

© Copyright Statement

All rights reserved. All material in this document is, unless otherwise stated, the property of **FPC International, Inc.** Copyright and other intellectual property laws protect these materials. Reproduction or retransmission of the materials, in whole or in part, in any manner, without the prior written consent of the copyright holder, is a violation of copyright law.

FUEL ECONOMY TEST

Date: March 1, 2003, 11:00 A.M. to 2:00 P.M.

Weather: Conditions were clear, 25degrees Fahrenheit, light wind.

Where: Truck Country
2401 Progress Way
Kaukauna, WI 54913

Vehicle: 2003 Freightliner, Engine Serial Number: 06R0703391, 992 odometer reading

Trailer: None

Driver: Loni Schroeder, Fleet Manager, Chizek Transportation

Computer Technician: Jones, Truck Country

Observers: Robert Wendlendt, Technician, Dorsch Ford, Green Bay, WI.
Don Weltzien, President, FPC Great Lakes, Inc.

Methodology: Use a new diesel truck with no prior carbon build-up. Operate truck over a predetermined highway route twice. The first time with untreated diesel fuel, the second time with diesel fuel treated with FPC[®] Fuel Performance Catalyst. Use onboard vehicle computer to measure fuel economy, resetting the computer to zero before each run.

Test Route: U.S. Highway 41, 4-lane divided interstate highway from County Highway J to Northland Avenue, County Highway OO / U.S. Highway 15 and back. Typical on and off ramps were used at each end of the route.

Actual Circumstances: Before the test, the onboard truck computer was reset to zero. Vehicle was operated over a 26 mile round trip route using the same driver, acceleration, constant cruising speed and weather conditions. At the end of the first trip readings were printed out and the computer was reset to zero.

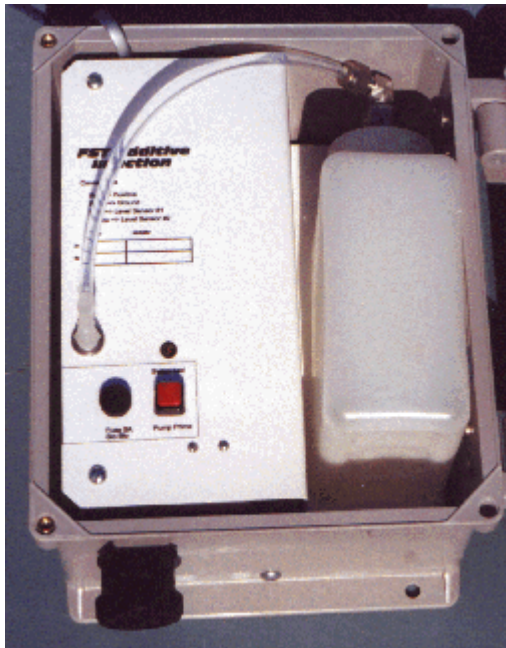
The vehicle fuel supply was then treated with FPC[®] Fuel Performance Catalyst at a ratio of 1:10,000. The vehicle was then driven over the same route, by the same driver, at the same speeds and in similar traffic conditions. Onboard computer readings were printed at the end of the second run and compared.

Test Findings: The miles per gallon (MPG) at the end of the first trip were 8.4 MPG. The results at the end of the second trip were 9.1 MPG. This is an increase of 0.7 MPG or an 8.33% improvement in fuel economy.

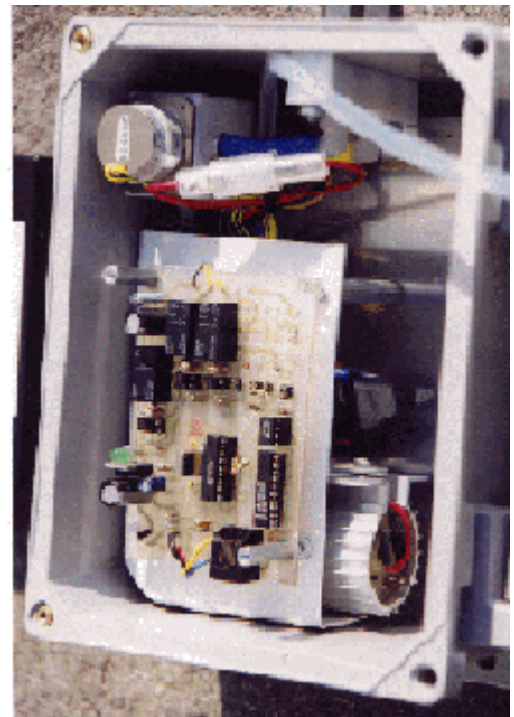
SENTRY 200 MOBILE BLENDING SYSTEM



BLENDING SYSTEM MOUNTED ON SEMI-TRACTOR



BLENDER WITH RESERVOIR



BLENDER CIRCUITRY