♦THE TENTMEN GROUP♦

Monday, June 09, 2008

Mr. Jim Bland
BLP Transportation Solutions
P.O. Box 174
Solomons, MD 20688

RE: FuelMiser® - Product Test

Dear Jim:

I want to thank you for giving The Tentmen Group the opportunity to look at the FuelMiser as a possible product for our clients. As you are aware, we must carefully scrutinize each product line before we would consider introducing it to our clients. To that end, your patience in the evaluation process was appreciated and I trust will be rewarded.

Rather than detail the testing process in this letter, I have attached the data and the conclusions on a separate document. In summary, here is what we found.

The FuelMiser works as you indicated. We tested it on 5 different vehicles totaling over 23,000 miles of driving and each one showed improvements ranging from 13.3% to 17.6% in their average mileage. I will confess that I was inclined not to look at the FuelMiser initially. I dismissed it as one of the many other "snake oil" type products we see. However, someone once asked me, "If something seems too good to be true, is that reason enough not to look at it?". In this case I am glad we gave it a look.

Beyond the actual product test results, I was even more impressed with your willingness to discuss the details of the product design, the manufacturing process, your marketing plans, good and bad press regarding this industry and the impact it can have on your organization. I think you have taken the full-disclosure aspect to a higher level for your customers in the way you set up your website, third party links and actual PDF's of testimonials. You held nothing back and we value that kind of candor.

In conclusion, I am very pleased to say that we are well satisfied and comfortable representing your organization and FuelMiser to our clients including Mobil 1 Express, Jiffy Lube, Midas Muffler, Firestone, Mr. Tire, Advance Auto, AutoZone, Bumper-to-Bumper, CarQuest and the rest of our client base. To that end I look forward to building a mutually beneficial business relationship and helping a lot of people along the way by introducing them to FuelMiser.

Sincere Regards,

Donald W. Kiley

ENC: Test Results - FuelMiser

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♦THE TENTMEN GROUP♦

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REPORT

To: Jim Bland

From: Don Kiley

Date: 6/9/2008

Re: Fuel Miser Test Results

Jim –

Per my letter, I have outlined the details of the tests we performed using the FuelMiser. Please feel free to call me to discuss. I can best be reached on my cell phone: 920-737-3563.

Before I get into the report, I thought it might be helpful to give you a little bit of my background. I think it will help you understand why we took the measures we did with this test. Prior to entering the business world I taught physics, chemistry and calculus. My college training and teaching experience has given me a keen appreciation of the scientific process. In situations such as this, I find that skill set to be helpful. You may have heard the saying, "Liars figure and figures lie." It is easy and tempting to make data say what you want, but to maintain the integrity of the process it is important to let the data have its own voice. The message the data delivered is very clear, FuelMiser works!

I found The Temple University study to be helpful as it verified the physics behind FuelMiser. Magnetic Fields reduce the viscosity of carbon-based fluids. In lay terms, a specific magnetic field makes the carbon-based fluids thinner allowing them to be moved/pumped with less effort and helping them to atomize into smaller particles. Initially I expected the effects of the magnetic field on petroleum fluids to be lost immediately after leaving the magnetic field but was very surprised to see the effects can actually last for hours. This finding significantly raised my comfort factor with the technology.

Introduction - Prior to accepting FuelMiser into our product line, we needed to put it through our due diligence process. This process included investigating the FuelMiser product as well as competitive products of similar nature. It also included first-hand verification of product claims, 2nd and 3rd party reports and references, a study of market acceptance, test markets, qualification of the supplier capabilities and business practices as well as a variety of other areas of interest.

The Market – Being very familiar with the automotive industry, we have seen many products, (devices and additives) which made claims of better performance, better mileage, better power, etc. for your vehicle. Some of the claims were ridiculous, some reasonable and some just outright lies. Given our current economic, political and environmental conditions, the time was right for a product such as FuelMiser.

The Test – As important as the EPA test, the Temple University reports and the testimonials from credible users were, we felt it was equally as important to personally test the FuelMiser. We knew if it worked we would have a winner on our hands. We also knew for us to introduce this product to our national clients, we would have to have tried the product, seen the results and be able to look our clients in the eye and say, "it works"! Anything less could result in a failure to launch the product.

The Vehicles – We tested the FuelMiser on 5 different vehicles. Each one is listed below with test conditions, data and results. Given the fact that our business is not to run a scientific lab, we understand there were a number of variables outside of our control. Our goal was to provide some measure of control in a field test or real-world environment so that we could comfortably and honestly make an evaluation of the product. To that end, we endeavored to gather data about vehicle use, conditions, etc. and analyze the data in a reasonably scientific fashion. All told, the test involved over 23,000 miles of travel. I believe this represents a sufficient amount of data for our purposes.

All vehicles involved are and have been professionally maintained since purchase. There were no performance related maintenance issues on any vehicle outside of the normal oil changes, tire air pressure and fluid checks. One car, the Silver Audi A6 had the oil pan replaced and was in the shop for an extended period of time. This is noted on the data sheets. Because the recording process was voluntary, there was some variation in the level of detail of recorded data. The first two vehicles involved travel in the US and Canada. As such, rather than show the detailed conversion between the US gallon and the Imperial Gallon and respective MPG calculations, we decided to simply base the results on capped-off tank capacity and odometer miles recorded. The associate is very reliable and the route is so well established that I accepted the findings after a reasonable measure of verification. We took care to calculate the percentage of Highway miles vs. City miles driven on each fill-up. Furthermore, we recorded any extenuating conditions, i.e. weather, loads, etc. that may have effected the mileage. I trust you will find the records informative.

1	2001 Dodge 1-T Truck	6,873	Increase	13.3 %
3	1999 Ford Explorer	4,576	Increase	17.6 %
5	1997 Audi A6	1,262	Increase	19.1 %

Vehicle #1 - 2001 Dodge 1-Ton Dual Wheel rear axle – Cummins small block diesel. (Test miles driven – 6,873mi) This vehicle was tested on long runs between Green Bay, WI and Carlyle Saskatchewan, CA. The trip is very nearly 100% highway with speed limits of 65 to 75mph depending on the state laws. The speed, load and conditions were reasonably consistent. The fuel mileage improved an average of **13.3%**. The low and high improvement ranged from 6.25% to 23.3%. Travel speeds were usually 5 to 7 mph over the speed limit.

Vehicle #2: - 2005 Buick LaCrosse 3.8L (Test Miles Driven – 4,099mi)
This vehicle also was tested on long runs between Green Bay, WI and Carlyle Saskatchewan, CA. (Approximately 915 miles each way). Again, the trip is very nearly 100% highway with speed limits of 65 to 75mph depending on the state laws. Using cruise control helped to maintain a consistent speed of approximately 5 to 7 mph over the posted limits. The speed, load and conditions were again reasonably consistent. The fuel used was 10% ethanol. The average improvement experienced was **15.7%**. There was very little variation in these results.

Vehicle #3: - 1999 Ford Explorer – 5.6L V8 (Test Miles Driven – 4,576mi) - current mileage 129,000
This vehicle was tested on travel in, around and between Madison and Green Bay, WI. The percentage of Highway vs. City mileage is noted on each fill-up. The "before" mileage was reasonably in-line with the EPA Standards published for this vehicle (13 City / 14 Ave / 17 Hwy) see attached report. We fueled at the same location on a reasonably consistent basis assuming we would have the consistent fuel quality. True to your description we experienced minimal difference initially but noticed an improving trend as evidenced by the results shown. I was particularly interested to see 5/21/08 results for city driving showing 15.04 mpg. I told the driver to purposefully drive aggressively just to see what the results would be. Even in that situation, the is a 15.7% improvement over the published and experienced city driving base-line. The end result was a **17.6%** average improvement in mileage over

the established base line. Interestingly enough, the Highway/City mileage ratio was exactly the same as that used in the on-line EPA published. I would like to make one further note regarding the calculations. The average mileage calculation for vehicles 3 thru 5 was done using a weighted-average rather than a simple average. This provided a mathematically more accurate representation of the results.

Vehicle #4: - 1997 Audi A6 Quarto 2.8L V6 (Test Miles Driven – 6,244mi) - current mileage 123,000
This vehicle was also tested in the Madison and Green Bay, WI areas. Again the percentage of Highway vs. City mileage is noted on each fill-up. The "before" mileage was reasonably in-line with the EPA Standards published for this vehicle (17 City / 19 Ave / 22 Hwy) see attached report. We again fueled at the same location on a reasonably consistent basis. Because the percentage of highway travel was higher than the EPA published figures, we experienced a slightly elevated average mileage as our base line. After installing the FuelMiser, we experienced an immediate increase in mileage. I was surprised to see the larger percentage improvement to be in the city mileage rather than the highway driving. The overall improvement was **15.04%** but some of that was do to increase highway driving (76% vs. 63%). Even so, the result was in excess of the 10% you mentioned for your product.

Vehicle #5: - 1997 Audi A6 Quarto 2.8L V6 (Test Miles Driven – 1,262mi) - current mileage 235,000
This vehicle actually had the FuelMiser installed on it longer than any of the other vehicles. Unfortunately, the car sat in the shop for nearly 5 weeks. As a result, we simply used it as a "back-up test" for the first A6. The big surprise for us was that the car had improved city mileage by **19.1%** over the published EPA standard. In fact, you can see the city driving in our test comprised of 66% rather than the 55% used by the EPA published figures. I assume if we adjusted for the percentage difference, the mathematical benefit of the FuelMiser would be even more impressive.

SUMMARY – Admittedly the testing process we used was not as controlled as you would find in a lab. We have all seen or heard of things that work wonderfully in the lab but fail miserably in the field. I think we would all agree that as important as lab results are, the real test is in the real world where you and I live.

We did a reasonable job of recording, verifying and accounting for the variables encountered. The result is that we identified improvements in 4 vehicles and verified the same in a fifth. The improvements ranged from 13.3% up to 19.1%. Taking a realistic approach for the "unknowns" even if we apply a 20% discount factor to the findings, we still meet or exceed the 10% increase in mileage extolled by your product. I expect that the vast majority of people who purchase the FuelMiser can realistically expect to see a 10% increase in their mileage. Coupled with your money-back guarantee I am confident that the FuelMiser will be accepted and maybe even embraced by consumers looking for help.

On a business note, it is a pleasure to be able to work with a product that truly addresses multiple issues for the consumer. It is not often that a consumer can purchase an item that will save them money, improve the environment AND give them a small part in helping reduce our dependence on foreign oil. I call that value. I will look forward to introducing the FuelMiser to our clients. Indeed the national auto service centers and retail auto stores are always looking for ways to help their customers and improve their businesses. I believe the FuelMiser will be a refreshing and welcome opportunity for them and I look forward to discussing ways in which we can introduce the FuelMiser as soon as possible.

I have attached the records, memo and EPA mileage references for the vehicles tested. Please feel free to call me to discuss any aspect of our test. I look forward to working with your organization.

Attachment: 7 Pages - Data and Reference Sheets

- End -

♦THE TENTMEN GROUP♦

[illegible] Phone: [illegible] • Fax: [illegible]
Toll Free: 877-71[illegible]

Memo

To: Don Kiley

From: Alan King

CC:

Date: 6/4/2008

Re: Fuel Miser

Don,

I just returned from another trip to Canada and have the results of the FuelMiser tests. Here is the information:

Vehicle #1: 2001 Dodge Dually – 1 Ton – Cummins Small Block Diesel

Prior to installing the FuelMiser, I would consistently get 15-16 mpg running at highway speeds (70-75mph) for full route (915 miles) from Green Bay to Carlyle, Saskatchewan CA with the cruise control on. This is a trip regularly make about 12 times per year. After installing the FuelMiser I noticed an immediate improvement in fuel mileage. My first trip averaged 17 mpg, my second and third trip averaged 18.5mpg. I am very pleased with the results and would say it device performed as promised. The improvement in fuel mileage was at least 6.25% and at best 23.3%. By my calculations, the average improvement was 13.3%.

Vehicle #2: 2005 Buick LaCrosse 3.8L

I have made the Canada trip in this vehicle several times since I bought the car new. With each trip I could plan on driving nearly 380 miles per tank of fuel. After installing the FuelMiser I would consistently run 440 miles per tank before needing to get fuel. I make the run using my cruise control set at approximately 75 mph most of the way. I thought the device would show a little better than 10% improvement, but was pleased to see the mileage improve by over 15%. So again, I would say the FuelMiser does exactly what it claims. I must also say, I like the fact that I don't have to mix an additive every time I fuel up. This is very convenient. Install once and let it do the rest for you.

There is a very big interest in the product in central Canada. The folks living up there must drive long distances to get to stores, services, etc. and the cost of fuel in Canada is higher than in the US (approx $5/gal vs $4/gal – using Imperial Gallon / US Gallon conversion). I expect the product to sell well up there.

The bottom line is FuelMiser works.

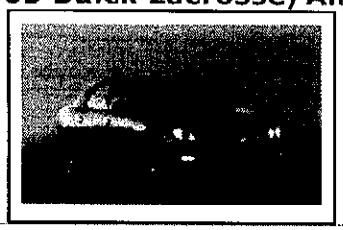
Regards,

Alan King

2005 Buick Lacrosse/Allure

Use Your Gas Prices & Annual Miles

Switch to Metric units



Compare side-by-side

Estimated New EPA MPG

MPG ratings for this vehicle have been revised

REGULAR GASOLINE

21 Combined

18 City

27 Hwy

Compare to Official EPA Window Sticker MPG

MPG Estimates from Drivers Like You

Average based on 2 vehicles.

Learn more about "Your MPG"

25.6

Lo **23** → Hi **29**

View Individual Estimates

Disclaimer

Fuel Economics

Cost to Drive 25 Miles	**$4.69**
Fuel to Drive 25 Miles	1.19 gal
Cost of a Fill-up	**$60.28**
Miles on a Tank	321 miles
Tank Size	17.0 gal
Annual Fuel Cost*	$2813

Based on 45% highway, 55% city driving, 15000 annual miles and a fuel price of $ 3.94 per gallon . Use Your Gas Prices & Annual Miles

Energy Impact Score

Annual Petroleum Consumption (1 barrel=42 gallons)

16.3 barrels/year

Carbon Footprint

Annual Tons of CO_2 Emitted

8.7

Personalize Annual Miles

3.5 — 16.2

EPA Air Pollution Score

Air Pollution Score

Best 6 (0 – 10)

- Show Scores for California and Northeast States
- Show Detailed Air Pollution Information

More about emissions....

- What's the difference between air pollution and greenhouse gas emissions?
- Want more info? See EPA's Green Vehicle Guide

Safety	Crash Test Results
Size Class	Midsize Cars
Engine Size (liters)	3.8
Cylinders	6
Transmission	Automatic 4-spd
Drive	Front-Wheel Drive
Gas Guzzler	no

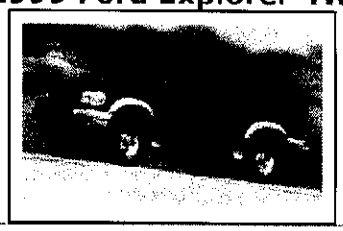
Milage Records - 1999 Ford Explorer - 5.6L V8 129,000 miles

Week	Date	Amt	Gal	$/gal	Miles	MPG	Location	Notes
1	1/5/2008	$ 41.51	13.06	$ 3.18	137.0	10.49	Madison, WI - Mobil	Hwy 80 / City 20 - Pulled empty trailer to get Katie's furniture
2	1/5/2008	$ 29.10	9.24	$ 3.15	125.0	13.53	De Pere, WI - Shell	Hwy 90 / City 10 - Pulled full trailer w/ Katie's furniture home
3	1/13/2008	$ 57.35	18.51	$ 3.10	261.0	14.10	De Pere, WI - Citgo	Hwy 15 / City 85
4	1/21/2008	$ 55.02	17.99	$ 3.06	233.0	12.96	De Pere, WI - Citgo	Hwy 5 / City 95
5	1/29/2008	$ 60.00	20.00	$ 3.00	271.5	13.58	De Pere, WI - Citgo	Hwy 15 / City 85
		$ 242.98	**78.79**		**1027.5**	**13.04**		**Hwy 31 / City 69 (Weighted Ave based on Miles)**
Installed (1/29/08)								
1	2/3/2008	$ 24.00	8.00	$ 2.99	117.0	14.63	De Pere, WI - Citgo	Hwy 10 / City 90
2	2/4/2008	$ 20.62	6.92	$ 2.97	128.3	18.54	Madison, WI - Mobil	Hwy 90 / City 10 - (GB to Madison)
3	2/9/2008	$ 52.57	17.64	$ 2.98	259.8	14.73	Madison, WI - Mobil	Hwy 15 / City 85 - super cold lots of snow
4	2/15/2008	$ 56.65	19.01	$ 2.98	221.3	11.64	Madison, WI - Mobil	Hwy 5 / City 95 - Worst Case Hwy / Snow / Traffic Jams
5	2/23/2008	$ 57.32	18.67	$ 3.07	264.8	14.18	Madison, WI - Mobil	Hwy 20 / City 80 - super cold lots of snow
6	2/29/2008	$ 59.00	18.70	$ 3.21	275.0	14.71	Madison, WI - Mobil	Hwy 15 / City 85 -
7	3/6/2008	$ 60.08	19.76	$ 3.03	268.3	13.58	Madison, WI - Mobil	Hwy 5 / City 95 -
8	3/28/2008	$ 10.00	2.99	$ 3.34	51.0	17.06	Madison, WI - Mobil	Hwy 75 / City 25 -
9	3/29/2008	$ 65.00	19.35	$ 3.36	260.8	13.48	Madison, WI - Mobil	Hwy 10 / City 90 -
10	3/30/2008	$ 13.18	3.92	$ 3.36	52.7	13.44	Madison, WI - Mobil	Hwy 10 / City 90 -
11	3/31/2008	$ 20.28	6.15	$ 3.30	131.2	21.33	De Pere, WI - BP	Hwy 95 / City 5 - (Madison to GB) avg of 7mph over limit
12	4/1/2008	$ 30.27	9.01	$ 3.36	144.7	16.06	Madison, WI - Mobil	Hwy 75 / City 25 - (GB to Madison) avg of 9 mph over limit
13	4/25/2008	$ 65.64	18.55	$ 3.54	301.1	16.23	Madison, WI - PDQ	Hwy 75 / City 25 -
14	5/12/2008	$ 74.50	19.61	$ 3.80	325.0	16.57	Madison, WI - Citgo	Hwy 75 / City 25 -
15	5/18/2008	$ 69.00	18.26	$ 3.78	321.4	17.60	Madison, WI - Citgo	Hwy 80 / City 20 -
16	5/21/2008	$ 27.46	7.08	$ 3.88	106.5	15.04	Madison, WI - Mobil	Hwy 10 / City 90 - Deliveries (heavy start/stop/idle)
17	5/30/2008	$ 70.01	17.78	$ 3.94	319.9	17.99	Fitchburg, WI - Mobil	Hwy 80 / City 20 -
18								
		$ 775.58	**231.40**	**$ 3.35**	**3,548.81**	**15.34**		**Hwy 45 / City 55 (Weighted Ave based on Miles)**
		Total Amt	**Total Gal**	**Ave $/gal**	**Total Miles**	**MPG Change**		
		$ 1,018.56	**310.19**	**$ 3.28**	**4,576.31**	**17.6%**		

1999 Ford Explorer 4WD

Use Your Gas Prices & Annual Miles

Switch to Metric units



Compare side-by-side

Estimated New EPA MPG

REGULAR GASOLINE

MPG ratings for this vehicle have been revised

14 Combined

13 City

17 Hwy

Compare to Official EPA Window Sticker MPG

MPG Estimates from Drivers Like You

User MPG estimates are not yet available for this vehicle. Learn more about "Your MPG"

Fuel Economics

Cost to Drive 25 Miles	**$7.04**
Fuel to Drive 25 Miles	1.79 gal
Annual Fuel Cost*	$4220

Based on 45% highway, 55% city driving, 15000 annual miles and a fuel price of $ 3.94 per gallon . Use Your Gas Prices & Annual Miles

Energy Impact Score

Annual Petroleum Consumption (1 barrel=42 gallons)

24.5 barrels/year

Carbon Footprint

Annual Tons of CO_2 Emitted

13.1

Personalize Annual Miles

3.5 — 16.2

EPA Air Pollution Score

Air Pollution Score	Not Available
Safety	Crash Test Results
Size Class	Sport Utility Vehicle - 4WD
Engine Size (liters)	5
Cylinders	8
Transmission	Automatic 4-spd
Drive	4-Wheel or All-Wheel Drive
Gas Guzzler	no
Turbocharger	no
Supercharger	no
Passenger Volume	NA
Luggage Volume	NA
Engine Characteristics	NA
Trans Characteristics	CLKUP

How are fuel cost estimates and miles on a tank determined?
Fuel cost estimates are based on 45% highway driving, 55% city driving, 15000 annual miles and a fuel cost of $ 3.94 per gallon . You may customize these values to reflect the cost of fuel in your area and your own driving patterns.

Fill-up cost and the distance you can travel on a tank are calculated based on the

Milage Records - 1997 Audi A6 - Silver 2.7 L V-6 235,000 miles

	5/6/2008	$ 60.01	16.22	344.0	$ 3.70	21.20	De Pere - Citgo	Hwy 30 / City 70
	5/13/2008	$ 29.03	7.52	177.3	$ 3.86	23.57	De Pere - Citgo	Hwy 30 / City 70
	5/20/2008	$ 40.94	10.50	236.2	$ 3.90	22.50	De Pere - Citgo	Hwy 30 / City 70
	6/2/2008	$ 21.05	5.06		$ 4.16		De Pere - Shell	Hwy 0 / City 100 (Didn't top off - added values to next fill)
	6/3/2008	$ 66.52	16.43	504.6	$ 4.05	23.48	De Pere - Citgo	Hwy 40 / City 60
								Note: Installed FuelMiser in March. Car was in the shop for
								5 weeks waiting on oil pan. Did not use before/after data
								as I thought it was not adequate. Ran for Month of April
								but only recorded "after" data as you see here.
								Very similar results to the "after" data on the other Audi.
		$ 217.55	55.73	1262.1	$ 3.90	22.65		**Hwy 34 / City 66 (Weighted Ave based on Miles)**
1								
2								
3								
4								
5								
6								
7								
		Total Amt	**Total Gal**	**Total Miles**	**Ave Fuel**	**MPG Change**		
		$ 217.55	**55.73**	**1,262.10**	**$ 3.90**	**n/a**		

Milage Records - 1997 Audi A6 - Blue 2.7 L V-6 120,000 miles

[illegible]	Date	Amt	Gal	Miles	Price	MPG	Location	Notes
[illegible]	1/4/1900	$ 51.01	16.20	369.5	$ 3.15	22.82	De Pere - Citgo	Hwy 90 / City 10 - GB/Madison/GB empty/full car
[illegible]	1/12/2008	$ 24.78	10.21	224.0	$ 3.10	21.94	De Pere - Citgo	Hwy 95 / City 5 - GB/Milwuakee/GB
[illegible]	1/21/2008	$ 40.33	16.88	312.2	$ 3.05	18.49	De Pere - Citgo	Hwy 55 / City 45
[illegible]	2/7/2008	$ 41.51	16.83	304.0	$ 2.96	18.06	Madison, WI - Mobil	Hwy 60 / City 40
[illegible]	2/16/2008	$ 50.35	16.84	302.3	$ 2.99	17.95	Madison, WI - Mobil	Hwy 40 / City 60
[illegible]	2/17/2008	$ 16.15	5.42	115.4	$ 2.98	21.29	Stevens PT - Citgo	Hwy 95 / City 5 - ave speed 75 mph
[illegible]	2/18/2008	$ 18.33	6.09	124.4	$ 3.01	20.43	Madison - Mobil	Hwy 85 / City 15 - slushy snow
[illegible]	3/4/2008	$ 53.47	17.59	352.5	$ 3.04	20.04	Madison - Mobil	Hwy 65 / City 35
[illegible]	3/10/2008	$ 50.72	16.63	322.0	$ 3.05	19.36	Madison - Mobil	Hwy 70 / City 30
[illegible]	3/17/2008	$ 51.00	16.19	321.0	$ 3.15	19.83	Madison - Mobil	Hwy 70 / City 30
[illegible]	3/20/2008	$ 56.95	17.91	385.8	$ 3.18	21.54	Madison - Mobil	Hwy 50 / City 50
[illegible]	3/23/2008	$ 37.21	11.45	236.0	$ 3.25	20.61	Madison - Mobil	Hwy 70 / City 30
[illegible]	3/28/2008	$ 58.97	17.71	369.6	$ 3.33	20.87	Madison - Mobil	Hwy 70 / City 30
[illegible]	3/31/2008	$ 35.80	10.88	215.0	$ 3.29	19.76	Madison - Mobil	Hwy 40 / City 60
[illegible]	4/18/2008	$ 30.41	8.71	182.6	$ 3.49	20.96	De Pere - Citgo	Hwy 40 / City 60
[illegible]	5/1/2008	$ 60.22	16.59	352.3	$ 3.63	21.24	De Pere - Citgo	Hwy 40 / City 60
[illegible]	5/4/2008	$ 31.54	8.50	182.0	$ 3.71	21.41	De Pere - Citgo	Hwy 40 / City 60
[illegible]	5/16/2008	$ 9.48	2.50	50.5	$ 3.79	20.20	De Pere - Citgo	Hwy 95 / City 5
[illegible]		**$ 718.24**	**233.13**	**4721.1**	**$ 3.23**	**20.25**		**Hwy 63 / City 37 (Weighted Ave based on Miles)**
[illegible]								
[illegible]	5/16/2008	$ 35.33	9.20	223.80	$ 3.84	24.33	Eau Claire - Mobil	Hwy 90 / City 10 - GB to Eau Claire - car empty
[illegible]	5/17/2008	$ 35.98	9.37	212.50	$ 3.84	22.68	De Pere - Citgo	Hwy 95 / City 5 - Eau Claire to GB - car full p/u son fr college
[illegible]	5/20/2008	$ 40.64	10.42	245.00	$ 3.90	23.51	De Pere - Citgo	Hwy 40 / City 60
[illegible]	5/27/2008	$ 26.04	6.43	132.00	$ 4.05	20.53	De Pere - Citgo	Hwy 40 / City 60
[illegible]	5/29/2008	$ 13.57	3.27	74.40	$ 4.10	22.75	De Pere - Citgo	Hwy 40 / City 60
[illegible]	5/31/2008	$ 48.56	11.79	300.40	$ 4.12	25.48	St Paul - Mobil	Hwy 95 / City 5
[illegible]	6/3/2008	$ 60.33	14.90	335.00	$ 4.05	22.48	De Pere - Citgo	Hwy 85 / City 15
[illegible]		**$ 260.45**	**65.38**	**1,523.10**	**$ 3.98**	**23.30**		**Hwy 76 / City 24 (Weighted Ave based on Miles)**
		Total Amt	**Total Gal**	**Total Miles**	**Ave Mpd**	**MPG Change**		
		$ 978.68	**298.51**	**6,244.20**	**$ 3.28**	**15.04%**		

Find a Car

Compare Side-by-Side

Search by Class

Search by Make

Search by MPG

Cars that don't need gasoline

Best and Worst MPG

1997 Audi A6 Quattro

Use Your Gas Prices & Annual Miles

Switch to Metric units

Compare side-by-side

Estimated New EPA MPG

PREMIUM GASOLINE

MPG ratings for this vehicle have been revised

City	Combined	Hwy
17	19	22

Compare to Official EPA Window Sticker MPG

MPG Estimates from Drivers Like You

User MPG estimates are not yet available for this vehicle. Learn more about "Your MPG"

Fuel Economics

Cost to Drive 25 Miles	**$5.47**
Fuel to Drive 25 Miles	1.32 gal
Annual Fuel Cost*	$3282

Based on 45% highway, 55% city driving, 15000 annual miles and a fuel price of $ 4.16 per gallon . Use Your Gas Prices & Annual Miles

Energy Impact Score

Annual Petroleum Consumption (1 barrel=42 gallons)

18.0 barrels/year

Carbon Footprint

Annual Tons of CO_2 Emitted

9.6

Personalize Annual Miles

3.5 — 16.2

EPA Air Pollution Score

Air Pollution Score	Not Available
Safety	**Crash Test Results**
Size Class	Compact Cars
Engine Size (liters)	2.8
Cylinders	6
Transmission	Automatic 4-spd
Drive	4-Wheel or All-Wheel Drive
Gas Guzzler	no
Turbocharger	no
Supercharger	no
Passenger Volume	92 ft^3 (4D)
Luggage Volume	16 ft^3 (4D)
Engine Characteristics	(FFS)