

Chapter 2 : Various test data that became the bases of the hypothesis in Chapter 1 and that investigation.

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About reduction device of fuel consumption amount

Generally, many reduction devices of fuel consumption amount by reviving defect of engine temporarily are on sale, but they can not become true reduction device.

Therefore, the occurring of new energy except the energy by combustion of conventional fuel oil is necessary.

About the measurement of reduction rate of the fuel consumption amount

“The matters for investigation in particular that is necessary for reduction rate of right fuel consumption amount”

- (1) The technology being used for automobile is constituted by the technology of field of many industry now.
- (2) The technology of the repair and the technology of the improvement performance of engine each give the influences mutually organically and give decisive effects in the fuel efficiency of the car.
- (3) Therefore, for deciding of reduction rate of correct fuel consumption amount, many know-how are needed because the influence of the technique of driving is big in test drives.
- (4) For example, the increase of fuel consumption amount attains to 21% theoretically when the speed of a car was raised by only 10%.
For example, 50km / h → 55km / h
- (5) By the way, when a car is driven generally in test drives that can gain the normal practical reduction rate of fuel consumption amount, the necessary drive conditions are as follows.
 - A. Test drive has to equate the drive speeds.
 - B. Test drive has to equate test courses.
 - C. The quantity of consumption fuel has to measure precisely in the tests.

(5)

- (6) There are many know-how proving the hypothesis of each "Infinite magnetic field" in heat engine such as car engine and large-sized car engine and ship engine and boiler.

- (7) By many know-how that are not described in Chapter 2, big reduction rate of fuel consumption amount attaining to 10%~20% that is not thought until now was attained.

1 . A (1) . Investigation on measurement data by " E-oiler" by "Waseda environmental laboratory Co., Ltd."

"Waseda environmental laboratory Co., Ltd." is an engine research group by the Waseda University alumnus.

“Test car”

Under the same condition by the test run of a truck of 1.5 tons of diesel engine, we compare the test results in the case that "E-oiler" is attached and the case that is not attached.

“Actual driving test result”

Normal : 9.18Km/H

E-oiler : 10.4 Km/H

The reduction rate of fuel consumption amount : 13.2% up

“Conclusion”

The fuel consumption rate was measured, and approximately improvement of 13.2% was confirmed.

About additional correction by "Condition of test" in Page 6.

- (1) While ten minutes, test car stopped by alarm lamp during the test run that "E-oiler" was attached, and the work for roasting of catalyst was performed in a idling driving condition.
- (2) Therefore, corrected fuel consumption rate became higher numerical value of 5% degrees more than this test run.
- (3) Therefore, it is estimated that more right fuel consumption rate became 18.2% degrees by adding corrected value of 5% degrees to the measuring value 13.2% in the test run in the case of "E-oiler" being attached.

(7)

2A (2) measurement data by "E-oiler" of "Waseda environmental laboratory Co., Ltd."

P. 1

*Waseda
Environmental
Institute*



“Eオイラー”の実測データの評価

2009年5月

株式会社 早稲田環境研究所

Eオイラーとは？

河北通信工業(株)が開発した、燃料油の活性装置である。

【Eオイラーの効果】

Eオイラーによりゼロ磁場を構成することで、燃料油の活性化が図れる。これにより、粘性が低下し表面張力も低下する、すなわち従来よりもさらさらな状態の燃料油となる。

【活性化燃料油の作用と効果】

①ガソリン車

粘性が低くなったガソリンはより微細な噴霧状態で吸い出され、より急速に気化し、広く拡散し、より完全燃焼可能な混合ガスとなる。これにより未燃のまま及び燃焼途中で外気中に排出されるガソリンは減少する。また、有害排気ガスは減少する。

→燃費削減、有害排出ガスの減少、完全燃焼により燃焼温度が上昇するため、エンジンのパワーアップの効果がある。

②ディーゼル車

軽油粒子はより微細化し短時間で燃焼しきれられるようになる。

→燃費削減、有害排出ガスの減少、完全燃焼により燃焼温度が上昇するため、エンジンのパワーアップの効果がある。

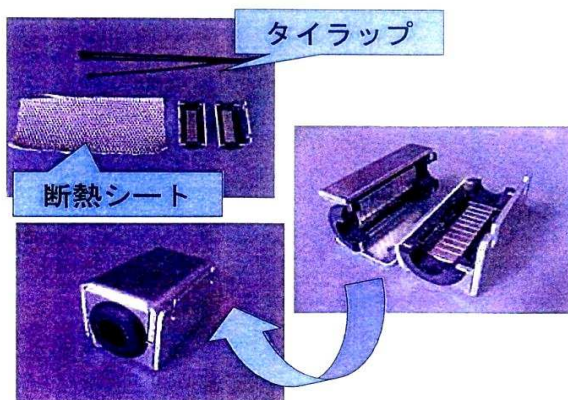
※参照：Eオイラーの説明書

Eオイラーの設置方法

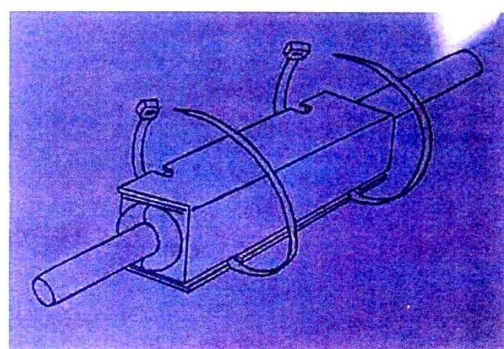
取扱い説明書をもとにEオイラーを以下のような手順で設置する。

- ① 2個のパーツで燃料ホースを両側から包み込む。
- ② それぞれのパーツの両端と切り掛け溝を合わせる。
- ③ タイラップを切り掛け溝内で強く締め付ける。

※参照：Eオイラー取扱い説明書



Eオイラー



Eオイラーの設置後の様子

P 4

走行試験の概要

■ 走行試験の概要

実施日時	2009年4月25日
実験車両	1.5tトラック (富士フィルム生活協同組合)
走行場所	右記参照
燃費計測方法	マスシリンダー等による実測 (右記参照)
評価対象グッズ	Eオイラー
走行方法	実走行

■ 燃費計測方法

1. 「ノーマル」走行試験に際しては、タンク内の燃料を一旦空にし、20Lを投入して走行し、走行終了後残量を抜き取りメスシリンダーを使用して実測した。
2. 「Eオイラー」走行試験についても、ノーマル走行同様20Lの燃料を投入して試験を行い、走行終了後残量測定を行った。

■ 走行ルート

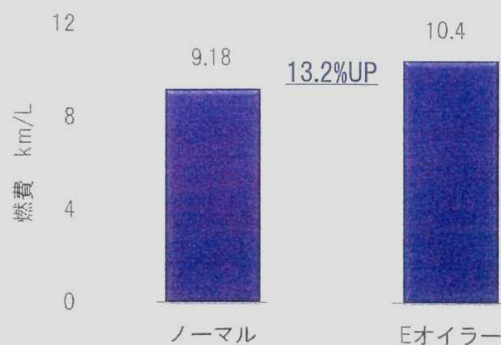
本部⇒曾我⇒国道一号⇒大磯国府新宿⇒吾妻橋⇒鶴巻⇒吾妻橋⇒小田原厚木道路⇒小田原東インター⇒国道255号⇒本部

- ・一般道走行距離一約60km
- ・高速道走行距離一約10km (速度は約75km/h)

実走行データによる検証

実走行試験結果

Mode		ノーマル	Eオイラー
スタート時		20	20
走行後残量	L	12.3	13.2
燃料消費量		7.7	6.8
走行距離	km	70.7	70.7
所要時間	h	2.62	2.60
平均車速	km/h	27.0	27.2
燃費	km/L	9.18	10.40




	ノーマル	Eオイラー
スタート時	20.0	20.0
残量	12.3	13.2
燃料消費	7.7	6.8
走行距離	70.7km	70.7km
所要時間	2時間26分	2時間36分
燃費	9.18km/L	10.4km/L

【試験条件等】

■ノーマル

- ・出発時1時間前より雨、走行を始めて1時間程で本格的な降雨状態。
- ・路面も水溜りが目立つようになった。
- ・走行時間の中に10分間のトイレ休憩を含む(エンジントップ)。

■Eオイラー

- ・出発時より本格的な降雨状態。路面も水溜りが多くなった。
- ・走行中にPM除去の警告ランプが点灯したため、10分間停車し、蒸し焼きを行った(アイドリング)。

総 括

1. 1.5tトラックを対象に、ほぼ同一条件下で、Eオイラーの取り付けの有無による燃費を実測したところ、「ノーマル」では9.18km/L、「Eオイラー」では10.40km/Lとなり、約13.2%の改善が確認できた。「Eオイラー」の方が走行条件が厳しい（路面状態、PM除去等）なかで得られた結果であり、一定の改善効果が見込まれると推察される。
2. また、ドライバーの体感として、エンジン音の低下やトルクアップによるスムーズなシフトアップも感じられたとの結果が得られた。
3. 今後は、こうしたデータを蓄積し、継続的に評価を行っていくことが望ましい。

3. B (1) Investigation about the test data by test run of a car by " E-oiler" by "Tokushima industry junior college"

- (1) As for the following test data, "Sumiwaka Marlin Transportation Co., Ltd." asked "Tokushima industry junior college" (specialty college of the automobile) for actual proof test of reduction effect of fuel consumption amount about "E-oiler".
- (2) Test car: Nissan engine (caravan) that was made in 2008.
Total exhaust amount : 2.95 liters.
- (3) The actual test run that attached "E-oiler" was carried out in the run condition of 10-15 modes of a car three times.
As a result of test: the mean reduction rate of three times of fuel consumption amount became 17.2%.
- (4) This product by joint development by "Daihatsu automobile Co., Ltd." And "Tokushima industry junior college" that has ended the test run by "E-oiler" being attached to test car already was put on sale as a product showing epoch-making fuel

consumption amount reduction effect attaining to 2%~3% in 2010.

Above was mentioned as confident article in "Asahi newspaper".

- (5) As noted above, according to close test run of engine researcher about improving the rate of fuel consumption of the test car is the limits anymore and needless to say, the scope of improving does not exist at all.
- (6) Therefore, 17.2% of reduction rates of fuel consumption amount of "E-oiler" are unbelievable big numeric value.
- (7) In other words, by "Infinite magnetic field" fuel oil itself was improved in combustion characteristic fundamentally so that the reduction rate of fuel consumption amount of engine becomes greatest.
- (8) By these data of this fuel oil my hypothesis to generate new unknown power by expansion pressure of explosive evaporation by magnetism is able to be supported.

4. B (2) The test data by test run of a car by "E-oiler" by "Tokushima industry junior college"

徳工短大 第47号

平成21年8月27日

住若海運株式会社 御中

徳島県板野郡板野町犬伏蓮花谷100

徳島工業短期大学

学長 山本 哲彦

実施報告書



平成21年8月3日付で受託した「E オイラーの燃費効果実証試験」について、委託業務実施要領に基づき、実施報告書を下記のとおり提出します。

記

1. 業務の実施期間 平成21年8月17日から
平成21年8月24日まで
2. 試験実施者職氏名 教授 佐藤員暢
講師 吉田愛二
講師 多田好宏
3. 試験結果報告書
別紙のとおり
4. 収支決算書
別紙のとおり

平成21年8月27日

住若海運株式会社 御中

徳島県板野郡板野町犬伏蓮花谷 100

徳島工業短期大学

学長 山本哲彦

「E オイラーの燃費効果実証試験」結果報告書

1. 試験実施日 平成21年8月17日～8月24日
2. 試験場所 徳島工業短期大学
3. 試験車両 車名：日産（キャラバン）
平成20年製 型式：ADF-VWE25 原動機の型式：ZD30 総排気量：2.95ℓ
走行距離計指示値： 26841 km(試験開始時)
27084 km(試験終了時)
燃料：軽油 車両質量：1950 kg
タイヤ：ブリジストン 195/80 R15、空気圧は前350 kPa、後200 kPa
4. 測定機器 シャンダイナモメータ：バンザイ VST-3600-4W
ローラ径：318mm 許容軸重：1500kg
最高試験速度：200km/h ローラ慣性相当質量：1375kg
動力吸収部：渦電流式電気動力計 最大吸収動力：170kW
フライホイール慣性相当重量：500kg, 250kg, 125kg 相当
(本試験においては1250kgに設定)
燃料流量センサ：OVAL MODEL LS4150 1p/cc
5. 試験項目他
ディーゼル・エンジン車（キャラバン）
 - (1) 10-15モード燃費測定
実施日：平成21年8月21日、天気：晴れ、気温：35℃
湿度：57%、大気圧：1013 hPa
試験条件：E オイラー使用・未使用にて測定
試験手順：シャンダイナモメータの10-15モード燃費計測プログラムを用いて計測した。

6. 試験結果

ディーゼル・エンジン車 (キャラバン)

(1) 10-15 モード燃費測定

3回測定 of 平均燃費は、E オイラー未使用時 8.12km/l、E オイラー使用時 9.51km/l であり、E オイラー使用により 17.2%の燃費向上を確認した。

表1 E オイラー未使用時 10-15 モード燃費 (34°C, 67%)

	距離(m)	燃料消費量(cc)	燃料消費率(km/l)
1	4183	516	8.10
2	4178	506	8.24
3	4170	519	8.03
平均			8.12

表2 E オイラー使用時 10-15 モード燃費 (35°C, 63%)

	距離(m)	燃料消費量(cc)	燃料消費率(km/l)
1	4,164	438	9.50
2	4,179	453	9.22
3	4,177	425	9.82
平均			9.51

7. 本試験車両に使用したE オイラーの効果に関する所見

- (1) E オイラーの燃費効果を実証するため行った 10-15 モード走行燃費試験において燃費低減効果が高いことが認められた。

以上

5. C (1)

Investigation on measurement data of about the rate of fuel consumption (Km / L)
by "E-oiler" by "The technical association on transport by motor car"

- (1) Testing organization: (The foundation) "The technical association on transport by motor car"
- (2) This test is an only test in Japan in "10.15 modes" by "Carbon balance method " by public testing organization about exhaust gas of a car and fuel consumption rate of a car.
- (3) About the rate of fuel consumption (Km / L) .
The test effect that "E-oiler" was attached is increment of 4.3% of fuel consumption rate.
- (4) The increment of 4.3% of fuel consumption rate by "Carbon balance method" is high numerical value that has not existed conventionally and the conventional fuel consumption rates are 1-2% degree at most .
- (5) Above-mentioned data is proving the effect that fuel consumption amount in engine decreased.
- (6) The decreasing of carbon dioxide (CO₂) at the same time too in the test data mentioned above was proved.
This data is notable data to demonstrate reduction effect of the carbon dioxide (CO₂) concretely.
- (7)The polluting of engine oil is decreasing greatly by the using fuel oil by "E-oiler" device and engine oil is dropping in temperature to 3 degrees centigrade, too.
Therefore the life span of engine oil becomes long life greatly.

6. C (2)

Measurement data of fuel consumption rate by "E-oiler" by "The technical association on transport by motor car"

As for the following test data, "Sun breath sikoku Co., Ltd." required the test in order to give a proof of reduction effect of fuel consumption amount by "E-oiler" device to "The technical association on transport by motor car".

In the following data "E-oiler" device is called "Eco-oiler".

添付資料 (B)

No. K 74002 (1/6)

ガソリン自動車の特性改善対策装置等試験結果記録表

試験機関 財団法人 日本自動車輸送技術



装置等名称	Eco オイラー
試験依頼者の氏名または名称	株式会社サンプレス四国
装置等の製作者の氏名または名称	河北通信工業 (株)

試験の内容

株式会社サンプレス四国の依頼により、装置等名称「Ecoオイラー」の装着前・装着後におけるアイドリング排出ガス試験及びガソリン10・15モード排出ガス試験を実施した。

試験はノーマル状態、次に「Ecoオイラー」をエンジンルーム内インジェクションパイプ入口の燃料ホースに装着。

その後、当協会シャシダイナモメータ上にて定速度60 km/hで20分間走行後、装着後の試験を行った。

試験自動車

車名・型式	トヨタ GF-MCV21W	登録番号	徳島 330 た 1188
車台番号	MCV21-0065312	種類・用途	普通・乗用
原動機型式	2MZ	サイクル・気筒	4 サイクル 6 気筒
総排気量	2.496 L	最高出力	147/6000 kw/min ⁻¹
正規無負荷回転数 (N)	700±50 min ⁻¹	排出ガス対策の種類	三元触媒+O ₂ センサー
燃料の種類	無鉛ガソリン	正規点火時期	10° / 700 BTDC / min ⁻¹
変速機	自動 前進 4 段	減速比	4.054
車両重量	1530 kg	試験自動車重量	1640 kg
等価慣性重量	1750 kg		

試験に使用した計測器

シャシダイナモメータ	株式会社	堀場製作所	RDDY 1210型
排出ガス分析装置	株式会社	堀場製作所	MEXA 9400型
排出ガスサンプリング装置	株式会社	堀場製作所	CVS 9100型

試験結果に関する所見

- この試験結果記録は以下に示す通り、定められた数多くの試験項目の内の一部の項目について行ったもので、試験に供した自動車及び装置等についての試験結果を示すものである。
- この装置等に関する試験依頼者から提出された資料は、別紙の通りである。

発行場所：関西分室 (075-321-1521)



アイドリング状態の排出ガス試験

区分		装着前		装着後			
試験年月日 (天候)		平成 19 年 3 月 29 日 (曇)		平成 19 年 3 月 29 日 (曇)			
試験前総走行距離 km		94728		94767			
試験室	大気圧 kPa	101.1		101.1			
	室温	乾球 °C	26.0		25.2		
		湿球 °C	19.0		18.0		
	相対湿度 %	51		49			
試験車	冷却水温度 °C	84		84			
	潤滑油温度 °C	98		95			
排	ギヤ位置	N	D	N	D		
	エンジン回転数 min ⁻¹	699	702	708	710		
出	吸気圧 kPa	70.9	64.8	71.1	65.1		
	成	測定値 (NDIR)	CO %	0.03	0.01	0.01	
			HC ppm	11.7	6.94	6.48	8.82
			CO ₂ %	14.7	14.6	14.8	14.6
	分	濃度	CO %	----	----	----	
			補正值 HC ppm	----	----	----	----

The above is data of the exhaust gas test in the idling condition.

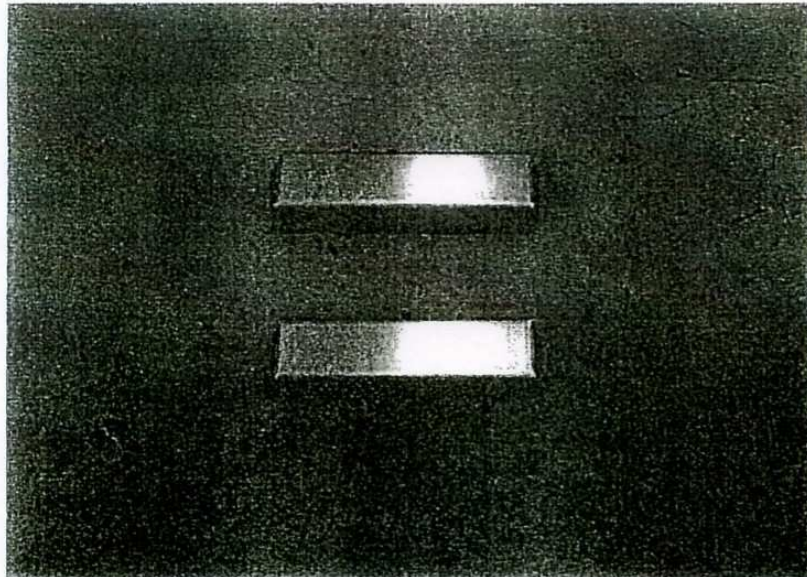
① 1.0・1.5モード走行状態の排出ガス試験及び燃料消費率



区分		装着前				装着後			
試験年月日(天候)		平成 19 年 3 月 29 日 (曇)				平成 19 年 3 月 29 日 (曇)			
試験前総走行距離 km		94735				94775			
試験室	大気圧 kPa	101.1				101.1			
	室 乾球 °C	26.2	~	26.4	26.4	~	26.4		
	室 湿球 °C	19.4	~	19.4	19.4	~	19.4		
	相対湿度 %	52				52			
試験車	冷却水温度 °C	83	~	83	83	~	84		
	潤滑油温度 °C	98	~	97	95	~	97		
シャーシ・イモータ	速度 Km/h	20	40	20	20	40	20		
	設定走行抵抗 抵抗値 N	261	320	419	261	320	419		
排出ガス	KH(湿度補正係数)	1.017				1.015			
	成分	CO	HC	NO _x	CO ₂	CO	HC	NO _x	CO ₂
	測定方法	ppm (NDIR)	ppmC (FID)	ppm (CLD)	% (NDIR)	ppm (NDIR)	ppmC (FID)	ppm (CLD)	% (NDIR)
	希釈排出ガス濃度	8.79	6.99	0.42	0.903	5.99	6.47	0.69	0.865
	希釈空気濃度	1.10	2.66	0.06	0.045	0.75	2.49	0.04	0.044
	正味濃度	7.76	4.51	0.36	0.86	5.29	4.14	0.65	0.82
	排出重量 g/km	0.147	0.042	0.011	256.3	0.100	0.038	0.020	244.7
採取量 m ³ /min	6.16				6.14				
燃料消費率 (カーボンバランス法) Km/l	9.3				9.7				

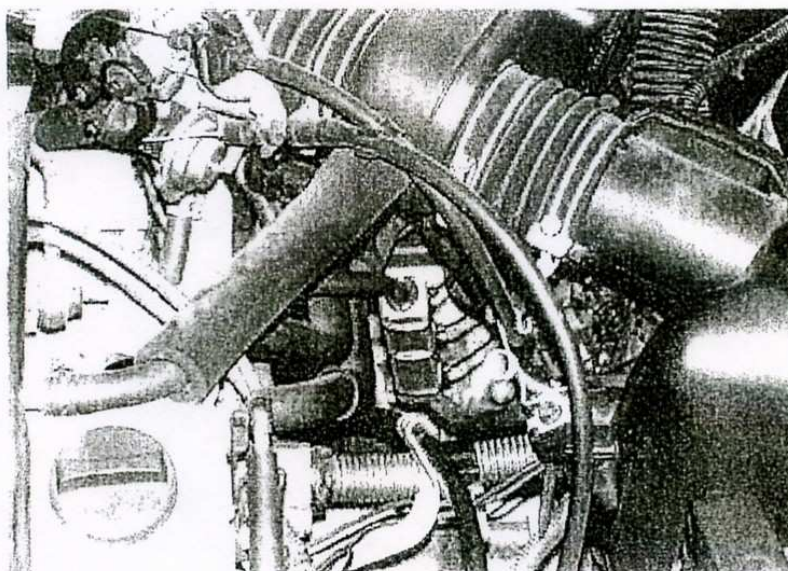
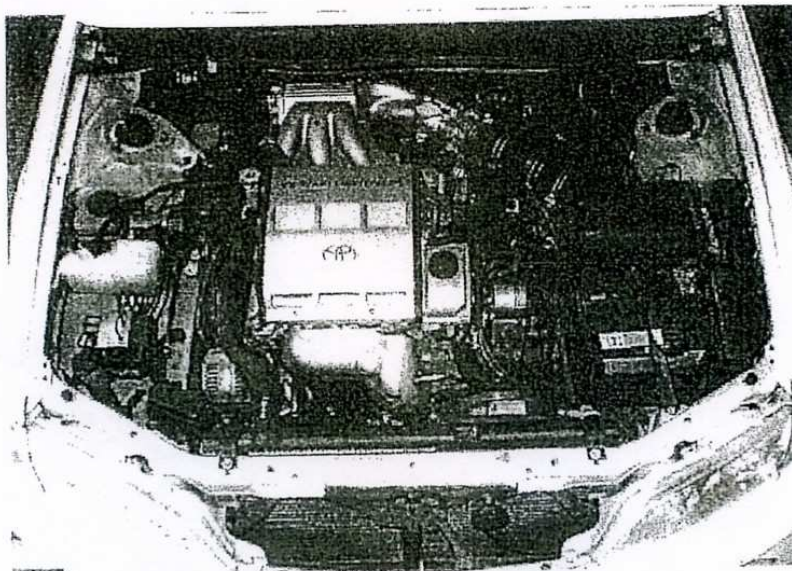
NO_x is increasing to 0.020ppm from 0.011ppm.

This shows the fact that the fine grain of carbon having adhered to the inner wall of exhaust pipe by "The stripping function" by "E-oiler" device, exfoliated.



It is photograph of "E-oiler" device used for above test.

日本自動車工業株式会社



The above is the photograph which attached "E-oiler" device to fuel hose of test car.

7 .D (1)

Measurement on test data of reduction rate of fuel consumption amount by "E-oiler" device by large truck

“Circumstances of Japanese public organization about test of a car”

Because the fuel consumption rate of the trucks being more than loading capacity 2 tons can not be measured in the Japanese public test institution, I described the unofficial fuel consumption rate of the large trucks as follows.

“Condition of the test”

The tests are done in the same course in the same speed before and after "E-oiler" device is attached to test car.

Therefore, the time of test run is equal, too.

“Economical effect”

(1) Fuel cost in large Diesel engine car such as large truck and dump and buses is 2 0 0 , 0 0 0 ~ 5 0 0 , 0 0 0 yen per month .

Therefore if the reduction rate of fuel consumption amount is 1 0 % , the reduction costs are 2 0 , 0 0 0 ~ 5 0 , 0 0 0 yen per month.

(2) We could get the data of accuracy reduction rate of fuel consumption amount with conditions of right test run as possible as.

(3) Therefore we show the data of reduction rate of fuel consumption amount by the test run on general road about each trucks as follows.

8 . D (2)

The test data of reduction rate of fuel consumption amount of large truck in test run(reference values)

(A). Mitsubishi Fuso Co., Ltd. : "Canter" : loading capacity 2 tons truck.

The percent improvement of the fuel consumption rate: 20.9%.

(B). Hino Motors Co., Ltd. : refrigerator car : loading capacity 4 tons truck.

The percent improvement of the fuel consumption rate: 21.3%.

By "4 parallel currents sharing device"

(C). Mitsubishi Fuso Co., Ltd. : loading capacity 10 tons truck.

The percent improvement of the fuel consumption rate: 9.4%.

By "4 parallel currents sharing device"

(D). Hino Motors Co., Ltd. : loading capacity 10 tons dump truck.

The percent improvement of the fuel consumption rate: 19.5%.

By "4 parallel currents sharing device"

(E). Isuzu Motors Co., Ltd. : loading capacity 10 tons truck.

The percent improvement of the fuel consumption rate: 14.3%.

By "4 parallel currents sharing device"

(F). Mitsubishi Fuso Co., Ltd. : loading capacity 10 tons truck.

The percent improvement of the fuel consumption rate: 12.5%.

By "4 parallel currents sharing device"

(G). Nissan Diesel Co., Ltd. : loading capacity 10 tons dump car.

The percent improvement of the fuel consumption rate: 17.6%.

By "4 parallel currents sharing device"

(H). Mitsubishi Fuso Co., Ltd. : loading capacity 15 tons truck.

The percent improvement of the fuel consumption rate: 22.1%.

By "4 parallel currents sharing device"

“The improvement of the performance of engine”

(1) Large decline of the engine sound

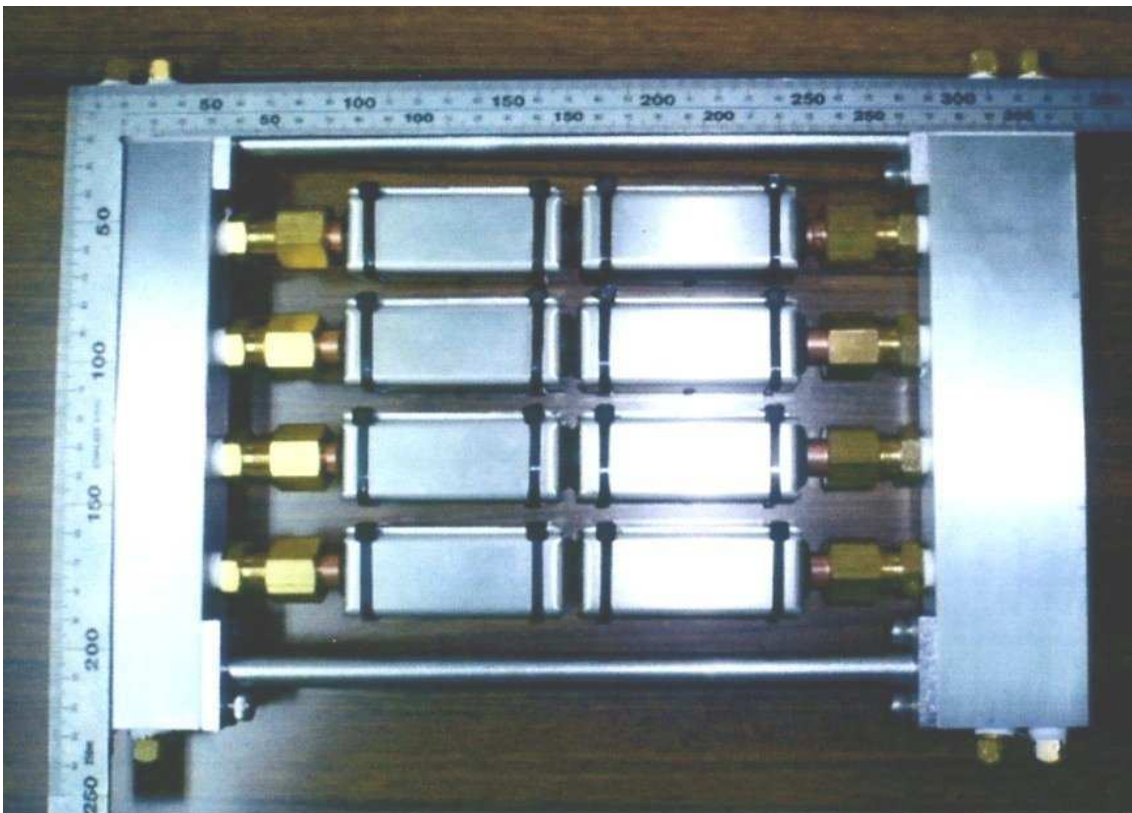
(2) The car starts smoothly and smoothes the shift-up of change gear.

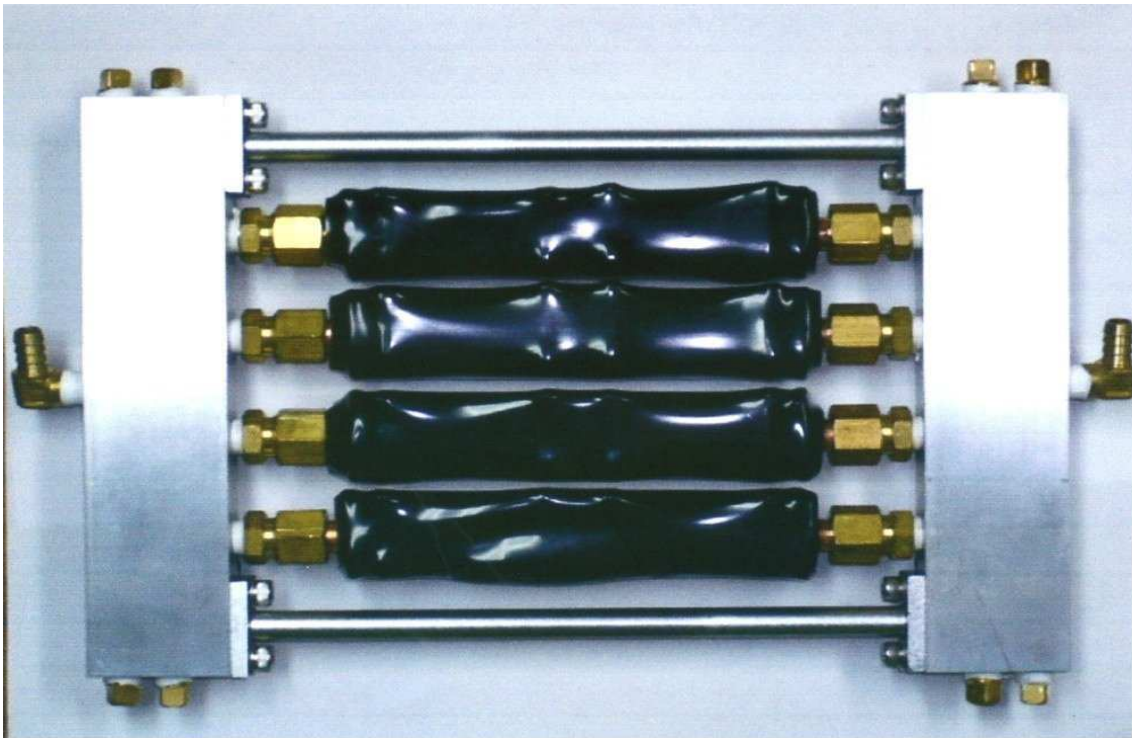
(2 5)

- (3) The same hill-climbing is possible without changing the gear to more low-speed of rotation by the increase of torque of engine.
- (4) The display of the tachometer of the driving seat declines 20~100 rotary number degrees from real number of rotation of a car.
- (5) An early brakes operation is necessary for tending to be behind with effect of the engine brake by the increment of torque of engine.

9. E (1)

"E-oiler" device with "4 parallel currents sharing device" for large diesel engine car





Expressed photographs above are "4 parallel currents sharing device" for large diesel engine car such as a truck or a bus.

"4 parallel currents sharing device" is constituted by "E-oiler" device consisting of eight of 19P device.



Expressed photograph above shows the condition that "4 parallel currents sharing device" for large diesel engine car is attached on a fuel tank.

1 0 . F (1)

The test data of ship engine by "Trans-master" device by "Sumiwaka Marine Transportation Co., Ltd."

The test data in "The third sumiwakamaru" to belong to "Sumiwaka marine transportation Co., Ltd." in ship engine by fuel oil of "Trans-master" device are shown as follows.

“Results of each measurement items”

- (1) A reduction rate of fuel consumption amount : 5.5%
- (2) The number rotation of output shaft in ship engine
 - a) Data of navigation time that is shortened 4% exist
 - b) Therefore, the increase of the number of rotation of output shaft of ship engine becomes 5.7% (4 x1.414).
 - c) For example, in the case of 260rpm, the number of rotation of output shaft of ship engine rises to 275rpm usually.
- (3) The exhaust gas temperature of the ship engine declines to an average of 14 degrees Celsius.
 - a) The measuring was practiced while 24 hours every 1-3 hours, for depriving of influence by outside air temperature.
 - b) When "Trans-master" device was attached. : 304 degrees Celsius (average)
 - c) When "Trans-master" device was not attached. : 318 degrees Celsius (average)
- (4) A harmful exhaust gas of ship engine decreased greatly.

(5) In clause (3) in “Results of each measurement items” the temperature of exhaust gas declined an average of 14 degrees Celsius.

In other words, the fact that the combustion temperature in cylinder decreases has been given a proof.

“Conclusion”

(1) The fact that unknown motive power by new expansion pressure of explosive evaporation by magnetism attaining to 11.2% of thermal expansion pressure by conventional explosive combustion occurred is estimated with clause (1) and clause (2) in “Results of each measurement items”.

(2) Fuel consumption amount per hour in ship engine

When "Trans-master" device was attached : An average of 189.5 liters / h

When "Trans-master" device was not attached : An average of 189.5 liters / h

Therefore, reduction rate of fuel consumption amount becomes 5.5%

(3) “The reduction rate of navigation time” is 4%.

Therefore, the reduction rate of fuel consumption amount by "Trans-master"

Device becomes 11.2%.

Clause (1) + clause (2) in “Results of each measurement items”

$$= 5.5 \% + 5.7 \% = 11.2\%$$

(4)The following is data with "Trans-master" device of “ The third sumiwakamaru”.

P. 1

第三住若丸 7th

自：橋 至：釜石 (満船)/空船 平均回転数 260 rpm

H.17	時刻	○活性化 ×通常	消費量 L	時間消費量 L/h	航走距離 哩	排気温度						ラック m/m	概位等	風 m/s	備考			
						#1	#2	#3	#4	#5	#6							
11/5	20:00	×	606	202.0	33.2	320	325	320	330	325	320	30	14:00 活性化装置 OFF	0				
	23:00	×				320	325	320	330	325	320			0	23:00 North 5m			
	23:00	×																
11/6	2:00	×	595	198.3	35.6							02:45 塩屋崎通過	0					
	2:00	×	605	201.7	33.6	320	325	320	330	325	320	30		0	02:00 North 4m			
5:00	×																	
	5:00	×	600	200.0	34.8	315	320	315	325	315	315	30		0	05:00 North 5m			
	8:00	×																
	8:00	×	600	200.0	36.5	310	315	310	320	310	310	30	10:00 金華山通過	0				
	11:00	×															0	11:00 NE 4m
	14:00	×															0	14:00 SE 4m
	14:00	×	328	200.9	20.0	310	315	310	320	310	310	30		0				
	15:38	×														15:38 釜石入港	0	
合計/平均			3,924	199.9	226.9													

消費量/哩 17.29 L/哩
 航走距離/L 107.09 m/L
 平均速力 11.56 Km
 過給機圧力 0.6~0.62

P. 2

第三住若丸 8th トランススター 計3ヶ(7thまでは2ヶ)
 (H17/12/6 トランススター 1ヶ増設 巻港)

自：粟津 至：東広島 (満船)/空船 平均回転数 260 rpm

H.17	時刻	○活性化 ×通常	消費量 L	時間消費量 L/h	航走距離 哩	排気温度						ラック m/m	概位等	風 m/s	備考
						#1	#2	#3	#4	#5	#6				
12/28	17:00	○	382	191.0	25.7	300	300	295	305	300	300	29	16:00 鳴門海峡通過 (順流)	0	鳴門海峡 12/28
	19:00	○				295	295	295	305	300	300			29	0
	19:00	○	384	192.0	24.0							29		0	転流 18:19
	21:00	○				300	305	295	310	305	300		29	0	三原瀬戸
	21:00	○	374	187.0	25.2							29	三原瀬戸	0	三原瀬戸
	23:00	○				300	305	295	310	305	305			29	0
	23:00	○	190	190.0	12.5							29		0	転流 22:03
12/29	0:00	○							300	305	300		310	305	305
合計/平均			1,330	190.0	87.4										

消費量/哩 15.22 L/哩 ※ 補機 FO消費量
 航走距離/L 121.70 m/L 15 L/h X-2計測
 平均速力 12.49 Km 16 L/h X-2計測
 過給機圧力 0.6

P. 3

第三住若丸 9th

自：下松		至：坂出 (満船)/空船			平均回転数 260 rpm						ラック m/m	概位等	風 m/s	備考		
H.17	時刻	○活性化 ×通常	消費量 L	時間消費量 L/h	航走距離 遡	#1	#2	#3	#4	#5					#6	
12/30	2:00	○				305	310	300	315	305	305	28	01:20 下松出航	0		
	4:00	○	364	192.0	22.7	305	310	300	315	305	305	28		0		
	4:00	○												0		
	6:00	○	374	187.0	24.8	305	310	295	315	305	305	28		0		
	6:00	○												0		
	8:00	○	378	189.0	26.5	305	310	300	315	305	305	28	07:35 来島海峡通過	0	来島海峡	
	8:00	○											(減速)	0	機強 07:47 7.6Kn 南流	
	10:00	○	377	188.5	24.0	305	310	300	315	305	305	28		0	転流 11:11	
	10:00	○												0		
	11:00	○	188	188.0	12.0									0		
													11:30 坂出入港	0		
														0		
														0		
														0		
合計/平均			1,701	189.0	110											
			消費量/遡	15.46 L/遡												
			航走距離/L	119.76 m/L												
			平均速力	12.22 Km												
			過給機圧力	0.6												

NO. 6003 P. 3

1 1. F (2)

Investigation on test data of ship engine by "Trans-master" device by
"Snmiwaka Marine Transportation Co., Ltd."

1. "Detailed explanations about the measurement clause (1)~(4)"
 "measurement clause (2)"

About "The increase of the number of rotation of output shaft" in ship engine .

- (1) According to measurement clause (2) navigation time of the ship is shortened and the number of rotation of output shaft of ship engine increases.
- (2) For that reason, the navigation time of ship becomes the condition that navigated in 275 rotations in spite of being set already beforehand with 260 revolutions of by electronic governor .

"The reason mentioned above"

- (1) By the way, the number of rotation of output shaft of the normal ship engine is controlled automatically by “Electronic governor” so that can always maintain the same number of rotation.
- (2) For maintaining usually the same number of rotation “Electronic governor” works to change supply fuel oil in ship engine by measuring the difference between the number of rotation of output shaft in ship engine and the number of rotation of output shaft that was established in “Electronic governor” beforehand (260rpm) .
- (3) Furthermore, “Electronic governor” has function to maintain automatically in the number of rotation of output shaft that was always set beforehand by changing supply amount of fuel oil in engine.
- (4) In addition, the increase amount of the number of rotation by new unknown motive power of engine occurring by expansion pressure of explosive evaporation by magnetism with "Trans-master" device is much more bigger than a control function of the number of rotation in engine by “Electron governor”.
- (5) In this case, total number of rotation of output shaft by full motive power of engine provided by "Trans-master" device, is the number of rotation that added the number of rotation of output shaft being equivalent to reduction quantity of fuel oil that was able to read in fuel indicator of ship engine to 2 7 5 rotations per minute of output shaft being equivalent to reduction of navigation time.
- (6) The increasing number of rotation (15 revolutions per minute) of output shaft by "Trans-master" device is added to the number of rotation (260 rotations per minute)of output shaft being set in “Electronic governor” beforehand conventionally in ship engine.
As a result true number of rotation of output shaft in ship engine becomes 2 7 5 rotations per minute.
- (7)In other words, the increase phenomenon of the number of rotation of output shaft in ship engine mentioned above is giving the proof that new unknown motive power of expansion pressure of explosive evaporation by magnetism occurs and was added to thermal expansion pressure of explosive combustion in

conventional engine.

2、 “The decrease of 14 degrees Celsius in temperature of exhaust gas in clause (3) of measurement items”.

(1) Until now, it has been said that the increase of carbon dioxide (CO₂) by the increase of fuel consumption amount with the purifier of harmful exhaust gases such as the appendage, the catalyst, the filter, for the decrease of oxides of nitrogen (NO_x) has been technically unavoidable.

(2) Conventional engine technology is generating a relation of 2 law rebellion of the decrease of carbon dioxide (CO₂) and the decrease of oxides of nitrogen (NO_x) .

(3) By the way, it is estimated that temperature in cylinder was decreased around 11.2% by the fact that quantity of fuel oil being supplied to engine and being burnt in cylinder declined 11.2% too.

(4) Furthermore, the fact that combustion temperature in cylinder is equivalent to temperature of exhaust gas that decreased to 14 degrees Celsius, is estimated.

(5) Therefor, because the occurrence of oxides of nitrogen (NO_x) is decided by temperature in cylinder greatly, there is possibility that oxides of nitrogen (NO_x) did not occur.

(6) In addition, results of mentioned above "measurement clause (1) and clause(2) and clause(3) " are proofs of the important fact that can decrease at the same time oxides of nitrogen (NO_x) and carbon dioxide (CO₂) clearly.

(7) In other words, the test effect mentioned above is proving that technology by "Infinite magnetic field" is ideal technology that can completely balance "The prevention of environmental pollution" and "The security of energy".

3 . About ”seal of standard output of ship engine (barge in particular) by administration”

- (1) Conventionally because ship engine is the diesel engine same as automobile, the decrease at the same time of oxides of nitrogen (NO_x) and decrease of carbon dioxide (CO₂) are impossible.
- (2) Therefore, at first the standard output forcibly is sealed in navigation of ship for the purpose of the decrease of only oxides of nitrogen (NO_x) by the administration. (especially in large-scale barge ship)
- (3) For that reason, the supply amount of fuel oil of ship engine decreases, and as a result combustion temperature in cylinder decreases too.
- (4) The increment of fuel consumption to be caused by such an disposal of administration, that is to say the amount of occurrence of carbon dioxide (CO₂) and the financial burden are very big.
- (5) On the other hand, international conference about regulation of CO₂ about applicable ship 50,000 was already opened.
- (6) In other words, the concrete plan of "The burden system of fuel oil" was already investigated as urgent problem in "The marine organization of the United Nations" in October, 2010.
- (7) The fact that carbon dioxide (CO₂) is greatly increased to the contrary for the decrease of oxides of nitrogen (NO_x) until now is the most important problem having to solve early about engine technology.
- (8) Enforced policy by administration about the decrease of oxides of nitrogen (NO_x) with sealed standard output must be looked again rapidly.
- (9) Needless to say, the development of difficult problems of engine technology is the most valuable technology about the economy and is the most valuable technology about the prevention of global warming-up from the international situation too.
- (10) Cost of fuel consumption in marine transportation industry are big especially and are bigger cost more than fuel consumption cost of transportation industry with

the truck.

Therefore, the reduction technology of fuel consumption becomes the decisive factor of the economic competitive ability in marine transportation industry especially.

(11) Future of shipbuilding industry is entrusted to basically a development of superior engine of high fuel efficiency of low fuel consumption amount similarly.

Shipbuilding industry is basic large industry having wide industrial structure that have supported Japan until now.

(12) However, shipbuilding industry of Japan loses the economic competitive ability today and is condition like the candle flickering before the wind.

(13) Because ship engine technology has been already completed now, even the improvement of 1%~2% of fuel consumption is impossible.

(14) The characteristic of combustion of heavy oil to use for ship engine is improved basically by "Trans-master" device of "Infinite magnetic field" in degree that is not thought conventionally.

(15) Therefore, a reduction rate of around 10% of fuel consumption amount on the average has been achieved in many tests during 5 years in ship engine in the past.

4. "Reduction of the harmful exhaust-gas"

(1) By fuel oil with "E-oiler" device and "Trans-master" device, the mixture gas with fuel and air that complete combustion is possible can be constituted in cylinder of engine.

(2) Furthermore, "After-burning" is lost by the dissolution of ignition delay and the increase of the spread speed of flame in cylinder.

(3) High temperature gas of not yet ending combustion in "bottom dead center" neighborhood of the combustion stroke of cylinder by "After-burning" is introduced with enforcement into a low temperature exhaust pipe from a cylinder in early exhaust stroke.

(3 5)

- (4) Therefore, in exhaust pipe non-combustion gas is quenched, and non-combustion gas becomes a main cause of various kinds of harmful exhaust gases.

1 2. F (3)

Experiment ship "The third Sumiwakamaru" with "Trans-master" device

第三住若丸

平成17年6月



The ship that "Trans-master" device was installed

1 3. F (4)

"Trans-master" device being installed in ship engine

- (1) The following photograph is the photograph that "Trans master" device was set on a service tank of heavy oil A of "The third sumiwakamaru".

- (2) Engine output is large-scale barge ship of 2,700HP.
There is not any trouble until now and is favorable navigation.
- (3) The reduction rate of the fuel consumption in navigation test becomes an average of 10% .
- (4) Therefore, fuel cost of "The third sumiwakamaru" is 6,000~8,000 ten thousand yen per year, and the reduction costs of annual fuel consumption with "Trans-master" device reach 600~800 ten thousand yen

1 4 . F (5)

Tests by "E-oiler" device by navigations of other ships

The tests start from August, 2005 and reach to the present.

- A. One medium-sized freighter of "New Nippon Steel Transport Co., Ltd." :
"E-oiler device for heavy oil C "
- B. One interior container ship of "Imoto Commerce Transport Co., Ltd." :
"E-oiler device for heavy oil C"

- (1) Because fuel consumption amount of ship engine is greatly large more than truck engine, the most large management theme of the industry of marine transportation is focusing efforts fundamentally on using ship engine of high fuel efficiency.
- (2) Therefore, cheap heavy fuel oil is used exclusively.
Because the fuel consumption amount of large-scale ship engine particularly is large, the cheapest heavy oil C of bad quality is used mainly.
- (3) By the way, in "The third sumiwakamaru" and other experiment ships, there are not any accidents until now, and are favorable navigation.
- (4) Besides, because ship speed rises by fuel oil with "Trans-master" device, only a

part of supply fuel amount to engine is set in the condition that is decreased beforehand and for that reason ship speed always can go back to same conventional speed automatically.

- (5) The reduction rate of fuel supply amount by only "Electronic governor" attains to 4%~6% in navigation test.

C. Now, only one method of not generating a cage exists by mixing chemical drugs with fuel oil in storage tank as reduction technology of fuel consumption amount of large size ship engine generally worldwide.

- (1) The reduction technology of fuel consumption amount in ship engine attain to the limits already like a car engine.

Therefore, now by improvement of mechanical structural in engine, even the reduction rate of fuel consumption amount of only 1% is impossible clearly.

- (2) Heavy oil C is poor quality fuel oil that is apt to produce a cage usually.

Therefore, a cage precipitates and accumulates on the bottom of fuel tank with passage of time.

- (3) The quantity of the cage that is accumulated at the bottom of fuel tank conventionally and cannot send to engine, attains to 2%~3%.

Therefore, the chemical drugs that does not generate the cage in heavy oil C is mixed beforehand.

- (4) As for the reduction technology of fuel consumption amount in ship engine conventionally, there is only one technology that heavy oil C is sent to engine without producing the cage by mixing chemical drugs beforehand.

Therefore, components of the cage are sent to engine and are burned at the same time.

- (5) In other words, by this fact this technology is considered to be decreased 2%~3% in reduction of fuel consumption amount virtually.

- (6) This method is effective in the maintenance of fuel tank, but we can not ascertain

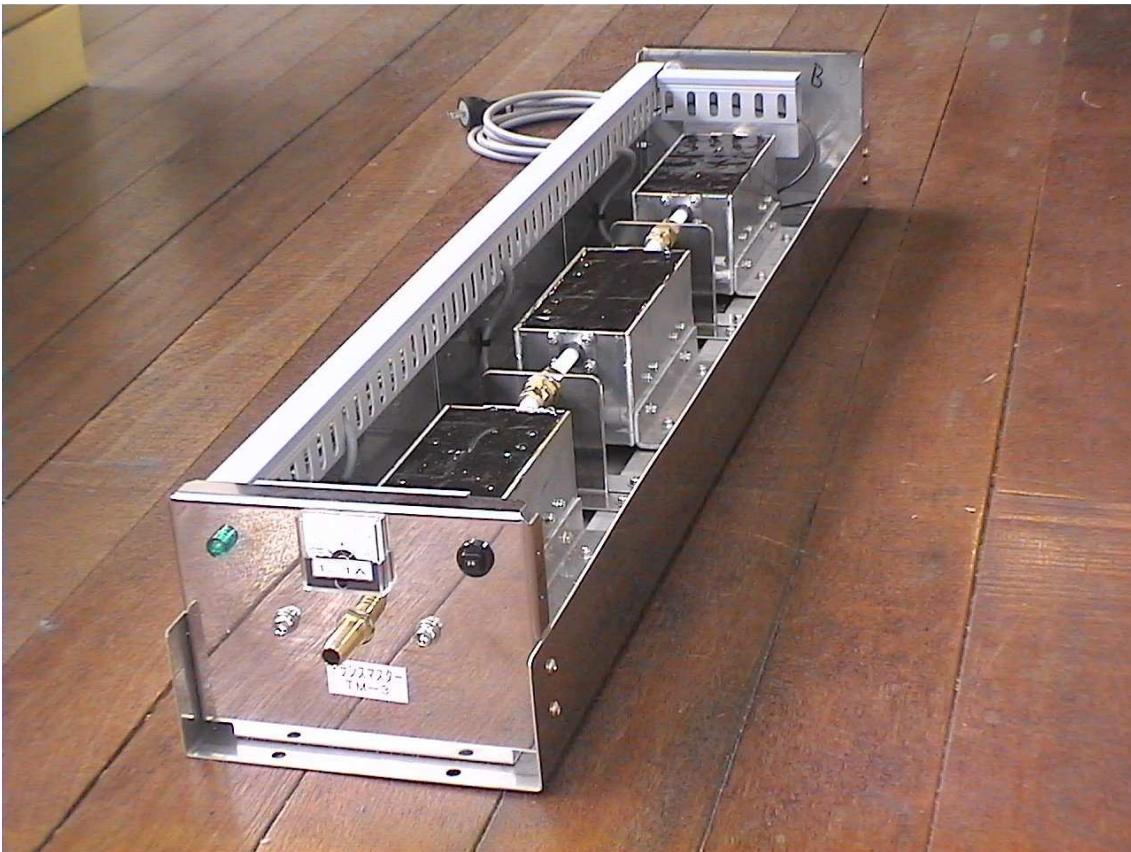
(3 8)

the generation of motive power in engine with combustion of component of the cage being sent to cylinder of engine without becoming the cage.

(7) Besides, we need to ascertain the generation of new harmful exhaust gas by combustion of chemical drugs being mixed.

1 5 . F (6)

Latest "Trans-master" device for ship engine



The photograph is set device for "Trans-master" of marine application.

The ship engine of "The third sumiwakamaru" : 2,700HP
: Fuel consumption 100 liters per hour
Two set devices of "Trans-master" of the photograph are used in parallel.

"Conditions for use"

Working temperature, 50 degrees Celsius is maximum.

Working pressure 5kg /cm² is maximum.

Heavy oil A is fuel oil for exclusive use.

This device is aiming at attaining to reduction rate of 20% of fuel consumption amount.

1 6 . G (1)

"E-oiler" device consisting of one pair of "Magnet row" being constituted by plural "Infinite magnetic field".



(4 0)

The photograph shows "Magnet row" being put in aluminum case.

"Magnet row" is consisting of plural "Infinite magnetic field" consisting of neodymium-magnet.

"E-oiler" device is consisting of one pair of "Magnet row".

1 7 . G (2)

"E-oiler" device to be attached to fuel hose in engine.



The above is photograph attached to fuel hose.

The places for attaching "E-oiler" device

Rubber fuel hose (ϕ 15): gasoline engine, diesel engine.

Copper tube (ϕ 8): LP gas engine

1 8 . G (3)

The adsorption and drop tests of the aluminum coin by "Infinite magnetic field"



An aluminum coin of 1 yen is dropped on main flux surface of "Magnet row" being put perpendicularly.

- (1) When the drop of an aluminum coin starts by gravity along main flux surface of "Magnet row", an aluminum coin cuts magnetic flux of "Infinite magnetic field".
- (2) Therefore, "Inductive magnetic domain" is generated in an aluminum coin and the aluminum coin is adsorbed by magnetic force of main flux of "Magnet row" and the drop of the aluminum coin stops.
- (3) "Inductive magnetic domain" that has been generated already in the aluminum coin disappears when the aluminum coin has been adsorbed on main flux surface of "Magnet row" and has stopped.
- (4) Therefore, the aluminum coin begins to drop by gravity along main flux surface of "Magnet row" again.

- (5) Whenever the aluminum coin attains to each "Infinite magnetic field" of "Magnet row", the aluminum coin repeats the conditions of clause (1) and clause (2) in turn.
- (6) As a result the aluminum coin repeats a drop and stopping intermittently continually.

1 9 . H (1)

Data of the reduction rate of fuel consumption amount by burner of boiler.

"Purpose of the test"

The measurement of reduction rate of fuel consumption amount when "E-oiler" device was used for fuel oil of boiler for seaweed drying machine.

"Drying machine to use for tests"

Drying machine for seaweed

"Hayashisaki, Akashi-city fishermen's cooperative association" possesses.

Fuel oil A.

"Drying machine"

Takeshita Tri-Star TSD20 (4041)

Perfect automatic manufacturing device of seaweed

Burner : "A product made in Takeshita industry Co., Ltd. : "GPN - 50MWEM"

"Test period"

From February 01, 2006 to April 21, 2007 "E-oiler" device test: One year

"Test method"

The past average shipment number of sheets of seaweed are compared with the shipment number of sheets of seaweed by "E-oiler" device being put on in 2006.

"Test results"

- (1) Results of test by "E-oiler" device : 6,562,200 pieces of total shipment number of sheets.

- (2) Total amount of fuel oil being used is 43,178 liters.
- (3) From clause(1)and clause(2) : Average shipment number of sheets is 152.4 sheets/liter.
- (4) The air temperature of winter season was average.

"The past results"

- (1) The average shipment number of sheets in 2002 was 143.9 sheets/liter:
Fuel consumption amount was little in particular for mild winter.
- (2) The average shipment number of sheets in 2005 was 130.9 sheets/liter.
Fuel consumption amount was much in particular for severe winter.

"Conclusion"

- The reduction rate of fuel consumption amount by "E-oiler" device being attached.
- (1) Reduction rate of fuel consumption amount was risen 5.9% in 2002.
 - (2) Reduction rate of fuel consumption amount was risen 16.4% in 2005.

2 0 . I (1)

The test device of ship engine by "E-oiler" device by "Daihatsu Diesel Mfg. Co.,Ltd."

- (1) The following is the test of marine engine by "E-oiler" device that was requested to Research Department of "Daihatsu Diesel Mfg. Co.,Ltd." from "Sumiwaka Marine Transportation Co., Ltd."
- (2) Because the test does not complete yet, only test preparation is described.
- (3) The following is the test system of "E-oiler" device in Research Department of "Daihatsu Diesel Co., Ltd."

About "test methods"

- (1) In navigation test, the acquirement of exact measurement of ship engine by "E-oiler" device is impossible because the output and fuel consumption amount in ship engine are under big influence of the variations of natural phenomenon such as tides and waves and the weathers.
- (2) Ship engine test is executed in the examination room of "Daihatsu Diesel Mfg. Co.,Ltd." with "Water pressure dynamometer".
Therefore, the exclusion of influences of the natural phenomenon becomes the test of ideal ship engine.
- (3) In "5. measurement device" in "E-oiler test plan", the increase of the number of rotation of output shaft in engine by expansion pressure of explosive evaporation by magnetism by "E-oiler" device is measured.
- (4) In this case the measurement of the load torque is necessary and the measurement of the number of rotation of output shaft in ship engine by the "Water pressure dynamometer" that is connected with output shaft in ship engine is necessary particularly.
- (5) Therefore, the adding a tachometer newly to measure the number of rotation of output shaft of ship engine is most important.
"The reason that a tachometer sets up in addition to test scheme drawing of "E-oiler" device of "Daihatsu Diesel Mfg. Co.,Ltd.".
- (6) Though the rotation speed of output shaft in ship engine is set in "Electronic governor" beforehand, the rotation speed with "Trans-master" device of "Infinite magnetic field" increases more than the set speed of "Electronic governor".
- (7) The following is test scheme drawing of "E-oiler" device with "6 parallel currents sharing device" by "Daihatsu Diesel Mfg. Co.,Ltd." Research Department.
- (8) New tachometer is set in addition to output shaft of ship engine in the test scheme drawing.

2 1 . I (2)

"E-oiler" device by "6 parallel currents sharing device" in ship engine

The following photograph is "6 parallel currents sharing device" by "E-oiler" device that was used for the test in "Daihatsu Diesel Mfg. Co.,Ltd."



2 2 . I (3)

The following photograph is test system of "E-oiler" in ship engine by Research Department of "Daihatsu Diesel Mfg. Co.,Ltd."

The setting a tachometer for measuring the increase of the speed of rotation of output shaft in ship engine by expansion pressure of explosive evaporation by magnetism especially is important.

住若海運株式会社殿 Eオイルー試験計画

A訂正

2010/8/19

ダイハツディーゼル株式会社
研究部

- 1. 試験機関 5DK-20(4サイクルディーゼル機関)
- 2. 回転数×出力 900min⁻¹定速×定格800kW
- 3. 使用燃料 A重油
- 4. 試験内容
燃料をEオイルー通過させた時と通過させない時の機関性能の変化からEオイルーの効果を確認する。

Eオイルー	負荷率	
	50% (400kW)	75% (600kW)
なし	⑤ ① →	②
あり	④ ←	③ ↓

→ 性能試験
→ 回転数試験

-1.性能試験(①→②→③→④)

- ・回転数は900min⁻¹固定
- ・各条件の運転時間はおおよそ30分(機関性能の安定状態で判断)
- ・試験結果により条件の変更、追加等の可能性有り

-2.回転数試験(④→⑤)

- ・出力を400kW一定とし、回転数を変更して燃料消費量=ラック量を一定にする

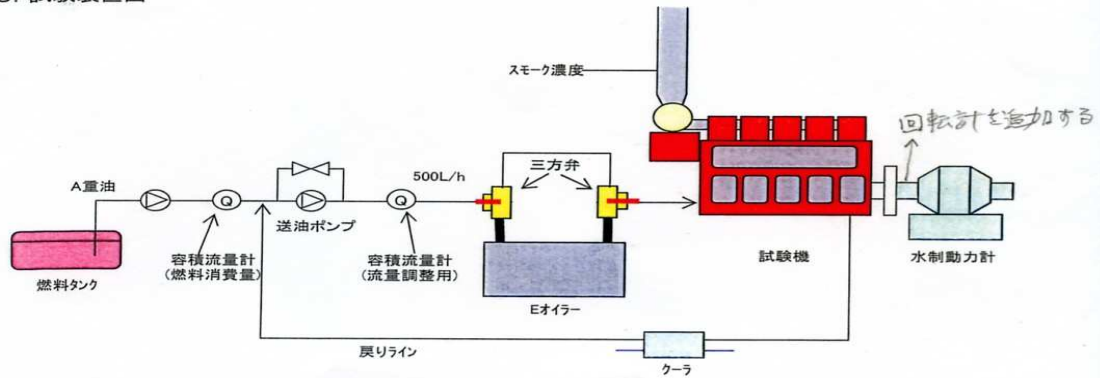
・計測項目

- ①燃料消費率(A重油)
- ②スモーク濃度
- ③その他機関性能(排気温度、筒内圧力、ラック等)

・計測負荷率

- 50%負荷(400kW)、75%負荷(600kW)の2点とする。
(Eオイルー内の燃料通過流量を500L/hに調整できるように考慮する)

5. 試験装置図



2 3 . I (4)

The full view of test system of "E-oiler" device by "Daihatsu Diesel Mfg. Co.,Ltd."



2 4 .

The various tests to support my hypothesis by "Infinite magnetic field" of Chapter 1

The tests of each engine researchers gave enough proofs of my hypothesis that was expressed in Chapter 1 about "Infinite magnetic field".

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