested:	Fuel Reduction
Dec. 21, 2022	Plan A Akademie	Company Vehicle	-15%
Country:	**Industry:**	**Other:**	
Austria	Education	All road test	

EFS®

EURO-FINANZ-SERVICE AG

[redacted]

Salzburg, am 25.01.2023

Sehr geehrte Damen und Herren,

Die Euro-Finanz-Service AG ist ein Allfinanzdienstleistungsunternehmen, auf dessen Plattform Ich, Michael Kaltenhauser, als Vertriebsmanager, seit mehr als 18 Jahren mit meinem Team tätig bin und Privat- sowie Firmenkunden in den unterschiedlichsten Geldangelegenheiten berate.

Durch die Geschäftstätigkeit fahre ich pro Jahr mit meinem Auto (Audi A7, Baujahr 11/2013, 230 KW) ca. 30-35.000 km pro Jahr.

Ich verwende das **Kraftstoffprodukt FEROX** seit Ende Oktober2022 in meinem Fahrzeug und bestätige gerne folgende Erfolge und Einsparungen:
Vor dem Einsatz des Produktes hatte das Dienstfahrzeug einen Durchschnittsverbrauch ca. 7,5 Liter/100 km.
Bereits bei der ersten Tankfüllung mit der FEROX-Pille, welche uns von der Lohrhof GmbH zur Verfügung gestellt wurde, ergab sich eine starke Reduktion des Kraftstoffverbrauchs auf durchschnittlich 6,5 Liter/100 km.
Dies entspricht einer **Reduktion im Praxisbetrieb von 13,33%!**
Durch die weitere Verwendung konnte der durchschnittliche Verbrauch (vor allem auf längere Strecken) noch weiter auf durchschnittlich **6 Liter/100 km** gesenkt werden.

Durch die konstanten Einsparungen ergibt sich für mich eine monatliche spürbare Einsparung der Treibstoffkosten von 15-20 %, je nachdem, ob Kurz- oder Langstreckenfahrten überwiegen, was mich durchaus begeistert, ich kann dieses Produkt gänzlich weiterempfehlen!

Mit freundlichen Grüßen

[redacted]

EFS®
EURO-FINANZ-SERVICE AG
Michael Kaltenhauser
Vertriebsmanager für die EFS AG
A-5020 Salzburg Schwarzstraße 48
Tel: +43(0)99-11111863 E-Mail: michael.kaltenhauser@efs-ag.at
GEWERBLICHER VERMÖGENSBERATER / GISA-ZAHL 18311836
GEWERBLICHER VERSICHERUNGSAGENT / GISA-ZAHL 18311850

Michael Kaltenhauser

Date:	Company Name:	Equipment Tested:	Fuel Reduction
Jan. 25, 2023	EFS – Euro Finanz	Audi A7	-13.33%
Country:	**Industry:**	**Other:**	
Austria	Finance	"Fantastic savings"	

WIRTSCHAFT STEUERN AM PUNKT

SW Steuerberatung GmbH & Co KG • Innsbrucker Bundesstr 73 • 5020 Salzburg

[redacted]

Lohrhof GmbH
Waidach 124/1
5421 Adnet

Salzburg, am 12. Jänner 2023

Kundenreferenz

Sehr geehrter Herr Wieser!

Als Geschäftsführer der SW Steuerberatung GmbH & Co KG, Innsbrucker Bundesstraße 73, 5020 Salzburg fahre ich als Firmenwangen einen Mercedes V Klasse, Baujahr 2020.

Die Firma Lohrhof bot uns im September 2022 zum Test Kraftstoffpillen der Marke FEROX an. Wir wendeten die Pille an und stellten ab der zweiten Tankfüllung eine deutlich längere Reichweite bei gleicher Tankmenge fest.

Vor der Anwendung der FEROX-Pillen betrug die Reichweite unseres Autos bei vollem Tank zwischen 550 und 600 Kilometer.
Seit wir die Produkte im Auto anwenden erreichen wir bei gleicher Fahrweise eine Reichweite von über 700 Kilometer bei gleichem Tankinhalt!

Dies entspricht einer tatsächlichen **Kraftstoffersparnis (Diesel) in Real-Betrieb von ca 18%!**

Wir sind von der Effektivität des Produktes sehr überzeugt und haben dieses nun auch seit Oktober 2022 für 8.000 Liter Heizöl im Einsatz.

Wir hoffen, Ihnen hiermit gedient zu haben und stehen für Rückfragen gerne zur Verfügung.

[redacted]

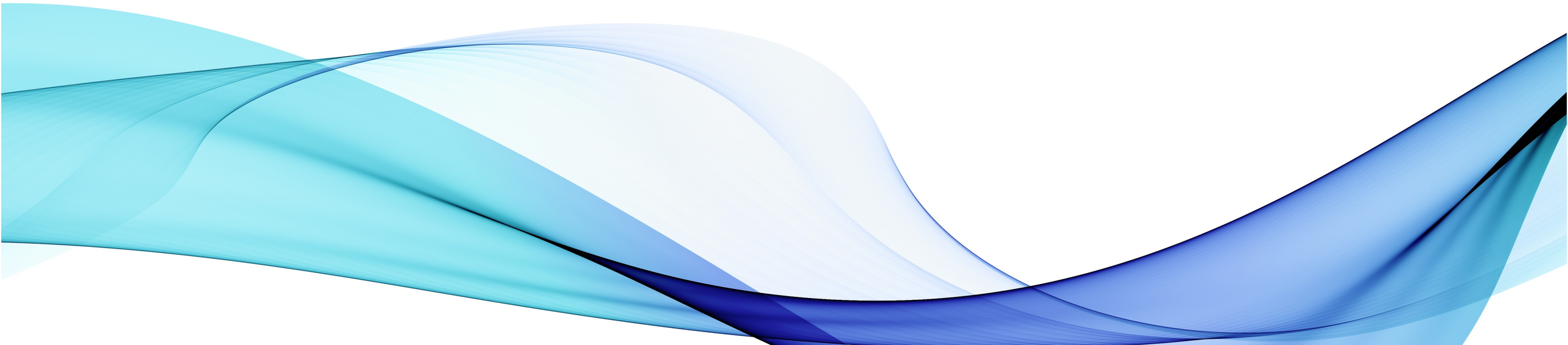
Salzburger Sparkasse • IBAN: AT48 2040 4000 4209 8939 • BIC: SBGSAT2SXXX
Volksbank Salzburg • IBAN: AT92 4501 0000 0310 0427 • BIC: VBOEATWWSAL
Raiffeisenbank Oberösterreich • IBAN: AT51 3400 0088 0444 3552 • BIC: RZOOAT2L2XX
SW Steuerberatung GmbH & Co KG • UID: ATU73182218 • Gerichtsstand LG Salzburg • WT-Code: 806819
Es gelten die Allgemeinen Auftragsbedingungen für Wirtschaftstreuhandberufe in der jeweils gültigen Fassung, abzurufen unter www.sw-salzburg.at/impressum

Date:	Company Name:	Equipment Tested:	Fuel Reduction
Jan. 12, 2023	Wirtschaft Steuern	Mercedes V-Class Diesel	-18%
Country:	**Industry:**	**Other:**	
Austria	Tax / Financial	8000 Liter Test	

More references/testimonials are available upon request

PATENTS

& EPA REGISTRATION



PATENTS

Patent No: 7,959,693, B2

UNITED STATES PATENT AND TRADEMARK OFFICE

uspto

https://ppubs.uspto.gov/pubwebapp/

The Rennsli Group also has patents in:
THE EUROPEAN UNION, AUSTRALIA & CANADA

EU: 1954788

Australia: 2006318235

Canada: 2,633,438

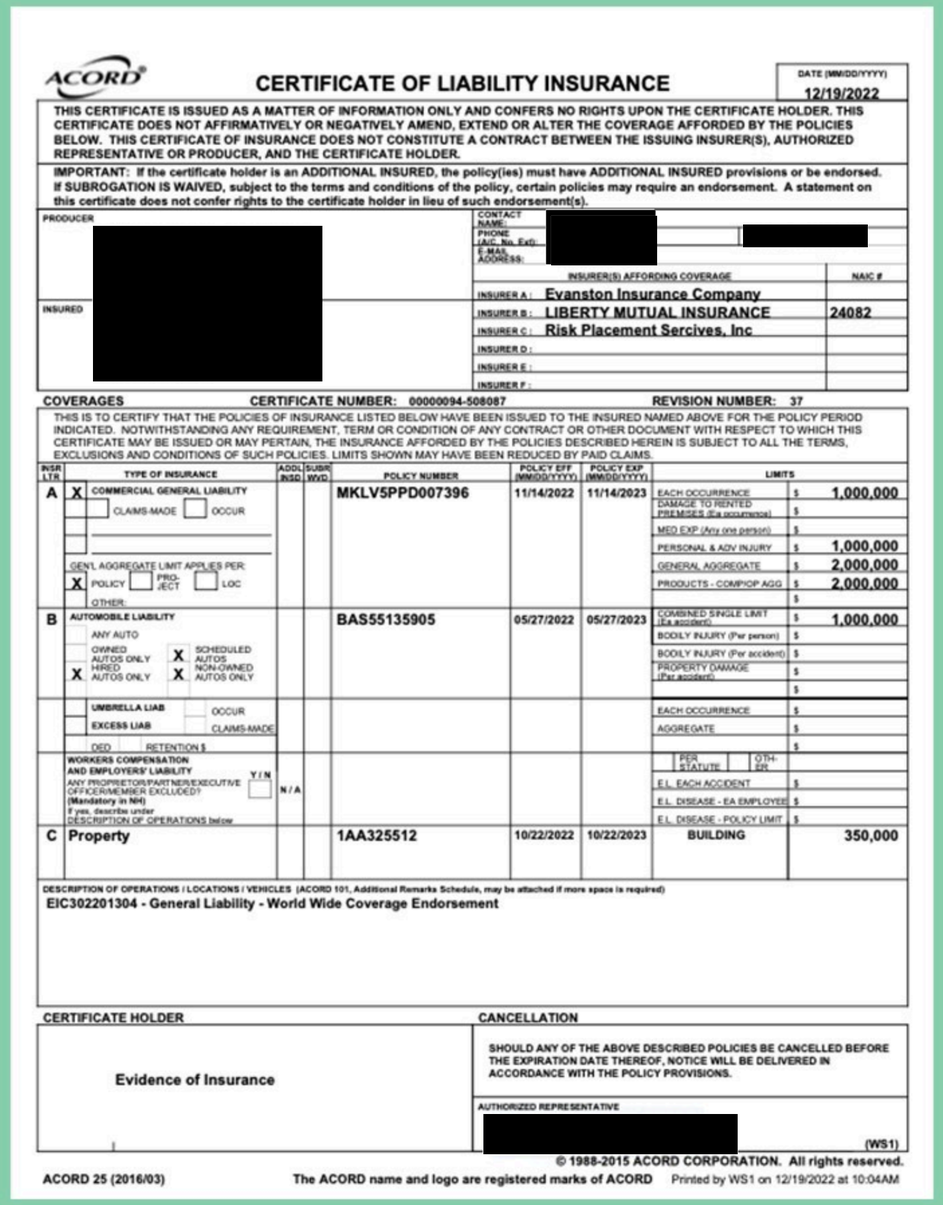
LIABILITY INSURANCE

EPA REGISTRATION

LIABILITY INSURANCE

Customers are insured up to $2M should Rennsli's product cause any type of damage (i.e., engine damage) when testing, or using, Rennsli's fuel catalyst.

Nevertheless, the policy has never been used as the product cannot cause engine damage (on the contrary).



ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 12/19/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER [redacted]

CONTACT NAME: [redacted]
PHONE (A/C, No, Ext): [redacted]
E-MAIL ADDRESS:

INSURED [redacted]

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Evanston Insurance Company	
INSURER B : LIBERTY MUTUAL INSURANCE	24082
INSURER C : Risk Placement Sercives, Inc	
INSURER D :	
INSURER E :	
INSURER F :	

COVERAGES CERTIFICATE NUMBER: 00000094-508087 REVISION NUMBER: 37

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC OTHER:			MKLV5PPD007396	11/14/2022	11/14/2023	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ $ $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY X HIRED AUTOS ONLY X SCHEDULED AUTOS X NON-OWNED AUTOS ONLY			BAS55135905	05/27/2022	05/27/2023	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
	UMBRELLA LIAB OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A					PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ $ $
C	Property			1AA325512	10/22/2022	10/22/2023	BUILDING	350,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
EIC302201304 - General Liability - World Wide Coverage Endorsement

CERTIFICATE HOLDER
Evidence of Insurance

CANCELLATION
SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE [redacted]

(WS1)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

AUG 3 2015

OFFICE OF
AIR AND RADIATION

RENNSLI CORP.
Mr. Thomas Parish
President
P.O. Box 2150 (270 North Geneva Road)
Orem, UT 84059-2150

Dear Mr. Parish:

Pursuant to your March 6, 2015 correspondence, the following fuel additives have been updated per 40 CFR 79.21 (our internal identification number precedes the name):

234920003	BLESSUN 700
234920004	D-900
234920005	DS-600i
234920006	DS-800i
234920008	D-700
234920009	D-600 HFO Enhance
234920010	DS-900i
234920018	D-IA5F
234920022	PK 8812
234920024	D-800
234920025	Tier 4 Combustion Package
234920026	Additive 71714
234920027	Additive 71714-02

Please call (202) 343-9648 if you have any questions.

Sincerely,

[redacted]

Byron J. Bunker
Director
Compliance Division

EPA REGISTRATION

HTTPS://WWW3.EPA.GOV/OTAQ/FUELS1/FFARS/WEB-ADDT.HTM

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