

November 13, 1997



Mr. Lee R. Pope
FPC International
P O Box 129
Payson UT 84651

George O. Stewart
Mayor

Dear Mr. Pope:

I think you'd be interested in knowing that, due to recent flood-related damage to a 1991 Dodge ½ ton pickup, Provo City determined to monitor the long-term effects of FPC-1 in the fuel system of this vehicle.

The engine in this vehicle was a 318 cubic inch V8. The fleet staff wanted to assess damage to the engine related to the flood, and other information related to the engine's condition was incidental to this assessment.

We were, frankly, pleased at the condition of this engine, in that there was very little discernable carbon build up or residue and we were also very surprised at the minimal wear for an engine of this age (six years).

We believe that this condition is indicative of the service we are receiving from all equipment types in our fleet due to the addition of FPC-1 in our gasoline and diesel fueling systems. The improved chemical combustion we receive from FPC has been documented in Provo City's tests to reduce fuel consumption from 5% to 9% and eliminate and/or remove existing carbon deposits on combustion-related components, while reducing emissions.

Provo City conducted an evaluation of the product in mid-1995, and we concluded that fuel consumption has been reduced approximately 8% (average for diesel and gasoline), and that carbon monoxide emissions are reduced by almost 30% in gasoline engines with smoke being reduced by approximately 20% in diesel equipment.

In 1994 the EPA began required diesel emission tests on all over-the-road diesel equipment. Four Provo City diesel units failed the emission tests for non-mechanical reasons in their first year of testing. From the time they were treated with FPC-1 in June of 1995 to date, no trucks have failed the emission tests for non-mechanical reasons. However, two trucks have failed these tests, but were the result of mechanical problems not related to the catalyst.

We continue to be pleased with the results we have achieved from FPC-1 and would recommend this product for all fleet applications related to gasoline and diesel engines. We are proud that we have been one of the leaders in implementing this program and feel that our leadership will, hopefully, encourage other large institutional users to use this product for improved efficiency and air quality in the venues to which they provide service.

Very sincerely yours,

DEPARTMENT OF PUBLIC SERVICES



David F. Gunn
Director

Department of
Public Services
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Fleet Management / Airport*

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