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December 31, 2014

Dear Mr. Lanz,

Please find attached the Locomotive Engineer log sheets and a summary letter report from the Rail Vehicle Maintenance Supervisor for your trial period of use for the SpillX fueling system. We have successfully completed the trial for the agreed upon time period. We thank you for utilizing TTCI for your needs and hope that this trial period has been beneficial to your product development efforts. Please let me know if there is any further information desired, or if TTCI can be of any further service.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Laine", is written over the typed name.

Kenneth J. Laine
Executive Director, Operations
& Program Management

/kjl

SpillX Locomotive Fueling Test

January 24, 2014

The SpillX System was installed at the FAST locomotive fueling facility on February 19th 2013. Two representatives from SpillX Michael Mitrovich and Bret Lanz visited TTCI for the installation.

Two of the three FAST locomotives had SpillX fuel receivers installed. One of the locomotives remained unchanged with its original receiver. Each side of the locomotives was equipped with different styles of shut off mechanisms. One side had a float mechanism the other side had a hydraulic mechanism. Three of the four shut off mechanism installations went well. However one of the hydraulic mechanisms had to have an extension added. These prevent fuel from coming out the over flow when tank capacity was reached. The extension was installed about one week after original installation was completed.

Two SpillX nozzles were plumbed onto the fuel headers at FAST with one having a change over for fueling locomotives with receivers other than SpillX. A shut off valve was used to isolate the nozzle from the fuel header. This enabled the SpillX nozzle to be removed and an alternate nozzle to be installed in its place. There was some confusion about how the change over should be done and a few small fuel spills did occur. After additional training was completed this problem was eliminated.

There were a few small fuel leaks at the nozzle to receiver connection that occurred on a few occasions. SpillX personnel returned to TTCI on May 8th 2013. At that time it was determined the connections needed to be kept cleaner and wiped down more frequently. During this time frame a second shut off valve was added to isolate the nozzle from the fuel header on the second fuel stanchion. Additional training was given to TTCI personnel at that time.

During the time frame from May until the system was removed on December 5th. TTCI experienced very limited problems with any leakage. Any leaks that did occur were remedied by wiping down the nozzle and receivers. The shut off mechanism consistently performed as designed. No over fill spills occurred after original adjustments were completed. At this time all equipment has been removed and returned to SpillX.

This cover sheet will be added to the daily logs from the TTCI personnel that did the fueling operations during the eleven month evaluation of the SpillX fueling system.