Welcome Aboard

Our Mission

Providing **Solutions For A Sustainable Planet™** and we make an absolute commitment to our clients that they will never have to choose between saving money or reducing their carbon footprint.

Our Commitment

Every solution we provide will meet or exceed our guarantee to help our clients contribute to sustainable solutions while lowering your costs and increasing your Green Footprint!

Our company in the last five years

2013

LAUNCH

Aries GreenTech launches with DPF, certified to reduce emissions and increase fuel economy by Environment Canada, in Ottawa, Ontario.

NOV 2013

POWER TESTS

DPF proven to increase horsepower by Wheeler Cat in Salt Lake City Utah.

MAR 2015

LUBRICITY TESTS

Shows improvements to diesel fuel lubricity by SGS North America, Inc.

2017

CERTIFIED

Emission reduction proven and certified by California Air Resource Board.

What It Does

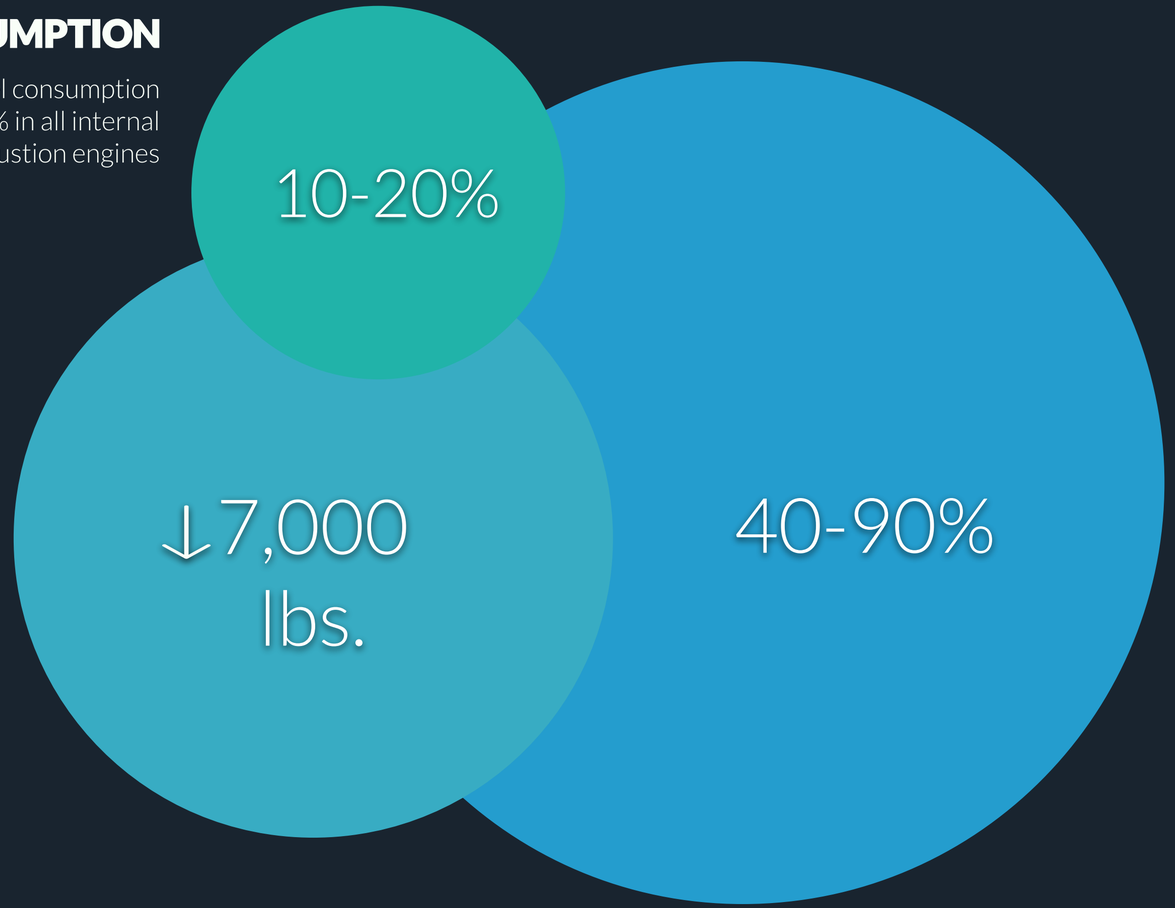
Our solutions save the planet, while saving you money, and leaving a Green Footprint

CONSUMPTION

reduces fuel consumption 10%-20% in all internal combustion engines

CO2 REDUCTION

reduces carbon footprint of CO2 in diesel by almost 7000 pounds (3175.147 kilograms) for every pound (kilo) of CO2 we produce



EMISSIONS

reduces emission by 40%-90% or greater

The Process

Just add our tab, powder or liquid to your fuel tank, fuel farm or wet-hosier.

“Quick Dissolve” process dissolve tabs before you finish filling your tank with fuel.

The Result

Deposits cleaned out of your combustion chamber and engine.

Creates a chemical reaction that significantly lowers fuel burn temperature, allowing removal of built-up carbon impurities from your engine.

Fuel burns more efficiently and thoroughly, with less friction and heat, significantly reducing premature engine break-down.

Safe For All Engine Types

Our product is insured, certified and diverse.

01. Liability

Backed by multiple $1M liability policies

02. Ingredients

All natural and organic ingredients

03. Registration

EPA registered

04. Performance

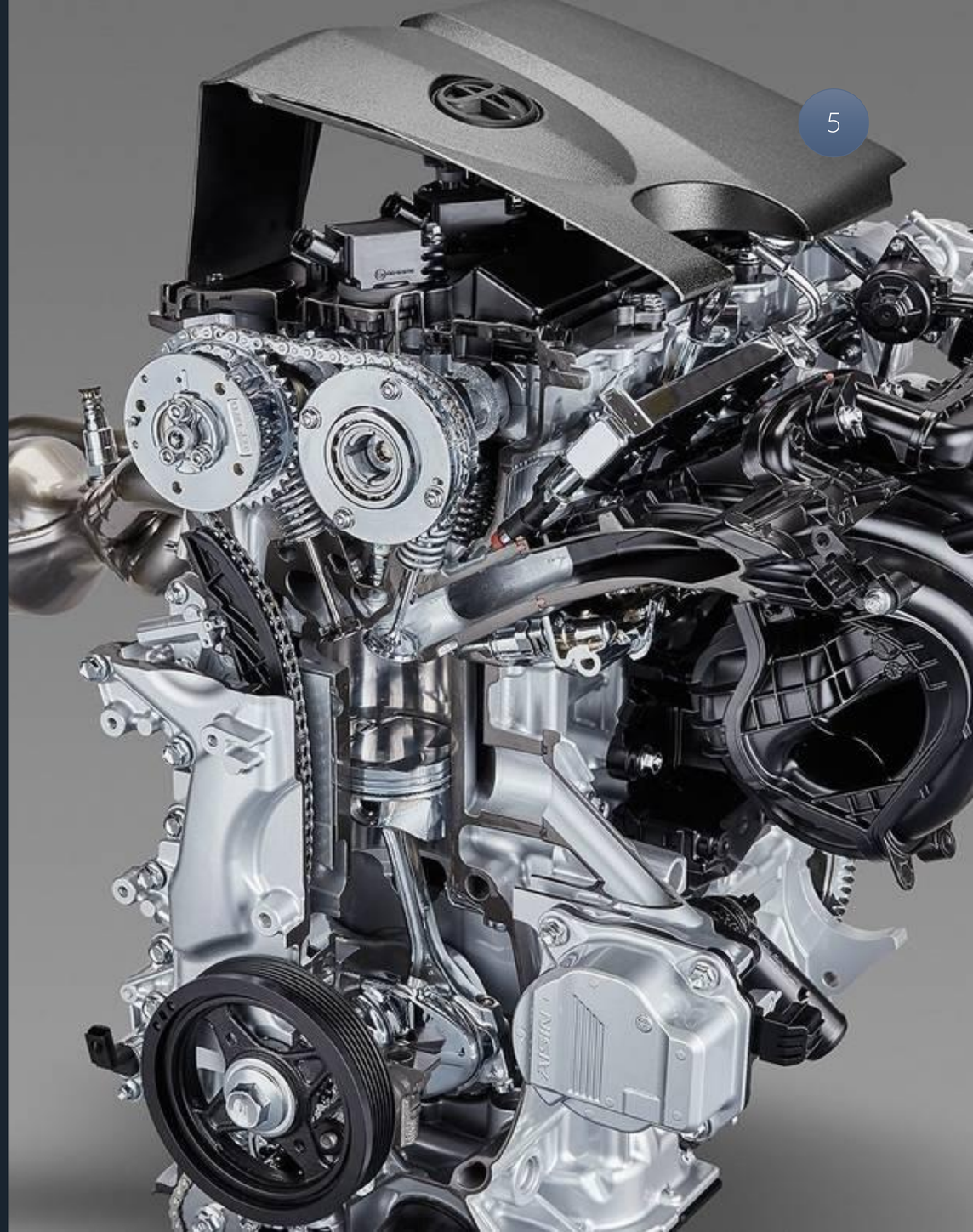
Improves engine performance

05. Certified

California Air Resource Board certified

06. Diverse

Can be used on gasoline and diesel combustion engines



Lower Engine Maintenance

Fuel burns more completely reducing carbon build-up. Fuel burns at a lower temperature reducing wear. Deposits are removed improving performance.

Reduced Diesel Particulate

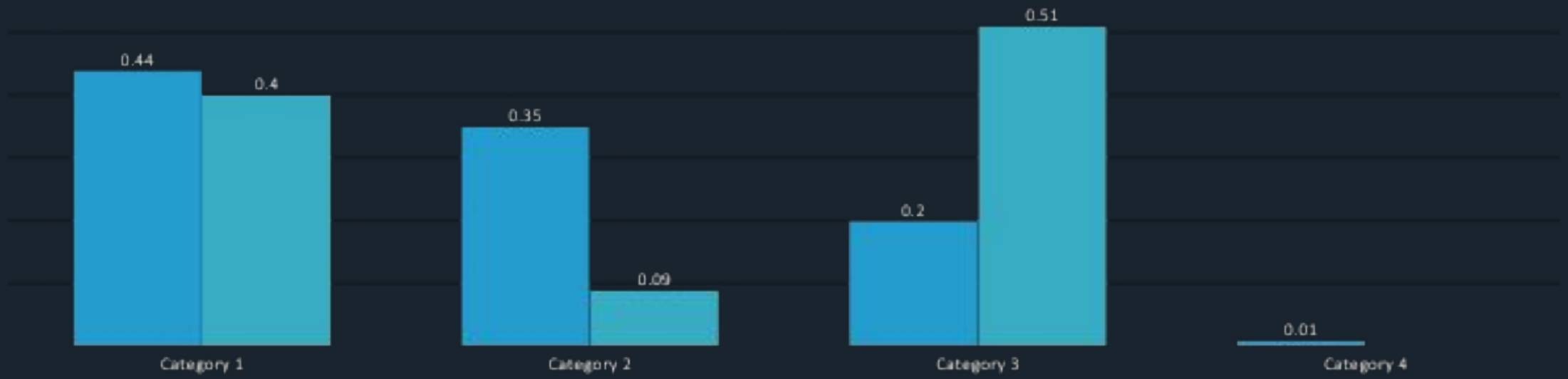
DPF regeneration is needed less often. Oil stays cleaner longer.

Variety of Sizes and Modality

Flexible and easy to use, regardless of your fleet size. Product available in a convenient tab form, powder and liquid for larger applications. Product is proudly made in the U.S.A.

Fuel Usage

Fuel Usage in a Treated versus Un-Treated Engine Difference by Percentage
*Independent 3rd Party Verification by California EPA Air Resources Board



Heat

Reduces Heat

Emissions

Reduces Emissions

Kinetic Energy

Increases Kinetic Energy

Carbon Build Up

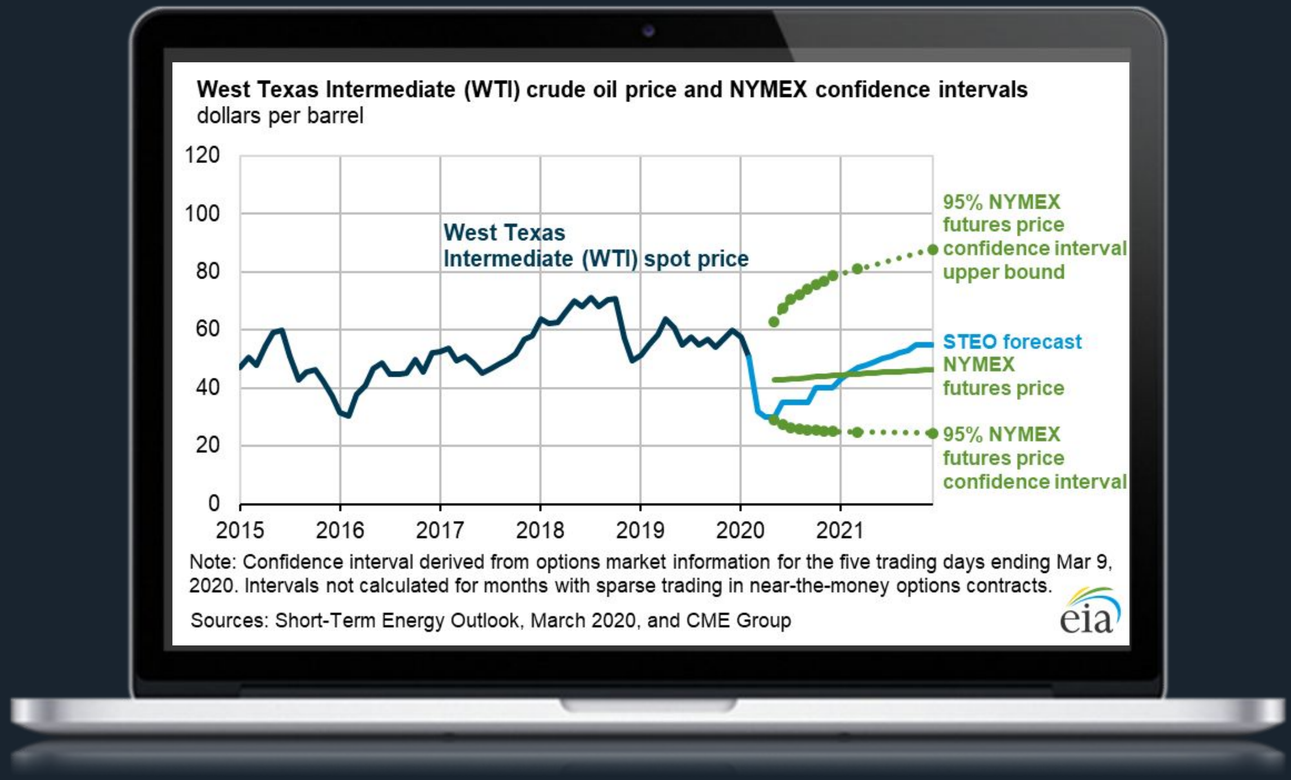
Nearly Eliminates Carbon Build Up

Fuel Price Outlook

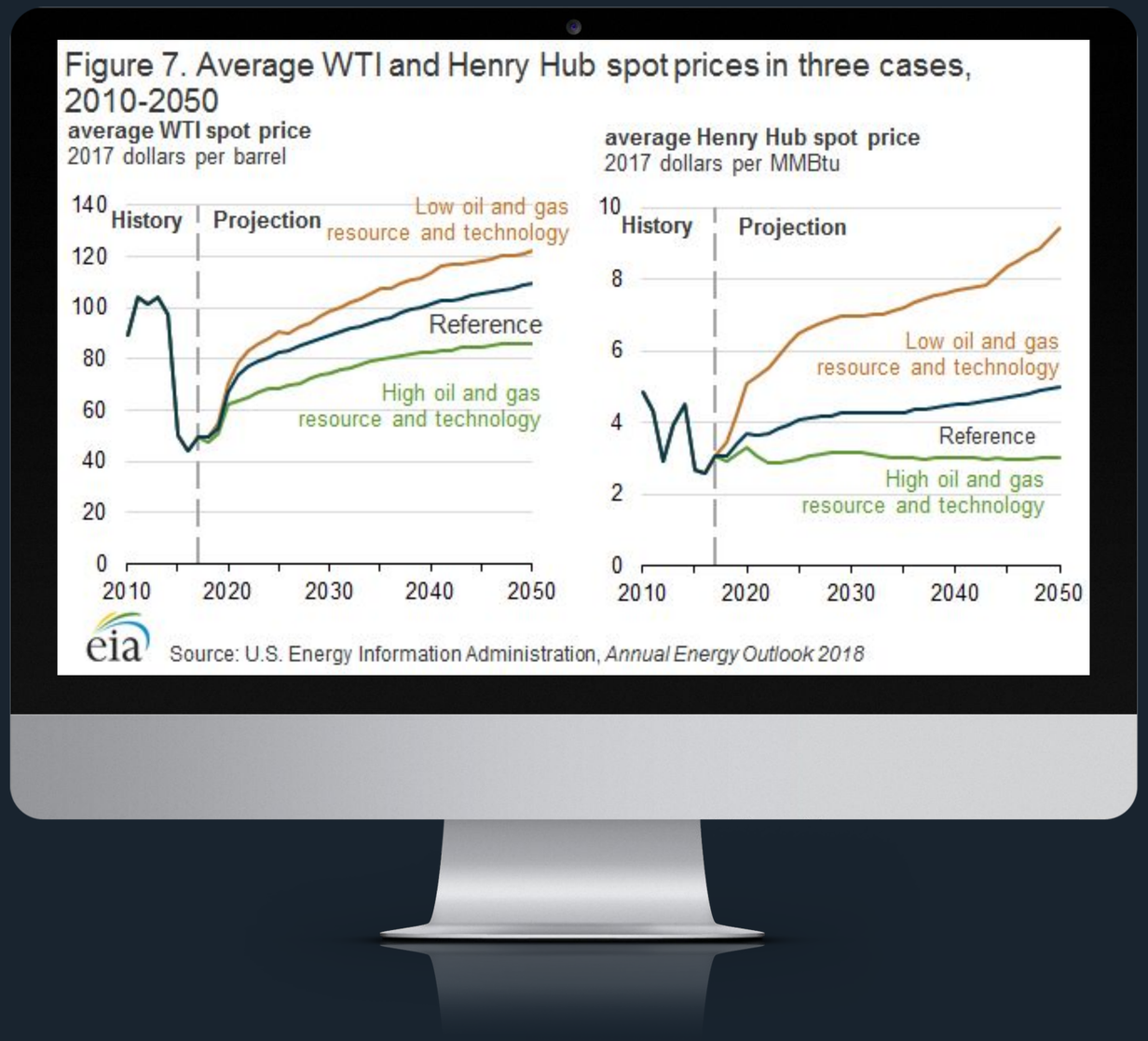
Global economic and political pressures will continue to lead to higher demand and higher fuel prices due which will continue to affect your bottom line.

Increasing Demand

Increasing Cost



Fuel Price Outlook



In the Low Oil and Gas Resource and Technology case, higher cost resources drive domestic prices higher than Reference case prices. Both the WTI and Henry Hub spot prices continue to generally increase through 2050—reaching $122 per barrel and more than $9 per MMBtu (2017 dollars) in 2050, respectively.

Increasing Demand

Increasing Cost

Market Leadership

Let us help you be a market leader in stewardship that also saves your company money.

01. Competition

Keeps you a step ahead of your competition by improving bottom-lines and improving stewardship and environmental commitment.

02. Cost Savings

Allows you to offer more competitive pricing since you're lowering fuel expenses. May provide tax benefits and possible exemptions eligibility.

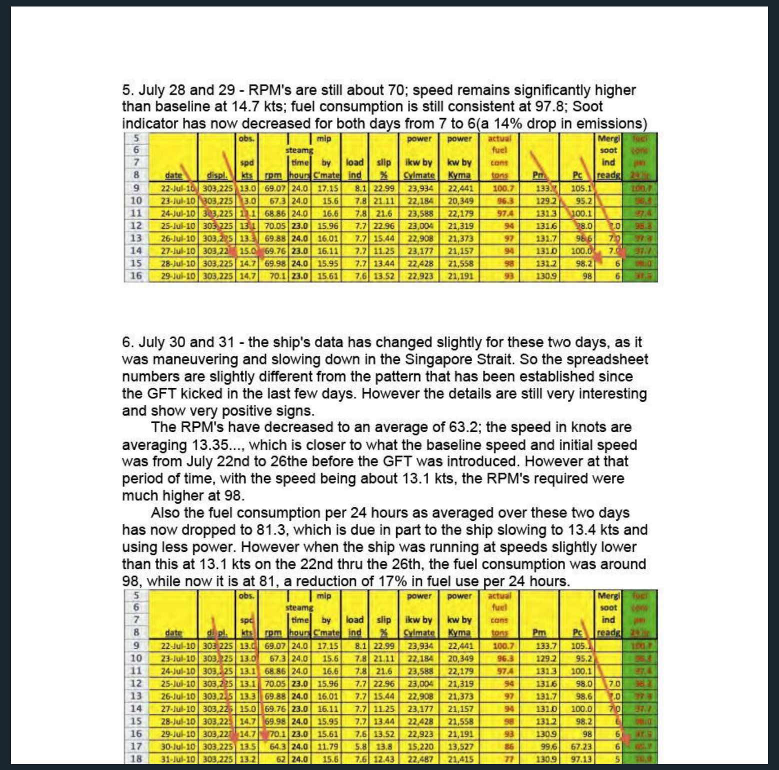
Testing

The process for application of the World's Best Fuel Cleaning Product and assessment of vehicle and fleet efficiency improvement.

Estab. Baseline

Test MPG of multiple vehicles of the same class and if possible, load & route.

Log results using the Aries GreenTech Baseline & Testing Log Sheet.



5. July 28 and 29 - RPM's are still about 70; speed remains significantly higher than baseline at 14.7 kts; fuel consumption is still consistent at 97.8; Soot indicator has now decreased for both days from 7 to 6(a 14% drop in emissions)

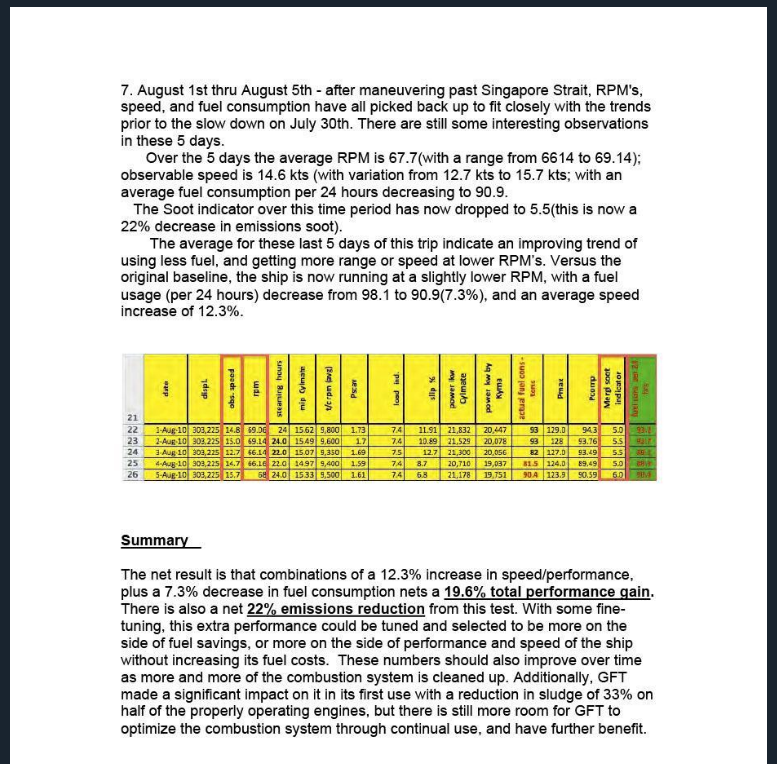
	date	displ.	obs. spd kts	rpm	steamg time hours	mip by C'mate	load ind	slip %	power ikw by Cylmate	power kw by Kyma	actual fuel cons tons	Pm	Pc	Mergi soot ind readg	[illegible]
9	22-Jul-10	303,225	13.0	69.07	24.0	17.15	8.1	22.99	23,934	22,441	100.7	133.7	105.1		[illegible]
10	23-Jul-10	303,225	13.0	67.3	24.0	15.6	7.8	21.11	22,184	20,349	96.3	129.2	95.2		[illegible]
11	24-Jul-10	303,225	13.1	68.86	24.0	16.6	7.8	21.6	23,588	22,179	97.4	131.3	100.1		[illegible]
12	25-Jul-10	303,225	13.1	70.05	23.0	15.96	7.7	22.96	23,004	21,319	94	131.6	98.0	7.0	[illegible]
13	26-Jul-10	303,225	13.3	69.88	24.0	16.01	7.7	15.44	22,908	21,373	97	131.7	98.6	7.0	[illegible]
14	27-Jul-10	303,225	15.0	69.76	23.0	16.11	7.7	11.25	23,177	21,157	94	131.0	100.0	7.0	[illegible]
15	28-Jul-10	303,225	14.7	69.98	24.0	15.95	7.7	13.44	22,428	21,558	98	131.2	98.2	6	[illegible]
16	29-Jul-10	303,225	14.7	70.1	23.0	15.61	7.6	13.52	22,923	21,191	93	130.9	98	6	[illegible]

6. July 30 and 31 - the ship's data has changed slightly for these two days, as it was maneuvering and slowing down in the Singapore Strait. So the spreadsheet numbers are slightly different from the pattern that has been established since the GFT kicked in the last few days. However the details are still very interesting and show very positive signs.

The RPM's have decreased to an average of 63.2; the speed in knots are averaging 13.35..., which is closer to what the baseline speed and initial speed was from July 22nd to 26the before the GFT was introduced. However at that period of time, with the speed being about 13.1 kts, the RPM's required were much higher at 98.

Also the fuel consumption per 24 hours as averaged over these two days has now dropped to 81.3, which is due in part to the ship slowing to 13.4 kts and using less power. However when the ship was running at speeds slightly lower than this at 13.1 kts on the 22nd thru the 26th, the fuel consumption was around 98, while now it is at 81, a reduction of 17% in fuel use per 24 hours.

	date	displ.	obs. spd kts	rpm	steamg time hours	mip by C'mate	load ind	slip %	power ikw by Cylmate	power kw by Kyma	actual fuel cons tons	Pm	Pc	Mergi soot ind readg	[illegible]
9	22-Jul-10	303,225	13.0	69.07	24.0	17.15	8.1	22.99	23,934	22,441	100.7	133.7	105.1		[illegible]
10	23-Jul-10	303,225	13.0	67.3	24.0	15.6	7.8	21.11	22,184	20,349	96.3	129.2	95.2		[illegible]
11	24-Jul-10	303,225	13.1	68.86	24.0	16.6	7.8	21.6	23,588	22,179	97.4	131.3	100.1		[illegible]
12	25-Jul-10	303,225	13.1	70.05	23.0	15.96	7.7	22.96	23,004	21,319	94	131.6	98.0	7.0	[illegible]
13	26-Jul-10	303,225	13.3	69.88	24.0	16.01	7.7	15.44	22,908	21,373	97	131.7	98.6	7.0	[illegible]
14	27-Jul-10	303,225	15.0	69.76	23.0	16.11	7.7	11.25	23,177	21,157	94	131.0	100.0	7.0	[illegible]
15	28-Jul-10	303,225	14.7	69.98	24.0	15.95	7.7	13.44	22,428	21,558	98	131.2	98.2	6	[illegible]
16	29-Jul-10	303,225	14.7	70.1	23.0	15.61	7.6	13.52	22,923	21,191	93	130.9	98	6	[illegible]
17	30-Jul-10	303,225	13.5	64.3	24.0	11.79	5.8	13.8	15,220	13,527	86	99.6	67.23	6	[illegible]
18	31-Jul-10	303,225	13.2	62	24.0	15.6	7.6	12.43	22,487	21,415	77	130.9	97.13	5	[illegible]



7. August 1st thru August 5th - after maneuvering past Singapore Strait, RPM's, speed, and fuel consumption have all picked back up to fit closely with the trends prior to the slow down on July 30th. There are still some interesting observations in these 5 days.

Over the 5 days the average RPM is 67.7(with a range from 6614 to 69.14); observable speed is 14.6 kts (with variation from 12.7 kts to 15.7 kts; with an average fuel consumption per 24 hours decreasing to 90.9.

The Soot indicator over this time period has now dropped to 5.5(this is now a 22% decrease in emissions soot).

The average for these last 5 days of this trip indicate an improving trend of using less fuel, and getting more range or speed at lower RPM's. Versus the original baseline, the ship is now running at a slightly lower RPM, with a fuel usage (per 24 hours) decrease from 98.1 to 90.9(7.3%), and an average speed increase of 12.3%.

21	date	displ.	obs. speed	rpm	steaming hours	mip Cylmate	t/c rpm (avg)	Pscav	load ind.	slip %	power ikw Cylmate	power kw by Kyma	actual fuel cons - tons	Pmax	Pcomp	Mergi soot indicator	fuel cons per 24 hrs
22	1-Aug-10	303,225	14.8	69.06	24	15.62	9,800	1.73	7.4	11.91	21,832	20,447	93	129.0	94.3	5.0	[illegible]
23	2-Aug-10	303,225	15.0	69.14	24.0	15.49	9,600	1.7	7.4	10.89	21,529	20,078	93	128	93.76	5.5	[illegible]
24	3-Aug-10	303,225	12.7	66.14	22.0	15.07	9,350	1.69	7.5	12.7	21,300	20,056	82	127.0	93.49	5.5	[illegible]
25	4-Aug-10	303,225	14.7	66.16	22.0	14.97	9,400	1.59	7.4	8.7	20,710	19,037	81.5	124.0	89.49	5.0	[illegible]
26	5-Aug-10	303,225	15.7	68	24.0	15.33	9,500	1.61	7.4	6.8	21,178	19,751	90.4	123.9	90.59	6.0	[illegible]

Summary

The net result is that combinations of a 12.3% increase in speed/performance, plus a 7.3% decrease in fuel consumption nets a **19.6% total performance gain.** There is also a net **22% emissions reduction** from this test. With some fine-tuning, this extra performance could be tuned and selected to be more on the side of fuel savings, or more on the side of performance and speed of the ship without increasing its fuel costs. These numbers should also improve over time as more and more of the combustion system is cleaned up. Additionally, GFT made a significant impact on it in its first use with a reduction in sludge of 33% on half of the properly operating engines, but there is still more room for GFT to optimize the combustion system through continual use, and have further benefit.

Testing Cont.

Log results using the Aries

GreenTech Baseline &

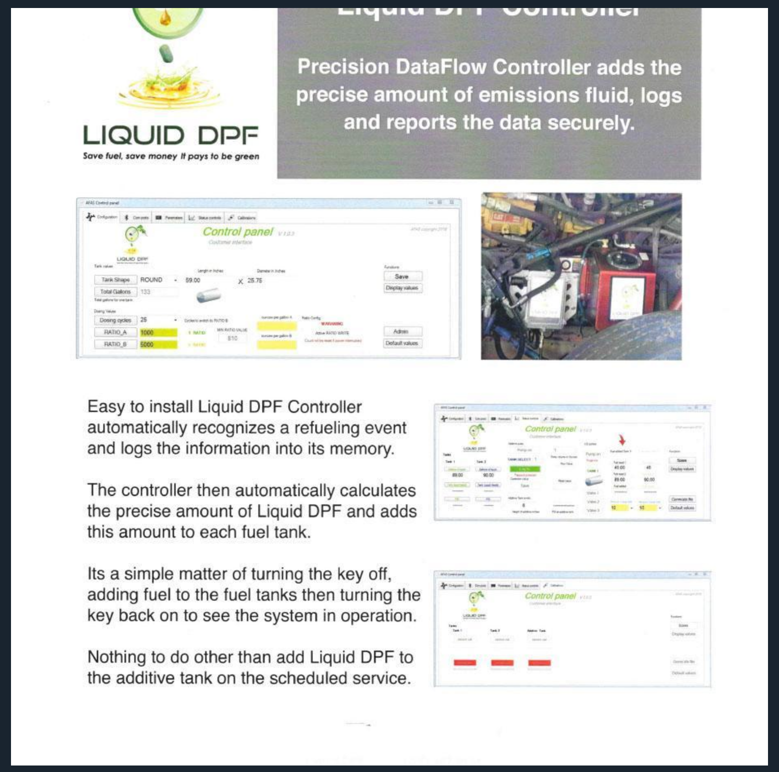
Testing Log Sheet.

Compare results.

Testing

Set MPG improvement goal before testing start

Treat fuel using proper amount of product.



LIQUID DPF

Save fuel, save money It pays to be green

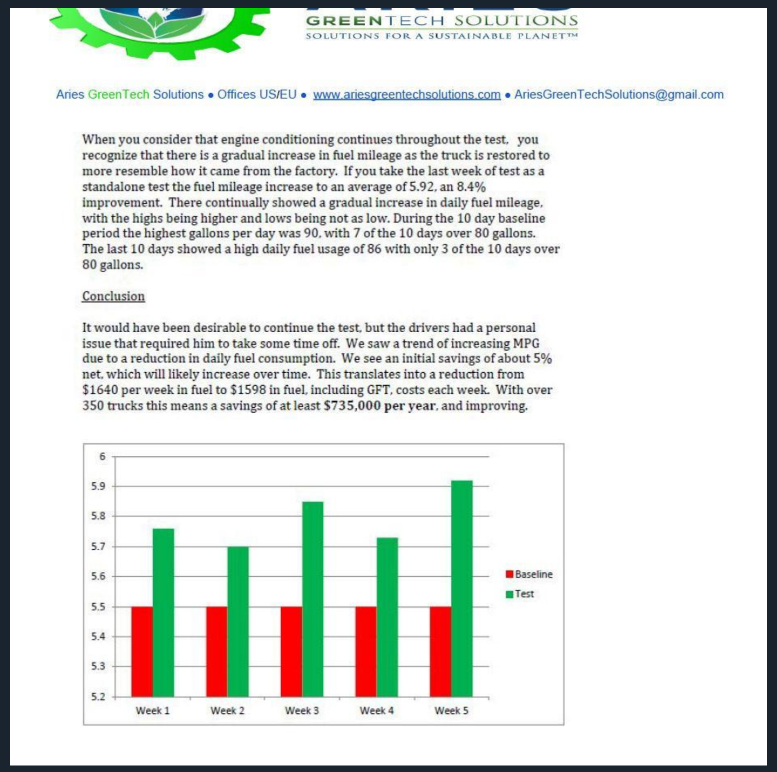
Precision DataFlow Controller adds the precise amount of emissions fluid, logs and reports the data securely.

Easy to install Liquid DPF Controller automatically recognizes a refueling event and logs the information into its memory.

The controller then automatically calculates the precise amount of Liquid DPF and adds this amount to each fuel tank.

Its a simple matter of turning the key off, adding fuel to the fuel tanks then turning the key back on to see the system in operation.

Nothing to do other than add Liquid DPF to the additive tank on the scheduled service.



GREENTECH SOLUTIONS

SOLUTIONS FOR A SUSTAINABLE PLANET™

Aries GreenTech Solutions • Offices US/EU • www.ariesgreentechsolutions.com • AriesGreenTechSolutions@gmail.com

When you consider that engine conditioning continues throughout the test, you recognize that there is a gradual increase in fuel mileage as the truck is restored to more resemble how it came from the factory. If you take the last week of test as a standalone test the fuel mileage increase to an average of 5.92, an 8.4% improvement. There continually showed a gradual increase in daily fuel mileage, with the highs being higher and lows being not as low. During the 10 day baseline period the highest gallons per day was 90, with 7 of the 10 days over 80 gallons. The last 10 days showed a high daily fuel usage of 86 with only 3 of the 10 days over 80 gallons.

Conclusion

It would have been desirable to continue the test, but the drivers had a personal issue that required him to take some time off. We saw a trend of increasing MPG due to a reduction in daily fuel consumption. We see an initial savings of about 5% net, which will likely increase over time. This translates into a reduction from $1640 per week in fuel to $1598 in fuel, including GFT, costs each week. With over 350 trucks this means a savings of at least **$735,000 per year**, and improving.

Improvement

Once improvement goal achieved, treat all vehicles.

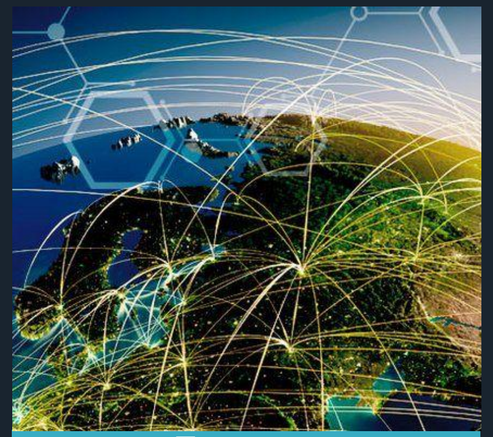
Solution cont. to clean engines, reduce emissions and increase fuel mileage.

Our Latest Products

We are more than fuel additives! We offer solutions for logistics, seal and waterproofing, and more.

GreenTech-Fuel ™

Our GreenTech-Fuel™ is an organic fuel catalyst. Do your truck(s), or vessel(s) have a diesel particle filter or carbon emission issue? We have an environmentally friendly product to address those issues. We test and certify all your heavy-duty diesel-powered vehicles and or vessels, to be emission compliant.



Transport Logistics

Tests conducted by a 3rd party C-ARB certified company. Results based and performed in the field, proving the Transport Logistic Industry benefited from our Organic GreenTech-Fuel™ product. Industries we serve:
Commercial Vessels
Line-haul Trucking & CDL,
Sanitation Disposal
& More!

Green Tech Epoxies™

Our products not only seal and waterproof existing substrate material but actually “fuse” and increase the integrity of existing structures. This eliminates time and expense of tear down replacements. Great for roofs, or as topside & bottom paint on vessels. Won't crack, mold, rot or burn and can handle standing water.

Green Tech Bin-Strap™

Made from EPDM Rubber and glass-filled nylon for strength. Can be rotated 360 degrees to facilitate refuse collection. Can be fitted in just 30 seconds and attaches to the lid of the wheelie trash bin. Once connected it “hooks” under the lip of the trash bin, and keeps the cover securely closed and its contents contained.

Guarantee

We proudly offer a
No Risk, ALL Reward™ guarantee

If all agreed upon testing procedures have been followed and you don't achieve a savings that at least covers the cost of the product, we will refund you the difference.

Savings

Testing our product doesn't cost you a thing in the long run because you're buying a savings.

We will meet or exceed our guarantee to help our clients contribute to sustainable solutions while lowering your costs.

Piece of Mind

Our solutions are guaranteed to be safe for all engines and at no additional charge.

We place your company on an insurance policy covering each vehicle up to $1 million (USD), payable per occurrence if found our product caused any damage to your engine.

In the business world, everyone is paid in two coins: cash and experience. Take the experience first; the cash will come later.

—**Harold S. Geneen**

Meet Eric Bertholet

About

Eric Bertholet is a global entrepreneur with passion, drive, and experience benefiting the logistics, city management, and maritime sectors to reduce carbon emissions and fuel consumption while improving bottom lines. Businesses throughout the world, with a concentration in the United States, have relied on Eric for many years for his insight and strategic advice to shape decisions driving millions of dollars of commerce.

Skills

Sales

Entrepreneurship

ariesgreentechsolutions@gmail.com

US+1 (310) 961-4454

https://forceonego.wixsite.com/forceone

EU+32 (484) 15 22 10

Our Clients

MJB
FREIGHT SYSTEMS, INC

MAMMOTH ENVIRONMENTAL

MESA EST. 1898

PS

EST. 1916

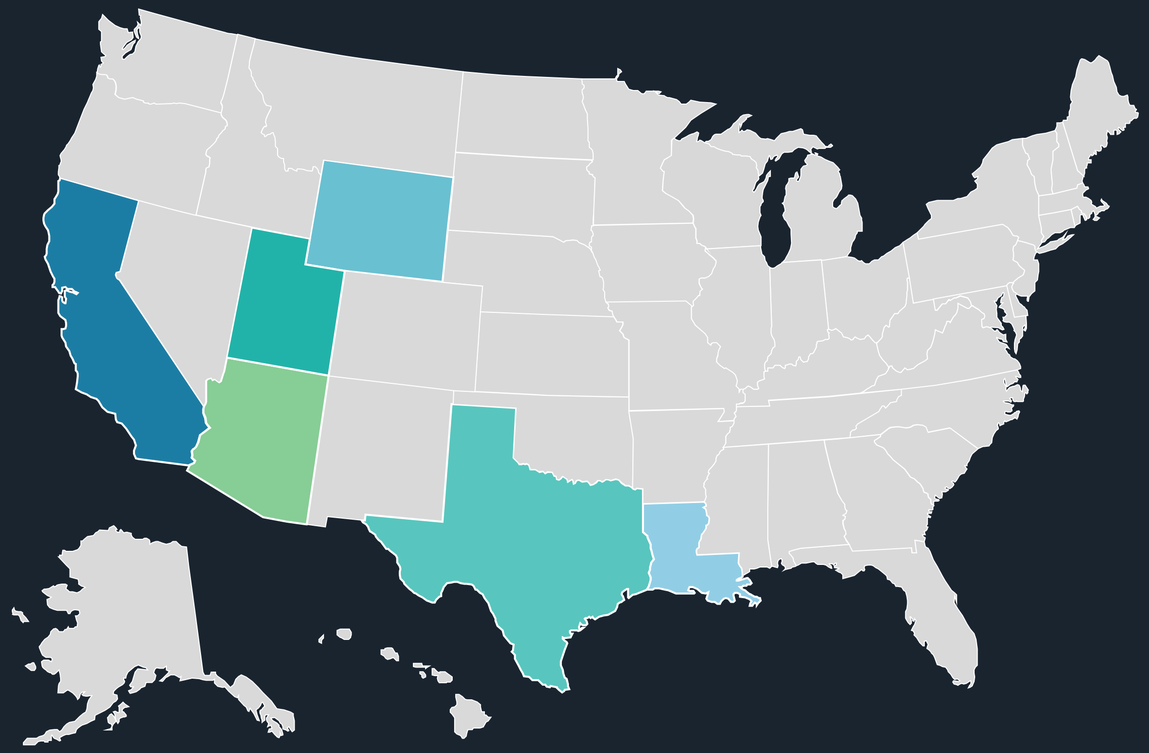
DAYBROOK

SAN FRANCISCO

Save Fuel Save Money Save Time Save The Planet

Where Our Clients Are

Providing solutions for a sustainable planet in 32 states including: And multiple countries.



Testimonials

We were having a big problem with DPF regens on a few trucks since we have been using Clean DPF the problem has gone away. The biggest surprise to us was the fuel savings we have achieved.

I, Todd F., have been tracking the fuel uses in these trucks for six months, and we are getting 7% to 8% saving (.30 cents a gallon) on our fuel with Clean DPF. With 25 trucks running San Diego to Los Angeles, we have not only saved money on fuel, but we also saved downtime of our trucks from DPF problems.

- Todd F.

MJB Freight Systems, Inc.

Testimonials

Our San Diego harbor cruise ships have experienced over 15% reduction in fuel consumption using Green Liquid Fuel formula and measured 87% less diesel particulate matter in the exhaust. We never fuel our boats without this product.

- SDG Port Engineer, Hornblower Cruises and Events

We used a Flo Scan digital fuel flow meter to establish a 60 gallon per hour baseline fuel consumption (on our 16-149 Detroit test engine). Once established, we introduced the Green Liquid Fuel treatment and in eight weeks dropped to 53 gallons per hour. We saw dramatic reductions in exhaust smoke and the oil on the treated ship remained remarkably clean as compared to our untreated ships. We will continue to use this product as the fuel mileage is continuing to improve

- VP Marine Operations, Daybrook Fisheries

Testimonials

Just wanted to give you a heads up on how well your Clean DPF fuel additive is working for us. Once we had all our filters cleaned, and had the fuel additive installed in our mobile supply tank, our required re-gens went from twice a week to once every 3-4 weeks, and some trucks even longer.

I think the key was to have all our units filters cleaned then use the additive. The units that we haven't cleaned did improve to once every week and a half before needed to regen. Clean DPF has saved us a lot of money and time down for our trucks.

Thanks again for helping me out with our excessive regens.

- Jackson N.

Maintenance Division Supervisor, Mesa Fire Dept.

Pricing Options

Ask us how you can save even more money! Volume speaks loud here!

GreenTech™
Liquid

Sold by the gallon
One gallon of liquid
treats 5,000 gallons of fuel

$600/Gallon

GreenTech™
20 Gal. Tabs

Each tab treats 20 gallons of fuel
Sold in a 5 tab pack,
treats total 100 gallons

$12/5 Pack

GreenTech™
50 Gal. Tabs

Each tab treats 50 gallons of fuel
Sold in a 6 tab pack,
treats 300 gallons

$36/6 Pack