

Diesel On Gas (International) Pty Ltd



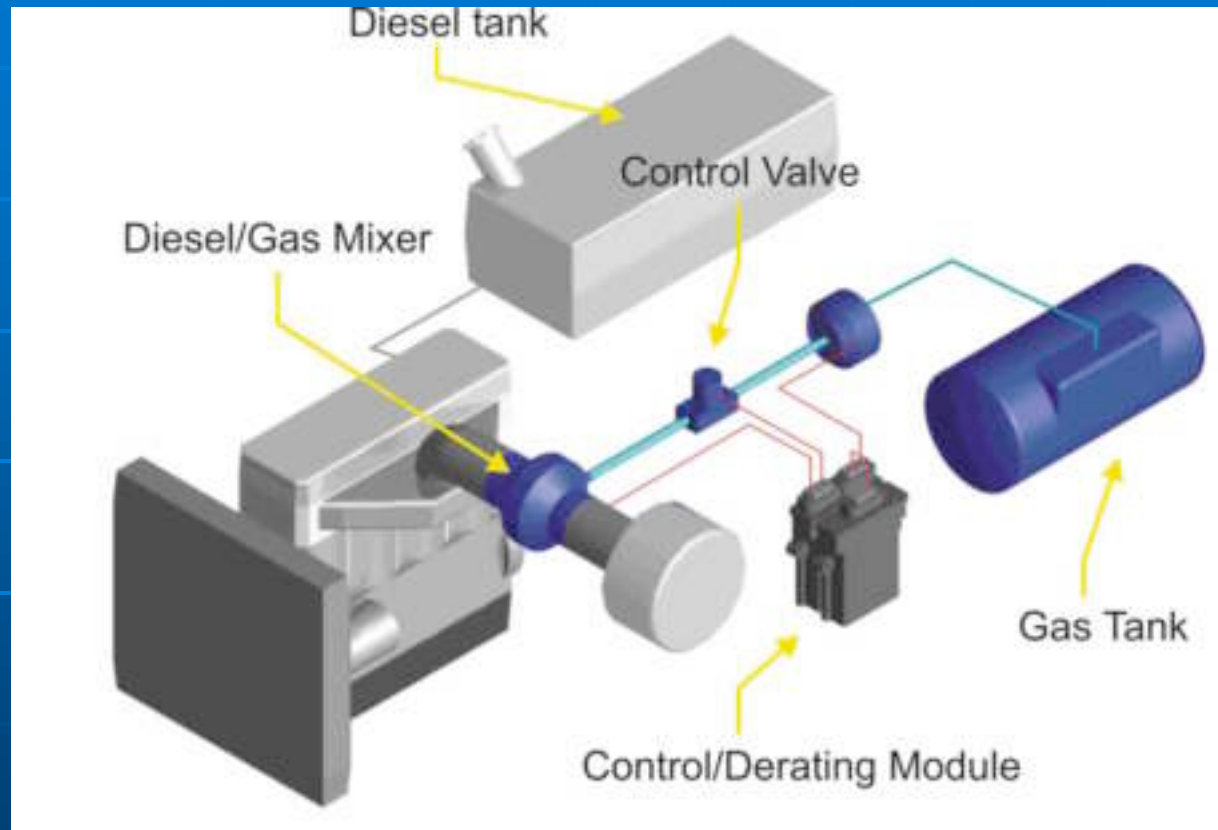
**Alternative fuel
technology**

Technology

Diesel/Gas dual fuel system



Diesel On Gas dual fuel system Overview



Diesel On Gas dual fuel system

Patented Components

Installed in the air intake, the **Mixer** ensures substitution of CNG, LNG or LPG at the exact correct rate



The **Micro-Processor Control** unit controls the Diesel/gas system as well as monitoring the engine in order to ensure fail safe and trouble free performance

The **De-rating Module** limits the dual fuel engine power output to the same level as original Diesel power.



This patent protected feature is exclusive to the Diesel On Gas dual fuel system and ensures maximum economy and engine durability.



Patent Protection

1. International Patent Application No. PCT/AU02/00708 entitled:
“Improvements relating to compression ignition engines”
2. Application No. 2003907155 entitled:
“Compression Ignition Engine Improvements”
3. Application Malaysia entitled:
“Compression Ignition Engine Improvements”



Diesel On Gas dual fuel system

Fuel Types

  LPG



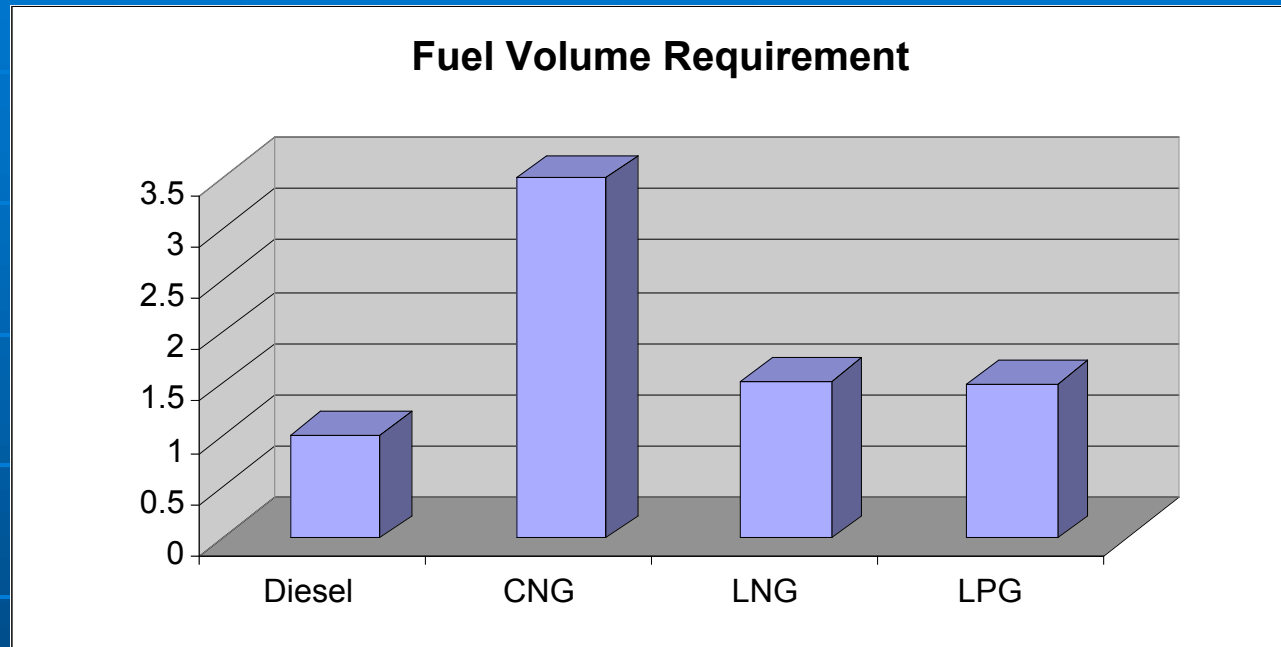
 CNG



 LNG



Fuel Storage Volume Comparison



Storage volume comparison of different fuels for the same amount of energy output



Diesel On Gas dual fuel system

Installation Examples



Diesel On Gas dual fuel system

Installation Examples



Initial Vehicle Market



- Buses



- Taxis



- Trucks



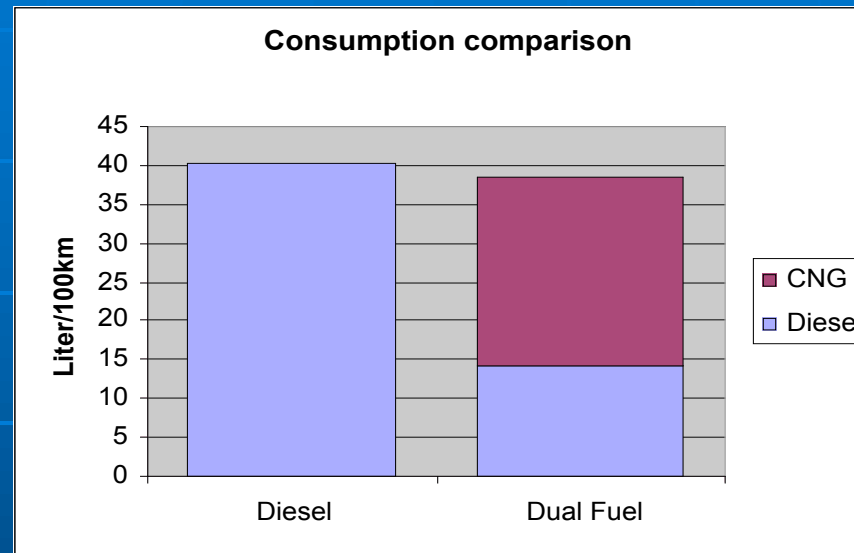
Jiefang Heavy Duty Truck Dual Fuel Test Results (Diesel/CNG)



Jiefang Truck Fuel Tests

Diesel / CNG

37% / 63%



Overall Consumption Reduced 4% on dual fuel

Overall Fuel Cost Reduced 27.5% or RMB 42.0 / 100km

(CHINA)

Diesel 100% = 40.21 Litres / 100 kilometres

Diesel/CNG = 38.6 Litres (combined) / 100 kilometres

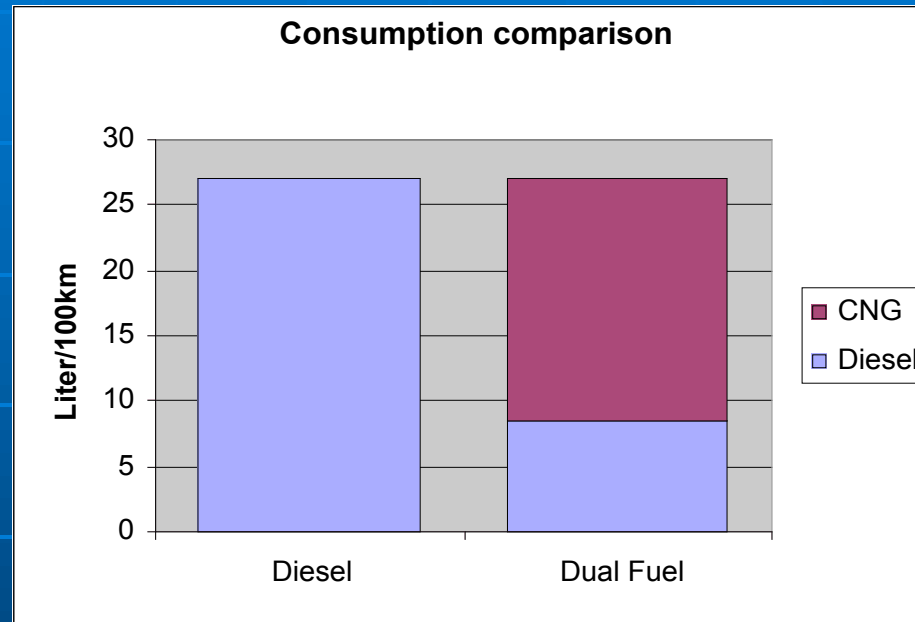


BJK Bus Dual Fuel Test Results (Diesel/CNG)



BJK Bus Fuel Tests

Diesel / CNG
31.5% / 68.5%



Overall Fuel Cost Reduced 33% Or RMB 34.6 / 100 km (CHINA)

Diesel 100% = 27.0 Litres / 100 kilometres

Diesel / CNG = 8.5 / 18.5 litres / 100 kilometres



Dual Fuel (Diesel / LPG) Demonstration Kenworth Truck



Model: K125CR

Engine: Cummins N14, 465HP

Fuel management: Cummins

“Select” electronic

Transmission: 18 speed Road

Ranger

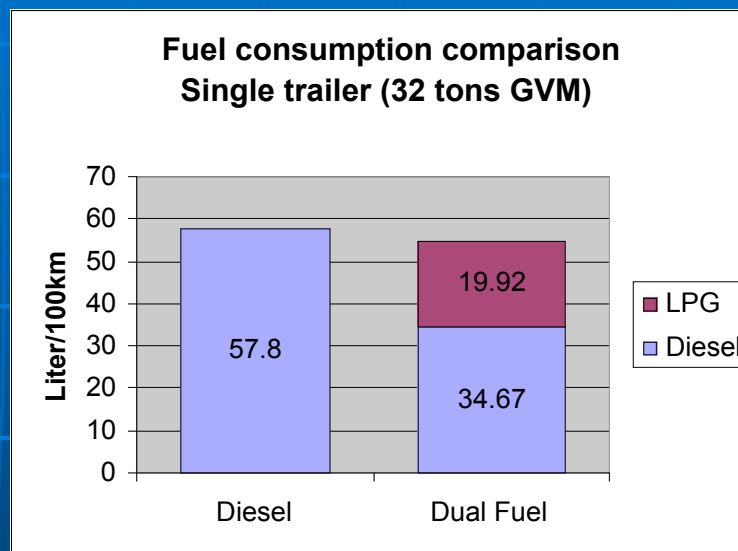
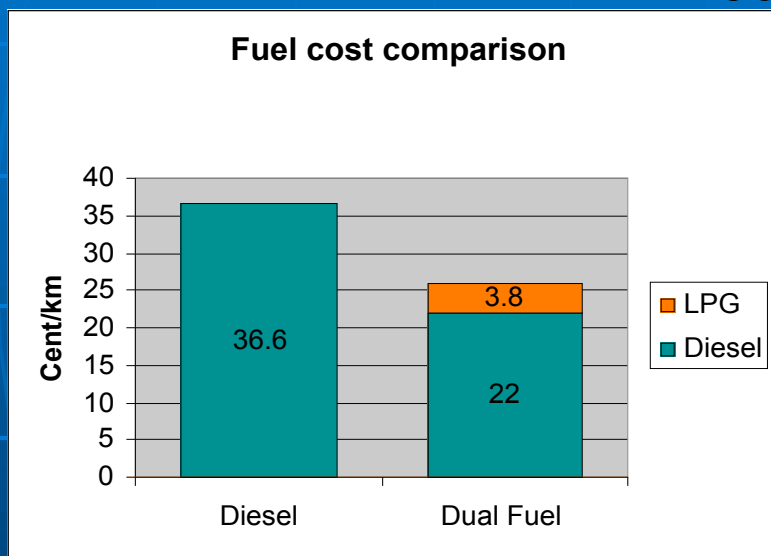
Rating: B-Double, triple road-train

82ton max



Kenworth Fuel Tests (Average over 14900km)

Dual Fuel (Diesel / LPG)
60% / 40%



Fuel Cost: Reduced 29.5% (AUD\$0.108 per kilometre)

Diesel 100% = 36.6 cents/kilometre

Diesel/Gas = 25.8 cents/kilometre

Fuel Consumption: Reduced 5.5%

Diesel 100% = 57.8 Litres/100 kilometres

Diesel/Gas = 54.6 Litres/100 kilometres

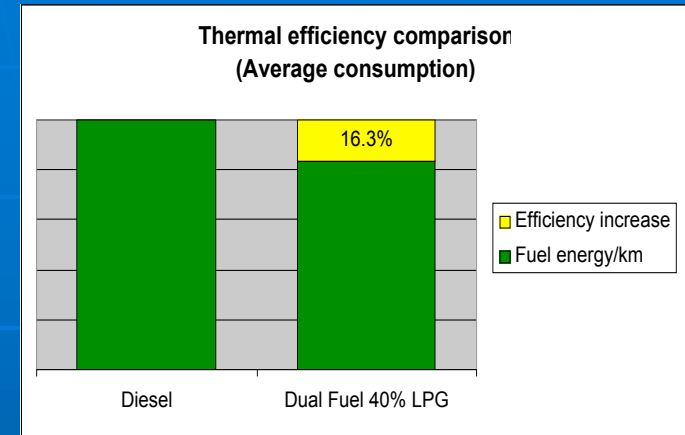
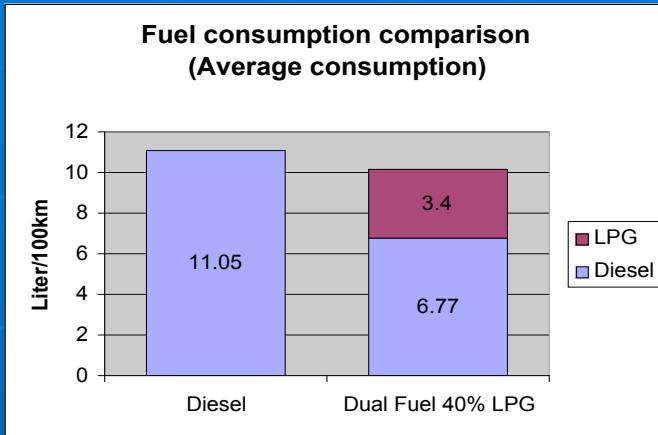


Mitsubishi 3.2L Diesel Dual Fuel (Diesel/LPG) Test Results



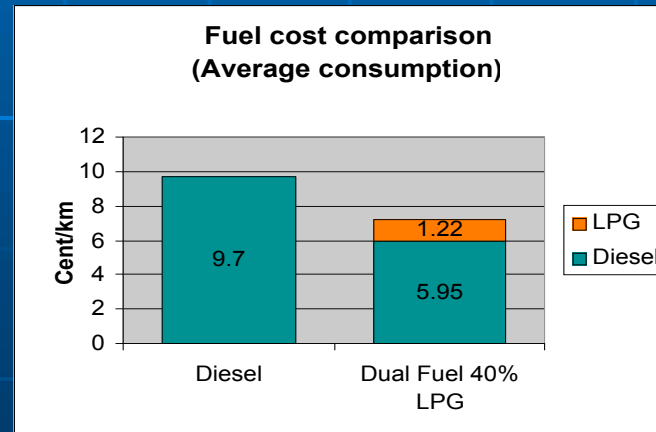
Mitsubishi Fuel Tests

**Diesel / LPG
60% / 40%**



Consumption : Saving 7.9% on dual fuel
Diesel 100% = 11.05 Litres / 100 kilometres
Diesel/LPG = 10.17 Litres (combined) / 100 kilometres

Thermal Efficiency: increase 16.3% on dual fuel



Fuel Cost: Reduced 26% (AUD\$0.0253 per kilometre)



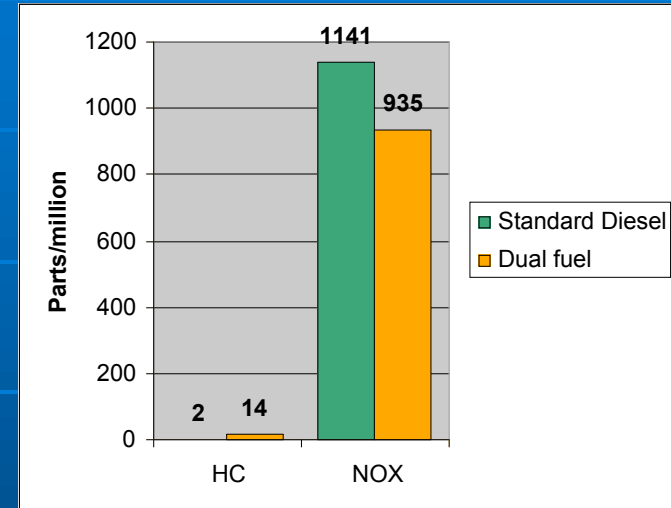
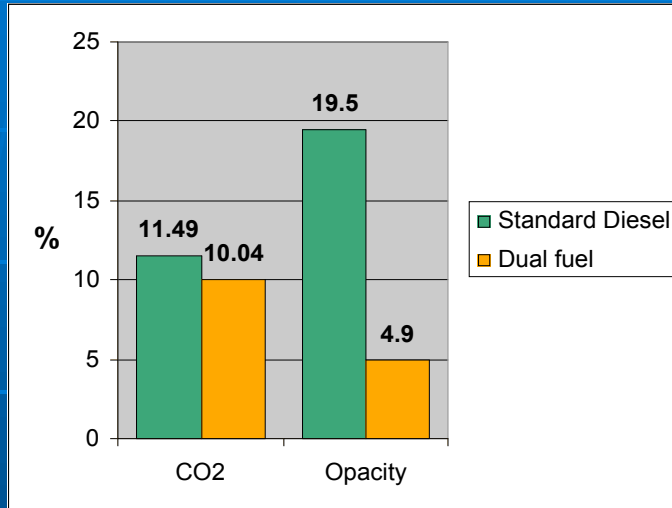
Diesel On Gas provide the total solution for all your alternative fuel conversion needs



Mitsubishi Exhaust Emission Tests

Diesel / LPG

60% / 40%



CO2 (Carbon Dioxide): Reduced 12.6%
Opacity (Exhaust Smoke): Reduced 74.9%
NOX (Nitrous Oxide): Reduced 18.1%
on dual fuel



Diesel On Gas dual fuel system

Product Benefits

- Allows Diesel substitution with various gases
- Fuel cost reduction
- No moving parts, long lasting & robust
- No engine modification
- Interchangeable on vehicle replacement
- Standard engine performance maintained
- Reduced Toxic exhaust emissions
- Smoother running engine
- Longer engine life
- **Choice of substitution fuels (CNG,LNG,LPG)**



Future Markets

- **Stationary Diesel powered electricity generators**
- **Mining equipment**
- **Heavy earth moving equipment**
- **Rail locomotives**
- **Boats, ships and ferries**

