

John L. Bacher
Armco Steel Corp. "Retired"
108 Boyds Town Rd.
Butler, PA 16001

October 24, 1994

Larry Graves, President
FPC Technology, Inc.
2399 So. Orchard, Suite 205
Boise, Idaho 83705

Dear Larry:

Armco Steel Corporation operates a large steel mill in Butler, PA. Armco has been using FPC-1 since 1985 with the best of results.

If I may, I will supply a bit of background pertaining to the tests and use of FPC-1 in our department at Armco Steel conducted by Ed Nusser and your associates.

Our fleet consisted of: five (5) E.M.D. locomotives-

- (1) 900 h.p. switcher upgraded to 1000 h.p.
- (1) 1000 h.p. switcher
- (2) 1200 h.p. switchers
- (1) 2000 h.p. G.P. 38-2
- (3) American Hoist & Derrick locomotive cranes powered by Detroit Diesel 6-71's
- (1) Ohio locomotive crane powered by a Detroit Diesel 8V-71
- (1) P & H mobil crane - Waukesha - gasoline
- (2) Pettibone mobil cranes - Detroit 3-53
- (3) Drott mobil cranes - 1 English Ford diesel/ 2 Case diesels
- (9) Portable air compressors - 3-53, 4-53 and 6V-53's
- Semi-tractors powered by International diesel
- Crawler crane powered by Cat diesel
- (2) Backhoes - John Deere and Case
- Hough front loader - International diesel
- Stake trucks - gasoline and diesel
- Personnel buses
- Blazers and Broncos
- Total count exceeding 100 pieces of machinery.

The only shortcoming, I feel, was our inability to document the fuel consumption difference. All operators added their own fuel and the diesel fuel added was estimated. Contractors used fuel from the same source, therefore an accurate account was out of the question.

The problem at hand was wet stacking and stack fires associated with the G.P. 38-2 locomotive. The catalyst was tested on two (2) locomotives with excellent results.

The company agreed to add the catalyst to the diesel supply tank and the gasoline supply tanks as well. The catalyst was purchased in bulk and measured as instructed.

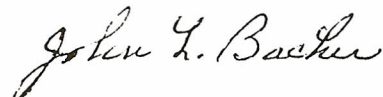
In searching for the proper adjective to describe the useful results of FPC-1, I would say phenomenal. The wet stacking diminished, stack fires ceased, the air boxes cleaned up considerably. The exchange of injectors decreased, engine performance improved substantially. Cleaner exhausts resulted, more satisfying lead wire readings, and fewer repair hours.

The truck fleet employed several E.F.I. engines with good results.

I was personally involved and was impressed and asked Ed Nusser if I could purchase the catalyst for my own use. He supplied me with a bottle and I obtain FPC-1 from a local fuel supplier. I have used FPC-1 since the early 80's and expect to continue as long as it is available.

I have nothing but good to say for the product. Should I be of any assistance in reference to the matter, please contact me.

Sincerely,



John L. Bacher
(One grateful and satisfied customer)