CASE STUDY

Stevens Transport continues rollout of the Oil Purification System's on-board oil refiner systems to its fleet of trucks

As one of the largest long-haul refrigerated carriers in the United States, Stevens Transport maintains approximately 1,600 trucks. With a fleet this large, one of the most costly reoccurring maintenance expenses for the company is oil changes. Averaging six oil changes per year, or about once every 30,000 miles, each truck costs Stevens Transport approximately $960 per year in oil maintenance alone. Additional money is lost when each truck is taken off the road for an oil change.

Regular oil changes provide protection and help to increase the engine's useful life. However, contaminants begin infiltrating the oil as soon as it is changed. Left unchecked, these contaminants can potentially begin to damage the engine. A typical diesel truck engine lasts approximately four to six years or about one million miles. By keeping the oil cleaner on its trucks, Stevens knew it could extend the life of the engine – the truck's single most expensive component. By finding a way to greatly reduce or eliminate oil contaminants, Stevens estimated that it could use its trucks for one or two years longer, achieving a significant savings on capital expenditures.

Additionally, Stevens and all truckload carriers are facing increasingly stricter regulations from the Environmental Protection Agency (EPA). As part of the Clean Air Act, the EPA has lowered nitrous oxide emissions, stating that the outgoing level in the exhaust cannot exceed the incoming air quality level.

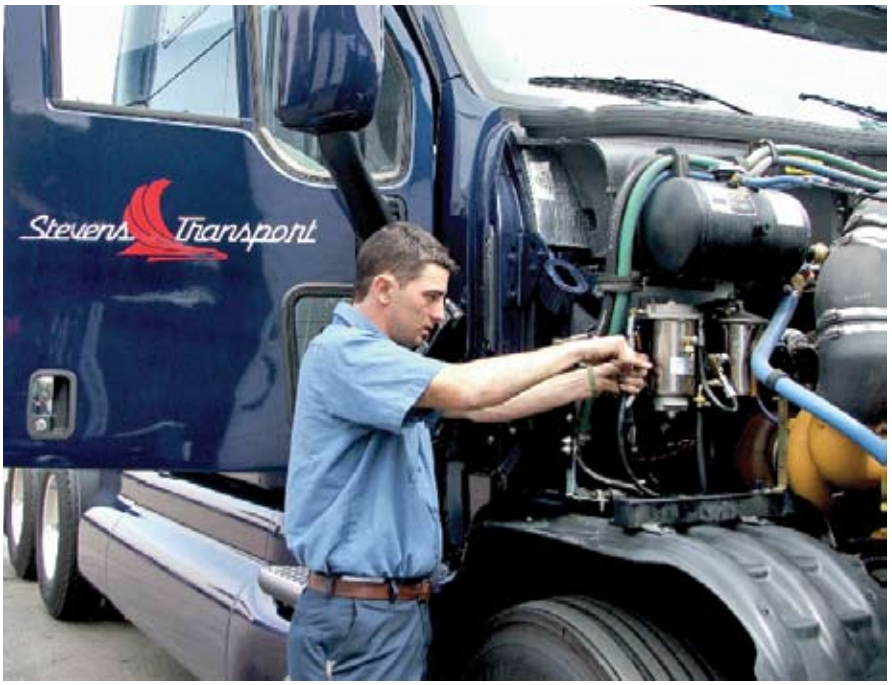
With additional changes to the Clean Air Act scheduled to take effect in 2007, Stevens began looking for a solution that would decrease maintenance costs, extend the life of the trucks' engines, and ensure compliance with stricter EPA regulations.

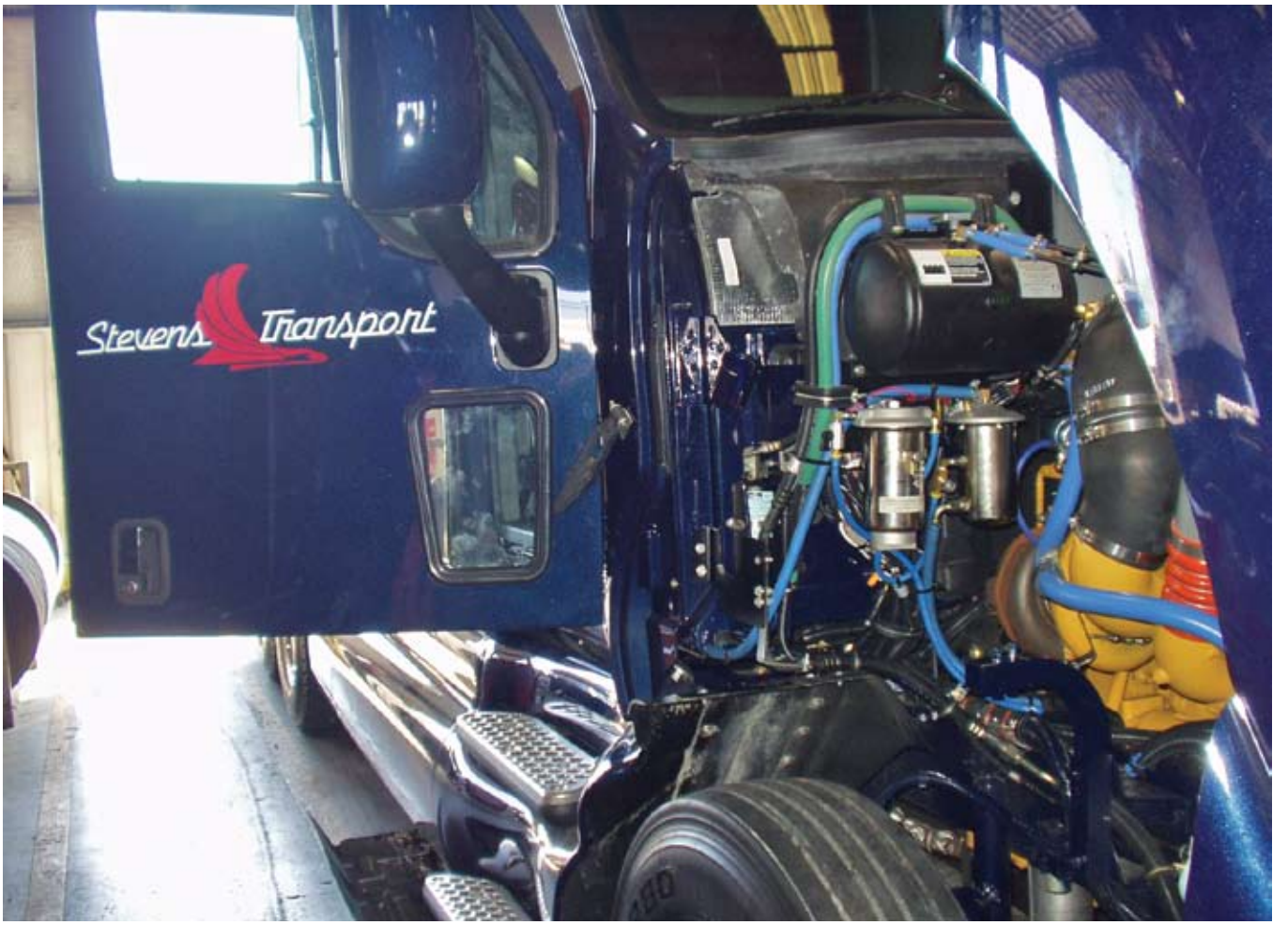
Eliminating Contaminants from Diesel Engines

Solution: Stevens Transport first learned about Oil Purification Systems (www.oilpursys.com) OPS-1 Oil Refiner in early 2003. The OPS-1 allows engines to run with clean oil by eliminating solid and liquid contaminants from engine oil and hydraulic fluid. Stevens had used a similar product years ago, but at 40 pounds, found it too large and somewhat difficult to install. In contrast, the OPS-1 is a compact 11 pound, two-piece system that can be easily installed under the hood in approximately one hour.

Eric Smith, director of maintenance and equipment at Stevens Transport said, "The OPS-1 is much more compact, and easier to install on the engine than the onboard oil refiner system we had previously used. As EPA compliant engines require more electronics and add-ons to the engines, available space under the hood becomes a premium. "

The company first installed the OPS-1 on three trucks in March 2003 for a pilot test. The first truck in the test ran 70,000 miles before an oil change was performed. The Stevens truck maintenance crew changed filters every 30,000 miles, and sent oil samples to a third-party laboratory for analysis. Although the oil analysis at 70,000 miles didn't mandate an oil change, Stevens chose to take a conservative approach and change the





oil during this testing phase. As the company became more comfortable relying on the oil analysis to determine oil change intervals, the second test truck ran approximately 140,000 miles, while the third truck was able to run 192,000 miles before an oil change was necessary. After the successful pilot test, Stevens Transport made the commitment to outfit its entire fleet, which is expected to be completed within the next two years.

Installing the OPS-1 System on the Entire Fleet

Results: Stevens Transport's fleet maintenance crews are continuing to install the OPS-1 on approximately 50 trucks per month, and have outfitted nearly 50 percent of its fleet with the system. Stevens Transport estimates that it has achieved an 80 percent oil maintenance cost savings on each truck fitted with the system by eliminating three to five oil changes per year. As the entire fleet is outfitted with the system, Stevens expects to save more than one million dollars per year on the cost of oil changes. By keeping the oil cleaner and preserving the engines, Stevens Transport's trucks could be used a year or two longer, with an even greater savings on capital expenditures.

Eric Smith concluded, "The Oil Purification Systems OPS-1 is an extremely effective system for running diesel engines longer and cleaner, which is good for business and for the environment. As companies see what the OPS-1 can do for them, I believe you will see a number of other carriers install these systems on their fleet." ■

About Oil Purification Systems:

Oil Purification Systems, Inc. (OPS) manufactures the OPS-1 Oil Refiner. By extending the useful life of engine oil, customers can achieve less downtime, greater productivity, significantly lower oil maintenance expenses, and longer engine life. Founded in 2002, OPS is headquartered in Shelton, Conn. with production facilities in Bradenton, Fla. For more information, please call (866) 645-7873 or visit http://www.oilpursys.com.

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