

It's Not Just About Fuel-Savings!

By Allan Amps (<https://www.facebook.com/hotwarephiltranstel>)

Oct 11, 2017

I am an ordinary Filipino. What I wrote here is about my own personal, difficult but positive experience about trying to test and market fuel-saving device.

After a 4-year observation period; I now can say this was not total failure after all.... Praise God! God has his own timing. Looking back, I thought that my efforts and investment went down the drain but I was wrong. Here is why.

I went for emission-test today. All vehicle owners always take note of the schedule to renew LTO vehicle registration to avoid penalty. One has to comply with a requisite document needed by LTO - the so called emission test every car must undergo. My company-issued vehicle is not exempted. Today, I am again amazed and excited. This concludes my self-imposed timeline and target of 4-year testing-period. The vehicle smoke-emission test result show very low reading of harmful emission such as Carbon Dioxide (CO₂), Carbon Monoxide (CO) and Hydrocarbon (HC).

The technician at emission-center was amazed too. Said, your vehicle's engine fuel chamber must be very clean. I just smiled at him. The standard to pass the smoke-belching test by LTO is 2.20. Our company vehicle has attained consistent reading for many years now with 0.21 in 2014, 0.13 in 2015, 0.12 in 2016 and lately 0.13 for 2017. If you floor the gas on this vehicle, revving it up to higher RPM for several seconds; you will find only very minimal amount of black-smoke emission.

The result, the emission-test report (attached) is proof. The engine is stock and never been opened nor with modification. Runs and hum like new. I think I can secure company clearance to have the engine checked, fuel chamber opened and visually checked at local shop for documentation just to backup this claim.

Emission reading 0.13 for a 7-year old engine. I cannot speak or compare nor have I asked the emission-reading of other Innova owners of same year model. The technician at the center said between 1.00 - 2.2 that's the average or range. Others even exceed 2.20 and fail. So I will only speak of mine. But it's true and I can confirm now the gadget I bought 4 years ago was not a failure. It's not a wasted investment after all. Not entirely "charged to experience" na lang. Some of the stocks I still have in my position are left un-sold for I wanted to test and ensure that what I am selling works. I wanted to gain testimonials but I found no one willing to test. I even gave some as gift but then they just put it somewhere afraid it might nullify vehicle warranty or they don't believe on what it can do. In 2013, I put one set on my company-issued vehicle. I said one set, because it comprise of two components - the fuel and air component.

Republic of the Philippines
Department of Transportation and Communications
Land Transportation Office

CERTIFICATE OF EMISSION COMPLIANCE

SOME CARE POLLUTION TEST CO., INC.
Alameda Property, MacArthur Road, Marikina City
Tel: 02-881-1125
9/27/2014 1:40:00 AM

8887898243056
CIC NO. 000143056
021202021000
20170030519056

LTO COPY

M.V. OWNER COMPLETE ADDRESS [REDACTED]

VEHICLE DETAILS

PLATE NO.	[REDACTED]	FUEL TYPE	DIESEL
MV FILE NO.	[REDACTED]	YEAR MODEL	2010
ENGINE NO.	2K06438117	MAKE/SERIES	TOYOTA/INNOVA
CHASSIS NO.	KUN405034139	MV TYPE	UTILITY VEHICLE
DATE/TIME TESTED	10/11/2017 8:55:51 AM	COLOR	TRUSALYTE
		CLASSIFICATION	PRIVATE

GIVEN THIS VALID UNTIL: October 11, 2017
December 10, 2017

P.E.T.C.I.T. PROVIDER
EuroLink Network International Corporation

TESTING RESULT

SUMMARY	
CO ₂	HC
0.13	0.20
0.13	0.20

RESULT
PASSED

TESTING PURPOSE FOR REGISTRATION

REC'D [REDACTED] DATE: [REDACTED] TIME: [REDACTED]

Clean engine, burned fuel completely and good engine performance. This is what I observed. Engine power is still good even if the turbo-charger unit has already shown signs of decline (no longer as listo)



because of wear-and-tear. I am sure this low-emission reading is a result of good fuel combustion. I can imagine almost all of the fuel feed into the gas-chamber are completely burned resulting to better engine-horsepower, fuel-mileage and less residue or deposits. Why I sound like professional? Because at some point, I became obsessed with fuel-efficiency. Good fuel-combustion, mileage and high-torque is what I was after in 2013. Less fuel-residue and less-emission was of less important to me then. It's only later, I realize the great benefits of clean-engine.



I ordered and tested this (imported) fuel-saving device from a reputable company in Taiwan for the purpose of saving-fuel and get good mileage. The result of fuel-saving somehow I thought was negligible (15-25% only). Either because I did not exert effort to study the actual-savings mainly for the reason that price of fuel (gasoline & diesel) went down starting in later part of 2015. Our company vehicle consume diesel-fuel and at price-range of P23-P30 per liter; it really is cheaper than P37/liter many years back. The low fuel-price somehow negates or caused me to lay-low promotion of this device.

However, 4 years after I realized the gadget have done wonders. Sometimes, in this life you overlook the important aspect and tend to favor short-term benefits. I realize it has more to it in long-term and more powerful benefits.

That decision has resulted to significant savings for our company in terms of costly engine-repair. What I did was a form of in-direct preventive maintenance. I learned from the internet some Innova vehicle of same year model were already subjected to costly engine-overhaul or piston/pistong-ring replacement while others experienced fuel-injection problems (heavy smoke-belching) as a result (some claim) of using bio-fuel. Our company vehicle uses diesel fuel with some percentage of bio-fuel. But still bio-fuel or not; it runs smooth and clean with fuel-efficient engine. Of course, I observed regular engine-oil and oil-filter replacement. I used Rev-X Trekker 15w-40. I remember the air filter was replaced only 4 times since 2010.



No wonder; we can afford to let the engine run while idle and air-conditioning on for hours without worrying about fuel-cost. This especially while on client-call or when driving within the city. If I am not mistaken, this vehicle fuel-efficiency is about 12km/L in city-driving and 16km/L in long-drive. This not counting the idle time with engine running and aircon on. I can drive uphill to top of Diversion Road (Garcia Hi-way) near shrine hills/Las Terrazas from Gap Farm at 4th gear @ 60KPH. The car is seven (7) years old already and logging now 177K kilometer ODU reading.

This is the story. More than 4 yrs ago, I made a decision to purchase a particular fuel-saving device for sideline business. Plan was test it with company vehicle assigned to me. The vehicle a Toyota Innova J (basic) was bought in 2010 and was already logging around 95K kilometer ODU reading at that time

(2013). I must admit I am the risk-taker type of person; aggressive entrepreneur and curious user but not the impulsive-buyer that is easily swayed by wonderful product claims. With 3 children growing; sending them to school is no joke. My resolved then, I need to find additional source of income as a part-time business to support my family. It was that simple but things turn-out differently. I have to suffer the consequences.

The technology is nano-technology which was a fad and favorite base of new break-through inventions starting in year 2000 where it commercial application started. Nanotechnology ("nanotech") is manipulation of matter on an atomic, molecular, and supramolecular scale (wikipedia).

Nano-tech was favorite term by fuel-savings inventors. I Spent much time to study and research most of the fuel-saving devices in the market. This was in early 2013. The period between 2010-2014 was a time wherein fuel-savings devices were coming out in frenzy because of high fuel-prices. Some solutions were selling but many of them after short popularity..they just died a natural-death. Do you still hear any ads about fuel-savings?

Oh I need to mention here, I also obtained 2 other fuel-saving solution samples from among the many that I identified. I had nano-tech fuel ball (additive) samples and F16 Pulse King. These were solutions back-up with test-certificates. The fuel ball was similar in application to subject (good combustion) only that it was consumable. I also forgot this for some time and charged it to experience.

Again, on commercial reason why I bought those devices. Back then, my objective was to obtain a product that has not only a potential to save fuel and prolong engine-life but possibly could become a source of business/income considering the situation at that time. Aggressive as I am, I sought and obtain some samples from a reputable Taiwan-maker Moletech backed up by a Taiwan university department (advanced study) of a device that conditions vehicle fuel and air quality making it highly combustible before it reaches the gas chamber. At least that's the principle. The description-term used for what the product can do was "*fuel molecule enhancer and air refining device*". It's made up of two separate small stainless steel box the size of a matchbox but filled with some mini-balls inside called "nanotech-balls" . The fuel molecule enhancer is to be put on the fuel-tank and the air-refining device on the air inlet tube between the air-filter and gas-chamber. According to research and testing studies, the surface tension of the treated fuel was decreased; causing the smaller droplets, exposing larger surface area in the air, contact with oxygen for better combustion reaction, and hence, better fuel efficiency and less emissions. This was the claim.

Much time was spent communicating with the Taiwan-maker in order to understand more the product, market application and potential. The product was back-up with numerous test certificates, testimonials and patent-application. The International Sales Manager was very supportive and patient.

I was impressed So I ordered several models for motorcycle, small engines (generator, mower), small car, medium car and light-truck for test purposes. One model that suit a 100-liter fuel tank, I put it on our Toyota Innova wagon with D4D common-rail diesel engine. To be honest, the installation process was not perfect. It cause some headache; when device was dropped inside the fuel-tank; it cause the fuel-gauge to mis-behaved. The low-fuel indicator yellow-sign warning would light up even at full-tank. I should have opened the fuel-tank gauge system lid and properly placed the device in an area far from floater-system (sensor) so that it will not disrupt or muddle the operation. But right now, I consider this minor issue.

The good side. If you ask me, the greatest benefit is the prolong engine life. I feel the vehicle engine power is the same as the time I first drove it 7 years ago. The claims made by inventor and manufacturer

are true. It is environment friendly, easy to install (no modification though my approach was in-correct), improves engine-power, smooth-easy engine start-up, very big reduction in tail-pipe emission, reduce wear of catalytic converter (pollution reduction system) and despite the daily-grind; I believe this vehicle engine will last longer say 15-20 years more. Bottom line, the cost of gadget invested for the vehicle was well worth it.

I may have lost some time, money and opportunities but I am not perturbed. Armed with a concrete experience and knowledge of the true-value of this product, I plan to try promoting this product again to the right customer.



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CERTIFICATE OF EMISSION COMPLIANCE

PETC NAME
SUPER CARRY POLLUTION TEST CO. - Ma-a
Alcantara Property, Ma-a Diversion Road, Ma-a, Davao City
R11-2004-11-273
DATE OF EXPIRATION
9/27/2018 12:00:00 AM

989B3D44EA52E4
CEC NO. **305519056**
031102020171000
201700305519056

LTO COPY

M.V. OWNER
COMPLETE ADDRESS



VEHICLE DETAILS

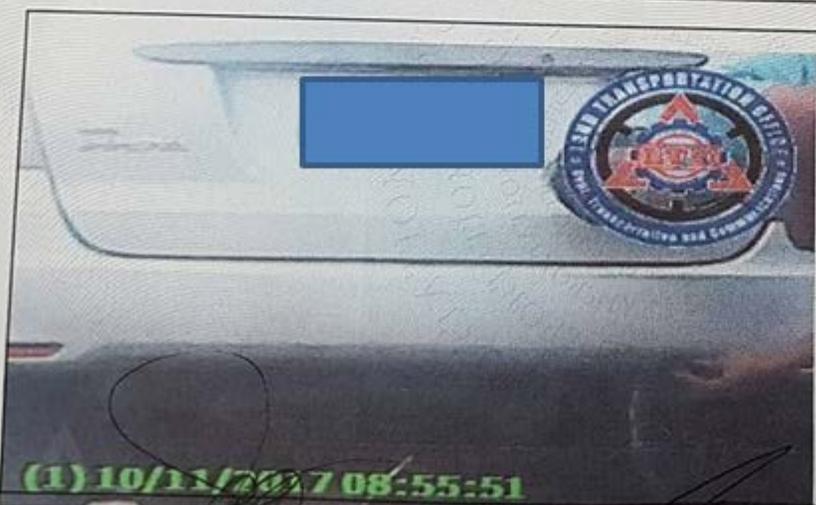
PLATE NO.
MV FILE NO.
ENGINE NO. **2KD6438117**
CHASSIS NO. **KUN405034139**
DATE/TIME TESTED **10/11/2017 8:55:51 AM**

FUEL TYPE **DIESEL**
YEAR MODEL **2010**
MAKE/SERIES **TOYOTA/INNOVA**
MV TYPE **UTILITY VEHICLE**
COLOR **THERMALYTE**
CLASSIFICATION **PRIVATE**

GIVEN THIS **October 11, 2017**
VALID UNTIL **December 10, 2017**

P.E.T.C. I.T. PROVIDER
Eurolink Network International Corporation

TESTING RESULT



SUMMARY			
CO	%	HC	%
CO2	%	O2	%
Average Light absorption coefficient	STANDARD		
0.13	2.20		
Lambda	NOx		

RESULT

PASSED

Rex Dominique G. Pavia

TESTED AND CERTIFIED BY
MVCET TESDA CERTIFICATE

JESSIE D. FRANCO

TESTING PURPOSE
FOR REGISTRATION