



1. **Information needed for an agreement with Omstar:**

- a. Principle person's name and title that is to sign agreement
- b. Name of company/corporation for agreement
- c. Principle address of company/corporation
- d. Name of Government agency company is registered with
- e. Certification/registration number from govt agency above

2. **Minimum number of drums per order.** There is a minimum purchase quantity of twenty 55-gallon drums per order. Reason: Our blender receives quotes for the additive ingredients in minimum quantities from suppliers, some of which are outside the USA, and the blender does not store large quantities of ingredients for small batches of Omstar products. Also, the shipping cost for ingredients increases, relative to shipment size.

3. **Minimum deposit for orders.** A 50% deposit is required for each order, with 50% balance paid to Omstar before the order is shipped. We do not store a distributor's inventory in our warehouse, storage is the distributor's sole responsibility. It is sometimes possible to have some 55-gallon drums stored by the blender, but this is by special request, requires a storage fee, and Omstar does not get involved.

4. **About Omstar.** *Omstar Environmental Products DX1[®], Inc.*, was first incorporated in 1989, while the patent for Omstar DX1[®] fuel conditioner was pending in Washington (The patent was issued to inventor Dr. Fainman on June 1, 1990.). The Company, with ownership unchanged, has sold the fuel additive, mainly in 55-gallon drums, since 1988 when Hudson General Corporation started its 8 years (8,000,000 bus travel miles) of using DX1[®] in all 30 LAX shuttle buses (See "amazing" results of 100% engine disassembly in Exhibit E). The name for DX1[®] prior to 2015 was D-1280X, and the company name was D-1280X, Inc.

Omstar DX1[®] fuel additive is a combination of low-molecular weight synthetic esters, high-molecular weight synthetic esters, and a very small amount of carrier distillate.

The low-molecular weight synthetic esters clean deposits and lubricate cylinders and pistons and injectors.

The high-molecular weight esters combine with iron molecules in rubbing surfaces of pistons, rings and injectors to produce an oil-less, non-liquid, "iron soap" that significantly improves engine lubricity, combustion and fuel mileage, and reduces air pollution (exhaust emissions), reduces engine temperatures, and extends maintenance intervals.

The carrier distillate liquefies and carries the synthetic esters, which would otherwise be too viscous (thick liquid) to be effective.

Morton Z. Fainman, PhD in chemistry, was a lifelong professional fuel and lubrication researcher. After getting his Ph.D. and being a researcher, he was, in WWII, a U. S. Army officer heading a field team constantly checking the quality of fuel and lubricants used by allied forces from shortly after D-Day in France to V-E Day in Germany. Dr. Fainman (who died in 1993) was one of the most knowledgeable people in the world on synthetic esters. For example, his scientific paper "Synthetic Ester Lubricants" (cited in his 1990 patent for our Product) was published in *Lubrication Engineering* in 1957, more than 30 years before he had a flash of insight about the huge advantage of combining different molecular weights of synthetic esters in a fuel conditioner. That insight led to the 1990 granting of his patent.

- Omstar **DX1[®]**'s secret formulation was selected personally by inventor Morton Fainman, and



- OMSTAR makes no cheap substitutions for esters, nor does it dilute esters with cheap products.

We at OMSTAR helped Dr. Fainman get Omstar tested in 30 LAX shuttle buses (The full- page test report in Dr. Fainman's patent identifies the product by the trade name we gave it: "D-1280X" (now DX1[®])). Then we got 12 UCLA campus buses tested. The latter test was monitored by the California Air Resources Board (CARB). We also got Omstar D-1280X[®] road-tested (1,500 miles) by CARB, which used 8 City of Los Angeles trucks and U.S. EPA Urban Tests and U.S. EPA Highway Tests, at a cost exceeding \$250,000. CARB had six statistically-significant test results, all improvements, including a 4.1% fuel economy and hydrocarbons (HC) emissions [primarily uncombusted fuel] reductions up to 50%. As a result, Dr. Fainman granted to OMSTAR exclusive world-wide blending (to make the product) and marketing rights.

Dosage Rate and Shipping. At a 1:1280 dosage rate, one 55-gallon [7,040 ounces] drum of Omstar DX1[®] treats 70,400 gallons (266,400 liters) of diesel or gasoline fuel. We typically ship in stretched-wrapped pallets of four drums. Others have tried to duplicate Omstar **DX1[®]** (D-1280X), without success. What makes our product unique in content and performance from competing products is that

Omstar Environmental Products emphasizes quality. We specify to our blender for more than a quarter century (a highly reputable manufacturer with a nation-wide reputation) the manufacturing specifications for Omstar DX1[®], and get a batch test report for each batch produced.