

Contact: Bob Hammer, Ph.D.
 1-323-726-2199
 www.paretopoint.com

FOR IMMEDIATE RELEASE

PARETO POINT INDUSTRIES (PPI) PRESENTS OUR NEWEST ADVANCED BYPASS OIL FILTRATION PRODUCTS FOR ENGINES WITH SPIN-ON OR CANISTER-TYPE OIL FILTERS AT THE SEMA SHOW 2021

San Pedro, Calif., November 2, 2021

Keeping your oil healthy is critical to engine longevity and peak performance. The most serious engine wear damage is caused by abrasive debris in your oil below 10 microns in size (a grain of table salt measures about 100 microns); yet your full-flow oil filter only traps to about 25-40 microns. PPI’s patented products complement the full flow filter by capturing this dangerous debris down to 2 microns, providing superclean oil for better engine performance, lowering operating and maintenance costs, and enabling longer service life.

We invite you to visit us in the West Hall - Booth 57032 - where we will be displaying our new-to-market line of advanced fine oil filtration solutions, from basic mass market devices to more complex oil filtration systems. These products cover virtually any internal combustion engine (and also much equipment and machinery).

On display in our booth, you will see these products, all of which have the following critical commonalities:

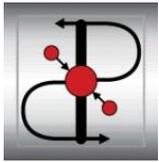
- They capture and trap dangerous debris from 2-10 microns
- They are simple to install, requiring no special tools, no engine modifications
- They are, with one exception, built to be reusable/reloadable
- They have been tested across severe environmental conditions

Bypass filtration is a long-proven technology that improves mileage, extends service intervals, and reduces a vehicle’s environmental footprint. Our simplified, patented and patent pending approach may double your engine life, often while providing a short payback period, resulting in major savings over your vehicle’s life.

| | | | | | |
|--------------------------------|---|-----------------------------------|--|---|--|
| | | | | | |
| Mini Bypass Oil Filter Booster | TopDog V: Advanced Parallel-Flow Oil Bypass Filtration System | HotDog Bypass Filter Booster Wrap | Red Hornet Adv. Bypass Filter and Spin-on Conv. System | Red SuperHornet Bypass Advanced Filtration System and Remote Full-Flow System | The Red Bullet A Canister to Spin-on Conversion System |

Pareto Point Industries, based in San Pedro, California, has been developing advanced clean oil filtration products for over 20 years and has received numerous awards, testimonials, and technical editor recognition. More recent Awards and recognition include: SEMA New Product, SEMA Global Media, National CleanTech Open, Best of Product (Diesel World, Trailer Life, Diesel Power magazines), Cal Tech Green Entrepreneurs Forum “Game-Changing Technology”, and many positive technical articles and customer testimonials. Donaldson Filtration Solutions, one of the preeminent Global Filter OEMs, is a Pareto Point Industries Technology partner.

###



Pareto Point Industries

Advancing Engine Protection

Shown below are two representative independent Blackstone Laboratories vehicle oil sampling reports given to us by one of our customers driving a Ford F-350 and using a TopDog-V kit. Note the 20,000 mile interval between tests. While we do not recommend this long an interval, it does show what the system is capable of under stressful or unusual conditions.



OIL REPORT

LAB NUMBER: K01355 UNIT ID: 12 F350
 REPORT DATE: 3/5/2018 CLIENT ID:
 CODE: 20/685 PAYMENT: CC: Visa

| | |
|------------------------------------|---|
| MAKE/MODEL: Ford 6.7L Power Stroke | OIL TYPE & GRADE: Amsoil Signature Series 5W/40 |
| FUEL TYPE: Diesel | OIL USE INTERVAL: 6,515 Miles |
| ADDITIONAL INFO: | |

COMMENTS
 KELLY: Your F-350 continues to look great on the far side of 100,000 miles! Sure, wear metals are a tad higher than the previous sample, but this was a longer run and they still read at average or less levels. As a reminder, averages are based on a similar run of 6,700 miles on the oil. In other words, your engine is wearing with the best of them! The low flashpoint does indicate a small amount of fuel was present, but 0.5% is likely from taking the sample cold or lots of idling for example (not a problem). The TBN still shows active additive left. Add 2K miles and check back.

| | 6,515 | UNIT / LOCATION | 5,155 | 9,672 | | UNIVERSAL AVERAGES |
|-------------------|-----------|-----------------|-----------|-----------|--|--------------------|
| M/HR on Oil | 6,515 | | 5,155 | 9,672 | | |
| M/HR on Unit | 105,000 | | 96,485 | 92,523 | | |
| Sample Date | 2/15/2018 | | 10/2/2017 | 6/15/2017 | | |
| Make Up Oil Added | 0 qts | | 0 qts | 0 qts | | |
| ALUMINUM | 2 | 2 | 1 | 4 | | 10 |
| CHROMIUM | 1 | 1 | 1 | 1 | | 1 |
| IRON | 16 | 13 | 9 | 14 | | 30 |
| COPPER | 2 | 2 | 1 | 2 | | 3 |
| LEAD | 0 | 0 | 0 | 0 | | 0 |
| TIN | 0 | 0 | 1 | 0 | | 0 |
| MOLYBDENUM | 15 | 45 | 16 | 104 | | 28 |
| NICKEL | 0 | 0 | 0 | 0 | | 1 |
| MANGANESE | 0 | 0 | 0 | 0 | | 1 |
| SILVER | 0 | 0 | 0 | 0 | | 0 |
| TITANIUM | 0 | 0 | 0 | 0 | | 1 |
| POTASSIUM | 7 | 14 | 8 | 26 | | 3 |
| BORON | 58 | 62 | 78 | 51 | | 38 |
| SILICON | 7 | 7 | 7 | 8 | | 8 |
| SODIUM | 7 | 8 | 7 | 10 | | 6 |
| CALCIUM | 1155 | 1060 | 1233 | 793 | | 1618 |
| MAGNESIUM | 786 | 828 | 842 | 1156 | | 493 |
| PHOSPHORUS | 1163 | 1130 | 1204 | 1051 | | 1004 |
| ZINC | 1239 | 1272 | 1337 | 1240 | | 1170 |
| BARIUM | 0 | 0 | 0 | 0 | | 2 |



OIL REPORT

LAB NUMBER: K87724 UNIT ID: 12 F350
 REPORT DATE: 1/23/2019 CLIENT ID:
 CODE: 20/685 PAYMENT: CC: Visa

| | |
|------------------------------------|---|
| MAKE/MODEL: Ford 6.7L Power Stroke | OIL TYPE & GRADE: Amsoil Signature Series 5W/40 |
| FUEL TYPE: Diesel | OIL USE INTERVAL: 26,757 Miles |
| ADDITIONAL INFO: | |

COMMENTS
 KELLY: Wow, we're really impressed with how good this engine looks. It's handling the long oil runs very well. We don't know how you use this truck, but things like towing or hauling heavy loads can also cause wear to increase. We're not seeing any of that. Your metals are still right around average...and averages are based on only 6700 miles on the oil! The TBN is still strong as well, so you might as well run this oil longer. Take it up to 30,000-35,000 miles and check back, changing the filters as you normally do. Great report!

| | 26,757 | UNIT / LOCATION | 7,031 | 6,515 | 5,155 | 9,672 | | UNIVERSAL AVERAGES |
|-------------------|------------|-----------------|----------|-----------|-----------|-----------|--|--------------------|
| M/HR on Oil | 26,757 | | 7,031 | 6,515 | 5,155 | 9,672 | | |
| M/HR on Unit | 120,087 | | 112,031 | 105,000 | 96,485 | 92,523 | | |
| Sample Date | 12/18/2018 | | 7/3/2018 | 2/15/2018 | 10/2/2017 | 6/15/2017 | | |
| Make Up Oil Added | 3 qts | | 3 qts | 0 qts | 0 qts | 0 qts | | |
| ALUMINUM | 3 | 2 | 2 | 2 | 1 | 4 | | 9 |
| CHROMIUM | 2 | 1 | 1 | 1 | 1 | 1 | | 1 |
| IRON | 32 | 19 | 23 | 16 | 9 | 14 | | 29 |
| COPPER | 4 | 2 | 2 | 2 | 1 | 2 | | 3 |
| LEAD | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| TIN | 0 | 0 | 0 | 0 | 1 | 0 | | 0 |
| MOLYBDENUM | 10 | 31 | 11 | 15 | 16 | 104 | | 25 |
| NICKEL | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| MANGANESE | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| SILVER | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| TITANIUM | 0 | 0 | 0 | 0 | 0 | 0 | | 3 |
| POTASSIUM | 8 | 11 | 7 | 7 | 8 | 26 | | 6 |
| BORON | 22 | 51 | 48 | 58 | 78 | 51 | | 47 |
| SILICON | 12 | 8 | 7 | 7 | 7 | 8 | | 8 |
| SODIUM | 14 | 10 | 11 | 7 | 7 | 10 | | 6 |
| CALCIUM | 1186 | 1146 | 1363 | 1155 | 1233 | 793 | | 1606 |
| MAGNESIUM | 734 | 877 | 869 | 786 | 842 | 1156 | | 497 |
| PHOSPHORUS | 1135 | 1170 | 1299 | 1163 | 1204 | 1051 | | 1020 |
| ZINC | 1199 | 1284 | 1405 | 1239 | 1337 | 1240 | | 1168 |
| BARIUM | 0 | 0 | 0 | 0 | 0 | 0 | | 2 |

PPI products can also provide asset protection for many other applications, including, but not limited to:

| Light, Medium, Heavy Duty Vehicles | | | Other Applications | |
|------------------------------------|--|--|--------------------|--|
| | | | | |
| | | | | |
| | | | | |
| | | | | |



Clean Oil Reduces Engine Fuel Consumption
 "... a surprising number of laboratory and field studies report the need to control particles below ten microns. . . . One [study] by GM concluded that controlling particles in the 3 to 10 micron range had the greatest impact on wear rates."
 - Jim Fitch, *Practicing Oil Analysis Magazine*

Contact: Dr. Bob Hammer, CEO (323 726-2199)