

A M E R O P A

AKTIENGESELLSCHAFT

Below is a translation of the webpage of Melsen International Transport Company.
(<http://www.melsentransport.nl/index.htm>)

Peter Melsen is a self-employed truck driver, who tested Dipetane. He describes his experiences.

On this page I describe my experiences with the use of Dipetane.

In July 2007 I was approached by BBP-Trading, who asked if I would be interested to try a new product of theirs, Dipetane. Some sort of field-test, to see if this product really leads to improved mileage. According to BBP this would provide me with a fuel saving of 5-8%, which, with the current fuel prices, is quite substantial.

By adding Dipetane to the fuel, the composition of diesel is improved. This means that there will be a more complete combustion in the combustion chambers of the engine. The results of this improved combustion are cleaner exhaust gasses, more power from the fuel and reduced fuel consumption.

Normally I do not really believe in this kind of claims, but after studying the Dipetane website, I became interested. I decided to give it a try and started adding Dipetane at the end of July.

The first three weeks I could hardly notice any improvement in mileage. The small quantity in fuel saved was negligible. However, I continued to use Dipetane, knowing that the product needs some time to get integrated in the whole fuel system of the truck. By this I mean it takes time to get a mixing ratio of 1:200 throughout the system.

Before filling up the tank, I estimate how much fuel I'll be putting in. By dividing this quantity by 200 (mixing ratio Dipetane to diesel is 1:200), I know how much Dipetane to put in. I first put the Dipetane into the tank, then the diesel, making sure the Dipetane is well mixed throughout the tank. After filling up, I check the amount of diesel and add some more Dipetane if needed, to make sure I reach the required mixing ratio.

As I mentioned I continued to use Dipetane and after 6 weeks I indeed saw a decrease in consumption of fuel per kilometre. As I had had quite some light loads for the past few weeks, I was still not convinced about the effects of Dipetane. However, as I promised to BBP, I would try their product for 3 months.

After the first 6 weeks I had a few weeks with heavy loads to and fro Southern France. I also had heavy headwind for a few days in the south and nothing decreases mileage like a combination of heavy load and headwind. After each and every fuelling stop I immediately calculated the mileage and the fuel economy kept improving.

The improvement stabilised in mid September. At the start of my Dipetane usage I had an average fuel consumption of 31.95 litres per 100 kilometres (1:3.13). By mid November, the average fuel consumption stood at 29.67 litre per 100 kilometre (1:3.37). This means a fuel saving of 7.1%!

On a yearly basis, for my business this means (annually 140'000 kilometres driven) buying 3'185 litres of fuel less. Translating this into money that means a savings of roughly EUR 2'750. From this the cost of the product has to be deducted still, still leaving a considerable savings.

The only disadvantage of adding this product is that you have to carry it around with you all the time. Although that was a drawback for me initially, I found a solution for it. Dipetane is also available in 200 litre drums. I have one of those drums at home (Dipetane by the way is classified as non dangerous) with a manual pump. In my truck I carry two small jerry cans of 5 litres each. They are transparent and the sides are marked by litre. Once every two weeks I refill the cans at home and put them in the truck. This means that only once very two weeks I have to do extra work. Adding the Dipetane in the tank has become standard for me already and the amount of extra work during fuelling up is, in light of the fuel saving, negligible. I have also found out that the mixing ratio does not need to be very precise. I do not measure tenths of a litre.

My conclusion for the use of Dipetane is very positive. The effort required for using this product is almost nil. Also because after some time, you just add the product automatically. At first I did not believe in this product, but evidence shows otherwise. I can therefore but recommend this product to everyone.

In case you have questions regarding this product, please send me an e-mail. By the way, more information about this product can be found on www.dipetane.nl (or www.dipetane.com)

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Details on truck used:

Brand: DAF FT XF 95.430

Built: 2003

Engine: XE 315 C, Euro 3, 6 cil., 428 pk, 1950 Nm

Axis: 380 cm