

## Reduce Emissions, Save Fuel, and Earn Carbon Credits with MotorSilk® Engine and Fuel Treatments



### SAVE THE PLANET

The internal combustion engine is the most efficient prime mover commonly available today. Gasoline and Diesel engines move a large portion of the world's goods, power much of the world's equipment, and generate electricity more economically than any other device in their size range. But they are one of the largest contributors to environmental pollution problems worldwide, and will remain so, with large increases expected in vehicle population and vehicle kilometers traveled (VKT) causing ever-increasing global emissions. Gasoline and Diesel emissions contribute to the development of cancer; cardiovascular and respiratory health effects; pollution of air, water, and soil; soiling; reductions in visibility; and global climate change.

In addition to improved engine efficiency and longevity, **Boron-CLS-Bond**® scores environmental points because it reduces emissions, improves fuel economy, and is biodegradable. And, unlike PTFE-based (polytetra-fluoro-ethylene), or Teflon treatments, there's no hazard potential for toxic gases.

### REDUCE EMISSIONS

**MotorSilk**® Engine Treatment with **Boron-CLS-Bond**® is the only engine treatment that is ISO 14064-2 process compliant, validated and verified by the Canadian Standards Association (CSA Group) for reduction of GHG emissions by means of reducing the amount of fuel burned.

- With one treatment the average gasoline vehicle will reduce greenhouse gas emissions by over 3,000kg.
- Class eight diesel engines can reduce CO2 greenhouse gas emissions by up to 14,000kg with a single treatment.
- Unlike the toxic additives in regular motor oil, the patented **Boron-CLS-Bond**® lubricant in **MotorSilk**® lowers Green House Gas and particulate matter emissions, it is non-flammable, non-combustible, and is biodegradable to ISO 14593 standard, and for Marine engines is not harmful to aquatic life.

### SAVE FUEL

- **Boron-CLS-Bond**® technology, in **MotorSilk**® Gasoline Fuel Additive and **MotorSilk**® Diesel Fuel Additive, virtually eliminates engine wear, and wear related repairs, and works for 160,000 km with one treatment.
- The average gasoline vehicle will save around 1,360 litres of fuel over the life of one treatment.
- Average class eight diesel engines will save around 5,500 litres with a single treatment.

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### EARN CARBON CREDITS

In 2011, Kansas City Regional Clean Cities went through a long process to decide whether to acknowledge claims of reduced greenhouse gas emissions for **MotorSilk®**. Kansas City Regional Clean Cities verified that **MotorSilk® Engine Treatment** is ISO 14064 Process Conformant and complies with international standards to reduce greenhouse gas emissions. According to their research, it is the **only engine oil product that is ISO 14064 Process Conformant**, qualifying for the GHG Clean Projects Registry and lending eligibility to users for international **Carbon Credits**.

Fuel savings and emission reductions are based upon specifications determined by the CSA certified validator for **MotorSilk®** ISO 14094-2 mobile emission reduction and removal project. **MotorSilk®** has been entered on the CSA “Clean Projects Registry”.

*Please contact us for comprehensive test results, technical literature and a complete product line.*

### ABOUT CARBON CREDITS

A **carbon credit** is a generic term for any tradable certificate or permit representing the right to emit one tonne of carbon dioxide or the mass of another greenhouse gas with a carbon dioxide equivalent (tCO<sub>2e</sub>) equivalent to one tonne of carbon dioxide.

Carbon credits and carbon markets are a component of national and international attempts to mitigate the growth in concentrations of greenhouse gases (GHGs). One carbon credit is equal to one tonne of carbon dioxide, or in some markets, carbon dioxide equivalent gases. Carbon trading is an application of an emissions trading approach. Greenhouse gas emissions are capped and then markets are used to allocate the emissions among the group of regulated sources.

The goal is to allow market mechanisms to drive industrial and commercial processes in the direction of low emissions or less carbon intensive approaches than those used when there is no cost to emitting carbon dioxide and other GHGs into the atmosphere. Since GHG mitigation projects generate credits, this approach can be used to finance carbon reduction schemes between trading partners and around the world.

There are also many companies that sell carbon credits to commercial and individual customers who are interested in lowering their carbon footprint on a voluntary basis. These carbon offsetters purchase the credits from an investment fund or a carbon development company that has aggregated the credits from individual projects. Buyers and sellers can also use an exchange platform to trade, which is like a stock exchange for carbon credits.

The quality of the credits is based in part on the validation process and sophistication of the fund or development company that acted as the sponsor to the carbon project. This is reflected in their price; voluntary units typically have less value than the units sold through the rigorously validated Clean Development Mechanism.

