CLEARING THE AIR
HOW NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION CAN HELP YOUR COUNTRY REDUCE ITS CARBON FOOTPRINT AND THRIVE

Created by the
ADVANCED CARBON MODELING PROJECT
OUR MISSION IS TO CLEAR THE AIR
NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION
THE RELIABLE CARBON REDUCTION PLATFORM

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Images depicted represent benefit from the program and do not necessarily represent catalyst users.
Administrative History

Disclaimer

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Culbertson & Co. through its Advanced Carbon Modeling Project has developed the NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION program (NEFT) which is a program for reducing carbon emissions through transforming standard fuel to a Reduced Carbon Fuel with catalysts from Advanced Carbon Modeling Project.

Outcomes matter and this program provides for reduced CO$_2$e emissions with the addition of an additive to gasoline, diesel, fuel oils and even coal.

Results are immediate with Reduced Carbon Fuel™.

ACMP Cool Flame Technology® PATENT PENDING is an advance in combustion sciences

No other program can produce the significant results with low cost, ease, lack of infrastructure disruption and reliability.

The products approved and used in the NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION program have been tested, and fleet proven.

NEFT sound and proven science means you can implement the program with confidence.

NEFT provides a major and sustainable component to National governments’, helping them to reach their environmental goals with a scientifically sound program WHILE SAVING MONEY.

NEFT is the reliable Carbon Reduction Platform
Managing vehicle emissions takes hard work
  Multiple vehicle types serve to increase the difficulties
Fuel economy is a critical element
  Emissions are always a constant concern
  Repairs and downtime are challenging to consumers
  and the economy

NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION IS A READILY DEPLOYABLE SOLUTION
NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION MISSION

The NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION MISSION IS TO

CLEAR THE AIR

Utilizing innovative and proactive methodology in order to provide National Subscribers with powerful scientifically sound tools to produce superior and immediate CO₂e reduction results. Rapidly producing positive outcomes with significant reductions in CO₂e emissions.

TAKE INNOVATIVE ACTION NOW – CLEAR THE AIR

STATUS: READY FOR DEPLOYMENT
TIME FRAME: NOW
THE NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION PROGRAM uses Breakthrough Science and sound practices Designed to transform current hydrocarbon fuel stocks into:

**Reduced Carbon Fuel™**

Resulting in

**BETTER PERFORMANCE**

**LOWER FUEL CONSUMPTION**

**REDUCED EMISSIONS**

**REDUCED MAINTENANCE COST**

**OPTIONAL CARBON CREDITS PROGRAM**
TARGET

Hydrocarbon Fuels

THE NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION PROGRAM uses Breakthrough Science and sound practices Designed to transform current hydrocarbon fuel stocks into:

**Reduced Carbon Fuel™**

HYDROCARBON ENHANCEMENT CATALYSTS CAN TREAT THE FOLLOWING CLASSES OF FUELS

- KEROSENE
- DIESEL FUELS
- GASOLINE
- HEAVY FUEL OILS
- BIOMASS FUELS
- COAL
Reduced Carbon Fuel™

NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION employs an innovative Hydrocarbon Enhancement Catalyst (HEC) to transform industry standard fuel into a higher performance fuel resulting in a significant reduction in CO₂e emissions with Cool Flame Technology® PATENT PENDING.

The catalyst fraction (275 ppm) is so small that the fuel continues to meet its original industry specifications.

About 6 drops per liter make significant changes, ~12% in Emissions reductions and fuel economy Improvement outcomes in the ~5% range depending upon application.

NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION IS A RELIABLE CARBON REDUCTION PLATFORM.
Reduced Carbon Fuel™

Hydrocarbon Enhancement Catalyst (HEC) CAN GIVE YOU 5% to 23% better range with its Cool Flame Technology PATENT PENDING

U.S. Government tests have confirmed the efficacy of hydrocarbon enhancement catalyst active ingredients in reducing fuel consumption.

About 6 drops per liter make significant changes, ~12% in Emissions reductions and fuel economy Improvement outcomes in the 5% to 23% range depending upon application and engine loading

Cool Flame Technology PATENT PENDING makes it possible to save fuel and it’s revenue positive

It’s a simple principle: If you don’t burn the fuel, you don’t release its carbon content

NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION IS A RELIABLE CARBON REDUCTION PLATFORM

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ACMP
ADVANCED CARBON METERING PROJECT

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NEFT
NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION

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neft@acmproject.com
Reduced Carbon Fuel™
REDUCED EMISSIONS OUTCOMES

8 vehicles on the road with emissions footprint of 7
That’s ACMP science at work
INNOVATIVE ACTION DELIVERED
BENEFICIAL EFFECT ON ENGINE COMPONENTS

ACMP Cool Flame Technology PATENT PENDING

CAN HELP CONSUMERS SAVE ON UNNECESSARY REPAIRS
BENEFIT FROM REMOVING CARBON BUILD UP IN EXISTING ENGINES

Cool Flame Technology PATENT PENDING CAN HELP ENGINES RUN SMOOTHLY WITH REDUCED EMISSIONS AND REPAIRS

THE FOLLOWING PAGES REVEAL THE BENEFITS OF USING CATALYSTS

NOW IS THE TIME TO PRESENT THE CONSUMERS OF YOUR COUNTRY WITH A PROVEN SOLUTION TO POLLUTION WITH EXTRA BENEFITS
BENEFICIAL EFFECT ON ENGINE COMPONENTS

ACMP Cool Flame Technology PATENT PENDING

VALVE TRAINS ARE UNDER STRESS IN ENGINES

VALVES LACK NECESSARY LUBRICATION FROM THE FUEL

CARBON BUILD UP CAN BE A LARGE PROBLEM

ADDING TO MAINTENANCE COSTS AND UNNECESSARY DOWNTIME

HYDROCARBON ENHANCEMENT CATALYSTS ADD LUBRICITY TO THE FUEL AND REDUCES CARBON BUILDUP

SAVING CONSUMERS FROM UNNECESSARY EXPENSE TROUBLE
BENEFICIAL EFFECT ON ENGINE COMPONENTS

ENGINE VALVE RESULTS - ACMP

CARBON BUILDUP

BEFORE CATALYST TREATMENT          AFTER CATALYST TREATMENT

CATALYTIC ACTION CLEANS VALVES AND OTHER COMPONENTS SAVING CONSUMERS MONEY AND SINCE ITS NOT A DETERGENT THERE IS NO RELEASE OF CARBON PARTICLES INTO THE ATMOSPHERE

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BENEFICIAL EFFECT ON ENGINE COMPONENTS

EXHAUST GAS RECIRCULATION VALVES ARE AN EVER PRESENT MAINTENANCE PROBLEM

EXHAUST GAS RECIRCULATION VALVES FOUL WITH CARBON AND FAIL IN OPERATION

HYDROCARBON ENHANCEMENT CATALYST CAN ELIMINATE THE CARBON FOULING PROBLEM

ELIMINATE STICKING OF EGR VALVES AND THE RESULTANT MAINTENANCE AND DOWNTIME WITH ACMP Cool Flame Technology

RESULTING IN LOWER EMISSIONS, LESS SOOT RELEASE
BENEFICIAL EFFECT ON ENGINE COMPONENTS

EXHAUST RECIRCULATION VALVE RESULTS - ACMP Cool Flame Technology PATENT PENDING

BEFORE TREATMENT

20,000 KM LATER AFTER CATALYST TREATMENT

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BENEFICIAL EFFECT ON ENGINE COMPONENTS

FUEL INJECTOR RESULTS - ACMP Cool Flame Technology PATENT PENDING

FUEL INJECTORS ARE MAJOR MAINTENANCE PROBLEMS

KEEPING THEM CLEAN WITH A PROPER SPRAY PATTERN IS PARAMOUNT

ACMP Cool Flame Technology PATENT PENDING CAN HELP KEEP FUEL INJECTORS IN OPTIMAL CONDITION

SAVING CONSUMERS MAINTENANCE WORRIES AND DOWNTIME

OPTIMAL INJECTOR PERFORMANCE MEANS A CLEANER OPERATING ENGINE WITH REDUCED EMISSIONS
BENEFICIAL EFFECT ON ENGINE COMPONENTS

FUEL INJECTORS RESULTS - ACMP *Cool Flame Technology* PATENT PENDING

FUEL INJECTORS PRIOR TO CATALYST TREATMENT IN MAN TRANSIT BUS ENGINE

THE SAME FUEL INJECTORS AFTER 20,000 KM USING CATALYST
BENEFICIAL EFFECT ON ENGINE COMPONENTS

FUEL INJECTOR RESULTS - ACMP Cool Flame Technology PATENT PENDING

FUEL INJECTORS CATALYST TREATMENT RESULTS – LESS FOULING – OPTIMAL PERFORMANCE

FUEL INJECTOR WITHOUT CATALYST

FUEL INJECTOR AFTER TREATMENT

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BENEFICIAL EFFECT ON ENGINE COMPONENTS

FUEL INJECTORS RESULTS - ACMP Cool Flame Technology PATENT PENDING

FUEL INJECTORS CATALYST TREATMENT RESULTS – LESS FOULING

FUEL INJECTOR WITH CATALYST TRANSFORMED FUEL

FUEL INJECTOR WITHOUT CATALYST

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BENEFICIAL EFFECT ON ENGINE COMPONENTS

FUEL FILTER RESULTS - ACMP Cool Flame Technology PATENT PENDING

FUEL STARVATION AND IMPEDED FLOW CAN COST CONSUMERS HORSEPOWER

THIS CAN COST CONSUMERS MONEY IN OPERATIONAL PERFORMANCE LOSSES

PARAFFIN BUILD UP IN FUEL FILTERS WILL ROB CONSUMERS OF PERFORMANCE

POLYMERIZATION OF FUEL CAUSES ADDITIONAL PROBLEMS CLOGGING FUEL FILTERS

HYDROCARBON ENHANCEMENT CATALYST PREVENTS PARAFFIN BUILDUP AND POLYMERIZATION THROUGH ITS CATALYTIC ACTION

PARAFFIN IS REDUCED TO SMALL SIZE IN THE FUEL

COLD WEATHER STARTS ARE EASIER AND LESS STRESSFUL

SAVING CONSUMERS MONEY

REDUCING EMISSIONS AND TAKING CONSUMERS FURTHER ON EACH LITER
BENEFICIAL EFFECT ON ENGINE COMPONENTS

FUEL FILTER RESULTS - ACMP Cool Flame Technology PATENT PENDING TECHNOLOGY

FUEL FILTER COMPARISON SHOWING LESS POLYMERIZATION OF FUEL AFTER TREATMENT
10 WEEKS ELAPSED TIME, LEFT TO RIGHT, FILTER WITH UNTREATED FUEL, FILTER WITH TREATED FUEL AND A NEW FILTER FOR COMPARISON. PARAFFIN IS REDUCED AS IT IS IN SMALLER SIZE IN SUSPENSION ASSISTING WITH COLD WEATHER STARTS DUE TO CATALYTIC ACTION INHIBITING PARAFFIN CLUMPING AND FILTER FOULING.
HYDROCARBON ENHANCEMENT CATALYST IMPROVED LUBRICITY

Fail MWSD
Mean Wear Scar Diameter
0.57mm
UNTREATED DIESEL

Pass MWSD
Mean Wear Scar Diameter
0.35mm
DIESEL TREATED WITH CATALYST

HYDROCARBON ENHANCEMENT CATALYST IMPROVES LUBRICITY OF THE FUEL
Hydrocarbon Enhancement Catalyst (HEC) formulas meet the stringent requirements of the FFE program and each application.

- Formula Two can be provided in a cold weather version
- Formula SA is tailored to specific needs of user special applications
Reduced Carbon Fuel™

OUTCOMES MATTER

HYDROCARBON ENHANCEMENT CATALYST “HEC” TRANSFORMS THE COMBUSTION CYCLE IMPROVING THE PERFORMANCE OF THE FUEL WHILE AT THE SAME TIME RETARDING THE DEVELOPMENT OF VARIOUS HARMFUL GHG COMPOUNDS SUCH AS CO, PARTICULATES AND OXIDES OF NITROGEN AND SULPHUR WHILE EFFECTIVELY REDUCING TOTAL HYDROCARBON FRACTIONS IN ENGINE EXHAUST THAT’S ACMP EXCLUSIVE Cool Flame Technology PATENT PENDING

ENVIRONMENTAL OUTCOMES ARE IMPROVED
Reduced Carbon Fuel™
REDUCED EMISSIONS OUTCOMES

REDUCE NATIONAL EMISSIONS BY 12% TO 30%

TESTS HAVE DEMONSTRATED THAT YOU CAN REDUCE NATIONAL EMISSIONS BY UP TO 30% JUST BY ADDING THE CATALYST TO YOUR FUEL

Cool Flame Technology PATENT PENDING DELIVERS IMPROVED PERFORMANCE

A RELIABLE CARBON REDUCTION PLATFORM

That’s ACMP science at work
INNOVATIVE ACTION DELIVERED
Computer simulation of cool wave technology by Sandia Labs²

**Hydrocarbon Enhancement Technology**

Cool Flame starts with the catalytic effect of the catalyst in the fuel which reduces the activation temperature of carbon allowing combustion to begin at a lower temperature. The catalyst with its higher energy electrons strips the carbon from the hydrocarbon molecule assisting in combustion. The resulting cooler flame sweeps across the combustion chamber faster and smoother than the higher temperature flame does.

Kernels of higher temperature ignition thought to be from the hydrogen begin to appear in the flame these are thought to result from the disassociated hydrocarbon molecules resulting from the catalyst.

The effect employs more of the hydrocarbon molecule in combustion, effectively employing more of the oxygen in the combustion chamber effectively preventing formation of NO₂ and SO₃ which is already reduced by cooler temperatures.

The catalyst permits more complete combustion, the effect is to produce more molecules from the combustion thus keeping expansion constant in the power stroke.

The catalyst continues to work through the exhaust stream and exits the system as a harmless organic byproduct.

² Sandia National Laboratory is not involved in the development of HYDROCARBON ENHANCEMENT CATALYST, numeric simulation is provided for illustration purposes only.
Optional Carbon Credits

TRANSFORMING FUEL – CHANGING OUTCOMES – CREATING VALUE

High Value Carbon Credits are created using the NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION PROGRAM

Credits are cataloged, certified and verified through a proprietary process developed by Culbertson & Co. Patent Pending

CARBON Credit formation is the direct result of proactive action by the subscriber through the NEFT program and are confirmed by the NEFT program utilizing the CULBERTSON PROCESS Patent Pending observation and recording

*Carbon credit program available late 2018

ACMP HAS DEVELOPED A RELIABLE CARBON PLATFORM
Optional **Carbon Credits**

**Transforming Fuel – Changing Outcomes**

Significant formation of carbon credits which are described and quantified in metric tons of CO₂ equivalent are possible with NEFT

Culbertson Process Credits will have higher market value because of the methodology to observe, record and confirm the authenticity of the credits

These CARBON credits have great value, but they also represent something else that's priceless:

**A Cleaner Environment**
SUBSCRIPTION BUSINESS MODEL

NEFT A PLATFORM FOR RELIABLE CARBON REDUCTION

The NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION Program like others within the ACMP system operates as a specific targeted platform utilizing a subscription business model.

The necessity of maintaining a proper logistics and supply chain coupled with the need for rigid documentation of carbon credits dictates that the system be established and operate in a reliable and predictable manner in order to obtain the highest value for resulting carbon credits.

Financial markets require predictability and reliability when it comes to maintaining a value chain for the financial instruments known as carbon credits. The ACMP Subscription Business Model meets the needs of national economies, consumers and Fleets as well as the financial sector.

ACMP IS THE RELIABLE CARBON REDUCTION PLATFORM
Subscription Business Model

FFE A PLATFORM FOR RELIABILITY

• Confidentiality Agreement is signed between Culbertson & Co. and the National Government

• REGISTRATION – the national government is registered with the program to limit information flow and allow an issuance of a license to permit RS Global Products Corp. to fulfill shipments of catalyst to the national government

• MOBILIZATION AND TESTING – Testing of the product begins with mobilization to plan for the proper addition of the Catalyst into the fuel supply

• DEPLOYMENT – The NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION program is deployed with the National Government according to joint plans developed by Culbertson & Co. and the national government

• SAVINGS, EMISSION REDUCTIONS – The program delivers emission reductions improving sustainability and economic savings and benefits which are realized by government and the people

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ACMP is developing a dedicated and effective carbon credit Clearinghouse System using the Culbertson Process Patent Pending to confirm and provide markets for High Value Carbon credits to those entities which require high quality carbon avoidance instruments to reduce their internal carbon liabilities.

Reliable Clearinghouse activities supports the value chain for operators using NEFT.

NEFT PROVIDES A RELIABLE CARBON REDUCTION PLATFORM.
SUBSCRIPTION PROCESS

Governments subscribe to the program for an annual or longer term thus they become known as a “Subscriber”

Subscribers begin the NEFT process by registering with the Culbertson & Co. Advanced Carbon Modeling Project

Obtaining the ACMP registration ID is the first step in evaluating whether NEFT is right for YOUR country
REGISTRATION

National governments should request a registration application by sending a request via e-mail to: register@acmproject.com

The registration package will have three basic parts:

1. A basic registrant information statement to provide a first step in providing the proper information to Culbertson & co. and the national government
2. A contact statement to allow for proper routing and security of information to the requesting country
3. A confidentiality agreement to protect the requesting government and the NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION program
WHY?

NATIONAL GOVERNMENTS CAN ASSESS THE PROGRAM WITHOUT UPFRONT COMMITMENT

SUBSCRIPTION DECISIONS ARE MADE WITH FULLY INFORMED DETAILS

POTENTIAL SUBSCRIBERS MAKE THEIR OWN DECISIONS BASED ON THEIR OWN CRITERIA

POTENTIAL SUBSCRIBING OPERATORS BENEFIT FROM CLARITY OF CONCISE AND USEABLE INFORMATION TOOLS TO ASSESS THEIR DECISIONS
NATIONAL TRIAL PROGRAM

NATIONAL GOVERNMENTS CAN ASSESS THE PROGRAM BY INSTITUTING A 30 DAY TRIAL COOPERATIVELY WITH CULBERTSON & CO.

TWO GROUPS OF VEHICLES ARE UTILIZED, ONE IS TREATED AND ONE IS NOT, THEIR DATA IS COMPARED

CULBERTSON & CO. PROVIDES THE CATALYST AND THE TESTING FORMATS THE OPERATOR PROVIDES THE VEHICLES, FUEL AND EMISSIONS TESTING

EMISSIONS ARE TESTED AT THE BEGINNING OF THE PROGRAM AND AT THE END

WHEN THE 30 DAY TRIAL IS OVER, TESTING DATA IS CORRELATED AND THE NATIONAL GOVERNMENT AND CULBERTSON & CO. ISSUE A JOINT REPORT OF THE TEST OPERATIONS AND RESULTS
TESTING IS IMPORTANT FOR YOUR NATIONAL GOVERNMENT

- NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION PROGRAM CAN ASSIST YOUR NATIONAL GOVERNMENT EXECUTIVE IN REDUCING EMISSIONS AND FUEL COST
- TESTING PROVIDES VALIDATION OF CATALYST AND EFFICACY
- COVERS MULTIPLE VEHICLE TYPES
- HYDROCARBON ENHANCEMENT CATALYST SUPPLIED AT 275 PPM IN FUEL SUPPLIES – ABOUT 6 DROPS PER LITER VALIDATING EASE OF USE.
- FUEL SAMPLE TESTING IS IMPORTANT FOR DEVELOPMENT OF CATALYST FORMULA FOR EACH NATION
- DEVELOP BASELINE PROGRAM AND IMPLEMENTATION.
- PROOF OF CONCEPT - COOL FLAME TECHNOLOGY PATENT PENDING

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SELECTED NOTES AND COMMENTS FROM TESTING

Excerpts from the text of the report on the above data.
This was a US government sponsored contract and has been edited to protect the location of the test

5. Regarding our use of CATALYST, we are still awaiting Government approval to treat the Defense Fuels storage reductions, we have initiated another request to be permitted to manually treat our refueling trucks and equipment with CATALYST. With our current fleet of approximately 1,800 vehicles, 169 pieces of heavy equipment and 120+ generators, our estimated cost saving per year at Defense Fuel costs would equate to more than $987K cost savings in fuel alone. This would give our annual CATALYST costs an ROI of 11 days. tanks with CATALYST. As you recall our increase in fleet MPG averaged more than 23% during the VECP Government certified test program. Because of the current and pending increase in Government Defense budget

6. We currently have two (2) cost saving and emission reduction initiatives awaiting Government approval and implementation. One is approval for the installation The other is the procurement and manual treatment of our fuel (Diesel and Gasoline) with CATALYST.

7. As you recall our emission reductions as verified by the Government using CATALYST treated fuel average between 22% and 74% depending on the type of equipment and fuel being used.
SUBSCRIPTION BASICS

SUBSCRIBERS ENTER INTO A LICENSING AGREEMENT FOR ONE OR MORE YEARS WITH THE ADVANCED CARBON MODELING PROGRAM

ACMP IS MOBILIZED AND EXPERTS DESIGN AN IMPLEMENTATION PLAN IN CONSULTATION WITH THE SUBSCRIBERS OWN EXPERT TEAM

THE NEFT PROGRAM INCLUDES A SUPPLY LICENSE OF THE HEC WHICH ALLOWS FULFILMENT BY RS GLOBAL PRODUCTS CORP., UNDER THE NEFT PROGRAM. RS GLOBAL PRODUCTS CORP. IS LICENSED BY CULBERTSON & CO.TO DISTRIBUTE THE HEC CATALYST AND IS THE SOLE SUPPLIER FOR THE PROGRAM

THE PROJECT IS IMPLEMENTED

NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION IS THE RELIABLE CARBON REDUCTION PLATFORM
CHOICES
REDUCE EMISSIONS AT THE SOURCE OR
COMBAT THE RESULTING SMOG

“We agree and NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION is a primary method the reduce pollution at the source, it’s a simple choice fix the fuel or get temporary relief using 100 liters of water per minute, it’s simply a choice of resource economics.”

1 Statement is one of evidentiary fact, it introduces an argument that a reasonable person would recognize as true and does not constitute any endorsement of ACMP products by Greenpeace
CHOICES

MISSED OPPORTUNITIES or BUSINESS AS USUAL
or
IMMEDIATE CO₂E REDUCTION
NEW REVENUE SCENARIOS
IMPROVED ENVIRONMENT
IMPROVED ECONOMICS FOR OPERATIONS
LOWER REPAIR COST
IMPROVED HEALTH CONDITIONS FOR CHILDREN AND ELDERLY

INNOVATIVE CLIMATE ACTION IS AVAILABLE TODAY

NEFT Subscription is the Smart Choice

EMBRACE THE SOLUTION
YOUR CHOICES:

THICK, GRAY, TOXIC AIR

or

CLEANER, CLEAR, HEALTHIER AIR?

THE SMART SOLUTION – CLEARING THE AIR

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NATIONAL ENVIRONMENT AND FUEL TRANSFORMATION IS THE BEST SOLUTION TO CLEANER, CLEARER AIR

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THE SMART SOLUTION - CLEARING THE AIR

Images depicted represent outcomes which would result from the program and do not necessarily represent catalyst users