

Southwest Research Institute Test Results Explanation

I have reviewed the referenced report and the following are my opinions. The opinions are based on over thirty years of experience in the refining industry.

The unleaded regular gasoline and the No.2 Diesel fuel were analyzed without the FFI Caplet and then compared after the addition of the caplet. The analysis is printed side by side for comparison.

This was done specifically to show there is no added chemical species not already found in pump grade fuels, and to provide lab data that we are generating the mileage saving characteristics using a method that does not involve adding fuel-altering chemicals.

It is my opinion that if you were to stop at two separate stations you could see greater differences in the composition, however, the fuel with the caplet experienced one positive change, and I find no negatives.

The only significant change with either fuel was the demonstration that the octane number was one percent higher (this was stated in the training video as the only immediate effect of the use of MPG-CAPS). All the other differences were within the accuracy tolerance of the tests.

The FFI Cap claims to do its work in the fire deck of the cylinder, and the tests would indicate that this is true since there are no fuel property changes such as a 10% increase in fuel density which could account for the 10 % improved MPG proven for MPG-CAPS. There is nothing in this test that would indicate any adverse effect if run in any engine design. There is nothing that could void any warranty by an auto manufacturer.

Jerry Lang

SOUTHWEST RESEARCH INSTITUTE®

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July 24, 2006

Fuel Freedom International, LLC 650
Douglas Avenue Altamonte Springs,
FL 32714

Subject: Test Report PO# 06-
1344 SwRI WO# 33904

CC: Conseal International, Inc.

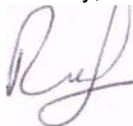
Dear Mr. Ray:

Analyses are complete on both treated and untreated No. 2 diesel fuel and gasoline samples as requested in your PO# 06-1344. The tests show a side-by-side comparison of a) base gasoline and #2 diesel, b) the base fuels treated with fuel additive caplet at an add rate of 1 gram per 16 gallons fuel. The caplets were received May 16, 2006 in a plastic bottle and in good condition. The base fuels were a regular grade unleaded gasoline and a #2 diesel from a local service station.

Tests were run according to the test procedures listed with no modifications or deviations. Precision on these data should be consistent with those stated in the referenced test procedures. Testing has taken place from June 7-15, 2006. Results are shown in the attached table. The analyses above pertain only to the samples received by Southwest Research Institute and represent only a sampling of each lot.

If there are any questions concerning these analyses or if you have further instructions please contact me at (210) 522-2071.

Sincerely, A



Robert Legg,
Manager Fuels and
Lubricants
Laboratory
Petroleum Products

Research Department Office of Automotive
Engineering



SwRI TEST SUMMARY REPORT
Samples received from ConSeal International Inc.
PO#06-1344
July 24, 2006

TEST REQUEST	Regular Unleaded	RU with Caplet (blend)
D5191 Vapor Pressure, psi.....	7.51	7.48
D130 Copper Strip Corrosion	1A	1A
D1319 FIA		
Aromatics, vol%.....	34.0	35.2
Olefins, vol%.....	4.8	4.7
Saturates, vol%.....	61.2	60.1
D2622 Sulfur Content, wt%	0.0061	0.0061
D2699 Research Octane Number.....	91.1	92.0
D2700 Motor Octane Number.....	82.3	83.0
D4814 R+M/2 Octane Rating	86.7	87.5
D3237 Lead Content, g/gal.....	<0.001	0.001
D3606 Benzene, vol%	1.21	1.21
Toluene, vol%	4.58	4.57
D381 Existent Gum, mg/100 mL		
Unwashed Wt.....	7.5	8.0
Washed Wt.....	<0.5	0.5
D4052 API Gravity.....	55.2	55.4
Specific Gravity.....	0.7580	0.7573
D5188 Vapor-Liquid Ratio 1:20, °F.....	152.3	152.3
D525 Oxidation Stability, min.		
Break Point.....	No Break	No Break
Run Time, min.....	1440	1440
D5599 Oxygen Content,	None	None
D86 Distillation, °F		
IBP.....	98	96
5%.....	119	119
10%.....	132	131
15%.....	139	139
20%.....	147	147
30%.....	166	167
40%.....	194	194
50%.....	227	226
60%.....	258	259
70%.....	289	290
80%.....	318	319
90%.....	352	352
95%.....	381	381
FBP.....	424	424
Recovered, mL.....	97.2	97.5
Loss, mL.....	1.9	1.5

TEST REQUEST	#2 Diesel	#2 DSL w/ Caplet (blend)
D130 Copper Strip Corrosion	1A	1A
D2274 Accelerated Stability, mg/100 ml		
Total Insoluble	0.46	0.80
D2622 Sulfur Content, wt%	0.0345	0.0349
D4052 API Gravity.....	34.7	34.8
Specific Gravity.....	0.8513	0.8510
D445 Kinematic Viscosity, cSt		
Viscosity at 40°C.....	2.948	2.950
D4737 Cetane Index.....	48.1	48.3
D482 Ash Content, mass %.....	0.001	0.001
D524 Ramsbottom Carbon Residue		
Ramsbottom on 10% btm	0.11	0.11
D613 Cetane Number.....	49.9	49.7
D6304 Water Content, ppm.....	76	55
D86 Distillation, °F		
IBP.....	340	345
5%.....	377	382
10%.....	410	411
15%.....	429	432
20%.....	448	450
30%.....	481	482
40%.....	508	509
50%.....	530	530
60%.....	549	549
70%.....	570	569
80%.....	593	592
90%.....	624	623
95%.....	649	647
FBP.....	666	665
Recovered, ml.....	97.2	97.4
Loss, mL	1.4	1.3
D93 Flash Point, °F.....	153	151