

Solutions for a Greener Planet



BIOFRIENDLY 
CORPORATION

GREEN PLUS
LIMITED

Green Plus[®] liquid fuel combustion catalyst is the world's most effective and economical solution for significantly improving fuel economy and reducing harmful emissions.



Finally Solving the Riddle of Improved Fuel Combustion

For over 100 years the challenge of significantly improving the combustion of hydrocarbon-based fuels such as gasoline, diesel, heavy fuel oil and coal has stymied scientists worldwide.

According to the U.S. Department of Energy, the thermal energy to mechanical energy efficiency of light-duty combustion engines is around 30%. Heavy-duty engines are only marginally better at 46%.¹

Unfortunately, the opportunity to improve fuel combustion characteristics (and therefore engine efficiency) has spawned a worldwide panorama of “fuel enhancing” products, most of which are ineffective. This has created the idea that nothing works, that all of these products are “snake oil.”²

This perception is about to change.

After nearly 15 years of research and development and over four billion miles of customer use, along with numerous certified laboratory tests and field trials, a product has finally entered the world market that can stand behind its claims.

Green Plus is a liquid catalyst that is added to fuel to improve combustion. *Green Plus* helps solve one of the energy industry’s biggest challenges: how to improve the burn in order to convert more energy to work and at the same time reduce harmful emissions.

Green Plus is a patented technology, working at the molecular level to slightly “unbundle” complex hydrocarbon molecule clusters to enable oxygen to reach the fuel and react with the fuel more easily (*please see the section entitled Scientific Breakthrough*). Improving combustion processes results in a “positive domino effect”—that is, a more complete burn, a more linear burn, a smoother burn and greater mechanical efficiency. This in turn delivers more power, more torque, better fuel economy and fewer harmful emissions.



1. U.S. Department of Energy, Energy Information Administration. Visit www.eia.doe.gov for further information.

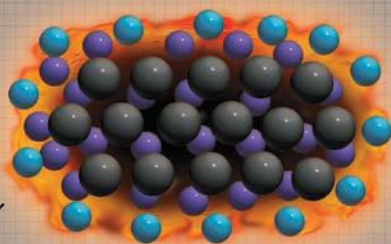
2. Snake oil: slang terminology for a product with fictitious properties or qualities.




Scientific Breakthrough

Green Plus is not a typical “fuel additive”—it is a true catalyst. As such it does not alter the chemistry of the fuel; it simply helps the existing fuel burn more completely and more “linearly.” The key to the effectiveness of *Green Plus* is twofold. First, the organic and inorganic compounds that comprise *Green Plus* enable the complex hydrocarbon clusters in fuel to become slightly unbundled. That is, long-chain hydrocarbons have a tendency to cluster, which makes it more difficult for the surrounding oxygen to reach all of the fuel. This creates the dual problems of lower performance and harmful emissions due to incompletely burned fuel. By slightly unbundling the clusters, *Green Plus* allows the ambient oxygen from the air fed into the engine, boiler or furnace to reach more of the fuel, thus producing a more complete burn without the explosive shattering that accompanies a normal combustion process.

The second and equally important quality of *Green Plus* is its ability to remain fully dispersed in the fuel. In fact, *Green Plus* is fully miscible with all hydrocarbon-based fuels.

This scientific breakthrough stands in stark contrast to other attempts at improving combustion. These other approaches frequently require the use of volatile chemicals and metals, which have a tendency to drop out or require increased quantities to have any effect. Conversely, *Green Plus* can be added in extremely small quantities to large amounts of fuel; a typical concentration consists of one liter of *Green Plus* to treat 20,000 liters of fuel (approximately 5,000 U.S. gallons).

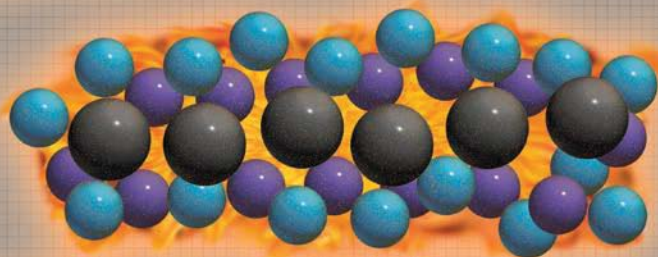


-  Oxygen
-  Carbon
-  Hydrogen

The Unbundling and Oxygenation Effect of *Green Plus*

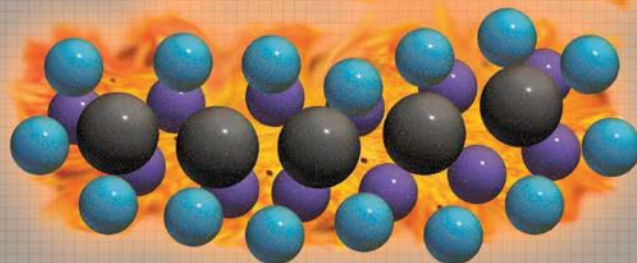
Without *Green Plus*

the molecular structure of ordinary fuel is tightly bundled. This means the hydrocarbons burn unevenly, resulting in lower performance and more emissions.



With *Green Plus*

the catalyst actively unbundles the hydrocarbons, allowing a much more even burn, greater performance and lower emissions.



About Biofriendly Corporation and Green Plus Limited



The mission of Biofriendly Corporation and *Green Plus* Limited is to help solve the twin global problems of air pollution and the increasing demand for ever more costly fuel. Founded in 1999 and 2000 respectively by the three Carroll brothers, Bob, Bill and Noel, these companies have introduced a breakthrough product in *Green Plus*.

Prior to Biofriendly and *Green Plus*, the Carroll brothers had founded and established successful international ventures, including the creation of Vortoil, an award-winning oil-water separation system that was a breakthrough solution for the offshore oil industry. This system won the Queen's Award in the U.K. for "The Best New Technology Introduced in the North Sea Oil Industry in the Past Ten Years." The North Sea would not be enjoying continued production without the Vortoil oil-water separator.

Holders of over 100 patents, the Carrolls have been successful innovators and businessmen for over 30 years. Today, Biofriendly's management team includes experienced, successful entrepreneurs, scientists and former government officials who are helping to grow the business on a worldwide basis.

These privately held companies have offices in the Los Angeles, California, area and in London, U.K.



Certified and Independent Test Results



The true proof of a product's ability comes from certified tests by official independent organizations. The effectiveness of *Green Plus* becomes clear when examining these test results by laboratories and governments on five continents.

Rigorous independent tests have been conducted on gasoline vehicles, heavy-duty diesel engines, large ocean-going ships and more.

Combustion Efficiency Testing

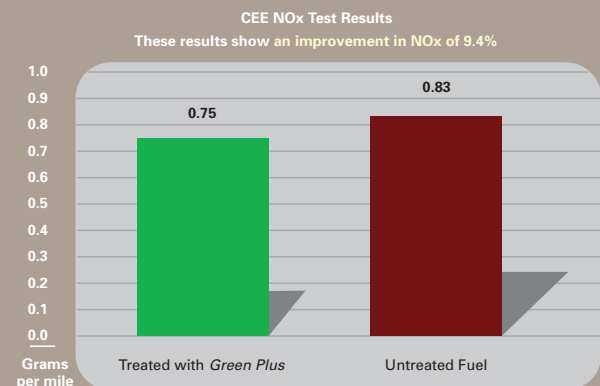
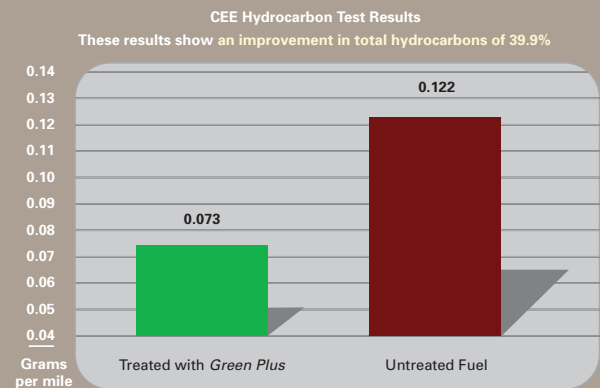
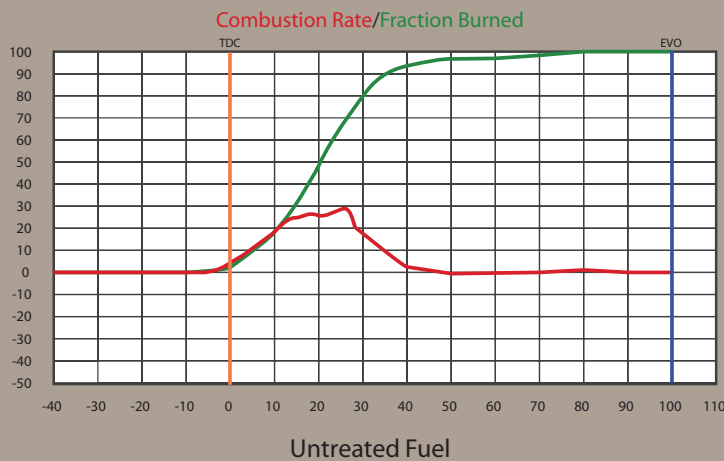
Combustion Efficiency Testing is designed to give a "to-the-second" analysis of the efficiency of an engine while on the road. The test is generally used to balance the cylinders of racecar

engines in order to improve efficiency. When UM2 Performance Testing, an organization that uses this method of testing for racecars in Singapore, tested *Green Plus*, they noted that it was the first additive they had ever tried that produced a significant positive effect. The results showed horsepower increased 10.84% and torque increased 10.48%

Successful Test Results on Five Continents

The following tables show the results of certified tests conducted at approved laboratories and government agencies around the world. Details of these results are available upon request.

The charts below left show the Combustion Rate and the Fraction of Fuel Burned during one engine cylinder cycle. In the top chart (without *Green Plus*) the Fraction Burned (green line) does not reach 100% until the cycle is almost over. In the bottom chart (with *Green Plus*) the Fraction Burned reaches 100% far earlier in the cycle. In addition, when comparing the Combustion Rate (red lines), the cycle with *Green Plus* shows combustion occurring far more rapidly and reaching a higher peak. This is a clear demonstration of how *Green Plus* improves combustion, such that more power can be converted to mechanical energy, thus achieving the "positive domino effect" of improved efficiency, lower emissions and better fuel economy.



Gasoline

California Environmental Engineering

(California Air Resources Board and U.S. EPA accepted laboratory)

Cadillac automobile on a chassis dynamometer

- Carbon monoxide reduced 45.2%
- Hydrocarbons reduced 39.9%
- NOx reduced 9.4%

Southwest Research Institute

- Conducted “No Harm” Test on Gasoline Engine and Engine Components
- Certified “no harm” in gasoline

Beijing Automobile Research Institute

(official test authority for China)

China’s FAW automobile on a chassis dynamometer

- Carbon monoxide reduced 29.7%
- Hydrocarbons reduced 27.9%

- Nitrogen dioxide reduced 28.2%
- Carbon dioxide reduced 10%
- Fuel economy improved 6.45%

Mexico

Sanctioned Test by the Transport Union of Mexico
8 gasoline taxicabs, 2002–2004 Nissan models

- Fuel economy improved 10%–15%

Diesel Test Results

Olson EcoLogic

(California Air Resources Board and U.S. EPA accepted laboratory)

Transient Cycle Heavy-Duty Diesel Engine Test

- NOx reduced 7.7%
- PM reduced 1.0%
- CO reduced 20.7%
- THC reduced 4.92%

California Environmental Engineering

(California Air Resources Board and U.S. EPA accepted laboratory)

Steady-State 8-Mode Heavy-Duty Diesel Engine Test

Detroit Diesel Series 60 Engine

- THC reduced 10.64%
- NOx reduced 5.09%
- PM reduced 8.35%

Southwest Research Institute

- Conducted “No Harm” Test on Diesel Engine and Engine Components
- Certified “no harm” in diesel

Petroecuador (National Oil Company of Ecuador)

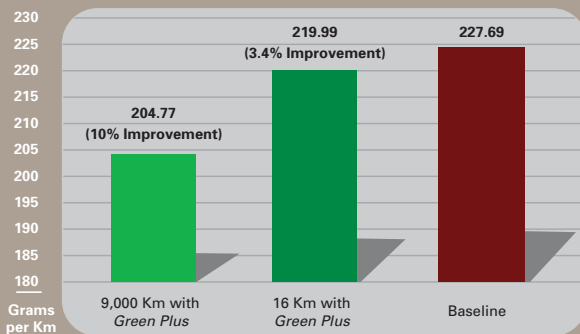
Stationary Pump Engines

- NOx reduced 48.51%
- Carbon monoxide reduced 51.2%
- Sulfur dioxide reduced 51.84%

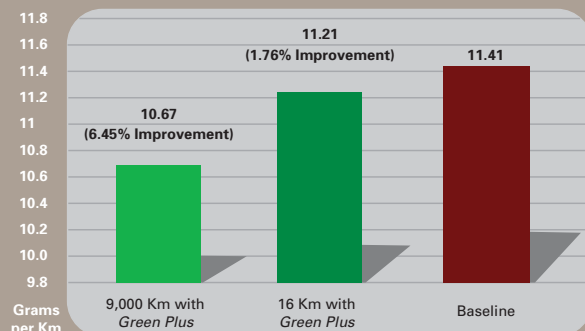
Diesel Buses

- NOx reduced 53.3%
- Carbon monoxide reduced 51.2%
- Sulfur dioxide reduced 21.3%

BARI Carbon Dioxide Test Results
Test conducted by the Beijing Automobile Research Institute



BARI Fuel Economy Test Results
Test conducted by the Beijing Automobile Research Institute



Heavy Fuel Oil

Emission Testing Consultants Pty Ltd Australia—Arafura (Container Ship)

- Reduced NO_x 21.9%
- Reduced CO 7.0%
- Reduced PM 12.0%
- Maintained SO_x emissions despite using higher sulfur fuel

Arafura Emissions Testing

	SO _x	NO _x	CO	PM	Fuel Sulfur %
Baseline	9.42	18.48	0.43	0.50	2.3
Treated	9.43	14.43	0.40	0.44	3.2
Change	0.01	-4.05	-0.03	-0.06	0.90
% Change	0.1%	-21.9%	-7.0%	-12.0%	39.1%

Baseline and treated data measured in grams per kilowatt hour

Unicom Tankers

Tromso Confidence:

- 5.7% improvement in fuel economy

Petropavlovsk:

- 5.45% improvement in fuel economy

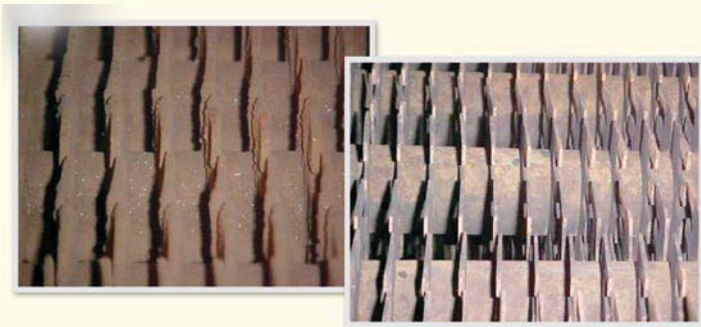
Vanguard:

- 6.31% improvement in fuel economy

Bering Sea:

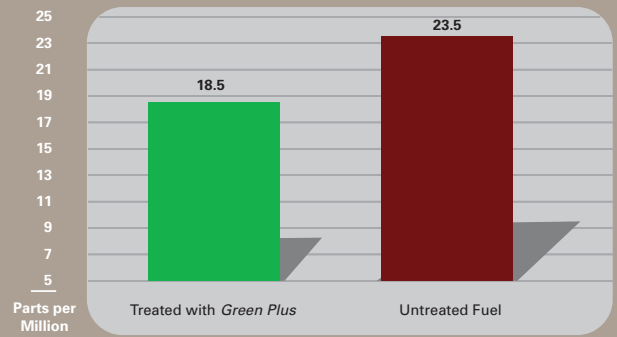
- 5.38% improvement in fuel economy

- Wärtsilä Engine Division: Issues no-objection letter
- MAN B&W Diesel: 4,000-hour engine test leads to a letter of no objection

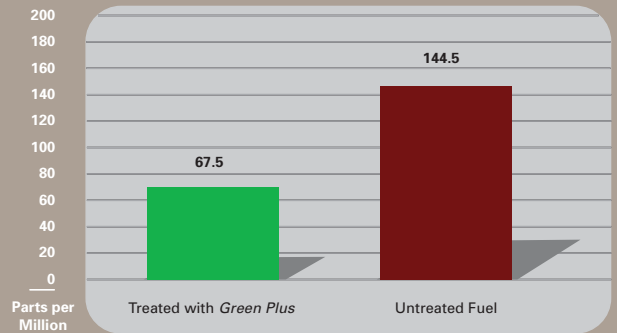


Above photographs show the finned tubes of an exhaust gas boiler on board the Unicom Management ship *Bering Sea* before (left) and after (right) using *Green Plus*, demonstrating lack of deposits with *Green Plus* use.

PetroEcuador Diesel Bus Test Results
These results show an improvement in SO_x of 21.3%



PetroEcuador Diesel Bus Test Results
These results show an improvement in NO_x of 53.3%



Biofriendly U.S.

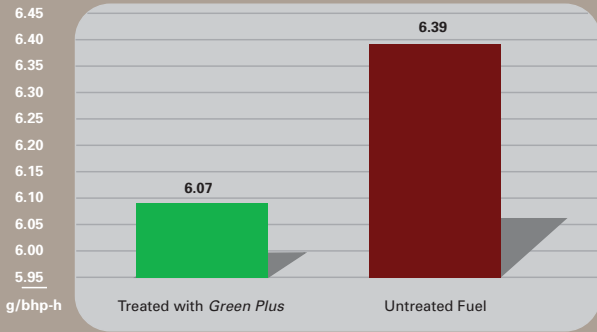


Biofriendly Factory in the U.S.

Coal

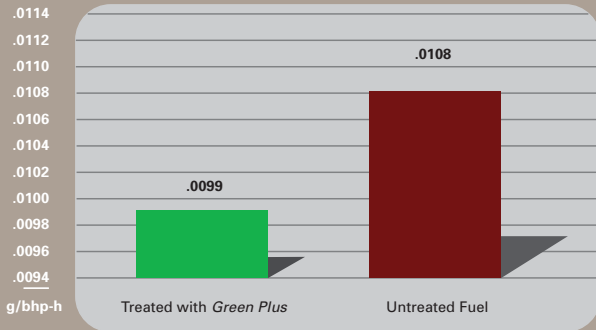
CEE Diesel NOx Test Results

These results show an improvement in NOx of 5.09%



CEE Diesel PM Test Results

These results show an improvement in particulates of 8.35%



Green Plus has been tested on numerous occasions at Power Technology's research laboratory in Ratcliffe, United Kingdom, on an official 1 MW test boiler. Power Technology is a division of E-ON, a major utility operator in Europe. The tests involved adding *Green Plus* to pulverized coal via a mist spray technique.

In this research study, Loss on Ignition (LOI) improved in several test runs without any increase in NOx. In some test runs LOI was reduced by more than 20% with up to an 8% decrease in NOx.

An important aspect of the test results showed that the treatment rate of *Green Plus* can be adjusted to focus on reducing either LOI or NOx without increasing the other emissions. Or *Green Plus* can be used to reduce both LOI and NOx overall.

These results have been incorporated into an official report from E-ON/Power Technology.



Green Plus U.K.



Green Plus Emissions Laboratory in Aveley, England

Attributes of Green Plus

Green Plus does not alter the chemistry of the fuel; it is a true catalyst that enhances combustion.

Green Plus is operationally easy to implement, normally at a ratio of 1:20,000 (*one liter of Green Plus treats 20,000 liters of fuel*).

Green Plus is exceptionally cost effective, delivering a dividend in fuel savings while reducing emissions and improving performance.

Green Plus lengthens the life of engines, boilers and other devices through cleaner, more complete combustion.

FEATURE	BENEFIT
Improves fuel economy	Reduces overall net fuel costs significantly
Reduces harmful emissions	Reduces pollution and helps meet government regulations
Low cost	<i>Green Plus</i> pays for itself virtually from the start of use and continues delivering savings well beyond its cost
Less than 50 parts per million concentration in fuel	Small amounts of <i>Green Plus</i> can treat large quantities of fuel
Non-mutagenic and non-carcinogenic	Completely safe; does not harm the environment
Cooler, more efficient burn	More even combustion, more complete burn; improves horsepower and torque
No contaminants in <i>Green Plus</i>	Southwest Research Institute confirms <i>Green Plus</i> will not harm engines or engine components
More complete combustion	Keeps engines running cleaner, requiring less maintenance; also helps clean dirty engines
No maintenance	As opposed to hardware devices, <i>Green Plus</i> requires no servicing or maintenance; in fact, it reduces maintenance over time
Liquid catalyst	Operationally easy to implement on a massive scale

Green Plus

reduces pollution and helps meet government regulations;

is non-mutagenic and non-carcinogenic;

is completely safe and does not harm the environment;

is environmentally safe for engines, components and people;

requires no special handling.



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