



FOCUS

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Laboratory Test Reports

ASTM Test Series plus additional tests
Required By the DOD Policy
Guidelines

Performed on Low Sulfur DF-2
& Diesel Fuel Gas Oil
Treated by the Fitch Fuel Catalyst



Facility: Intertek Caleb Brett – New Haven, CT
Results: The fuel treated with the Fitch Fuel Catalyst had superior characteristics compared to untreated fuel.
Benefits: Improved Cetane Number & Lubricity

Field Test Reports

EMISSIONS AND FUEL ECONOMY TEST
LOCOMOTIVE EMD ENGINE – SW1200 Engine



Test Facility: Ocean Air Environmental, LLC
Results: Nox & THC = 12.75% reduction
PM 10 = 2.86% reduction
Nine Mode Weight Fuel Economy – **11.83% improvement**

NEW YORK CITY HOUSING AUTHORITY BOILER TEST REPORT



Facility: Energy Research Center, Inc.
Boiler: Johnson PFTX-350-312G15S 350 ton dual fuel
Burner: Johnson FD68CA400LM
Results: Marked Improvement in CO & NOX emissions
Fuel Consumption Reduced by 5%
Carbon Deposits Reduced by as much as 70%
Improvement in Combustion Apparent in Flame



All Complete Test Reports are Available Upon Request

Fitch Appears on Spike TV

Recent TV appearances on popular TV station Spike
Contributes to Fitch Name Recognition



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Fitch

IMPROVE
Fuel Economy
1 1/2 TO 2 1/2
MPG

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Helpful Sales Tips

Selling Tips for the Fitch Automotive Kits

Refinery Fresh Fuel - Independently tested, the Fitch Fuel Catalyst has proven to constructively modify fuel on board a machine. What does that mean to the consumer? If a consumer could purchase fuel directly from the refinery immediately after the "refinery" process, when the fuel is the freshest and most energy producing fuel, pay the same price as a consumer would at the gas station, wouldn't they buy it?

Once fuel has been refined, it sits in a holding tank, it is pumped into transport vehicles, it is shipped throughout the world, it sits in the holding tank at a gas station, and then consumers buy it. That fuel refined as 93 octane for example, has substantially lost its potency, freshness and has begun to degrade back to its original crude oil state. If a consumer was able to compare refinery gasoline or diesel to gas station grade gasoline or diesel, guaranteed the refinery grade will achieve much better fuel economy and performance in an engine because it is a better quality

fuel. The Fitch Fuel Catalyst raises Octane in gasoline and Cetane and lubricity in Diesel.

Using a Lower Octane - Using the Fitch Fuel Catalyst will provide a better quality of fuel that typically allows a consumer to purchase a lower grade of fuel. For example, a vehicle requiring 93 octane may drop to 91 or even 89 in many cases. This can save a consumer .10 - .35 cents per gallon at currently prices.

Improved Performance - in some cases, a consumer will record more power with a Fitch Fuel Catalyst but cannot understand why they do not see the MPG improvement. This does not mean the Fitch Fuel Catalyst is not beneficial. Fitch is like many other performance aftermarket parts (exhausts, air filters, etc.), if increased performance is noticed, fuel economy can be sacrificed. Driving more conservatively will allow the mpg improvement capability by Fitch to be more evident.

Increased MPG - most every day vehicles (gas or light duty diesel) should record a 1 - 2.5 mpg increase. At the pump this translates into .20 - .70 cents per gallon savings.

Reduced Emissions/Fuel System - besides the fact that fewer toxic emissions are released into the environment, the Fitch Fuel Catalyst will help break down accumulated gum or varnish in the fuel system allowing for a much cleaner burn. This keeps oil much cleaner in between oil changes, keeps plugs clean, injectors clean and lowers overall engine maintenance which contributes to longevity of the engine.

No Benefits Recorded - It is very rare that this happens. Profile your customer and be sure the customer knows what to look for and what to expect from the Fitch product. Educating your customer about the benefits of the product and the variables that influence mpg improvements is important. Driving habits, towing, operating heat, sitting at idle, operating air conditioning, highway driving vs. city can sway the mpg up or down. Make sure the consumer follows the installation instructions 100% and if they have questions, have them contact us.

Conclusion: Fuel prices are high and every other fuel savings device is flooding the market and Fitch has to compete with them. The Fitch Fuel Catalyst is not like any other product nor does any other product have the Credentials of The Fitch Product. Customers of the Fitch Fuel Catalyst consist of the US Military and Fortune 500 Companies worldwide. Fitch is now offered as an OEM option at leading truck manufacturers such as Oshkosh, Pierce, Crash Rescue as well as other international manufacturers. APSI has 9 patents and our technology has been peer reviewed by American Chemical Society. The product is warranted for 250,000 miles and is offered with a 90 Day Money Back Guarantee. The technology has been independently tested by Federal Regulated Laboratories and the test reports prove the claims of the Fitch Fuel Catalyst.

(*OEMs using Fitch is available upon request)

Automotive Information

1. If you do not see a specific vehicle on our automotive application chart this does not mean we do not have a Fitch Fuel Catalyst for that vehicle. There may be more than one option available for that vehicle. (Call 888-881-2274 or email us at info@fitchfuelcatalyst.com if you have a question)
2. Most all domestic manufactured vehicles contain SAE "quick connect" fittings so there will be a quick connect kit for this vehicle. This kit uses OEM factory fittings for easy installation.
3. Typically, GM/Chevy Gas vehicles use 3/8" fuel hose and most all light duty Diesel trucks – Powerstroke, Cummins and Duramax also use 3/8" hose.
4. Ford, Chrysler/Dodge most commonly use 5/16" fuel hose with a few exceptions. 7.3 liter Powestroke is 5/16 & 6.0 liter Powerstroke is 3/8. Dodge Cummins Diesels are 3/8".
5. Most Pre- 2004 Foreign vehicles have a banjo fittings which we cannot adapt to using "quick connect" fittings. In these cases, you will either need to use a Generic Kit as long as the vehicle is out of warranty or the drop in application.
6. Some 2004 and newer Foreign manufactured vehicles have gone to the 5/16" "quick connect" fittings. A few are listed on our application chart.
7. We have a Fitch Fuel Catalyst application for all vehicles. The installation procedure that best works for the vehicle will determine which Fitch application to use.
8. Manufacturer recommendation is a "quick connect" in line unit first, if applicable for that vehicle. Second, offer the Generic Kit if the vehicle is OUT of warranty and third, the drop ins because they are typically more difficult to install due to the existence of siphon blocks in the filler hose or modeled into the actual fuel tank neck.
9. Most foreign manufactured cars/trucks have siphon blocks either in the filler hose or neck of the fuel tank. If a customer chooses the drop in units, it may require accessing the fuel tank directly by removing a filler hose assembly, lifting the bed on a truck or removing a back seat to access the fuel pump panel. ALWAYS CHECK FOR A SIPHON BLOCK OR SHARP 90 DEGREE BEND PRIOR TO USING THE DROP IN UNITS.
10. Other applications such as heavy duty equipment (construction, power generators, transport trucks, etc.), marine or oil burners, are determined by fuel flow rate or engine size. Call our toll free number if you have questions about a certain application not found on our sheet – 888-881-2774



A Gullwing at Twilight: The Bonneville Ride of John Fitch A film by Chris Szvedo

Chris Szvedo has followed *Lime Rock Park: The Secret Valley of Racing* with an extraordinary look at octegenarian John Fitch's reunion with a Mercedes-Benz Gullwing at Bonneville. The idea of an 87-year old racer using a golden anniversary car to try to travel faster than any car of this stock class ever has may seem outlandish, but Szvedo's film shows us the wisdom behind the endeavor.

Fitch gained fame as the first American to drive for the mighty Mercedes racing team in the Fifties. His automotive safety firm developed those plastic barrels filled with sand that save so many lives at highway exits. *A Gullwing at Twilight* explores Fitch the man, whose reputation as the consummate gentleman racer persists to this day. The power of the film lies not in reliving the past, but focusing on Fitch continually challenging himself, and our outdated notions of what the elderly can accomplish.



Szvedo's cinematography captures the grandeur of the desert, the toil and emotions of the team's effort, and the transformation of Fitch from idea generator to man of action when he climbs behind the wheel of what still looks like a futuristic rocket.

This documentary has been picked up by over 1000 PBS stations throughout the United States to be aired over the next couple of years and The New York Times mentioned this event in a recent issue. The airing of this documentary will be a terrific contribution to the Fitch brand name. If you would like a list of the PBS stations airing this documentary, please contact our office.

Automotive Testimonials

"After installing the Fitch Fuel Catalyst on my 1986 Volvo 740 Turbo, I have noticed my car runs much better and it has gained a little over 2.5 mpg on average running on 87 octane. This is a double benefit for me using Fitch, I was able to drop to drop to 87 octane on a vehicle that is supposed to run on 92 or 93 octane and I picked up significant mpg."

Greg Carter



"I installed a Fitch Fuel Catalyst on my 1972 Nova with a 383 stroker blower motor 1-4 barrel carb. I have noticed the car just plain RUNS BETTER!!! When I pulled the car out this year, I filled up with super and the car would just not run good. I had very noticeable pre-ignition problems. Now with Fitch, there are no more problems – nothing but awesome power and smooth performance."

Mike Santor



Heavy-Duty Equipment



125 HP 1006 Engine used in Flood Irrigation

Fuel Consumption Reduced – 22.6%
(1.4 gallons per hour)

Estimated savings of 2,800 gallons per year
(2,000 hour watering cycle)



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