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Magnetizer Fuel Test Data

Dramatically reducing vehicle pollution
while increasing fuel efficiency

The following pages contain various test reports of Magnetizer installations from around the world. In most of these test reports the full Magnetizer EPM system was utilized, giving dramatic emissions reductions. Exhaust emissions are a result of incomplete combustion as shown in the Mechanical handbook by Baumeiste where the stoichiometric chart shows the relationship between emissions and unburned fuel. As more of the fuel is combusted, the emissions go down and efficiency goes up - fuel savings. All of the following reports attest to Magnetizer's major rule in reducing exhaust emissions and increasing efficiency saving the consumer fuel costs.

Magnetizer has been in research and development of magnetic fluid treatment for over 20 years. Through the years we have refined and defined the techniques and the principles of how to treat fluid with magnets.

When a properly focused magnetic field is applied to a hydrogen-based fuel, the hydrogen is converted from the para (less volatile) to ortho state (more volatile). This potentiates fuel so that the hydrogen attracts and bonds with more of the oxygen. (Getting the oxygen to bond with the hydrogen is necessary for complete combustion). When this happens, we burn more of the fuel and that reduces exhaust emissions and increases the fuels efficiency (Better fuel economy and power).

Magnetizer products are easy to install, and can be fitted to virtually all engines in just a few minutes. If one was to try to make a comparison between Magnetizer and catalytic converters, it is easy to see the marked benefits of Magnetizer.

## Comparison of Magnetizers vs. Catalytic Converters (Gasoline & Light Duty Diesels)

| | MAGNETIZER | Catalytic converter |
|---|---|---|
| **Warranty** | Lifttime | None |
| **Installation** | 5 minutes or less | 45 minutes to 1 1/2 hours |
| **Product Life** | Never wears out | 20 to 50,00 miles depending on the vehicle it is fitted on |
| **Vehicle's Power** | Gets Improvement | Loses Power |
| **Vehicle's Economy** | Gets Improvement | Loses economy |
| **Customer** | Customer will love the benefits | Poor acceptance due to loss |

| | | |
|---|---|---|
| **Acceptance** | and imporved performance | of economy and performance<br>and will need to be reolaced |
| **Maintenance** | None | May need cleaning from time to time |
| **Types of Fuel** | ALL | Unleaded only or premature failure results |

Patents: RE: 35689, 5829420, Further Worldwide patents pending
California Air Resource Board: CARB#EOD-174-3
U.S. Military Stock Number: NSN 2910-01390-0004

**Magnetizer Fuel Efficiency/Emission Reduction Tests**

**All tests performed under Federal EPA Code 40 CFR, Sec. 51.351**
**These are before & after results with a Magnetizer installed showing reduced emissions.**

***Emissions = Unburned Fuel / Reduction of Emissions = Fuel Savings***

| **Make/Model** | **HC Before** | **HC After** | **% HC Decrease** | **CO Before** | **CO After** | **% CO Decrease** |
|---|---|---|---|---|---|---|
| Chevy 307, V8 | 774 | 580 | 25% | .06 | .00 | 100% |
| Chevy 400, V8 | 141 | 37 | 73% | 1.78 | .21 | 88% |
| Chevy 2.8L, V6 | 46 | 11 | 76% | .31 | .00 | 100% |
| Pontiac 6000 | 227 | 42 | 81% | .33 | .04 | 89% |
| Escort 4 Cyl.[1] | 259 | 54 | 79% | 5.9 | .25 | 96% |
| Ford Pick-Up V8 | 158 | 16 | 90% | .21 | .21 | 57% |
| Nissan V6 3.0 4x4[2] | 130 | 30 | 77% | 1.7 | .00 | 100% |
| Chevy V8 | 12 | 0 | 100% | .00 | .00 | --- |
| Chevy V6, (C)[2] | 72 | 0 | 100% | .64 | .01 | 98% |
| Olds 280 V6 (C)[2] | 348 | 65 | 81% | .04 | .01 | 75% |
| Lincoln 302 V8 (C)[2] | 13 | 4 | 69% | .05 | .00 | 100% |
| Ford 2.3L (F.I.)[2] | 193 | 20 | 90% | .80 | .01 | 98% |
| Dodge 318 V8 (C)[2] | 125 | 15 | 88% | 1.24 | .02 | 98% |
| Jeep 4.0L V6[2] | 18 | 8 | 55% | .09 | .04 | 55% |
| Buick 350 V8 (C)[2,3] | 128 | 95 | 26% | 4.21 | 4.04 | 4% |

| | | | | | | |
|---|---|---|---|---|---|---|
| ’Pontiac | 125 | 0 | 100% | .04 | .00 | 100% |
| Chevy Van V8 | 190 | 125 | 65% | 1.8 | .30 | 81% |
| Jeep | 38 | 7 | 81% | .16 | .05 | 68% |
| Hyundai 4 Cyl.[4] | 18 | 14 | 22% | 5.69 | .02 | 99% |
| Suzuki, 4 cyl.[a] | 170 | 100 | 41% | 1.6 | .15 | 91% |
| Nissan SX[a] | 70 | 90 | +29% | 0.3 | 0.2 | 33% |
| Volkswagen, 4 cyl.[a] | 320 | 270 | 15% | 6.2 | 3.6 | 42% |
| Mitsubishi, 4 cyl.[a] | 390 | 330 | 15% | 3.8 | 2.8 | 26% |
| Chevy, 4 cyl.[a] | 320 | 180 | 44% | 3.6 | 1.0 | 72% |
| Oldsmobile | 63 | 0 | 100% | .06 | .00 | 100% |
| Corvette 350 CID | 383 | 197 | 48% | 7.85 | 1.98 | 74% |
| Olds 6 Cyl. | 60 | 48 | 20% | .32 | .23 | 31% |
| Chevy 305 | 230 | 163 | 20% | 9.83 | 8.60 | 12% |
| Chevy Luv 1600 cc | 3.96 | 3.20 | 19.2% | 57.3 | 53.7 | 6.3% |
| Fiat 126 Polska | N/A | N/A | 20% | N/A | N/A | 45% |
| Chevy 350 CID | 366 | 38 | 90% | 2.77 | .16 | 94% |
| Chevy V6, 2.8L | 19 | 12.5 | 65% | .02 | .00 | 100% |
| Chevy 350 (C) | 79 | 21 | 73% | .14 | .01 | 93% |
| BMW 6 Cyl. | 64 | 39 | 39% | .60 | .05 | 90% |
| Make/Model | HC Before | HC After | % HC Decrease | CO Before | CO After | % CO Decrease |
| VW Quantum 4 cyl (Fuel Savings of 17%)[b] | N/A | N/A | N/A | 1.5 | 0.5 | 66% |
| Proton 1.5L (Power increase fr/ 58 kw to 59 kw)[c] | 130 | 100 | 23% | 2.0 | 1.4 | 30% |
| Maruti (India Vehicle) | 100 | 60 | 40% | 2.6 | 1.6 | 30% |

| Make/Model | HC Before | HC After | %HC Decrease | CO Before | CO After | %CO Decrease | Mileage (+) |
|---|---|---|---|---|---|---|---|
| Chevy Suburban | 56.0 | 6.0 | 89% | .10 | .00 | 100% | + 27% |
| Ford Bronco | 69.0 | 10.0 | 86% | .19 | .00 | 100% | + 28.9% |
| Nissan | 43.0 | 4.0 | 91% | .00 | .00 | 0% | +10.3% |
| Blazer | -- | -- | 36% | -- | -- | 13% | + 50.8% |
| D Truck/V6 Duetz | -- | -- | -- | 40 ppm | 10 ppm | 75% diesel ppm | |

((C) = Carburetor (F.I.) = Fuel Injection * = Accuracy within +/- .04
a = Guatemalan Report b = Argentinean Test c = Malaysian OEM Test
1 = Boston Gas Company 2 = On file with Magnexx Corporation
3 = Buick has heavy deposits, must go through stabilization period to attain full results.
4 Stabilization period only, final not available

***Magnetizer Fuel Energizer Certified Fuel Savings & Horsepower Increase Tests***

- **VTEC Laboratories – test – 26% drop in fuel consumption.**

- **Preliminary Emissions test by Institute of Aeronautics (Poland) – 40% CO reduction, 20% HC reduction.**
- **RV Power Group – Gulf Stream high rise from 5.34 mpg to 8.08 mpg.**
- **Bacon Equipment Company – 33% horsepower increase (farm tractor).**
- **J.P. Bethlehem, PA – 12.5% faster ¼ mile race time (Corvette).**
- **Manner Automotive Tech – 10% horsepower increase (Chevrolet).**
- **Penske Racing – 4.8% average horsepower gain (full race engine).**
- **Tom McCall, Petrochemical Engineer – de-carbonizing of fuel injection system and engine.**
- **Chile EPA – 18% Fuel savings.**
- **Chinese test on early prototype Auto Fuel Energizer – 7-10% Fuel savings.**
- **Tomei Industrial Furnace, Taiwan – reduction of 11.7% of heavy oil used.**
- **Northern California Diagnostic Laboratories reported a 5% increase in horsepower during testing.**
- **US Border Patrol Test (8/10/95) – 94 Chevy Suburban 27.0%, 90 Ford Bronco, 29.8%, 91 Nissan 4 x 4, 10.3%, 86 6.9L Diesel, 50.8%.**
- **Electrometal Ltd. (7/31/95) – Genset (Motor/Generator) – Saved 25% on Diesel Fuel.**
- **Wheels Ltd. (11/04/95) – Two Ambassador's Vehicles, increased mileage of rental cars by 17.46% and 18.0% respectively.**

- **City of Berkeley CA – Fuel Economy change: 95 Ford Crown V8, 14.13%, 95 Ford Crown V8 (2.46%), 90 E-350 Ford Van V8, 7.06%.**

Fuel Certified test copies available upon request. (10/22/93).

**Certified Tests**

| | |
|---|---|
| **Beijing Railroad** | Locomotive average fuel savings - 4.88-5.91%. 60% reduction smog & elimination of carbon buildup in the Combustion chambers. Elimination of boiler scale. |
| **United States Air Force** | 80% reduction in smoke, +50% reduction in carbon monoxides, +50% reduction in hydrocarbons. Petrol vehicles fitted WITH catalytic converters. |
| **US Postal Service, CA** | Fuel Savings of + 8%, Reduction of Hydrocarbons by + 15%, Reduction of Carbon Monoxide by + 11%. |
| **U.S. Federal Border Patrol** | +10% increases in fuel savings, +50% reductions in carbon monoxide and hydrocarbons. |
| **VTEC** | Fuel savings of 26% under laboratory conditions on equipment calibrated to the United States equivalent of NAMAS. |
| **Sirim/Malaysia** | Average of 5% Fuel Savings, 40% reduction in carbon monoxide emissions. |
| **City of Berkeley, California** | Recommendation was made to install on the balance of the fleet and 4 of the waste huller trucks. |
| **Environmental Protection Agency (Latin America)** | 18.8% reduction in fuel consumption. CVS-75 Standard Motor Industry Test. |
| **EPA/Sri Lanka (Ceylon)** | Diesel Smoke Opacity Emission Test, 60% reduction in Diesel Emissions |
| **Mercedes Benz** | Well over 50% reduction in smoke, hydrocarbons, carbon monoxide. |
| **Nissan** | Tests on 5 vehicles all showed dramatic reductions in hydrocarbons and carbon monoxide. |
| **Proton** | Significant reduction in carbon monoxide and hydrocarbons. |

**Field Test**

**Various Field Tests from the US and around the world.**

| | |
|---|---|
| Penske Racing | 4.8% increase in horsepower on some of the most finely tuned and engineered vehicles in the world. |
| Ford/Volkswagen | In excess of 50% reduction in carbon monoxide emissions |
| Quality | Report shows long-term positive effects of Magnetizer EPM Systems |

| | |
|---|---|
| Automotive | |

United States Department of the Air Force
Air Force Material Command
Management & Equipment Evaluation Program (MEEP)

Background: Three vehicles, two petrol and one diesel, at Hurlburt Field, Florida, were removed from service, exhaust gas emissions were tested for pollutants, and MONO-POLE (single pole) magnetic units were fitted. The vehicles were allowed to run for 10 minutes, then gas emissions were tested again. Dramatic improvements in harmful emissions were noted. To ensure continuity in testing, the same mechanic performed all emission tests using the Bear 2000 series diagnostic analyzer, EPA approved and calibrated equipment. All tests were carried out with engines at operating temperature.

**Method:**

(a) Three vehicles were selected for testing over a six month period in order to fully assess the effect of ***MAGNETIZING***. Two vehicles were petrol, one diesel bus.

(b) The same mechanic conducted all emission tests for all vehicles prior to the installation of the system.

(c) The system was installed to the fuel lines on all vehicles using only plastic cable ties. A large "cooling system" magnetic unit was fitted to the vehicle's cooling system.
**No lines, fuel or water, were cut or disturbed.**

(d) An emission test was conducted after the units had been fitted, having allowed the vehicles to run for 10 minutes. A notable change in emission out put, up or down, confirmed correct installation.

**Advantages:**

(a) The system reduced harmful emissions from the petrol engines almost immediately after installation and continued to

**Savings:**

(a) Tangible savings: With such reductions in emission output, clearly better combustion is being realized. With correct carburetion/fuel pump adjustment, this increased efficiency can easily be converted into substantial FUEL SAVINGS.

(b) Intangible savings: Less pollution in the atmosphere

**Project Results:**

(a) Conclusions: The MAGNETIZER fuel treatment system demonstrated the ability to reduce harmful emissions in both petrol and diesel engines.

(b) Recommendations: We are RECOMMENDING the MAGNETIZER fuel system be APPROVED for AIR FORCE USE. Further recommend that a NATIONAL stock number be assigned.

(As a result of testing, a stock number was assigned, and this product is now available for military use)

**ENVIRONMENTAL PROTECTION AGENCY**
**(Latin America)**

**Magnetizer CVS-75 Test Summary**

| | | |
|---|---|---|
| **Location:** | Comision De Des Contaminacion De La Cividad De Santiago De Chile (Chilean EPA) | |
| **Date:** | January 6, 1992 | |
| **Vehicle:** | 1600 cc 1990 Chevy Luv | |
| **Test Identification:** | Gasoline: 93 Octane<br>Constant Volume Sampling (CVS)<br>Cycle FTP-75, Stabilized Phase | |
| **Results:** | Average fuel efficiency {KM/Liter} without MAGNETIZER | 8.50 |
| | Average fuel efficiency WITH MAGNETIZER | 10.10 |
| | PERCENTAGE INCREASE INFUEL EFFICIENCY | 18.8% |

| | | |
|---|---|---|
| **1.1 Vehicle Identification.** | Make: | Chevrolet |
| | Model: | LUV 1600 |
| | Year: | 1990 |

| | | | |
|---|---|---|---|
| | | Type: | Pick-Up, simple cabin |
| | | Weight: | 1410 Kg |
| | | Tag: | D1-2492 |
| 1.2 | **Test Identification.** | Fuel: | Gasoline, 93 Octane, Leaded |
| | | Method: | CVS (Constant Volume Sampling) |
| | | Cycle: | FTP-75, Stabilized phase |
| | **Measurement units.** | Carbon moxoxide: | [g/km] |
| | | Carbon dioxide: | [g/km] |
| | | Nitroxide: | [g/km] |
| | | Hydrocarbons | [g/km] |
| | | Fuel consumption: | [Liter] |
| | | Traveled distance: | [Km] |
| | | Fuel efficiency: | [km/l] |
| | | Ambient temperature: | [°C] |
| | | Ambient pressure: | [mmHs] |
| | | Ambient relative humidity: | [%] |
| | | Duration of test: | [min] |

**1.3 Type of analyzing instruments used.**

| | |
|---|---|
| Carbon monoxide: | Infrared non-dispersive |
| Carbon dioxide: | Infrared non-dispersive |
| Nitroxide | Chemioluminscent |
| Hydrocarbons: | Detection through flame ionization |

**TABLE 3.3. AVERAGE COMPARATIVE VALUES**

| Units of Measurement | Test 1 | Test 2 | Test 3 |
|---|---|---|---|

| | | | |
|---|---|---|---|
| Fuel Consumption [L] | 0.64 | 0.60 | 0.60 |
| Fuel Density [g/l] | 738.00 | 738.00 | 738.00 |
| Distance for test [km] | 6.20 | 6.20 | 6.20 |
| Time for test | 14.70 | 14.70 | 14.70 |
| Ambient Temp [°C] | 30.00 | 31.00 | 32.00 |
| Barometric Pres [mmHg] | 721.00 | 719.00 | 719.00 |
| Relative Humidity [%] | 35.00 | 25.00 | 23.50 |
| **Calculated Values** | | | |
| Carbon Monoxide [g/km] | 52.50 | 52.70 | 55.90 |
| Carbon Dioxide [g/km] | 356.80 | 369.40 | 373.40 |
| Hydrocarbons [g/km] | 3.40 | 3.00 | 3.20 |
| Nitroxides [g/km] | 1.20 | 0.90 | 1.40 |
| Fuel Efficiency [km/l] | 9.70 | 10.30 | 10.30 |
| | | | |

| **Units of Measurement** | **Base Line Without Magnetizer** | **Base Line With Magnetizer** |
|---|---|---|
| Carbon Monoxide [g/km] | 57.4 | 53.7 |
| Carbon Dioxide {g/km] | 366.7 | 366.5 |
| Hydrocarbons [g/km] | 4 | 3.2 |
| Nitroxides [g/km] | 0.6 | 1.2 |
| Fuel Efficiency [km/l] | 8.5 | 10.1 |

**Conclusion:** Test averages show that MAGNETIZER reduced fuel consumption by 18.8%

**Comments:** The determined indexes of emissions correspond to the ones obtained with the cycle test FTP-75 in the stabilized phase (II), tests between 505 and 1371 seconds. In this test (velocity v/s time), the vehicle travels on rollers which simulate the rotational power and inertia of the vehicle.

The measuring process used is the one established by the EPA (Environmental Protection Agency, USA).

**Emissions Testing by Mercedes Benz - Argentina S.A.**

Dated: November 10th, 1993

Location: Buenos Aires

Representative: Dr. Marcelo Breitman

Vehicle: Diesel Engine Bus

| | CO @ 600 rpm | CO @ 2800 rpm | HC @ 600 rpm | HC @ 2800 rpm |
|---|---|---|---|---|
| WITHOUT MAGNETIZER | 0.09 | 0.14 | 30.00 | 46.00 |
| WITH MAGNETIZER | 0.04 | 0.06 | 12.00 | 16.00 |

I'm pleased to inform you that MERCEDES BENZ has performed the above test on a diesel engine bus equipped with sets of DFE-6 plus TCE (Magnetizer diesel fuel energizer, truck coolant energizer). Even though it was a perfectly tuned engine, the results were very good, as you can see.

A reduction in the consumption was not tested, but stoichimetrically, there must be a substantial reduction in consumption.

**Guatemalan Magnetizer Report - Nissan (Dicorsa Plant)**

Date April 13, 1991

Location: Dicorsa (Nissan)

Emission Analyzer: Sun EPA 75

**BFR = Before fitting Magnetizer**

| Vehicle | Idle CO | Idle HC | CO @ 2500 rpm | HC @ 2500 rpm |
|---|---|---|---|---|
| Suzuki Swift 1991, 1298 cc BFR | 3.00 | 295.00 | 1.60 | 170.00 |
| Suzuki Swift 1991, 1298cc AFT | 1.60 | 170.00 | 0.15 | 100.00 |
| Nissan 200 SX Turbo BFR | 0.3 | 210 | 0.3 | 70 |
| Nissan 200 SX Turbo AFT | 0.2 | 165 | 0.2 | 90 |
| Mitsubishi L300 1400cc BFR | 6.2 | 390 | 4.2 | 180 |
| Mitsubishi L300 1400cc AFT | 3.6 | 330 | 1.8 | 90 |
| Chevrolet LUV 1800 BFR | 1.1 | 240 | 3.6 | 320 |
| Chevrolet LUV 1800 AFT | 0.8 | 250 | 1 | 180 |
| Volkswagen 1600cc BFR | 3.8 | 320 | 7 | 320 |

| | | | | |
|---|---|---|---|---|
| Volkswagen 1600cc AFT | 2.8 | 270 | 6.8 | 250 |

ATF: After fitting Magnetizer

**OEM Malaysian Saga Automobile Factory - Emission Tests**

| | |
|---|---|
| ***location:*** | Vehicle Testing Laboratory – SIRIM, Malaysia |
| ***Date:*** | June 1993 |
| ***Vehicle:*** | Proton 1.5S Megavalve |
| ***Engine:*** | 4 Cylinder, carbureted, gasoline powered |
| ***Miles:*** | New vehicle |

| | Hydrocarbons | Carbon Monoxide | Power [Kw] |
|---|---|---|---|
| BEFORE MAGNETIZER | 130 | 2 | 2 58 Kw |
| AFTER MAGNETIZER | 100 | 1.4 | 1.4 59 Kw |

**PENSKE Dyno Testing - Race Car Engine - February 17, 1989**

***Without Magnetizer***

| Torque – Ft/Lbs | | Horsepower |
|---|---|---|
| 320 | | 534 |
| 327 | | 560 |
| 331 | | 599 |
| 336 | | 640 |
| 358 | | 656 |
| 318 | | 666 |
| ***Average*** | 328.3 | 609.2 |

***With Magnetizer***

| Torque – Ft/Lbs. | Horsepower |
|---|---|

| | |
|---|---|
| 334 | 541 |
| 330 | 656 |
| 332 | 600 |
| 337 | 642 |
| 332 | 664 |
| 321 | 672 |
| **Average:** 331 | 614 |

***Comments:***
Through the use of the MAGNETIZER Fuel Energizer, the Dyno-tested Penske race car engine developed an average of 4.8% Horsepower gain. It should be noted that the Penske Engine represents the highest state of the art design in combustion engineering technology. Consequently, it was amazing that the attachment of a MAGNETIZER unit could provide a meaningful increase in power.

**VTEC LABORATORIES, Inc. - Germany & USA**
**Fuel Efficiency Tests of the Magnetizer Fuel Energizer**

1.0 Test Description
The described test was conducted inside a large facility under controlled conditions. The exhaust gasses were vented outside the building. All the parameters of the test were kept constant throughout the program.

1.1 Test Set Up
A Kohler generator was connected to an external graduated fuel tank that was kept at approximately the same height as the carburetor of the generator. A calibrated flow meter was inserted between the fuel tank and the generator. A load bank consisting of lights and heater was attached to the generator. The generator was placed on a small table approximately 30 inches above the floor.

1.2 The Generator

An electric portable Kohler generator with the following specifications was used for this project:

Model 3.5 mm65
S/N 260058
KVA 3.5
3600 RP
Watts 3500

The load bank consisted of five 300 watt light bulbs and a 900 watt heater which was approximately at 70% load. Each load source had an electrical plug at the end of the wire which was plugged into

the generator.

The generator had two receptacles rated at 120 Volt, 15 Amp maximum. Each receptacle had a load bank plugged into it.

No adjustments were made to the generator prior to the start of the test program.

1.3 Flowmeter

A separate line was run from the remote fuel tank directly to the carburetor with a flowmeter and a 12 inch steel line that ran in between to make the attachment of the MAGNETIZER unit. The fuel pump was by-passed. The flowmeter was manufactured by Brooks Instruments with the following specifications:

S/N 99223
Tube Number R-215-A
Metering viscosity 0.640 cS
Date of Calibration 6.28.90
Flow Range 0.011 to 1.025 (liq) gal/hrs

The gasoline used was CITGO unleaded 87 octane.

1.4 Exhaust Gas Analyzer

The exhaust gas from the generator was analyzed for oxygen and carbon monoxide. A stainless steel tube was inserted in the exhaust pipe of the generator. The gas analysis was through a system that had a pump to draw the gasses and a cold trap/drierite system to remove the water.

Gasses were continually drawn through the system with continuous display readings. The following gas analysis equipment was used:

Servomex Oxygen Analyzer Model 540A
Horiba Carbon Monoxide Analyzer Model PIR-2000

2.0 Results

The generator was operated for three days before the described test results were obtained. This was done in an effort to "break-in" the engine and work out any problems that could result prior to testing. Readings were taken as required when the MAGNETIZER was installed and then removed. The generator was run continuously. The results are for two sets of runs.

| **Time of Reading** | **Flow Range** | **Peak Flow** | **Amps** | **Volts** | **O2** | **CO** | **W-W/O** |
|---|---|---|---|---|---|---|---|
| 14.45 | 65-70 | 70 | 21 | 117.5 | 12.9 | 12 | W |
| 15.56 | 100-110 | 110 | 21.2 | 117.6 | 14.1 | 7 | W/O |
| 16.08 | 65-70 | 70 | 21.4 | 117.5 | 14.1 | 5 | W |
| 16.48 | 95-100 | 100 | 21.2 | 117.5 | 14.1 | 6.5 | W/O |

W-W/O W - indicates with magnet installed W/O - indicates without magnet installed

Each time the MAGNETIZER was removed or added, it was necessary to re-adjust the carburetor.

Based on the above information, the MAGNETIZER device for this test reduced the fuel consumption by approximately 26%.

**Summary**

At MAGNETIZER, we are quite pleased with the V-TEC Laboratories test resulting in a 26% drop in fuel consumption achieved through the use of our Fuel Energizer.

What is truly amazing is the reduction in gasoline consumption while the electrical output of the gasoline driven generator remained almost perfectly constant. The wattage, a product of amps time volts, varied from the average of 2491 watts by less than one percent. It should be noted that maximum wattage occurred when the generator was equipped with a MAGNETIZER. During this run, the carbon monoxide was at its lowest level. This is to be expected since carbon monoxide is oxidized to carbon dioxide. With any internal combustion engine, maximum output will occur when carbon monoxide is minimized and carbon dioxide is maximized which is in accordance with stoichiometric principles.

In using a gasoline driven generator, the electrical load can be matched to the output very closely, as indicated above. Vehicular testing with friction and mechanical transmission difficulties could not have generated such precise results.

The MAGNETIZER unit was mounted on a 12” length of steel tubing. It is possible that the slight improvement in fuel economy in the fourth run after the MAGNETIZER was due to residual magnetism. However, the variation between MAGNETIZER equipped runs and non-MAGNETIZER runs were so large as to make the results of residual magnetization inconsequential. Future runs should be conducted utilizing a non-ferrous gas line. Since the lines of magnetic force penetrate these materials easier, the results will be higher than the 26% results that we have already achieved.

Results were conducted on test equipment calibrated to the National Institute for Standards testing requirement, formerly The National Bureau of Standards.

AUTOLATINA Testing - Ford/Volkswagen Partnership

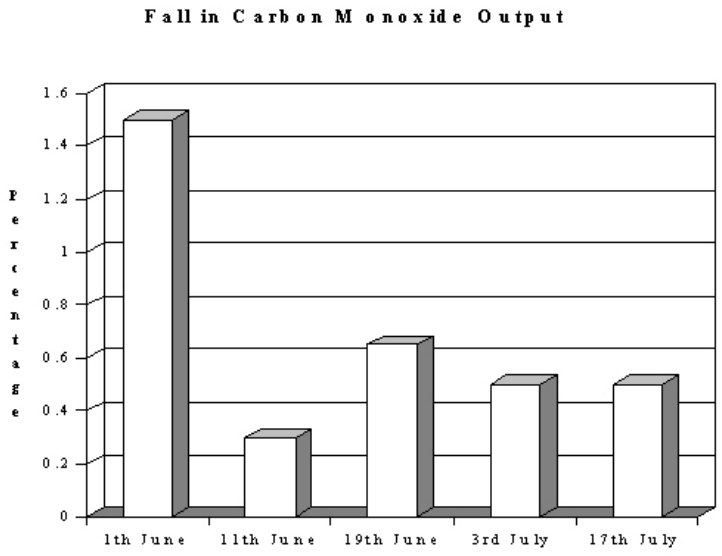
***Dated:*** October 13, 1993

***Location:*** Argentina S.A

***Representative:*** Dr. Marcelo Breitman

***Reported by:*** Mr. Alfredo Martone, General Manager of Manufacture

***Vehicle:*** Volkswagen Quantum




***Comments:*** Mr. Martone also confirms that the consumption of gasoline dropped by 17%.

**SIRIM / MALAYSIA Test Reports**

**VEHICLE DATA - TEST DATE: 5/20/99**

| | |
|---|---|
| Manufacturer | PROTON |
| Vehicle Type | Sedan |
| Trade Name | ISWARA 1.3S |
| Model & Chassis No | C21ASN – D075504 |
| Registration No. | WFU 3714 |
| Drive Wheel | Front |
| Engine Model | 4G13P |
| Engine No. | PI 2000 |
| Engine Type | Four cylinders in line, SOHC |
| Capacity | 1298 c.c |
| Fuel Supply System | Carburetor |
| Ignition System | Electronic |
| Mileage | 77600 km |

**Test Unit: Magnetizer Auto EPM**
**TEST SUMMARY:**

- Fuel Consumption decreased by 3.29%.

- Exhaust Emissions at idling Carbon Monoxide (CO) decreased by 10.4% and Hydrocarbon (HC) decreased by 4.3%.
- Exhaust Emissions at 90 km/h Carbon Monoxide (CO) decreased by 29.2% and Hydrocarbon (HC) decreased by 22.4%.
- Power output increased by 6.6%.

Original full text report on file

**VEHICLE DATA - TEST DATE: 5/20/99**

| | |
|---|---|
| Manufacturer | PROTON |
| Vehicle Type | Sedan |
| Trade Name | PERDANA 2.0i |
| Model & Chassis No. | E5S & PLIESARRTB 013775 |
| Registration No. | WFU 6242 |
| Drive Wheel | Front |
| Engine Model | 4G63P |
| Engine No. | DT 5079 |
| Engine Type | Four cylinders in line, SOHC |
| Capacity | 1997 c.c |
| Fuel Supply System | Injection |
| Ignition System | Electronic |
| Mileage | 64443 km |

**Test Unit: Magnetizer Auto EPM**

**TEST SUMMARY:**

- Fuel Consumption decreased by 6.62%.
- Exhaust Emissions at idling Carbon Monoxide (CO) decreased by 14.3% and Hydrocarbon (HC) decreased by 16.6%.
- Exhaust Emissions at 90 km/h Carbon Monoxide (CO) decreased by 22.7% and Hydrocarbon (HC) decreased by 22.6%.

Original full text report on file

**VEHICLE DATA**

**TEST DATE: 5/20/99**

| | |
|---|---|
| Manufacturer | KIA MOTOR |
| Vehicle Type | Four Wheeler |
| Trade Name | KIA SPORTAGE 2.0 |
| Model & Chassis No. | KNE JA5535 T5 - 414656 |
| Registration No. | WES 4065 |
| Drive Wheel | 4x4 |

| | |
|---|---|
| Engine | |
| Model | |
| Engine No. | |
| Engine Type | Four cylinders in line, DOHC 15 Valve |
| Capacity | 1998 c.c |
| Fuel Supply System | Injection |
| Ignition System | |
| Mileage | 23766 km |

**Test Unit: Magnetizer Auto EPM**

**TEST SUMMARY**:

- Fuel Consumption decreased by 6.11%.
- Exhaust Emissions at idling Carbon Monoxide (CO) decreased by 100% and Hydrocarbon (HC) decreased by 67%.
- Exhaust Emissions at 90 km/h Carbon Monoxide (CO) and Hydrocarbon (HC) remain the same.
- Power output increased by 2.3%.

Original full text report on file

**EPA Test/ SRI LANKA (Ceylon)**

**Magnetizer Diesel Smoke Opacity Emission Test conducted at United Motor Car, Sri Lanka (Ceylon)**

**(Importer of Mitsubishi Motor Cars)**

**Magnetizer Diesel Smoke Opacity Emission Test (Conducted by Sri Lanka(Ceylon) EPA)**

**Vehicle One**

Date: May 17, 1999

Model: Isuzu Pick Up Truck
(Owned by Managing Director of Department of Transportation, Sri Lanka (Ceylon))

Lucas Hartridge Free Acceleration Test EEC72/306

Before Magnetizer EES: 30.1 HSU (opacity) Average

After Magnetizer EES: 11.8 HSU (opacity) Average

Diesel Emission Reduction: 60.7%

**Vehicle Two**

Date: May 17, 1999

Model: Toyota Pick Up Truck
(Owned by Director of Sri Lankan (Ceylon) EPA)

Lucas Hartridge Free Acceleration Test EEC72/306

Before Magnetizer EES: 56.4 HSU (Opacity) Average

After Magnetizer EES: 21.7 HSU (Opacity) Average

Diesel Emission Reduction: 61.2%

**Nepal Magnetizer – Emissions Testing**

Date: April/May 1999

Magnetizer Representative: Intercraft Pvt., Ltd. Kathmandu, Nepal

Test Equipment: Nepal – EPA – Protocol

Presented Technical Men: Commissioner Motor Traffic – Nepal

**Emission Testing of Petrol Vehicles**

| Vehicle No. | Vehicle Type | Before Magnetizer | | After 1000 Miles | | % Reduction | |
|---|---|---|---|---|---|---|---|
| | | CO | HC | CO | HC | CO | HC |
| NA.A.CHA1851 | Toyota Car | 6.25 | 630 | 0.01 | 80 | 99.85% | 87.30% |
| BA.A.CHA5152 | Mazda Car | 5.50 | 1070 | 0.13 | 1290 | 97.85% | (+) 20.5% |
| BA.A.YAN.7684 | Maruti Car | 6.49 | 240 | 0.12 | 320 | 98.15% | (+) 33.3% |
| BA.A.YAN.3708 | Maruti Car | 10.28 | 500 | 0.43 | 110 | 95.82% | 78% |
| BA.A.YAN.9158 | Maruti Van | 8.32 | 450 | 0.52 | 20 | 93.75% | 95.55% |
| BA.A.YAN.3042 | Maruti Car | 5.21 | 360 | 0.92 | 0.12 | 14.29% | 91.60% |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BA.A.YAN.3042 | Maruti Car | 5.21 | 360 | 0.92 | 0.12 | 14.29% | 91.60% |
| BA.A.JHA.3965 | Maruti Car | 0.14 | 240 | 0.12 | 280 | 14.29% | (+) 16.6% |

Average Reduction of CO: 83.12% Average Reduction of HC: 38.97%

**Emission Testing of Diesel Vehicles**

| Vehicle No. | Vehicle Type | Before Magnetizer (HSU) | After 100 Miles (HSU) | % Reduction (HSU) |
|---|---|---|---|---|
| BA.A.GYAN.1931 | Mitsubishi Jeep | 98.40% | 11.50% | 88.31% |
| BA.A.CHA.7998 | Land Cruiser Jeep | 98.00% | 23.30% | 76.22% |
| BA.A.YAN.4399 | Toyota Car | 100% | 37.80% | 62.20% |
| BA.A.JHA.5128 | Nissan Jeep | 98.50% | 39.40% | 60.00% |
| SA.A.JHA.62 | Land Cruiser Jeep | 92.00% | 38.90% | 57.72% |
| BA.A.YAN.8931 | Toyota Jeep | 81.00% | 47.90% | 40.86% |
| BA.A.JHA.4273 | Mitsubishi Jeep | 98.10% | 56.30% | 42.61% |

**Average Reduction of HSU (Smoke): 61.13%**

When Magnetizers are installed, there is a stabilization period that the engine goes through (cleaning) which can and often does raise the emissions as it goes through this cleaning process. This cleaning process removes existing carbon and varnish that has been deposited in the fuel and combustion chamber over time. When the Magnetizers are installed, this build-up starts to dissolve and some goes out the tail pipe while some of the deposits end up in the oil. This contaminates the oil at a faster rate than normal and requires that the oil be changed to see the maximum benefit. Had these vehicles followed Magnetizer's proper testing protocol the results in emissions reductions would have been more in line with Magnetizers expectations

## MAGNETIZER CHINA RAILWAY REPORT SUMMARY

**TEST DATE: 3-12-97**

**ORGANIZATION:** Locomotive and Car Research Institute, China Academy of Railway Science

**MODEL:** Tung Fong 4, Serial # 2502 Locomotive

**FUEL:** Diesel

During the test period, from June 1996 to March 1997, the average savings were 4.88%, with the peak speed at 120 km/hr. In the month of April 1997 the peak speed rose to 160 km/hr with average fuel savings of 5.91%. The highest recorded savings with the Magnetizer was 9.11% in December 1996.

As related in the bar diagram, it took approximately 3 months (or 90 days) to see a meaningful reduction in fuel usage. Also, at the first maintenance inspection after Magnetizer units were utilized, it was found that the diesel injectors had less carbon and the residue that remained was soft.

The conversion of hard carbon deposits into a softer form is to be expected, since chemical producers of carbon block use magnetized fuel to produce a finer, softer form of carbon.

The conversion of hard carbon deposits to soft carbon residue is helpful in increasing useful engine life.

**BRAZIL BUS TEST**

**Agency – CREA – PA BRAZIL (EPA Testing)**

Testing Engineers: Heleno Teixeria, Mechanical Engineer CREA – 3538-D

Vehicle: Omnibus Scania 1511 (Standard Diesel Passenger Bus)

Vehicle Registration: Transporte Boa Esperance

Magnetizer Systems: Commercial Diesel Bus System

Test Date: May 1 through June 7,2003

Test Period: 24 Days

Test Length: 6,700 Km

Results:
Without Magnetizer 2.874 Km/L
With Magnetizer 3.452 Km/L
Fuel Savings 20.11%

Substantial reduction in diesel exhaust was noted but no data or opacity was provided.

Original full test in file

**BRAZIL:**

**TRANSPORTE SÃO LUIZ - ANALISE DISCO TACOGRAFO**
**25-10-03/23-11-03**

| **RESUMO DE ANÁLISEDATA: 25/10/03** | | | |
|---|---|---|---|
| **CARRO** | **KILOMETERAGEM** | **LITROS** | **AUTOOMIA** |
| **323** | **6.839 KM** | **2.939 L** | **2.326** |
| | | | |
| **325/COM MAGNETIZER** | **6.397 KM** | **2.517 L** | **2.541** |
| | | | |
| **407** | **5.778 KM** | **2.433 L** | **2.374** |
| | | **AUTONOMIA** | **9.36%** |

| **RESUMO DE ANÁ** |
|---|

| LISE<br>23/11/03 | | | |
|---|---|---|---|
| **CARRO** | **KILOMETRAGEM** | **LITROS** | **AUTONOMIA** |
| **323** | **6.015 KM** | **2.520 L** | **2.386** |
| | | | |
| **325** | **6.223 KM** | **2.634 L** | **2.363** |
| | | | |
| **407/COM MAGNETIZER** | **6.027 KM** | **2.381 L** | **2.531** |
| | | **AUTONOMIA** | **9.35%** |

**COMENTÁRIOS**

- O ônibus 407 após o segundo teste, fez 9,36% a mais de economia em relação aos ônibus 323-325, sem magnetizer.
- No primeiro teste o ônibus 325 com Sistema Magnetizer instalado fez 10% a mais de economia em relação ao ônibus 407, o contrário que aconteceu no segundo teste.
- A conclusão dos 2 (dois) teste mostra que o Sistema Magnetizer instalado nos dois diferentes ônibus por 28 dias para teste, fez cada um 10% de economia. A prova é clara que o Sistema Magnetizer age conforme as declarações dos fabricantes, alem da economia reduz a emissão dos poluentes e fumaça preta do diesel.

**1983 FORD F-100 – 158,000 MILES**

**CARBURETED, 300 C.I., STRAIGHT 6 CYLINDER**

**AFE-1 ADDED AT 41,000 MILES, TCE ADDED AT 67,000 MILES**

Neither engine nor radiator has had any repairs prior to this tear down due to a broken piston skirt. Engine inspected by Performance Machine Shop, Austin, Texas. Tear down and assembly done by Quality Automotive, Geronimo, Texas. Inspection and photos by master mechanic, Paul Harborth (210-379-0581 begin_of_the_skype_highlighting 210-379-0581 end_of_the_skype_highlighting).

PHOTO #1: Water jacket inspection after removal of water pump. Normally an engine with this many miles looks like a cavern full of stalactites from pitting and scale. Water jacket requires no acidizing.

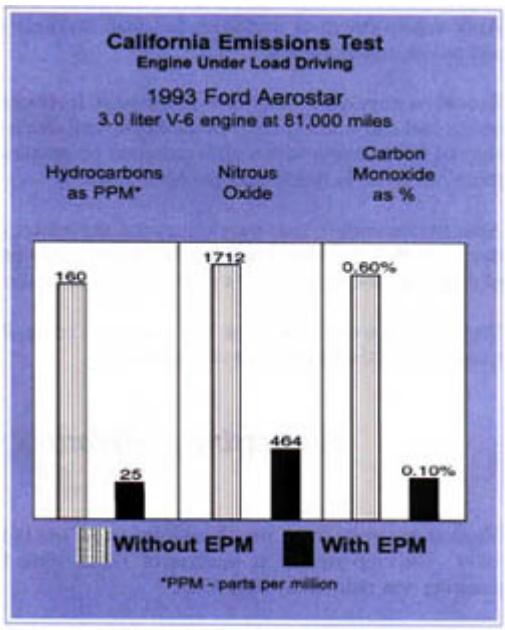
PHOTO #2: Face of valves showing no carbon build-up. Original head gasket still in place. Notice clean water jacket and spark plug holes.

PHOTO #3: Top view of piston in the block. No carbon build-up. A perfect valve seating indentation is still clearly visible in the recess of the piston. No build-up in the water jacket holes

Notice the original Ford inspection stamp still  on the engine block.

PHOTO #4: After removal of the piston, cylinder walls still perfect due to no grit from carbon allowed to get into the oil.

All parties concerned in the evaluation of this engine found it difficult to believe this engine, with this many miles, was still in this good of condition.  This engine was still in perfect working order and never used any oil between routine changes.  This tear down was due entirely to a broken piston skirt.




HC reduced 84%
Nitrous Oxide reduced 72%
Carbon Monoxide reduced 83%

**California Emissions Test**
**Tested 2001**

One of the greatest prices we pay for transportation is not the cost of fuel (which continues to rise), but the cost to our health (which continues to deteriorate) as a result of smog. The smog and chemical pollution which inundates our atmosphere is making many people ill. It is a matter of scientific record that the number of children developing asthma is on the increase. Empirical tests have shown that all over the world, city-dwellers are prone to pernicious respiratory ailments. The smog is caused by transportation, building and industry emissions. Since emissions are unburned fuel, logically, if the fuel could be burned more completely, there would not only be less smog, but greater fuel economy.

Magnetizer created a break-through solution as long ago as 1986 when it developed the monopole EPM  Engine Performance Maximizer.

The Magnetizer Engine Performance Maximizer has been called "one of the finest innovations in engine maintenance."

EPMs are currently being used and recognized by many authorities such as the US Air Force, State, Federal and International Governments. Municipalities such as the California's Berkeley Police and the Berkeley Sanitation Department also employ these systems to create cleaner air and save a great deal of fuel and money.

As indicated by a recent California Emissions Test (shown in the graph above), the Hydrocarbons were reduced by 84%, the Carbon Monoxide was reduced by 83%, and the Nitrous Oxide was

reduced by 72%! Once Magnetizer's EPM (Engine Performance Maximizer) stabilizes between 200-500 miles, the emissions almost completely disappear.

Magnetizer also manufactures fuel systems for homes and industry that save money and enable dirty smokestacks to burn clean.


http://www.emediapress.com/magnetizer