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March 21, 2006

File No. 5.4.3

Mr. Larry D. Graves
President
FPC Technology Inc.
226 S. Cole Road
Boise ID 83709 USA

Dear Larry:

Subject: GO Transit Use of FPC-2

GO Transit Rail Equipment normally do not entertain the use of fuel additives on our locomotives because they usually have not undergone appropriate testing at a recognized testing facility using the AAR-RP-503 testing protocol and none are recommended by original manufactures of the locomotive or diesel engines. When approached by FPC about six years ago we noted that their product had been tested by the South West Research Centre using the AAR-RP-503 testing protocol and, results indicated fuel savings in the single digit percentage range with no damage to engine components. Also, internal engine parts had less accumulation of carbon deposits resulting from the use of FPC.

GO Transit started to use FPC additive in their diesel fuel used for locomotives and experienced no apparent problems. We later sent one of our own locomotives to Engine Systems Development Centre in Montreal to have it tested using the AAR-RP-503 testing protocol using regular Type 2 diesel fuel and regular Type 2 diesel fuel with the FPC additive. The results indicated a fuel savings between 2.8 and 7.8% using FPC additive over untreated fuel depending on the throttle setting and load placed on the engine.

We have been using FPC for approximately six years now with no detrimental effects or problems on our locomotive engines, but have noted cleaner internal engine components with less carbon deposits on our fleet of 45 F59PH locomotives with a 12 cylinder 710 EMD prime mover engine and Caterpillar 3412 HEP engine.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Peter Lloyd'.

Peter Lloyd
Manager, Rail Equipment