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Lube Oil Refinement for Large Diesel and Combustion Engines

ONBOARD removes particulates as small as 3 microns and uses a patented Evaporation, Convection, Vacuum Dehydration remove the liquid contaminants known as unburned fuel and water.

Interview conducted by: Lynn Fosse, Senior Editor, CEOCFO Magazine

CEOCFO: *Mr. Evans, what is the concept behind OnBoard Oil Tech?*

Mr. Evans: The ONBOARD™ ECVD System, which is patent pending now, refines the lube oil in large diesel or combustion engines such as the trucks that are hauling our goods and services over the road. Each one of those trucks contain about 10-12 gallons of lube oil and have to go in for service interval whether it's 6,000 miles up to 40,000 miles. Each time they go in, there are 10-12 gallons of waste oil that has to be removed from the engine block, and 10-12 gallons of new oil to be added or replenished. The OnBoard technology allows us to clean the oil so that we reduce the amount of waste oil going into the environment as well as the amount of new lube oil being consumed.

CEOCFO: *How do you accomplish the cleaning?*

Mr. Evans: We first have to remove the particulates that that are contaminating the lube oil caused from engine wear or from ingestion through the air filter or air intake. Then we have to remove the liquid contaminants, which also deteriorate the lube oil, which cause nitration and oxidation. It's a two stage process.

CEOCFO: *What have you figured out that others have not been able to accomplish?*

Mr. Evans: There are two things. First the filter media, which is the most critical. We use a specialized filtration media in our filters that allow us to increase our efficiencies based on ISO codes. With the Beta Rating at 1000, and 99.99% absolute the lube oil has been freed from particulates going through the media. Unlike others, you can get channeling, which is common in cellulose fiber filters as they break apart and the larger particulates can pass through and remain in lube oil. The second stage is where we take the liquids and turn them to a gas vapor. While doing this we also remove the gas vapors generated by the combustion process and extract them from the engine. This process removes those liquid contaminants and the gases out of the equation of the lube oil. That leaves us with a nice stream of clean oil going back into the circulation of the engine. The engine becomes part of the refining process while it's running and increases the oil ability to maintain lubricity, TBN values, Viscosity ranges, Additives for an extended period of time.

CEOCFO: *Where are you in the development and commercialization?*

Mr. Evans: We have several patents that are filed. The current patent is in the pending status.

CEOCFO: *Is the product available today?*

Mr. Evans: We have a manufacturing facility that is our own, and is located in Mesa, Arizona and we are selling and distributing the product through service centers and sales organizations as well as through our online retailers.

CEOCFO: *What has been the reception? How do you get around skepticism?*

Mr. Evans: There has been a great deal of technologies that have come to market that are good products and there are some that get labeled as Snake Oil or have just failed which creates skepticism. OnBoard went to the market with over 100+ units in various marketplaces from as far south as Santiago Chile to as far north as Prudhoe Bay. Doing this allowed us to collect data and the information from our clients, which gave us proven results in real life situations. The product designed was for Lube Oil and our Customers started to inform us of their fuel usage reports, which proved increases from .2 to .89 MPG over 225,000 miles. As for Skepticism, I believe that there will always be Skepticism regardless of products, technologies and or industries. You have to try it for yourself. As for the ONBOARD™ ECVD System, it is always measurable at any point in time.

CEOCFO: *How does the cost come into play?*

Mr. Evans: For example, the ROI is within the 4th oil change for an over the road truck. If you add in the fuel savings, the DEF savings, and you add in downtime, this return can be shortened significantly. On average, our customers will see up to \$16,500 per 150,000 miles that they drive.

CEOCFO: *What is involved with the installation?*

Mr. Evans: It is about a 3-5 hour installation process. The unit does not interfere with the OEM engine blocks; it is strictly outside of the engine. It requires 5 connection points one of them being an electrical connection that is roughly a 3 AMP draw.

CEOCFO: *Is it difficult to train people for the installation or is it fairly routine for a mechanic once they know what they are doing?*

Mr. Evans: It is very simple to do; we have done it over the phone in foreign countries. We have been very successful using technology such as SKYPE and other live video forms. Most of the ASE Certified Technicians can complete the installation in 3 hours. If our customers are fairly engine savvy and prepare prior to installation with our Technical Support division, they too can install the device within 3-5 hours.

CEOCFO: *What about the geographical reach for OnBoard?*

Mr. Evans: Our current concentration is within the US. Whether it is a Diesel Engine or a NG engine, the lube oil is still contaminated and we must ensure that we continue to keep the lube oil from becoming contaminated thus supporting the overall scope of reducing and slowing the flow of oil and fuel consumption.

We are focused to help support those converting to NG. NG converted trucks cost more and are less efficient. The fuel mileage is actually less than that of the current clean burning diesel engines. However, regardless of the energy source, we are a Nation of diversity and trying to reduce our environment impact. That being said, there are other cost factor associated to the owners and operators. The transportation industry consistently has to deal with regulations. These regulations have costs associated with them, such as sleep apnea courses for the drivers, driver resets, followed with additional downtime. Everything is associated as a cost per mile, a cost to operate or a cost to ownership. We have a technology that no matter what the energy source is and no matter what the size of the engine block is, we can improve its efficiencies and improve productivity, reduce pollution, reduce wastes, reduce emissions and the consumption of valuable resources.

“By using our system operators can save up to 11 cents per mile, avoid oil disposal liabilities, clean the environment, and preserve engine life. An investment in an ONBOARD™ ECVD refiner will pay for itself in a few months and can return 10 times the investment in three years.” - Anthony Evans

CEOCFO: *Everybody wins?*

Mr. Evans: Everybody wins. The end users win big because of the cost per mile increase. We help them achieve a profitable perspective on their business.

CEOCFO: *Do you foresee a time when you would work with the manufacturers to install when they are building the trucks or is it a little far off?*

Mr. Evans: I do not think it's too far off. With what we have been able to achieve this far followed by the results, it becomes a value added position from the MFG or seller's perspective to the end user. ONBOARD is like adding additional insurance policy for increasing longevity and the value at the end of that asset's operational cycle.

CEOCFO: *Are you funded for the next steps or will you be seeking partnerships for other funding?*

Mr. Evans: We are definitely seeking partnerships and funding. We are working with the AMBEST Service Center network to help install and sell our technology. We are looking for more resellers and installation service centers to help join our team.

CEOCFO: *How have you been reaching out to do so now?*

Mr. Evans: Recently we have done various social media dialogues with various focuses in the owner-operator division or Independent Trucker's Association. We also have a sales force that is working with the municipalities to help save taxpayers to reduce the impact on the environment in the surrounding cities where we live. We are also trying to get more involved with dealer networks that own several retail centers whether they are leasing trucks, servicing trucks, buying trucks or providing services for the end user.

CEOCFO: *Is made in the US meaningful for the people you talk with or is it just a nice added feature?*

Mr. Evans: It is extremely meaningful as our country needs to increase the job market and manufacturing is critical to our nation's economy. For the past decade, too many companies relocated and started outsourcing to the international market place. ONBOARD OIL TECH is a US company with hardworking Americans.

CEOCFO: *What do you bring to the table from previous ventures that is helpful to for you as you grow OnBoard Oil Tech?*

Mr. Evans: That is an interesting question because my background was not in diesel mechanics, diesel industry or the trucking industry. I have been an entrepreneur right out of high school. As I was seeking my next venture, I felt that energy industry was an attractive industry that needed more attention. It was about becoming a green technology that did not have significant capital costs. I knew we had to make an impact on conservation and reducing waste and pollution, but we had to do it efficiently and we must allow for our customers and targeted audiences to see immediate results followed by significant savings. You do not get this formula with most of the “Green Technologies” on the market today.

CEOCFO: *Why pay attention to OnBoard Oil Tech today?*

Mr. Evans: I think the importance of looking at OnBoard Oil Tech is that we bring such value to large organizations. We can reduce their operating costs, reduce their environmental impact, increase profitability and help to generate efficiencies within their business. For example, if you were to look at our local municipality and as the question, what does it costs to operate the fleet to support the surrounding communities? How to do we maximize the life span of these assets that make up the fleet? What are they doing to reduce costs and waste produced by these fleets? Most of the municipalities are taking steps to become more environmental friendly and cautious. The value that ONBOARD Oil Technologies brings is that our technology will reduce the waste oil generation, reduce oil consumption, and reduce emissions while helping to increase the life span of the asset thus reducing fleet cost and taxpayer dollars. Get onboard with ONBOARD OIL Tech and start putting the taxpayer dollars in to other meaningful areas not waste oil generation.

CEOCEO: *Is there anything that people may miss when they first look at the company?*

Mr. Evans: There are several things about the technology that are overlooked. We are not a filter. We do not add change or modify the function of the OEM equipment. We are not like what you have seen or experienced before. This product stands on its own. We use the highest quality materials for longevity that can withstand rough oil fields to corrosive mining environments. We have collected information and data from various industries and various geographic regions to support the value of implementing this product to any fleet or any end user that uses combustion engines no matter the energy source.

BIO: Founder, Co-Chairman and Chief Operating Officer – Anthony H. Evans

Mr. Evans has a broad background in business-to-business sales/marketing and startup ventures, both in the US and in Mexico. He has been functioning as the Company’s and its predecessor’s sales and marketing manager for over two years. He earned his business degree from Westminster College, Salt Lake City, UT.



Preserve Technologies, Inc.

DBA OnBoard Oil Tech

Belle Haven, VA 23306

866.577.8044

www.onboardoiltech.com