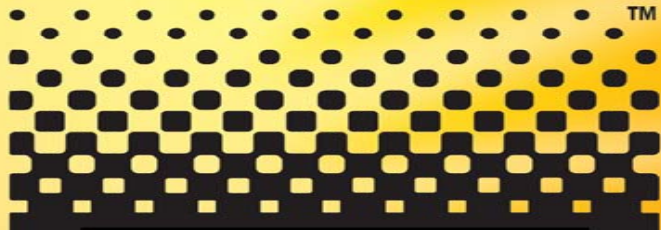


FEROXTM



**Aditivos para
Combustible
diesel / gasolina**



Una Solución Simple

Mejor Combustión

Mas Economía



La visión de Ferox

1. Disminuir la Contaminación Ambiental
2. Prolongar la Vida útil de los equipos
 - Motores de Combustión interna
 - Hornos y Calderas de llama abierta
3. Ayudarle a ahorrar dinero
4. Consumir menos combustible

Our Company:

In 1986 Ferox, a DBA of Parish Chemical Company began manufacturing and selling multifunctional fuel catalysts that were designed for internal combustion engine use and open flame applications in a variety of carbon and hydrocarbon fuels. Ferox products were developed at Parish Chemical Company as a result of their work on experimental burn rate modifiers for solid rocket propellant systems used in the aerospace industry. In 1992 Ferox was incorporated, and purchased the Ferox combustion manager business from Parish Chemical Company. The assets purchased by Ferox included the trade name, formulations, technology, product registrations, customer lists, extensive test data and marketing rights. In 2007 Ferox Inc. established a new marketing arm known as Ferox International, a member managed LLC set up to market their products through a network of home-based businesses. Ferox is lead by a team of technically trained engineers, chemists, and scientists with many years of manufacturing and business experience. We knew that the benefits from using Ferox were powerful, but nothing could have prepared us for the explosive growth that has followed.

Our Mission:

In a world plagued by oil crisis, poisoned by greenhouse gases, and disrupted by fuel prices, we provide a simple way to consume less, to pollute less, and to save more. In a world stricken by poverty, we provide a way to financial independence through a simple business opportunity. It is our mission to provide a better lifestyle for a better world; we have the perfect technology and vehicle to get you there, now you can choose to get on board.

Unequaled quality:

We have a formulated tablet instead of messy liquids that get all over your fingers and clothes. The main component used within the fuel tablet is located on the GRAS (Generally Recognized As Safe) list, which is in reference to contact with food. Our Production system carefully controls the entire process, from the raw materials to the packaged bottle. Ferox Fuel Tabs are simple and safe to use; they work the right way, and the same way every time.

Patents and Pending Patents:


We are proud to say that our tablets dissolve 100% about 11 times

Dr. Wesley Parish, Ph.D.

W. Wesley Parish, 66, is currently the Director and Chairman of the Board for both Ferox Inc. and Ferox International LLC. Dr. Parish received his B.S. degree in chemistry from Brigham Young University in 1966 and his PhD., with a major in Organic Chemistry and a minor in Biochemistry, in 1970. Dr. Parish completed two years of post-doctoral experience in medicinal chemistry and drug development before founding Parish Chemical Company in April of 1972 in Provo, Utah. Dr. Parish has been involved in energetic materials research and development since 1956. He has also been involved with metal based experimental burn rate modifiers for solid propellant rocket motors since 1968. Dr. Parish serves as President, Chief Executive Officer and Chairman of the Board of Parish Chemical Company and has been responsible for the development and scale-up of the chemical process technology used in the commercial production of several advanced energetic materials. Dr. Parish is the author of numerous patents and technical publications and is the inventor of Ferox formulations and the associated process technology. Dr. Parish is the founder of Ferox as a dba of Parish Chemical Company and is one of the founding members of Ferox International LLC in 2007.

Ferox International LLC, 145 No. Geneva Rd. Vineyard, UT 84057





Efectos de la combustión

Residuos y Emisiones

- ✧ Monóxido de carbono
- ✧ Hidrocarburos
- ✧ Formaldehídos
- ✧ Oxidos de azufre
- ✧ Oxidos de nitrógeno
- ✧ Oxido de sodio
- ✧ Oxido de vanadio
- ✧ Humo
- ✧ Tizne
- ✧ Partículas PM10

Combustibles sucios

- Gasolina
- Diesel
- Kerosén
- Aceites
- Bunker
- Carbón



Componentes resistentes a la combustión

- No saturados
- Aromáticos
- Heterocíclicos
- Polímeros
- Hidrocarburos de alto peso molecular

Minerales sucios

- Agua
- Azufre
- Sodio
- Vanadio
- Plomo

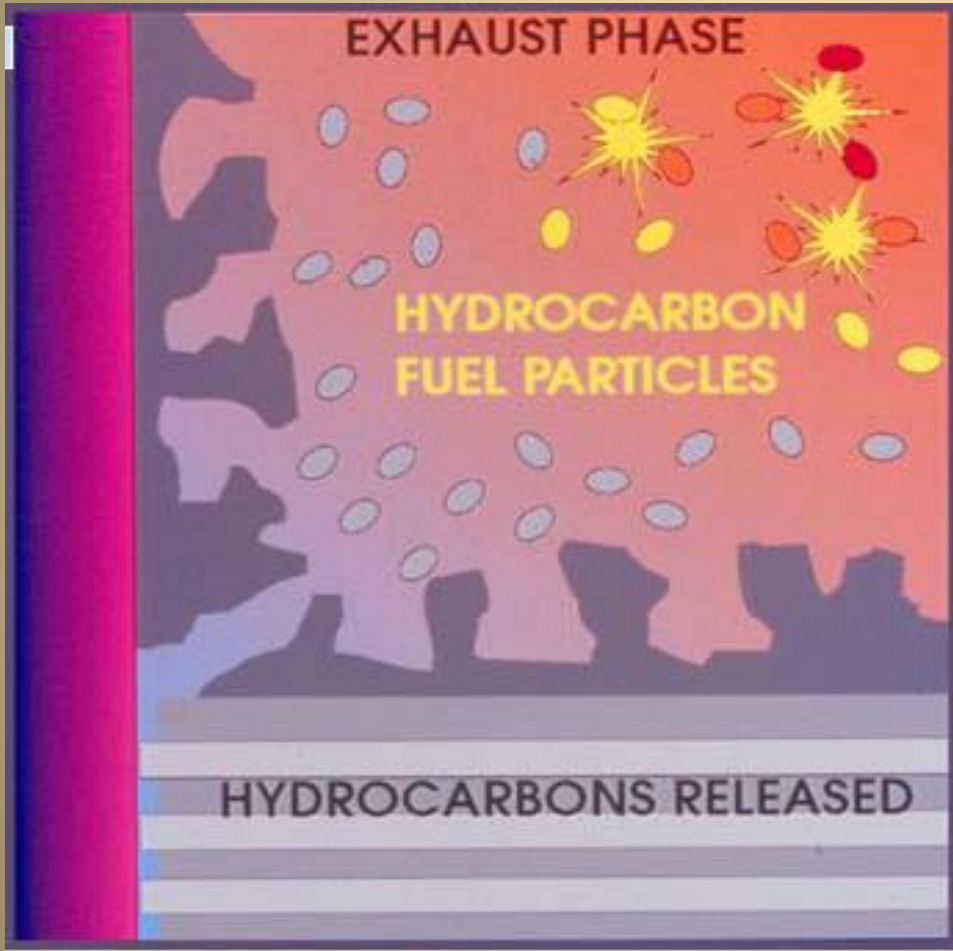


Los residuos son el resultado de una combustión incompleta.



- Formación de residuos de carbono

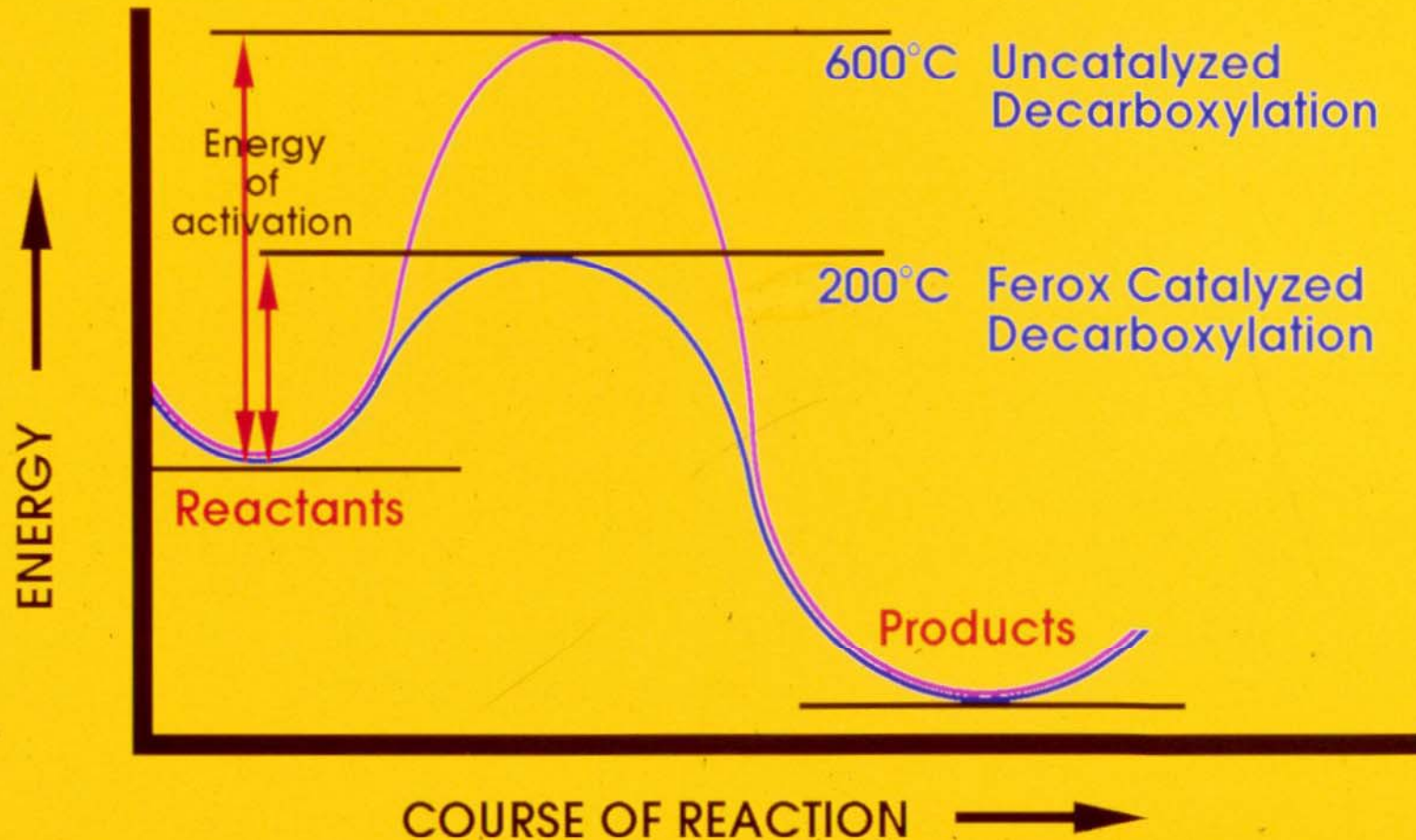
Los combustibles hidrocarburos necesitan una temperatura de activación de 600°C a 1200°C para quemarse completamente, si esta temperatura no se alcanza, el combustible no será consumido en su totalidad.



Haciendo ineficiente el proceso de combustion y consumiendo mas combustible del necesario.

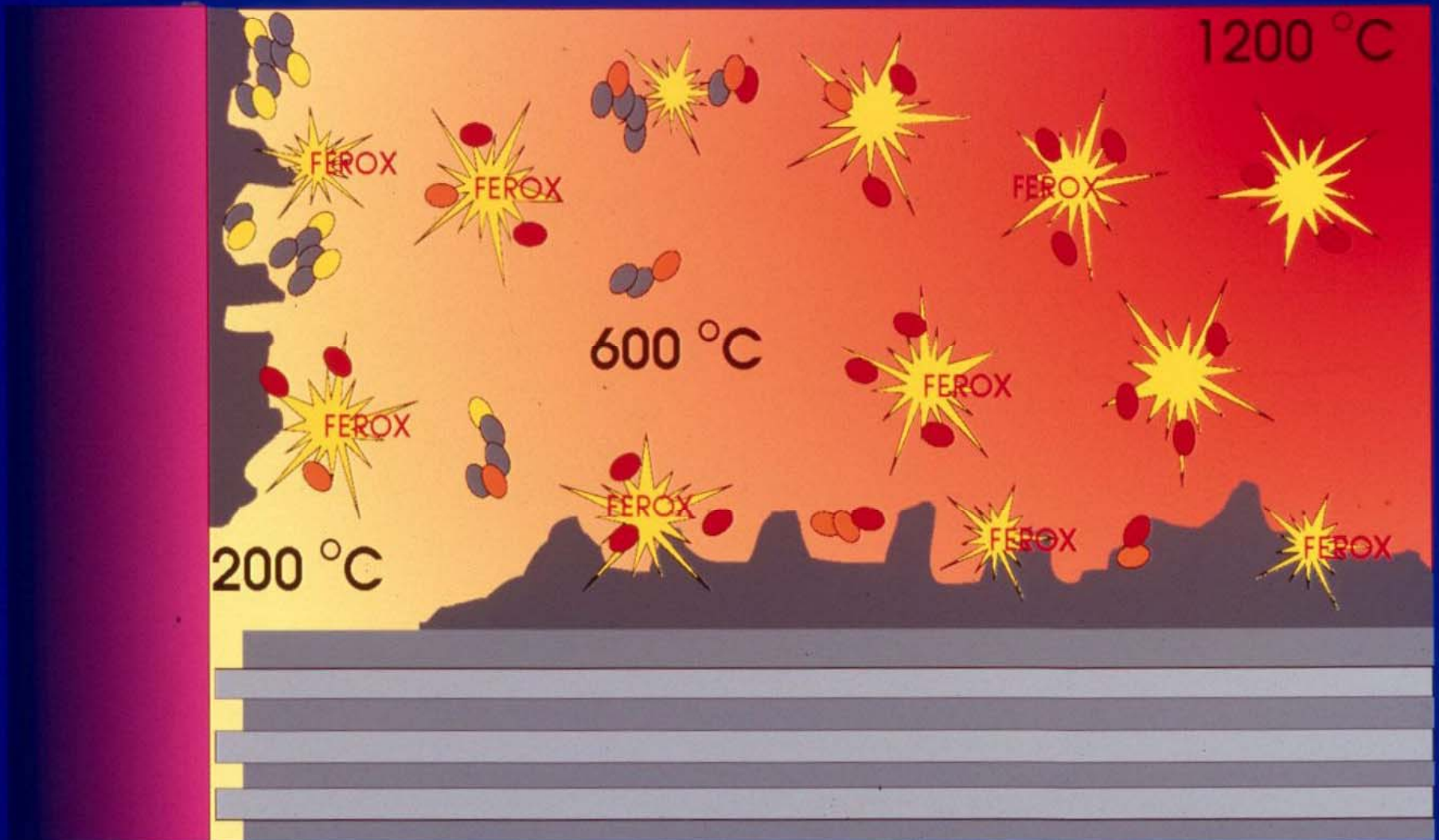
LOS EFECTOS DE UN CATALIZADOR

FEROX CATALYTIC EFFECTS



Quemar el combustible a menor temperatura

CAMARA DE COMBUSTION



El efecto catalizador de Ferox, proporciona una mejor combustion

Efectos al usar Ferox en Calderas

1. Quema y previene la formación de nuevos residuos en la cámara de combustión (**evita la acumulación de tizne**)
2. Mejora la transferencia entre el calor / agua (**mantiene la eficiencia de temperatura**)
3. Reduce las emisiones contaminantes (**ácidos sulfúricos, óxido vanadio**)
4. Extiende la vida de los componentes (**previene la corrosión**)
5. Quema el combustible casi completamente (**menor consumo**)
6. Incrementa la eficiencia del combustible (**menos tiempo de trabajo**)

Ferox mejora la combustión



El uso continuo de Ferox, evita la formación de nuevos depósitos de carbón o tizne, proporcionando una combustión mas limpia y mejor transferencia de calor

FEROX

Aumenta la eficiencia del combustible



No se utilizó
FEROX



Utilizando el producto
FEROX



FEROX reduce emisiones contaminantes

- Monóxido de carbono 15%-20%
- Hidrocarburos 25%-30%
- Oxidos de nitrógeno 15%-25%
- Oxidos de azufre 35%-50%
- Humo 50%-90%
- Partículas PM10 65%-95%

Beneficios al utilizar Ferox en Hornos y Calderas de Llama Abierta

- Aumentar el poder calorífico de la llama
- Reducir la formación de Tizne
- Mejorar la combustión
- Reducir la corrosión y contaminación ambiental
- Mantener una mejor transferencia de calor
- Reducir el consumo de combustible
- Prolongar los mantenimientos
- Alargar la vida del equipo en general

Proceso para mezclar Ferox con los Combustibles

Diesel

1. Mezclar Ferox en una proporción de 1/5000
2. 1 Galón dosifica 5,000 galones de Diesel
3. Aplicar primero Ferox en el tanque de combustible y luego el diesel

Proceso para mesclar Ferox con Bunker

1. Mesclar Ferox en una proporción de 1/4000
2. 1 Galón dosifica 4,000 galones de bunker

Procesos donde puede aplicarse para obtener una mejor mezcla.

1. Cuando se agita el bunker, en el tanque de limpieza de residuos
2. Cuando se calienta para enviarlo a otros tanques de distribución o almacenamiento, cuando se este depositando en el deposito principal dejar caer Ferox poco a poco mientras se llena el tanque.
3. Debido a que el Bunker es un combustible pesado de baja viscosidad, Ferox debe aplicarse en el proceso de calentamiento cuando el bunker se encuentra en la forma mas liquida posible, para obtener una mejor mezcla.

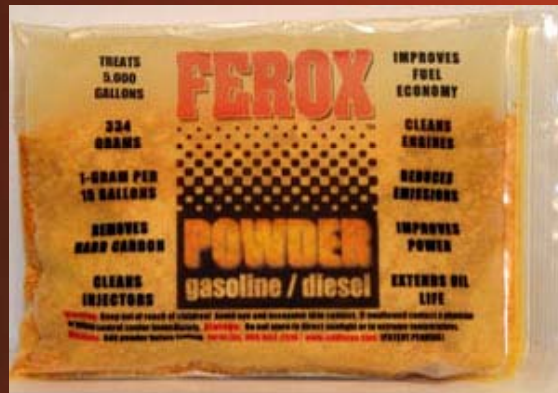
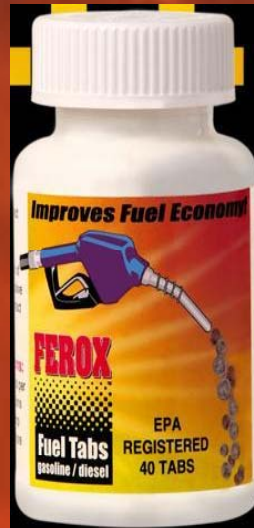
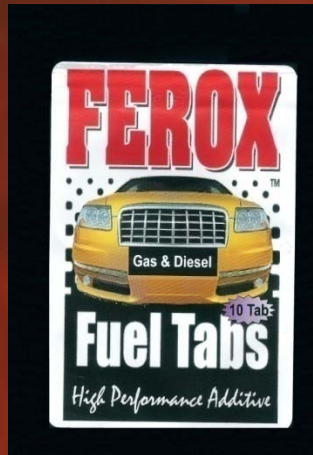
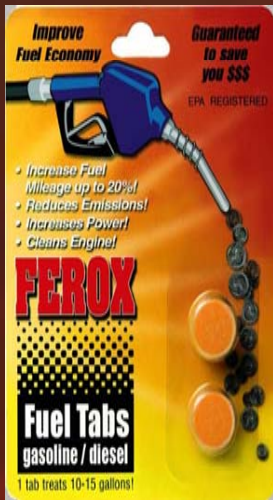
FEROX

Solamente le produce dinero

- **Promedio de ahorro entre 8-15% en el uso de combustible**
- **Alarga la vida útil de los equipos**
- **Reduce costos de mantenimiento**
- **Aumenta la eficiencia del equipo**
- **Reduce la contaminación ambiental**



Productos



Core Laboratories Panama, S.A.

Technopark International Panama
City of Knowledge Building No.228
Jacinto Palacios Cobos St.
Clayton, Republic of Panama
Email: saybolt.panama.lab@corelab.com

ANALYSIS CERTIFICATE

Report No. 13201-00004574-08
Lab number SPL-2008-07-337 / 336
Report Date Jul-29-2008
Object N/A
Product Diesel Oil & Diesel Oil Plus Ferox
Location N/A
Sample Submitted as Composite
Date Received Jul-26-2008
Marked Diesel Oil & Diesel Oil Plus Ferox

Date of sampling Jul-25-2008
Testing Completed Jul-28-2008
Seal No. N/A

Test	Units	Method	Result - DO	Result DO+Ferox	Specs
API Gravity	°API	ASTM D 1298	37.4	37.4	30 Min
Kinematic Viscosity	mm ² /s (cSt)	ASTM D 445	2.496	2.349	1.9 - 4.1
Cetane Index		ASTM D 976	49.9	49.7	45 Min
Micro carbon residue, 10% Bottom	wt. %	ASTM D 4530	0.015	0.015	0.3 Max
Flash Point, PMCC	°F	ASTM D 93	152	152	140 Min
Water and sediment	vol. %	ASTM D 1796	0	0	0.05 Max
Ash Content, wt. %	wt. %	ASTM D 482	< 0.001	< 0.001	0.01 Max
Color		ASTM D 1500	L1.0	L1.0	2.5 Max
Pour Point	°C	ASTM D 97	-27	-27	Report
Corrosion Copper Strip, 3 h @ 122 Deg. F		ASTM D 130	1a	1a	2 Max
Appearance		Visual	B & C	B & C	B & C
Heat of Combustion - Gross	BTU/Lb	ASTM D-4868	19614	19600	Report
Iron, ppm	mg/kg	ASTM D-3605	0.03	1.18	Report
Distillation, Deg. F.	°F	ASTM D-86			
- 10% Recovered	vol. %		416.1	416.7	Report
- 50% Recovered	vol. %		500.8	500.9	550 Max
- 90% Recovered	vol. %		583.7	586.3	680 Max
- Final Boiling Point	vol. %		636.1	636.4	Report
- Loss Percent	vol. %		1.5	1.7	2 Max
- Residue Percent	vol. %		1.3	1.3	2 Max

IMPORTANT NOTES:

This Laboratory Report may not be published or used, except in full. It shall not be used in connection with any form of advertising, unless written consent is received from an officer of Saybolt.
Results were based on analysis made at the time samples were received at the Laboratory.

Midwest Polymers


"A COMBUSTION TECHNOLOGIES COMPANY"
EL PASO / JAKARTA / PERTH / PRETORIA

June 23, 2008

Mr. John Hill
Ferox Corporation
Post Office Box 277
Orem , Utah 84057

Re : # 6 Fuel Oil (Bunker C) Applications

Dear Mr. Hill :

As per our conversation, tests using Ferox 230 in heavy oil applications have shown a reduction in fuel consumption ranging from 8.9% to 14.8%.

In our opinion the variations can be attributed to variance in fuel qualities. Considering these are residual fuels, a given BTU value is not assigned. Secondly, for test purposes, consumption was measured in U.S. gallons using a vibration type flow meter.

We have additional tests scheduled in Jakarta later this year and intend to measure fuel by weight and volume. As of this writing a test protocol has not been established.

Sincerely ,



Robert H. Lauchner