EPA Evaluation of the "Basko MW Enginecoat"

By

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March 1980

Test and Evaluation Branch
Emission Control Technology Division
Office of Mobile Source Air Pollution Control
U.S. Environmental Protection Agency
This document announces the conclusions of the EPA evaluation of the "Basko MW Enginecoat" device under provisions of Section 511 of the Motor Vehicle Information and Cost Savings Act.

"Basko MW Enginecoat" is two paint-like products, one designed to insulate engine components, the second designed to cool other engine components. Application of these two coatings to the engine is claimed to improve fuel economy and performance while reducing emissions.

Analysis of the information submitted by the Applicant did not prove that the use of "Basko MW Enginecoat" would enable a vehicle operator to improve a vehicle's fuel economy or emissions.
AGENCY: Environmental Protection Agency (EPA)


SUMMARY: This document announces the conclusions of the EPA evaluation of the "Basko MW Enginecoat" device under provisions of Section 511 of the Motor Vehicle Information and Cost Savings Act.

FOR FURTHER INFORMATION CONTACT: Merrill W. Korth, Emission Control Technology Division, Office of Mobile Source Air Pollution Control, Environmental Protection Agency, 2565 Plymouth Road, Ann Arbor, Michigan 48105, 313-668-4299.

BACKGROUND INFORMATION: Section 511(b)(1) and Section 511(c) of the Motor Vehicle Information and Cost Savings Act (15 U.S.C. 2011(b)) requires that:

(b)(1) "Upon application of any manufacturer of a retrofit device (or prototype thereof), upon the request of the Federal Trade Commission pursuant to subsection (a), or upon his own motion, the EPA Administrator shall evaluate, in accordance with rules prescribed under subsection (d), any retrofit device to determine whether the retrofit device increases fuel economy and to determine whether the representations (if any) made with respect to such retrofit devices are accurate."

(c) "The EPA Administrator shall publish in the Federal Register a summary of the results of all tests conducted under this section, together with the EPA Administrator's conclusions as to -

(1) the effect of any retrofit device on fuel economy;

(2) the effect of any such device on emissions of air pollutants; and
any other information which the Administrator determines to be relevant in evaluating such device."

EPA published final regulations establishing procedures for conducting fuel economy retrofit device evaluations on March 23, 1979 (44 FR 17946).

ORIGIN OF REQUEST FOR EVALUATION: On March 4, 1980, the EPA received a request from Bask Industries, Inc. for evaluation of a fuel saving device termed the "Basko MW Enginecoat". An evaluation has been made and the results are described completely in a report entitled: "EPA Evaluation of the Basko MW Enginecoat Under Section 511 of the Motor Vehicle Information and Cost Savings Act". Copies of this report are available upon request.

Summary of Evaluation

"Basko MW Enginecoat" is two paint-like products, one designed to insulate engine components, the second designed to cool other engine components. Application of these coatings to the engine is claimed to improve fuel economy and performance while reducing emissions.

The Applicant submitted no valid test data with the application to support these claimed benefits. Analysis of the information submitted by the Applicant did not prove that the use of "Basko MW Enginecoat" would enable a vehicle operator to improve a vehicle's fuel economy or emissions. Thus, there is no technical basis to support any claims for a fuel economy improvement or emissions reduction due to the use of the "Basko MW Enginecoat" device.

Installation of the device on an engine already installed in a vehicle would be very time consuming.

Date

David C. Hawkins, Assistant Administrator
Office of Mobile Source Air Pollution Control
EPA Evaluation of the "Basko MW Enginecoat" Under Section 511 of the Motor Vehicle Information and Cost Savings Act

The following is a summary of the information on the Device as supplied by the Applicant and the resulting EPA analysis and conclusions.

1. Marketing Identification of the Device:

   Basko MW Enginecoat

2. Identification of Inventor and Patent:

   Inventor
   William J. Henning
   220 Forest Ave.
   Wyoming, OH 45215

   Patent
   Pending

3. Manufacturer of the Device:

   Bolce Paint Company
   4011 Red Bank Road
   Cincinnati, OH 45227

4. Manufacturing Organization Principals:

   Earl Bolce
   Val Jacobs

5. Marketing Organization/Applicant:

   Bask Industries, Inc.
   P.O. Box 15113
   Cincinnati, OH 45215

6. Applying Organization Principals:

   William J. Henning (contact)
   Ann S. Henning

7. Description of Device: Purpose, Theory, Detailed Description (as supplied by Applicant):

   A. Purpose: "Improved engine performance and increased fuel economy."

   B. Theory of Operation: "There are two coatings, one to dissipate and one to insulate. Coating is applied like a paint to the exterior surface of the intake manifold giving faster heat and a hotter interior intake manifold surface. This results in better
vaporization of the gasoline giving increased performance and better fuel economy. The other coating dissipates heat and is applied to the exhaust manifold and engine block."

C. Description: "Paintlike coating."

8. Applicability of the Device (as supplied by Applicant):
   "All gasoline and diesel internal combustion engines."

9. Device Installation - Tools and Expertise Required (as supplied by Applicant):
   "Easily applied with a paint brush."

10. Device Operation (as supplied by Applicant):
    "Not Applicable."

11. Device Maintenance (as supplied by Applicant):
    "Not Applicable"

12. Effects on Vehicle Emissions (non-regulated) (as supplied by Applicant):
    No information supplied.

13. Effects on Vehicle Safety (as supplied by Applicant):
    "None known"

14. Test Results (Regulated Emissions and Fuel Economy (as supplied by Applicant):
    "Lowers HC and CO. NOx not known. In addition to actual tests done on vehicles we had some dynamometer tests conducted. These tests substantiated our actual tests and provided information regarding the lowering of HC and CO. I am enclosing copies of two letters, one from a taxi cab company, and one from a trucking company. The fleet average miles for gallon of gasoline for the cab company is 10. The average for the trucking company is 5.04 miles per gallon of diesel fuel. I might add that we only coated the intake manifold on the trucks and cabs. The addition of the dissipating coating is a more recent development. Hopefully this will lower NOx."

16. Analysis

A. Marketing Identification of the Device:

   The Device (product) is identified in Section 1 as "Backo MW Enginecoat." However, in Section 7 the applicant describes "... two coatings, one to dissipate and one to insulate." There are therefore clearly two Devices (products) described
with opposite properties. The Applicant is therefore judged to have not clearly described the marketing identification of the Devices (products).

B. Identification of Inventor and Patent

As an enclosure to a letter dated January 20, 1981 (Attachment A) the Applicant provided a copy of the recently issued patent No. 4,240,936 (Attachment B), covering the insulative coating.

The Applicant did not provide a patent description of the conductive coating.

C. Description of the Device:

(1) The Applicant's stated purpose of the Device, as stated in Section 7A, is "Improved engine performance and increased fuel economy." However the theory of operation as stated in Section 7B and Attachment A are conflicting.

In Section 7B the Applicant stated the "coating is applied like a paint to the exterior surface of the intake manifold giving faster heat and a hotter interior intake manifold surface. This results in better vaporization of the gasoline giving increased performance and better fuel economy."

In Attachment A the Applicant stated "In other words, when the coating is applied to the exterior surface of the intake manifold, we are in effect creating a cooler fuel charge which gives better engine performance and better fuel economy." (1)

The Applicant has therefore claimed the Device (product) gives better performance and fuel economy by simultaneously both heating and cooling the fuel-air charge.

(2) The Applicant states in Attachment A that "... you will note that the coating when applied away from a heat source in thin coats has the capability to release heat faster than normal. This assumes that the high emissivity coating is applied to a low emissivity surface. Such could be the case with the intake manifold." Although this is true in theory as acknowledged by EPA in the note (1) on page 3, this effect is unlikely to occur in practice since intake manifolds are normally painted. The painted surfaces emissivity would typically be

(1) Note: The Applicant is correct in stating in Attachment A that an insulating product applied in thin coats will increase the heat transfer in some cases. This occurs when a high emissivity insulation is applied in a sufficiently thin layer to a low emissivity surface. This occurs because the increase in radiant energy for the insulated surface is greater than the decrease in conductive energy.
between .85 and .95, nearly the same as the Basko coating's emissivity of .94. It is also unlikely a manufacturer would select this product for its heat transfer properties when a paint presently used would have very similar properties plus serve as a protective coating.

(3) Vehicle manufacturers seek to maintain a stable induction air temperature (typically 100°F) by blending warm air drawn over the exhaust manifolds with fresh air. This permits more precise fuel-air calibrations to improve both emissions and fuel economy. If the applicant's device did change the fuel-air charge temperature, the net effect would be to shift the fuel-air induction system's calibration from the manufacturer's design point to an off design point.

(4) The second product described in Section 7B is designed to dissipate heat and is to be applied to the exhaust manifold and engine block.

(a) The Applicant submitted no information on or description of this product. EPA is therefore unable to judge if this heat dissipation coating is able to function.

(b) If this product were able to dissipate heat, its use would not necessarily be desirable. Lowered exhaust manifold temperatures would lower exhaust gas temperatures. This could adversely delay catalyst "light off" and also lower catalyst efficiency under many vehicle operating conditions.

D. Applicability of the Device:

Since the device is a paint-like product, it is able to be applied to all gasoline and diesel engines as claimed. Information supplied in the patent indicates the device (product) will adhere to metal surfaces subjected to thermal stress. Also, the two testimonial letters (Attachments C-1, C-2) supplied by the Applicant, indirectly infer the product is durable in vehicle usage application (i.e. no complaints about durability noted in these letters).

E. Device Installation - Tools and Expertise Required:

The Applicant's statement that the Device is "Easily applied with a paint brush" is misleading.

(1) The patent describes a Device with a wide range in the ratio of "pigment" to carrier vehicle and many different carrier vehicles. Not all of these can be expected to be applied easily.

(2) Proper application of the Device to an installed engine would be difficult due to the numerous hoses, belts, lines and accessory equipment blocking ready access.
(3) Proper application of the Device to the total exposed outside surface of either the intake manifold or exhaust manifold would require removal of these manifolds on most vehicles.

(4) An important part of the application of any paint-like product to a surface is initial surface preparation and surface preparation between coats. Proper surface preparation is many times considerably more work than the actual application of the product. The applicant submitted no detailed information on applying the product.

F. Device Operation:

It is judged to be not applicable as claimed.

G. Device Maintenance:

The Applicant states none is required. EPA is unable to satisfactorily judge this statement since the Applicant submitted little information by which EPA could judge the long term durability of the product in automotive use, i.e. its adherence to the surface for an extended time interval.

H. Effects on Vehicle Emissions (non-regulated):

The Applicant made no claims nor submitted any data relating to unregulated emissions. However, (a) since the Device does not modify the vehicle's emission control system and (b) any change in inlet air or exhaust temperature could be expected to be minimal, the Device is judged to be unlikely to effect non-regulated emissions.

I. Effects on Vehicle Safety and Operation:

The Applicant claims there are no known adverse effects on vehicle safety. This statement is judged to be probably true.

However, the actual application of the Device to the engine (i.e. painting) may entail safety hazards. Most paint-like products contain safety warnings that relate to the components of the vehicle and pigment. In extreme cases even special respiratory equipment or protective clothing is required. Since the Applicant submitted no information on application safety and many paint-like products have safety hazards, EPA is unable to conclude that application of the product is safe.

J. Test Results (Regulated Emissions and Fuel Economy):

Applicant did not submit any test data per the Federal Test Procedure or Highway Fuel Economy Test. These are the only EPA recognized test
procedures(2). This requirement for test data following these procedures is stated in the Application Format EPA sends to potential applicants. The Applicant was advised of this requirement on five separate occasions.

The test data submitted by the Applicant are listed below and evaluated.

(1) In Section 14 the Applicant referenced testing done on vehicles and some dynamometer testing. However, neither the test vehicles nor the test procedures were described and no test results were provided. Therefore the Applicant's claim of lower HC and CO emissions is unsubstantiated.

(2) Two testimonial letters, Attachments C-1 and C-2 were submitted with the application. The writers undoubtedly felt they had achieved significant fuel economy improvements with the Bask products. However, even one of these testimonial letter (C-1) recognizes that it is difficult to be sure that the fuel economy change was due to the Bask product. Therefore, because these were uncontrolled tests of the Device, they cannot be used to evaluate the Bask device.

On the basis of information supplied by the Applicant, there was no need for the EPA to conduct confirmatory testing.

Therefore, there is no technical basis to support the Applicant's claims for fuel economy improvement for "Basko MW Enginecoat".

From EPA 511 Application Format:
Test Results (Regulated Emissions and Fuel Economy):
Provide all test information which is available on the effects of the device on vehicle emissions and fuel economy.

The Federal Test Procedure (40 CFR Part 86) is the only test which is recognized by the U.S. Environmental Protection Agency for the evaluation of vehicle emissions. The Federal Test Procedure and the Highway Fuel Economy Test (40 CFR Part 600) are the only tests which are normally recognized by the U.S. EPA for evaluating vehicle fuel economy. Data which have been collected in accordance with other standardized fuel economy measuring procedures (e.g., Society of Automotive Engineers) are acceptable as supplemental data to the Federal Test Procedure and Highway Fuel Economy Data will be used, if provided, in the preliminary evaluation of the device. Data are required from the test vehicle(s) in both baseline (all parameters set to manufacturer's specifications) and modified forms (with Device installed).
17. Conclusions

The Applicant submitted no test data to justify the claim that the Bask products would improve vehicle fuel economy or reduce emissions.

The Applicant markets two Devices (products). However, marketing identification of each was not given.

The Applicant claimed two conflicting theories of operation to explain the Device’s effect. The Applicant claimed improved fuel economy by both simultaneously heating and cooling the fuel air mixture.

Installation (i.e., painting) of the device on an installed engine would be difficult due to the inaccessibility of the entire exterior manifold surfaces.

List of Attachments

Attachment A  Letter dated January 20, 1981
Attachment B  Aqueous Insulative Coating Compositions Containing Kaolin and Staple Fibers, Patent 4,240,936 (provided with Attachment A)
Attachments C-1, C-2  Testimonial letters (provided with 511 Application)
Mr. Merrill W. Korth  
U.S. Environmental Protection Agency  
Ann Arbor, Michigan 48105  

Dear Mr. Korth,  

In response to your letter of January 12, 1981, Yes, we still are desirous of having an EPA evaluation of our product.  

I did not answer your earlier letters because I had no additional information about our product regarding internal combustion gasoline engines. The enclosed data (patent and testing) describes an aqueous insulative coating composition that has significant thermal resistance to heat transfer in thin coatings. If you examine the test data from Dr. DeWitt, PE you will note that the coating when applied away from a heat source in thin coats has the capability to release heat faster than normal. This assumes that the high emissivity coating is applied to a low emissivity surface. Such could be the case with the intake manifold. In other words, when the coating is applied to the exterior surface of the intake manifold, we are in effect creating a cooler fuel charge which gives better engine performance and better fuel economy. The insulative aspect of the coating has application on the air cleaner housing. That is, the coating shields the internal compartment heat away from the air cleaner housing, again, keeping the air cooler. There are other areas on an internal combustion engine where this coating has application. Perhaps, that is where the EPA could be of help to us. . .  

If you need any additional information please contact me at any time. This information about our coating has also been submitted to the National Bureau of Standards in Washington for evaluation.  

Very truly yours,  

William J. Henning  
President, Bask Industries
FOREIGN PATENT DOCUMENTS


OTHER PUBLICATIONS

Chem. Absts., 83:149,423a, Treatment of Silicate Minerals for Paper Coating, Malom

Primary Examiner—Edward M. Woodberry
Attorney, Agent, or Firm—Wood, Herron & Evans

[57] ABSTRACT

A liquid multi-purpose coating composition is disclosed which has significant resistance to heat transfer. The coating composition may be applied to many different types of substrates including wood, metal, concrete and other structural materials. The composition is a water-based liquid containing principally kaolin, staple fibers and a dispersing agent. The coating composition and articles coated therewith exhibit excellent insulating properties against heat and radiant energy. Considerable energy savings and various economies are obtained by the insulative compositions.

14 Claims, No Drawings
AQUEOUS INSULATIVE COATING COMPOSITIONS CONTAINING KAOLIN AND STAPLE FIBERS

BACKGROUND OF THE INVENTION

The art of coating compositions has been very well developed. Considerable effort has been devoted to the development of protective and decorative layers which may be formed on numerous substrates of metal, wood and other structural materials. In recent times, more emphasis has been placed upon the insulative capability of various structural materials and, in view of the current energy requirements and natural resources, there is a significant need for highly efficient insulative materials and structures.

A large body of generally exists relating to forming compositions. Among these patent art, the following are known to serve as background information for this invention: 2,414,570; 2,414,391; 2,484,756; 2,509,599; 6,762,572; 2,811,500; 3,202,567; 3,222,475; 3,378; 3,311,583; 3,325,425; 3,813,338; 3,836,495; 4,459,900; 3,077,726; and DE791,093. The above patents are not considered to be the most pertinent patents, but are considered to disclose coating compositions which are known and may be compared to the subject matter of this invention.

SUMMARY OF THE INVENTION

The insulative coating composition of this invention consists essentially of kaolin particles, staple fibers and a dispersing agent in an aqueous medium. It has been found that a highly efficient insulative coating composition may be formulated in a liquid state having a viscosity which makes it easily employed as a paint composition or a multi-purpose coating. This composition has been found to provide substantial resistance to transfer heat or radiant energy. The composition can be very economically formulated to provide an energy saving coating. In this connection, it has been discovered that fluids such as water, window frames, light fixtures, and like can be provided with a coating which will provide insulative properties to be enhanced on significant orders of magnitude even with relatively thin coatings.

In a preferred form, the insulative coating composition consists essentially of an aqueous medium containing film-forming solids consisting essentially of a substantial amount of kaolin, a minor amount of cellulose fibers and a minor amount of a dispersing agent. In this composition, it has been found that the kaolin may be formed onto a surface and provide a significant insulating capability. The effects of the dispersing agent are considered to be surprising and heretofore unappreciated. Also, the coating may be subjected to environmental, as well as extreme ambient stress conditions, and the coating will not peel or powder. In this composition, the cellulose fibers may be very economically provided by waste paper or newspaper which has been shredded and mixed with the kaolin and dispersing agent.

In another preferred form, the insulative coating composition is formulated with kaolin in a substantial amount to provide insulating capability, cellulose fibers in a binding amount, dispersing aids and a thickening or thixotropic agent in a minor amount. This formulation may be employed as amounts of insulative kaolin are adequately dispersed and stabilized in a liquid base to be suitably employed as a paint or coating composition. Compositions containing these essential ingredients have been employed to coat various surfaces and such coatings formed thereby have been found to be adequately bonded to the substrate and capable of withstanding environmental stress without peeling or otherwise degrading.

In an alternative form of this invention, particularly to enhance the binding strength of the coating composition to a surface, polymer or latex binders may also be employed. For instance, in a decorative paint or covering, such latex binders will enhance the finish the coating endures. Furthermore, auxiliary additives including anti-foaming agents, wetting agents, pigments, coalescing agents for the latex polymer particles, opacifying agents, extenders, bactericides, fungicides, and the like may be employed in the composition to obtain their needed effects, when desired. The inclusion of such compositions depends upon the end use, for instance, whether it is to be employed as a wall paint or in other environments where a decorative effect is not essential.

In formulating the compositions of this invention, the kaolin component is the critically essential component to provide the insulative capability necessary to obtain the benefits of the invention. The amount of kaolin employed will vary, but a substantial amount must be employed in the aqueous media in order to provide a coating which may be film-formed and insulating. Whereas kaolin has been employed in prior coating compositions, it is not known by applicant to have been employed in substantially large amounts such that the coating which is film-formed consists essentially of insulative kaolin. Therefore, amounts of kaolin on the order of about 30 to about 50% by weight are employed in aqueous media to achieve the desired results. Another essential component is the fibrous binder. It has been found that cellulose fibers, made from shredded newspaper which has been blended in the aqueous media, such that the fibers become dispersed therein, are suitable. In general, staple fibers, i.e., on an order of magnitude of about 8 inch to 8 inch in length, are employed in the coating composition to be applied satisfactorily to a surface. The fibers permit the aqueous kaolin coating composition to be film-formed on a surface and bound thereon without cracking. In other words, the fibers serve as an essential binding function on the kaolin solids which are film-formed on a surface. The cellulose fibers also provide a supplemental insulating capability, depending upon the quantity employed in the composition. Generally, reinforcing staple fibers are included on an order of about 1 to about 5 percent by weight. It should be understood that the so-called "staple" fibers vary in length, but are normally short fibers and these are preferred. Whereas, it is also preferable to employ cellulose fibers because they are relatively inexpensive, and such fibers have been found to coat with the kaolin clay to provide the desired results, it should be understood that other fibers of a similar nature including cotton, wood, wood pulp, polyesters, or the like may be employed to provide the desired results according to the principles of this invention. However, for economics and energy savings, waste paper fibers are preferred.

Dispersants are employed in the aqueous coating compositions to adequately suspend and stabilize the kaolin particles in the aqueous media along with the binding cellulose fibers and other additives. Such dis-
A surface-dispersing agent, such as a cationic surfactant, may also be included in the coating composition. For example, a cationic surfactant may be added to the aqueous media in the coating composition to increase the stability of the coating mixture. Other surfactants that may be used include nonionic surfactants, such as polyethylene oxide, polyethylene glycol, and polyvinyl alcohol. These surfactants are used to improve the rheology of the coating mixture and to reduce the interfacial tension between the coating and the substrate.

The surface-dispersing agent is added in an amount of about 0.1 to 2.0% by weight of the coating composition. The amount of surfactant added depends on the properties of the substrate and the desired characteristics of the final coating. The surfactant may be added as a solution or as a suspension in an aqueous or organic medium.

Other components of the coating composition include a pigment, a binder, and a solvent. The pigment provides color and opacity to the coating, while the binder helps to bind the pigment particles together and improve the adhesion of the coating to the substrate. The solvent helps to disperse the pigment and binder in the coating mixture.

The pigment used in the coating composition may be selected from a variety of materials, such as metal oxides, metal hydroxides, and carbon black. The binder used in the coating composition may be selected from a variety of materials, such as latex polymers, acrylic resins, and vinyl acetate copolymers. The solvent used in the coating composition may be selected from a variety of materials, such as water, ethanol, and acetone.

The coating composition is applied to the substrate using a variety of methods, such as spraying, brushing, or roll coating. The coating is allowed to dry and cure to form a continuous film on the substrate. The properties of the coating, such as adhesion, flexibility, and durability, are determined by the composition and application of the coating.

The above composition was formulated for painting interior surfaces. The kaolin component was contained in a high percentage on a dry weight basis and the cellulosic fibers were provided by shredded newspaper which was dispersed throughout the aqueous media during high speed blending. In this formulation a vinyl acetate acrylic copolymer latex is used to provide additional binding strength of the coating on the wall surface. The other ingredients and their function are identified in the above listing of the components.

The composition of Example 1 was coated onto the interiors of aluminum window frames. The coating composition was applied with a brush on an unpainted aluminum interior window frame to a thickness of approximately 4-6 mils. With an outside air temperature of about 40° F. and an indoor temperature of about 65° F., the window frames coated with the insulating composition exhibited a temperature of about 55° F. The temperature results were obtained using a Raytek Infrared Scanner No. R300RVF having an accuracy of plus or minus 2° F. The uncoated window frames were in the same room exhibited a temperature reading of 62° F. The temperature reading on the outside frame was
The function of the respective ingredients listed were essentially the same as the functions of the same ingredients of Example I. The composition of Example II was used to coat a reflective shield on a recessed ceiling light using a 200 Watt bulb to produce radiant heat. The ceiling light was located approximately 5 feet above a Formica top table having a medium brown color in a room heated at about 63° F. Prior to coating, the reflective shield with the above composition, the light was turned on for about one hour. There was no temperature change observed upon taking readings of the table surface upon employing the infrared scanner described in Example I. However, after coating the reflective shield of the lighting fixture using the coating composition of this Example II, the temperature reading on the table was about 67° F. after one hour with the light. The room temperature remained at 63° F. The reflective shield was silver before coating and an off-white after coating. This Example demonstrates that heat energy was significantly reflected off of the light shield. The composition of Example II has also been applied to various surfaces in a manner similar to the composition of Example I with substantially similar results.

In addition, the composition of Example I has been employed on the intake manifold of an internal combustion engine of a car. Present data indicates that a significant increase in power performance is immediately observable. Mileage checks also demonstrate that approximately 20% fuel savings have been observed. This indeed demonstrates the advantageous energy saving and antipollution character of the coating compositions of this invention.

EXAMPLE III

The following ingredients were formulated in a manner similar to the above examples.

<table>
<thead>
<tr>
<th>Percent</th>
<th>Ingredient</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.45</td>
<td>Water</td>
</tr>
<tr>
<td>35</td>
<td>Tetra Potassium Pyro Phosphate</td>
</tr>
<tr>
<td>31</td>
<td>Acetal Faux</td>
</tr>
</tbody>
</table>

The above formulation was essentially the same as Example II, except that the latex binder, coalescing agents and pigment were eliminated. When the formulation was employed to coat various surfaces in a manner substantially similar to the coating of articles according to Examples I and II, substantially similar results of insulative and reflective capabilities were achieved.
The composition of claim 7 wherein said cellulose fibers are derived from waste paper.

9. An aqueous insulative coating composition having film-forming solids consisting essentially of kaolin particles in an amount of about 30 to about 90% by weight, waste paper fibers in an amount from about 1 to about 3% by weight and a minor amount of a dispersing agent for said solids in the aqueous composition, said kaolin particles having a diameter less than about 50 microns.

10. The composition of claim 9 wherein said dispersing agent is selected from the group consisting of non-ionic and anionic surfactants.

11. The composition of claim 10 wherein said dispersing agent is present in an amount of from about 0.01 to about 1.5% by weight.

12. The composition of claim 9 further comprising a cellulosic thickener in an amount of from about 0.01 to about 1.5% by weight.

13. The composition of claim 9 further comprising a latex binder in an amount of from about 3 to about 20% by weight.

14. The composition of claim 13 wherein said latex binder is selected from the group consisting of an acrylic resin, a vinyl acetate polymer and copolymers thereof.
January 3, 1980

Mr. William J. Henning
Bask Industries, Inc.
P.O. Box 15113
Cincinnati, Ohio 45215

Dear Mr. Henning:

The following are results which we could detect from the Baskote coating which was applied to three of our vehicles.

The first result was the deterioration of heat build-up from within the engine compartment. This is of very great importance by creating a longer engine life plus giving us additional wear from the belts and hoses necessary for the operation of our vehicles.

The next result was a slight increase in the gasoline mileage. We noticed approximately one (1) mile per gallon increase on an average. The effect of Baskote on gasoline mileage is difficult one for us to determine due to two main factors:

1) The age of the vehicles which were used in the test and the fact each had over 100,000 miles.

2) The driving habits of the various drivers which were operating the vehicles during the test period.

The results received from our testing of Baskote could be of great benefit to our industry.

Sincerely,

J. Cahall, President
Cincinnati Yellow Cab Co., Inc.
Parkway Taxi Company
December 17, 1979

Mr. William J. Henning
Bask Industries
P. O. Box 15113
Cincinnati, Ohio 45215

Dear Mr. Henning:

For your records, on the four trucks involved, we experienced, during the summer months, an honest 3/10 of a mile improvement on fuel economy.

We weren't sure of the effect of cold weather on these vehicles, but to date we have not noticed any drop in fuel economy while operating in cold temperatures.

Your product, Basko, seems to afford an excellent heat shield from engine temperatures.

Kindest regards,

BUDIG WESTERN

J. W. Headrick
Director of Maintenance

JWH: bc