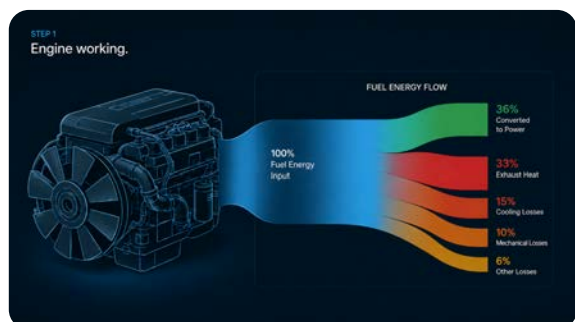
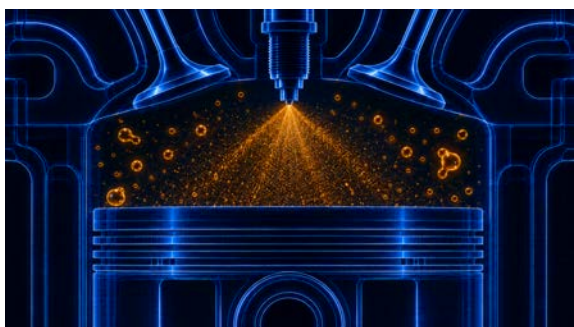


How OXON™ Works

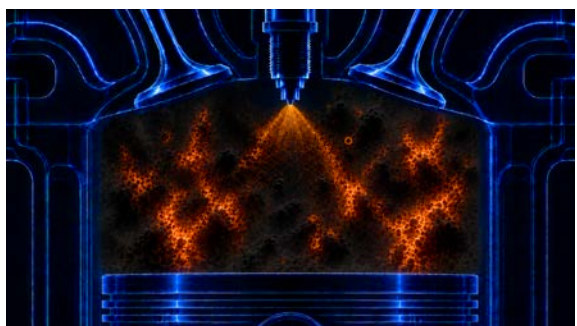




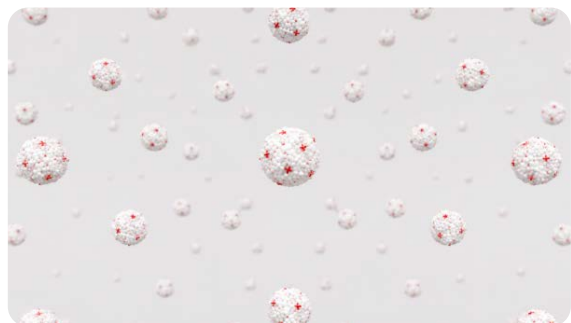
Even the best diesel engines convert only around 36% of fuel's potential energy into usable power. Most people assume the rest is just lost to heat and friction. But there's a more fundamental problem happening inside every combustion chamber, on every single cycle — and it starts the moment fuel is injected.



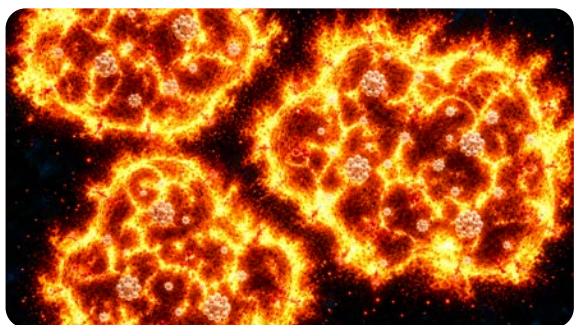
When fuel is injected, it doesn't distribute evenly. Fuel rich zones are created with dense clusters of droplets. The problem is these clusters form where oxygen can't fully penetrate or there isn't enough time for the whole cluster to combust in the split second the piston is at the top of its cycle.



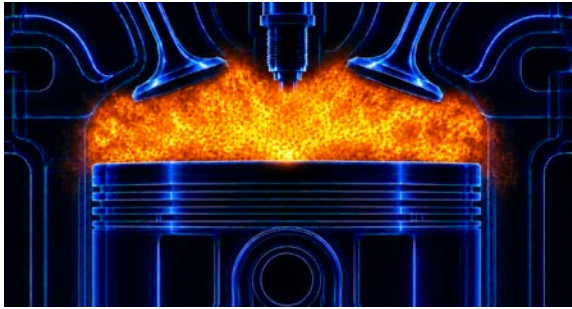
The fuel in these zones still burns but incompletely. Like wet wood on a fireplace, much of this fuel burn is slow, smoky, and incomplete. Less of each molecule's chemical energy converts to pressure, and what pressure does build peaks late, after the piston has already started moving down. Much of the force is wasted. To compensate, the Engine Control Unit sprays in more fuel than it should have to, just to create the pressure needed to drive the piston at the level being demanded by the driver or operator.



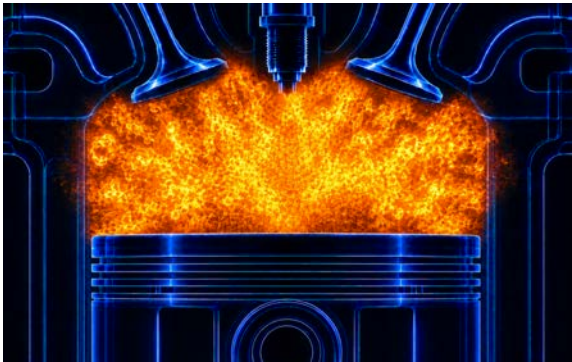
OXON fixes the poor burn problem at the molecular level. It distributes organic nano-micelles carrying active oxidizing molecules evenly throughout the fuel. Wherever there is fuel, there is OXON, already inside every droplet ready to oxidize it.



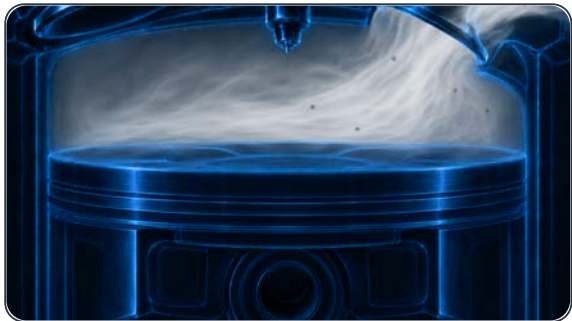
Even in the densest zones, every part of every droplet now has all it needs to burn fully and fast from the inside. Like the difference between wet wood and dry wood — both ignite, but dry wood burns fast, and clean, releasing its full energy immediately. OXON causes every droplet to release its full energy potential.



The burn propagates sharply and evenly across the chamber. Now the fuel burns completely, delivering peak cylinder pressure while the piston is still at the top of the chamber - a position called Top Dead Centre.



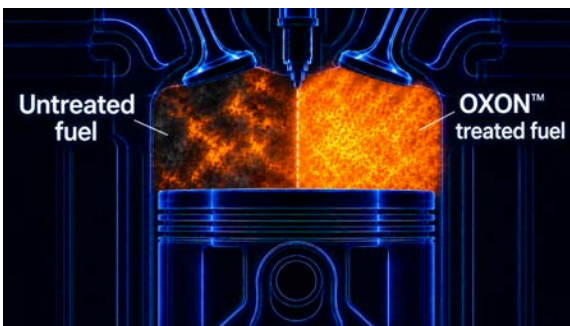
More energy from every combustion event means the engine produces more power than the current demand requires. The ECU reads this and reduces the next injection of fuel. Less fuel is used to do exactly the same job. That's how the 6–15% reduction in fuel occurs. Less fuel is needed, because every burn now produces more energy.



Because the heat is distributed evenly across the chamber, far fewer hot spots occur and peak temperatures stay lower. Carcinogenic NOx needs the higher temperatures to form so NOx is reduced by up to 60%. With more complete oxidation at the molecular level, there's far less unburned carbon to form soot. The exhaust is no longer black, it is colorless and particulate matter is largely eradicated.



Cleaner combustion means cleaner oil, fewer DPF regens, less engine wear, and more asset uptime. The engine isn't working harder. It's working better — and the maintenance schedule reflects it. For any fleet running on diesel, that's a compounding financial return that shows up every single month.



OXON meets the same ASTM and EN590 specifications as the fuel itself - saying OXON will harm the engine is the same as saying the fuel will harm the engine. It can't happen and warranties can't be affected. The engine doesn't change. The burn does. And everything downstream of the burn — efficiency, emissions, maintenance, uptime — gets better. Fuel treated with OXON™ is simply better fuel.