



OMSTAR
ENVIRONMENTAL PRODUCTS DX1
D-1280X

BUSINESS PROFILE

Omstar Environmental Products DX1 develops and manufactures performance-enhancing additives for fuels. The company started business in 1986 as “Omstar D-1280X, Inc.” and has been incorporated since 1989.

OUR VISION

Assist the world in reducing harmful emissions, while improving the performance of all hydrocarbon-fueled systems.

PRODUCTS

Omstar DX1® for gas and diesel engines (formerly called D-1280X)

Omstar OpenFlame® for open flame furnaces and boilers (formerly B-15)

Omstar Residual® for large diesel engines using diesel 5, 6/bunker fuel (formerly R-4000)

OMSTAR’S FUEL ADDITIVES

... are the only additives that do all four of these things so well:

- Improve fuel economy
- Dramatically reduce harmful emissions
- Clean engines, fuel systems, furnaces, boilers, and exhaust stacks
- Improve lubricity with “metal soap,” a non-oil super-lubricant

BRIEF HISTORY

Omstar formed in 1986 when Richard Skaggs, Omstar President, and Dr. Morton Fainman, PhD teamed together. Dr. Fainman was a synthetic ester chemist for fuels in WW II, and was also the Director of Research for Standard Oil of Ohio. Omstar received US Patent # 4920691 for D-1280X (now DX1) in 1990. DX1 additives have been tested in automobiles, trucks, buses, generators, ships, trains, and open-flame furnaces and boilers. Our biggest test was 4,000,000 miles for 30 LAX airport shuttle buses, reducing smoke/hydrocarbons by 87%.

MANAGEMENT

Roberta Skaggs, CEO. Roberta has been the CEO of Omstar for over 11 years, leading the company’s corporate planning while maintaining a focus on achieving Omstar’s goals and objectives. She manages the company at the USA headquarters in Los Angeles Harbor, California. She worked for 25 years as a senior administrator at Kaiser-Permanente Medical Center in Harbor City California, experienced in Federal and California regulations for labor relations, wage and salary administration, contracts, and sales management.

Richard Skaggs, President. Richard is a former United States Marine Corp air wing plane captain. He has more than 35 years’ experience working environmental issues, including an 8-year term as a member of the California State Inspection Maintenance and Review Committee, and as a member of the Environmental Task Force on the American Legislative Exchange Council, Washington D.C. Richard was a member of the Society of Automotive Engineers SAE J1667 Committee that developed the snap acceleration test procedure and diesel smoke opacity meter equipment standards. He is a past Chairman of the Environmental Committee of the California Bus Association, and of the United Motor Coach Owners of America. He was awarded the “Private Sector Member of the Year” by the American Legislative Exchange Council for his achievements in the environmental field. Richard is also President of CalTest Instruments, Inc., manufacturer of diesel smoke opacity meters.

Howard Sargent, CFO and Chief Engineer. Howard is a graduate of West Point and a retired Army Corps of Engineers Colonel. He was an associate professor of thermodynamics and fluid mechanics at West Point with graduate degrees in engineering from Cal Tech and in business from George Washington University. Overseas duty included Germany, Korea, Japan, Turkey, and Vietnam. He was VP, corporate planning for Metropolitan Life Insurance Company in New York, and a key member of the Society of Automotive Engineers (SAE) J1667 committee from 1992 to 2002 where he played a leading role in designing the procedures, protocols, and standards in development of the SAE J1667 Snap Acceleration test and smoke opacity meter equipment specifications currently used to regulate heavy-duty vehicle inspection programs throughout the United States.

Chris Sargent, EVP and Senior Engineer. Chris is a retired US Army Colonel, West Point graduate, and now Executive VP for Omstar, responsible for strategic planning and engineering. He has an M.S. in Aeronautical Engineering from the Naval Postgraduate School. He has lived 12 years in foreign countries including Japan, Germany, Korea, Bosnia, and Saudi Arabia. Former Blackhawk helicopter instructor pilot, Army Ranger, senior parachutist/Jumpmaster and FAA commercial pilot. Former Director, Center for Army Leadership, Aviation brigade commander, and Special Operations logistics Research & Development chief.

Francisco Gutierrez, International Manager. Francisco is the international manager for Omstar, managing long-range goals and objectives, communications, transportation, additive employment strategies with customers, and Omstar's internet presence.

Alex Gutierrez, Test Manager and Engineer. Alex is a graduate of CETYS College, Mexicali, Mexico with a B.S. in Industrial Engineering. Alex designs and manages execution of all testing. His clients include Coca Cola, Agnico Eagle Gold Mines of Canada, San Miguel Brewery, and SumiFru in Asia.

James Stark, Consultant. Jim is a retired US Navy Admiral (2-star), and a senior advisor to the Navy office OPNAV N513. He is a graduate of Tufts University's Fletcher School of Law and Diplomacy, was the Commandant of the US Navy War College, and advises Omstar on strategic plans, the US Navy, and fuels.

ADDITIONAL DETAILS

- S Corporation, Incorporated March 8, 1989
- NAIC: 324191 Petroleum Lubricating Oil & Grease Manufacturing (US Government classification)
- Products are manufactured under ISO9001:2008 (US Government quality classification)

CUSTOMERS

- Sumifru, Philippines (World's 3rd largest fruit distributor), 2012-present
- Agnico Eagle Gold Mines (1.3 Megawatt generators and 300-ton mining trucks), 2014-present
- Coca Cola FEMSA Mexico (Diesel long-haul truck fleet), 2014-present
- Coca Cola FEMSA Philippines (Diesel trucks, boilers) 2015-present
- Compañia Embotelladora del Fuerte SA de CV (Diesel boilers), 2014-present
- Los Angeles Airport Bus Authority (Diesel shuttle buses for airport)
- Philippine Coast Guard (Large diesel ship engines)
- San Miguel Brewery, Philippines (Boilers)
- US Marine Corps (Logistics truck fleet)
- Victory Liner, Inc., Philippines (Bus fleet)

HOW THE ADDITIVE WORKS

Omstar DX1[®], *OpenFlame*[®], and *Residual*[®] are a complex mixture of synthetic esters (at least 50% synthetic esters in each) and are much different than other additives. They mix with any hydrocarbon fuel – gas, diesel, biofuels, natural gas, and coal. All three have common properties, but are used for different kinds of hydrocarbon fuels and applications (engines vs. furnaces).

- **IMPROVE COMBUSTION** ▪ Fuel economy improvement of 4-23% ▪ Boosts Cetane and Octane
▪ More complete combustion ▪ Reduces fuel needed ▪ Reduces pollutants.
- **REDUCE ENGINE WEAR** - US Patent 4,920,691 for D-1280X (now DX1) issued in May 1990 states, “... high molecular weight straight-chain carboxylic acid esters survive the combustion in the cylinder and are available to react with the rings and cylinder walls ...this forms a metal soap which provides lubrication in the boundary friction region and is a great improvement over conventional mineral oil-based overhead lubrication. ...” This process is called “Chemisorption” and it extends engine life. Time between overhaul for Los Angeles Airport Authority buses was extended from 300,000 miles to 400,000 miles because of DX1.
- **REDUCE POLLUTANTS** - Dramatically reduce exhaust emissions without creating any measurable residue or toxic emissions. Testing averages reduced ... CO by 13-22%, NOX by 9-55%, SO2 by 2-79%, and HC by 50-87%. All three additives are composed only of Carbon and Hydrogen molecules that burn completely, leaving no ash (99.99% consumed with no residue). Omstar makes the most effective additives in the world that reduce emissions so effectively.
- **CLEAN ENGINE AND FUEL SYSTEM** - Remove sludge, cleans injectors, valves and fuel lines due to cleaner burning. Cleaner engines/injectors can dramatically improve combustion and reduce fuel waste.

REGIONAL OFFICES

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“Omstar’s additives are the best, and “greenest,” fuel additives in the world for the combined qualities of fuel economy, reducing emissions, and extending engine life.”
