



During the test, ATDS drivers drove both cars over a real-world road route in the Ontario, CA. area of approximately 54 miles in length. Depending upon traffic conditions the vehicles were able to complete either 2 or 3 laps prior to returning to ATDS for fuel measurement and refill. The cars were fueled with Indolene, a specially blended unleaded test gasoline which was taken from marked barrels, one for each vehicle. Prior to beginning driving each day the fuel tanks were removed from the vehicle trunks and weighed on a scale with a resolution of 0.02 Kg. The weight of the fuel had been previously established by weighing a 5 gallon “Prover” bucket of the fuel on the same scale; the weight of the fuel was 2.79 Kg/gallon. The tanks were then filled to the full mark on the tank and weighed again. This is the starting weight for each run. At the end of the run the cars were stopped in the parking area and the tanks removed and weighed again to provide the ending weight for each run. The process was then repeated for each additional run.

The SAE test protocol calls for the vehicles to run until 3 runs had been completed where the difference in the ratio in fuel usage between the cars for those runs was less than 2%. It took a total of seven runs to achieve the 3 runs within a 2% window. Once the Baseline testing was completed the fuel barrel for one vehicle was treated with ULTIMATE ME² per the customer’s instructions. Then the over the road testing was restarted. Neither driver was informed of the whether their vehicle was using the original fuel or the ULTIMATE ME² treated fuel to reduce the possibility of a “placebo” effect. The process continues until again 3 runs are completed where the difference in relative fuel economy of the two vehicles for those runs is within a 2% window. A total of 6 runs were made with one of the vehicles using the ULTIMATE ME² treated fuel in order to achieve the three repeating runs.

The test results show that the test vehicle, with the ULTIMATE ME² additive mixed into its’ fuel, showed a 13% improvement in Fuel Economy when compared to the control vehicle. The power of a comparative test protocol like the SAE J1321 (TYPE II) is that it removes the effects of changes in weather and traffic from the Fuel Economy equation since both vehicles are operating under exactly the same conditions. In this case, without the use of a comparative test protocol it would have been possible to miss the positive effect of ULTIMATE ME² on the fuel economy of the test vehicle.



The results of this test are summarized on the enclosed table. 13% fuel savings were demonstrated with fuel treated with ULTIMATE ME² fuel additive on a 2007 Ford Taurus with only 5,000 miles on its' odometer; therefore it appears possible that there is a beneficial fuel economy effect in this application.

Sincerely,

Linwood Farmer
Vice President
ATDS, Inc.

Enclosure (1) Summary Table of Fuel Economy Testing on Two Ford Taurus Passenger Cars

- The J1321 Test protocol is a copyrighted product of the Society of Automotive Engineers. No endorsement of this test report by the SAE is implied.

Cc: Mr. William Wu, President, Chinaoil (USA), Inc.
Mr. Jay Sargeant, President, Essentially Yours Industries, Inc.



SAEJ1321 Type Test of ULTIMATE ME² on Gasoline Fueled Vehicles

Date	Kg	Miles	Gallons	MPG		Kg	Miles	Gallons	MPG	
					Baseline					
		Control Vehicle					Test Vehicle			
9/25/2006	17.14	157	6.14	25.57		18.3	157	6.55	23.95	93.7%
9/19/2006	11.54	105	4.13	25.40		12.44	104	4.46	23.34	91.9%
9/19/2006	11.9	104	4.26	24.40		13.02	104	4.66	22.30	91.4%
				25.13					23.20	92.3%
					With ULTIMATE ME2					
10/3/2006	19.72	157	7.06	22.2284		18.8	157	6.733524	23.32	105%
10/9/2006	18.22	157	6.53	24.0584		17.36	157	6.217765	25.25	105%
10/11/2006	22.64	156	8.11	19.23816		21.42	157	7.67192	20.46	106%
				21.84					23.01	105.4%
									Net Gain In Relative Fuel Economy	13.02%