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FINAL REPORT

RFP 03-R05-08G

**TCET EMISSIONS REDUCING GRANT
EMISSIONS REDUCTION TESTING
OF PRI-D IN EPA – 2D FUEL**

Submitted by

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To

Texas Commission on Environmental Quality

April 13, 2005

FINAL REPORT

REP 03-R05-08G

**TCET EMISSIONS REDUCING GRANT
EMISSIONS REDUCTION TESTING
OF PRI-D IN EPA-2D FUEL**

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**This emissions reduction study was funded by a grant
To Power Research Inc. from the State of Texas through
The Texas Council on Environmental Technology and
The Texas Commission on Environmental Quality**

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EXECUTIVE SUMMARY

Being the recipient of a grant funded by the State of Texas through the Texas Council on Environmental Technology, Power Research Inc. entered into a test procedure, following a California Air Resources Board protocol, and conducted at Southwest Research Institute.

The nature of the test was to determine the emissions reducing effect of PRI-D diesel additive when added to EPA Low Sulfur 2D Fuel.

INTRODUCTION AND BACKGROUND

The selection of Power Research Inc. as a grant recipient was based on an application submitted by the company to the State of Texas/ TCET.

A full disclosure of the history of PRI-D diesel additive use in on-road and marine fuels was included in the application. Ten years of consumer use of PRI-D was presented, showing favorable reduction in smoke and exhaust emissions during fleet usage.

To test the emissions reduction capability of PRI-D under strict laboratory conditions, it was determined that the California Air Resources Board Protocol for emissions testing of on-road engines was the best method to be used at Southwest Research Institute testing facility.

Following the CARB guidelines and the Southwest Research Institute regimen, the testing of PRI-D in EPA Low Sulfur 2D was begun .

Upon completion of half of the test protocol, and upon a thorough study of the measured results that showed no appreciable emissions reduction, it was determined by Power Research Inc. to halt all testing under the applied protocol.

The Grantor supported the decision.

ADDITIONAL R & D SUGGESTIONS

In order to more properly study the emissions reduction capability of PRI-D fuel additive, it is planned to conduct further engine testing using a test protocol that calls for longer test cycles and longer running of the test engine using PRI-D treated fuel.

This type of protocol will more conclusively demonstrate the effect of PRI-D during long-term usage.

This testing will occur outside of this State of Texas/TCET Grant.

CONCLUSIONS AND DISCLAIMERS

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