

Proposal for energy problem by the "E-oiler" device based on "The use technology of a special synthetic magnetic field"

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(I): The following are some of the responses from the “US Department of Energy” to my inquiry to the US Department of Energy.

The details of (A) to (I) are as follows.

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(A) : About “The use technology of a special synthetic magnetic field”

(a-1) Though “The use technology of a special synthetic magnetic field" brings dramatic characteristic change to not only automotive fuel oil but also water and air and gives a very beneficial effect on society, a strong belief and persistent efforts are required to disseminate this technology.

(a-2) Particularly, according to “The use technology of a special synthetic magnetic field”, it is the most strong point that” the fuel consumption reduction rate of 10% to 20% is always achieved for all automobile engines.

That is, it is an effect caused by the great change characteristics of fuel oil caused by the generation of a new unknown explosive vapor expansion pressure.

(a-3) First of all, in order to judge whether the record of the fuel oil for automobiles managed by the above "special synthetic magnetic field use technology" is academically correct, please refer to the following “[Test data in Chapter 1](#)”

(a-4) Next, please attach the “E-oiler” device to the fuel hose and carry out a driving test on the road.

To do so, please refer to the following “[Driving test procedure](#)”.

(a-5) Further please refer to (C) ,(C-1), (C-2), (C-3), (C-4) and (C-5) and use "chassis dynamo-meter" for more academic rigorous driving tests.

The above driving test is the most accurate means to determine the fuel consumption reduction effect of the “E-oiler” device.

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(B) : About the technical strong points and social background of the “E-oiler” device developed based on “The use technology of a special synthetic magnetic field”

(b-1) The “E-oiler” device is a device developed based on “The use technology of a special synthetic magnetic field” that reduces the fuel consumption of automobiles.

(b-2)About all models of the automobile engines that the world's automakers have ever manufactured or will manufacture in the future, regardless of new or used cars, the "E-oiler" device based on "The use technology of a special synthetic magnetic field" is a new revolutionary automobile fuel oil technology that the amount of fuel oil can be reduced.

(b-3) The fuel consumption, that is, carbon dioxide (CO₂), nitrogen oxides (NO_x) and micro-particulate matter (PM) of conventional automobiles can be simultaneously greatly reduced except for exceptions.

(b-4) Therefore, it is possible to reduce the fuel oil of privately-owned automobiles used around the world, and at the same time to reduce carbon dioxide (CO₂), prevent global climate change and improve the air environment.

(b-5) Therefore, the use and spread of the "E-oiler" device is a social situation that is well accepted by people all over the world, so sales of the“E-oiler” device-related business will grow significantly.

(b-6) In order for the above sales business to be successful, it is indispensable to have sufficient technical services related to the installation of the “E-oiler” device.

(b-7) The installation work of the "E-oiler" device is usually a technology that can be executed at auto repair shops around the world.

(b-8) Therefore, the technology services and sales related to the“E-oiler” device based on “The use technology of a special synthetic magnetic field”are complement each other and are indispensable together.

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(C) : About the driving test in which the "E-oiler" device is used.

(c-1) The "E-oiler" device 19P

(c-2) Dimensions and weight: 35W x 32H x 78L, (unit millimeter), 150g

(c-3) The reduction rate of estimated fuel consumption : 10% to 20%

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(C-1) : About data being collected in driving tests

(c-1-1) List the data that should be collected from the driving test before and after attaching the “E-oiler” device.

(c-1-2) The driving test data before and after installing the “E Euler” device will be compared.

(c-1-3) Fuel consumption

(c-1-4) Nitrogen oxide (NOx) emissions

(c-1-5) Emissions of substances on fine particles (PM10 and PM2.5)

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(C-2) : About before and after installing the "E-oiler" device, the reason that the order of driving tests is necessary,

(c-2-1) After the "E-oiler" device is attached to the fuel hose and the driving test is performed, even if the "E-oiler" device has been already removed from the fuel hose, at this point, there is still residual magnetism in the fuel hose.

(c-2-2) For this reason, if the “E Euler” device is continuously attached to the fuel hose and the driving test is performed again, the reduction rate of fuel consumption will decrease due to the effect of residual magnetism.

(c-2-3) Therefore, at least elapsed time is required to 2days~3days almost in order to almost eliminate the effects of residual magnetism.

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(C-3) : About the precautions regarding road driving tests of the “E-oiler” device

(c-3-1) A driving test will be each conducted before and after attaching to the fuel hose the “E-oiler” device mentioned above.

(c-3-2) It is best to perform the first driving test before attaching the “E-oiler” device to the fuel hose.

(c-3-3) Next, after attaching the “E-oiler” device to the fuel hose, the next driving test will be conducted.

(c-3-4) In the driving test, it is particularly important to eliminate the influence on the fuel consumption by minimizing the change in the driving environment due to the driver of the test car, the weather, the road and the like.

(c-3-5) In particular, it is most important to operate the accelerator pedal so that the running test car can always keep the same driving speed as possible before and after installing the “E-oiler” device in the driving test on the road outdoors.

(c-3-6) In addition, if there is a risk that the “E-oiler” device will exceed 80 degrees Celsius due to overheating of the exhaust pipe of the engine, please insulate the “E-oiler” device with a thermal insulation sheet.

(c-3-7) The “E-oiler” device can be easily attached to the fuel hose of the engine at the general auto repair shop.

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(C-4) : About the precautions on driving test with chassis dynamometer

(c-4-1) First, in order to confirm academically the strict reduction effects of the fuel consumption of the “E-oiler” device, please perform an indoor driving test with a chassis dynamometer.

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(C-5) : About the selection of a test car for driving test by chassis dynamometer

(c-5-1) As a test vehicle for driving test, it is desirable to select a small diesel engine vehicle with a small cylinder capacity, particularly an unused vehicle.

(c-5-2) The reason for selecting an unused car is to make sure that there is no doubt as much as possible about the reduction effect of the fuel consumption based on the results of driving tests.

Please refer to [“Driving test procedure”](#) for details of the above driving tests.

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(D) : About the technical service after installation of the “E-oiler” device

(d-1) The “E-oiler” device is not a product that can be merely traded for only business reasons, just like ordinary products.

(d-2) The technical service of after installation is important in order to gain customer trust and to get the sales and the spread of the “E-oiler” device on track, it is indispensable to comprehensively carry out the technical service on the “E-oiler” device.

(d-3) About application of the “E-oiler” device and the “Trans-master” device to other heat engines

(d-4) In addition, the “E-oiler” device and the “Trans-master” device will need for supporting the following engines such as compact car, large vehicles, ships, gasoline engines, LP gas engines, diesel engines and marine diesel engines.

(d-5) In addition, according to applying fuel oil, water, and air managed by “The use technology of a special synthetic magnetic field” each, fuel consumption can be reduced for boilers, especially fossil fuel for power generation in addition, the fuel consumption can be reduced by supply water and by combustion furnace air too .

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(E) : About the confirmation from a completely new perspective on automobile vibration and noise caused by the existence of a “new and unknown explosive vaporous expansion pressure”

(e-1) The occurrence of a ”new unknown explosive vaporous expansion pressure” was confirmed without exception by the state by which engine vibration and noise were greatly reduced in many driving tests.

(e-2) By the way, in order to confirm and prove the occurrence of a ”new unknown explosive vaporous expansion pressure” from a completely new viewpoint, it should keep a record of the engine vibration and noise wave-forms in the driving test with chassis dynamo-meter.

(e-3) In this case, before and after the installation of the “E-oiler” device, the vibration and noise wave-forms of the engine are recorded and analyzed in the same operation mode (that is, the same engine speed). However, the idling state is excluded.

(e-4) Therefore, by measuring and comparing the vibration and noise of the engine before and after the installation of the ”E-oiler” device at the same engine speed, the magnitude of a ”new unknown explosive vaporous expansion pressure” can be estimated.

(e-5) For the detailed explanation above, please refer to the following (F-2) below, the generation process on a “new unknown explosive vaporous expansion pressure”.

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(F) : About the generation of a "new unknown explosive vaporous expansion pressure" by the "E-oiler" device

(f-1) The effect of using the fuel oil managed by “The use technology of a special synthetic magnetic field” particularly in a conventional automobile engine is as follows.

(f-2) First, please confirm the occurrence a "new unknown explosive vaporous expansion pressure" by many driving tests with the "E-oiler " device by referring to the "[The study on a special synthetic magnetic field](#)" described in the upper part of my website.

They are in “Item A”, “Item B”, “Item C”, “Item D” and “Item E”.

My website : <http://www.vaporization-energy.com/>

(f-3) Especially for automobile engines, by means of a specialized academic driving test by public inspection agencies and universities using the “E-oiler” device, the magnitude of a “new unknown explosive vaporous expansion pressure” that occurs just before a "explosive thermal expansion pressure" due to the conventional combustion attains the magnitude that exceeds 10% to 20% of a “explosive thermal expansion pressure" by the conventional combustion.

(f-4) Therefore, by using the conventional automobile engine basically, the output exceeding 10% to 20% of the "new unknown explosive vaporous expansion pressure" is still used for practical enough as the power of the new engine.

Please refer to “[Test data in Chapter 1](#)”

(f-5) On the other hand, since the basic principle is to use the heat generated by the combustion of fuel oil as power in the automobile engine that is a conventional heat engine, the generation of carbon dioxide (CO₂) is inevitable.

(f-6) Furthermore, at present, the technology for reducing exhaust gas from engines by automobile manufacturers all over the world has already reached its limit, therefore, the restraining exhaust gases such as carbon dioxide (NO₂), nitrogen oxide (NO_x), and fine particulate matter (PM) are an urgent issue all over the world.

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(F-1) : About the changes in fuel oil characteristics by "The use technology of a special synthetic magnetic field”

(f-1-1) The viscosity of the fuel oil such as gasoline, light oil and heavy oil "A" managed by “The use technology of a special synthetic magnetic field” for a heat engines are the phenomenon caused by the electron energy expressed with the magnetic quantum number and because the viscosity is too low a normal viscometer cannot measure at all.

(f-1-2) The test results of actual examples of viscosity reduction of fuel oil managed by “The use technology of a special synthetic magnetic field” are reported below.

(f-1-3) Example 1 : since due to viscosity reduction of light oil in automobiles by "The use technology of a special synthetic magnetic field", the valve closing mechanism of Japanese Industrial Standard (JIS) approved products does not function properly, light oil leaks from the ball valve body.

(f-1-4) Example 2 : When the heavy oil "A" of a marine diesel engine is fed by a gear pump, since the shaft seal function of the output shaft of the gear pump does not operate normally, the heavy oil "A" leaks from the shaft seal of output shaft of gear pump.

(f-1-5) All gear pumps and shaft seals used in the above examples are Japanese Industrial Standard (JAS) certified products.

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(F-2) : About the process of generating a "new unknown explosive vaporous expansion pressure" in the conventional diesel engines

(f-2-1) Regarding the effect of reducing fuel consumption confirmed by rigorous academic driving tests by public inspection organizations and universities using fuel oil by "The use technology of a special synthetic magnetic field", it is described in "[Test data in Chapter 1](#)".

(f-2-2) In particular the case of using the fuel oil due to "The use technology of a special synthetic magnetic field" for diesel engine of the automobile will be described below.

(f-2-3) The viscosity of fuel oil managed by "The use technology of a special synthetic magnetic field" is in a state where it has drastically dropped to a level that would normally be unthinkable considered in the state immediately before being injected from the nozzle outlet.

(f-2-4) The fuel oil, whose viscosity has dropped dramatically, is injected from the nozzle of the engine of a car into the sealed space in the cylinder.

(f-2-5) The fuel oil expands and diffuses into the sealed space inside the cylinder due to the injection pressure of the nozzle and becomes ultra fine particles, and furthermore, the viscosity of the fuel oil will be reduced.

(f-2-6) Therefore, from the moment when the injected fuel oil ultra-fine particles come into contact with the air whose high temperature is far above the ignition point in the sealed space in the cylinder, first of all, the ultra-fine particles of the fuel oil become vaporized gas and at the same time generate a "new unknown explosive vaporous expansion pressure" and then continue this vaporized gas reacts with oxygen in the air and generates a "explosive thermal expansion pressure" by combustion.

(f-2-7) Time from when the injected the ultra-fine particles of fuel oil come into contact with the air whose high temperature is far above the ignition point until ignition occurs, is necessary time the ultra-fine particles of fuel oil to become vaporized gas.

(f-2-8) In addition, at the same time the ultra-fine particles of fuel oil become vaporized gas, the electron energy by the magnetism that has already been induced to the fuel oil, explosively release to generate a "new unknown explosive vaporization expansion pressure".

(f-2-9) The ultra-fine particles of fuel oil injected as described above come into contact with the air whose high temperature is far above the ignition point one after another that has reached the ignition temperature, and combustion expands.

(f-2-10) From immediately after the ultra-fine particles of fuel oil are injected until combustion, the pressures of a "new unknown explosive vaporous expansion pressure" due to vaporization and a "explosive thermal expansion pressure" due to combustion, operate sequentially to piston, therefore because the change in the pressing force on the piston is greatly averaged, the engine vibration and noise are dramatically reduced.

(f-2-11) On other hand, as for the combustion of conventional diesel engine, from immediately after the fine particles of fuel oil are injected until combustion, the pressures of a "negligible vaporous expansion pressure" due to vaporization and a "explosive thermal expansion pressure" due to combustion, operate sequentially to piston, therefore because the change in the pressing force on the piston become extremely large, the engine vibration and noise become intense.

(f-2-12) The above is the process by which the "E-oiler " device generates a "new unknown explosive vaporous expansion pressure", resulting in dramatically reduced engine vibration and noise, and fuel oil consumption is also greatly reduced.

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(F-3) : About characteristics of a "new unknown explosive vaporous expansion pressure"

(f-3-1) By the way, according to Faraday's law, when the fuel oil moves, the cutting time of a " special synthetic magnetic field" is inversely proportional to the magnitude of electron energy by the magnetism induced to fuel oil.

In other words, if the cutting time is infinitely short, the magnitude of electron energy by the magnetism induced in the fuel oil is infinite.

(f-3-2) That is, when the time to cut a "special synthetic magnetic" is actually shortened as much as possible, since it is considered that various conditions may affect the reduction of the time to cut a "special synthetic magnetic field", when the time to cut is actually shortened as much as possible, the electron energy induced to fuel oil becomes closer to infinity.

(f-3-3) Therefore, there is a possibility of further exceeding the fuel consumption reduction effect (10% to 20%) determined in the conventional driving test by improving the device based on "The use technology of a special synthetic magnetic field".

(f-3-4) Therefore, the technology that can make the best use of electronic energy by magnetism induced to fuel oil by " The use technology of a special synthetic magnetic field" is the most valuable and important technology.

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(F-4) About the confirming the strength of a "new unknown explosive vaporous expansion pressure"

(f-4-1) The evidences for the occurrence of the "new unknown explosive vaporous expansion pressure" can be found in items A to E.

Please refer to "[The study on a special synthetic magnetic field](#)" at the top of my website.

(f-4-2) In particular, about engine vibration and noise represented by item C is greatly reduced without exception.

(f-4-3) In other words, by the above results of many tests, the "new unknown explosive vaporous expansion pressure" proves that it is large expansion pressure enough to have a large impact on the "explosive thermal expansion pressure" by the conventional combustion.

(f-4-4) From the above many driving test results, a new "Magnetic system engine" that as engine output only the "new unknown explosive vaporous expansion pressure" without burning fuel oil is used, can be basically developed by using a conventional diesel engine vehicle equipped with the "E-oiler" device and by using the air that oxygen gas has been removed.

(f-4-5) In the case of developing a new "Magnetic system engine" using a conventional diesel engine equipped with the "E-oiler" device as it is, the engine output may be considerably reduced.

(f-4-6) However, in any case, the above is the first step in developing a practical model of a new "Magnetic system engine" that does not burn fuel oil in principle.

(f-4-7) For details, please refer to (G) below.

(f-4-8) However, the development conditions of the "Magnetic system engine" can be developed in principle and basically only in the fuel system of a conventional diesel engine.

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(G) About the development of a new "Magnetic system engine" that uses only a "new unknown explosive vaporous expansion pressure" as engine output and does not consume fuel oil

(g-1) Basic conditions for the configuration of a "Magnetic system engine"

1. Input : An electronic energy by the magnetism induced by fuel oil
2. Output : An "new unknown explosive vaporous expansion pressure" generated simultaneously with vaporization of ultra-fine fuel oil particles
3. An air from which oxygen gas has been removed : In the cylinder of the conventional diesel engine, the temperature of the air at the end of the compression process, that is, immediately before the injection, far exceeds the spontaneous ignition temperature of the fuel oil of 500 degrees C to 900 degrees C
4. The combustion system of the conventional diesel engine

(g-2) By the way, in (F-2), the reason that the engine vibration and noise generated with the "E-oiler" device without exception are dramatically reduced, reasonably explained.

(g-3) By using the fuel oil managed by "The use technology of a special synthetic magnetic field", by confirming dramatic reduction of vibration and noise and as a result by confirming the generation of the "new unknown vaporous expansion pressure", it can be judged that there is possible to develop the "Magnetic system engine"

(g-4) The basic power for the development of the "Magnetic system engine" is handled as a "new unknown explosive vaporous expansion pressure". However, the existence of the "new unknown explosive vaporous expansion pressure" has not yet been entirely proven.

(g-5) However, regardless of whether the power of the "Magnetic system engine" is the "new unknown explosive vaporous expansion pressure" or "some explosive expansion pressure", both are the same explosive expansion pressure itself that reduced fuel consumption in many driving tests of automobiles.

(g-6) Therefore, even if the power of the "Magnetic system engine" is treated as the "new unknown explosive vaporous expansion pressure", no problem will occur.

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(G-1) : When conventional fuel oil is used in a conventional diesel engine

(g-1-1) In a conventional diesel engine, the temperature of the compressed air in the cylinder just before fuel oil injection is the air of high temperature whose is far above the ignition point.

(g-1-2) Therefore, the fuel oil injected into the cylinder becomes fine particles, and each fine particle comes into contact with the hot air and ignites spontaneously.

(g-1-3) The spontaneous ignition spreads to the fine particles of the entire injected fuel oil, and the combustion spreads throughout the cylinder.

(g-1-4) Further, all injected fuel oil particles vaporize in the first stage.

(g-1-5) In the next stage, the vaporized gas of the fine particles of fuel oil reacts with the oxygen gas in the air and burns.

(g-1-6) Therefore, combustion is expanded over the entire area of the cylinder due to the vaporized gas of fine particles of fuel oil diffused throughout the entire area of the cylinder.

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(G-2) : When using the fuel oil managed by the "E-oiler" device based on "The use technology of a special synthetic magnetic field"

(g-2-1) The fuel oil managed by the "E-oiler" device is in a drastically degraded state in viscosity just before being injected into the cylinder.

(g-2-2) The ultra-fine particles of fuel oil injected into the cylinder come into contact with the air of high temperature whose is far above the ignition point and vaporize, and at the same time, a "new unknown explosive vaporous expansion pressure" occurs.

(g-2-3) Therefore, a "new unknown explosive vaporous expansion pressure" caused by the vaporization of all the ultra-fine particles of the injected fuel oil, occurs in the entire space of the cylinder.

(g-2-4) In addition, since the "Magnetic system engine" uses only the "new unknown explosive vaporous expansion pressure" as the driving force, it is necessary to use air from which oxygen gas has been removed.

(g-2-5) Therefore, the air used for the cylinder is air from which oxygen gas has been removed in advance, so the vaporized gas of the fine-particles of the fuel oil will not react and will not burn.

(g-2-6) Therefore, it is possible to develop that the "Magnetic system engine" by generating continuously the driving force due to only the "new unknown explosive vaporous expansion pressure" by continuously injecting fuel oil into the cylinder.

(g-2-7) To make the "Magnetic system engine" an engine that can be used as an automobile, it is probably possible to increase the output by increasing the amount of fuel oil injected into the cylinder.

(g-2-8) On the other hand, in gasoline engine combustion system since the mixture gas of fuel oil and an air that oxygen gas have been removed is not ignited even by ignition by an external distributor, the development of the "Magnetic system engine" is impossible.

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(G-3) : About the possibility of development of the "Magnetic system engine" and the dramatic reduction in vibration and noise of diesel engine

(g-3-1) Since by the results of driving tests and conventional using of diesel engine vehicles, the vibration and noise of diesel engine vehicles are dramatically reduced without exception, there is a possibility to be able to develop a "Magnetic system engine".

(g-3-2) In (g-3-1) of (F-2), by the "E-oiler" device without exception it is rationally explained why the diesel engine vibration and noise are dramatically reduced.

(g-3-3) In other words, all the ultra-fine particles of the fuel oil injected into the cylinder of the diesel engine at the first stage, come into contact with high-temperature air far beyond the ignition point of the fuel oil in the cylinder and vaporize individually, and at the same time, each generate a new and unknown explosive vaporous expansion pressure.

(g-3-4) The dramatic reduction of vibration and noise has been confirmed by using the fuel oil managed by "The use technology of a special synthetic magnetic field", as a result, the generation of a "new unknown explosive vaporous expansion pressure" can be confirmed.

(g-3-5) For that reason, it can be judged that the development of the "Magnetic system engine" is possible. That is, because it does not burn fuel oil, only a "new unknown explosive vaporous expansion pressure" is used as the driving force.

(g-3-6) The development of the above "Magnetic system engine" is based on the conventional diesel engine as it is, and it is realized by remodeling a part of it, so the development cost can be kept low and the development period can be shortened.

(g-3-7) In any case, the above is clearly judged from the results of the driving test data of many cars described in "[Test data in Chapter 1](#)".

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(G-4) : About the remodeling of conventional diesel engine

(g-4-1) For getting a driving force of the "Magnetic system engine", because it does not burn fuel oil, the "explosive thermal expansion pressure" due to combustion of fuel oil cannot be generated and uses only a "new unknown explosive vaporous expansion pressure" without a heat as a driving force. For that reason, it is no longer a heat engine but a special power engine that operates at normal temperature.

(g-4-2) Therefore, I call tentatively this power engine the "Magnetic system engine".

(g-4-3) Since the output of the "Magnetic system engine" is expected to be 10% to 20% of the output of the conventional diesel engine, there is a possibility that it is put into practical use as the "Magnetic system engine".

(g-4-4) However, if you want to increase the output of the "Magnetic system engine", it can be achieved by increasing the injection amount with nozzle by the remodeling (3) in (g-1-6) below.

(g-4-5) In other words, the "Magnetic system engine" will be developed by the remodeling (1) in (g-1-6) and the remodeling (2) in (g-1-7) and the remodeling (3) in (g-1-8) of the conventional diesel engine.

(g-4-6) Remodeling (1) : A conventional air supply device is remodeled and an "Oxygen gas removal device" is installed so that air from which oxygen gas in the air has been removed can be used.

(g-4-7) The remodeling (2) : the fuel supply system in the conventional diesel engine is remodeled . therefore, the fuel oil is only used as a circulation medium by the "Fuel circulation system" and the fuel oil is not used as fuel.

(g-4-8) Remodeling (3) : the fuel injection device is remodeled so that the injection pressure and the injection amount of the fuel oil can be increased.

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(G-5) : About the occurrence of a "new unknown explosive vaporous expansion pressure"

(g-5-1) In (g-4-6) of (G-4), remodeling (1) : even if the fuel oil is injected into the cylinder of the diesel engine and is vaporized, the fuel oil never burns in the air from which oxygen gas has been removed.

(g-5-2) Therefore, it is basically possible to develop the "Magnetic system engine" that does not burn fuel by remodeling (1).

(g-5-3) When the fuel oil managed by "The use technology of a of special synthetic magnetic field" is injected into the cylinder of a diesel engine, the fuel oil is first vaporized and at the same time a "new unknown explosive vaporous expansion pressure" is generated.

(g-5-4) After that, the vaporized fuel oil is never burned by the air from which oxygen gas in the air has been removed.

(g-5-5) Therefore, whenever fuel oil is injected into a cylinder, the “new and unknown explosive vaporization expansion pressure” is always generated.

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(G-6) : About the conditions of the configuration of a "Magnetic system engine"

(g-6-1) About the remodeling (1) in (g-4-6) and the remodeling (2) in (g-4-7) of (G-4), for the development of the "Magnetic system engine"

(g-6-2) Therefore, according to “Oxygen gas removal system” that remove only oxygen gas from the air newly added and “Fuel circulation system” which uses fuel oil only as a circulation medium, the "Magnetic system engine" can use the electronic energy by the magnetism induced to the fuel oil as an input, and can use the "new unknown explosive vaporous expansion pressure" generated in the fuel oil as an output.

(g-6-3) Furthermore, a powerful the "new unknown explosive vaporous expansion pressure" that reaches 10% to 20% of the "explosive thermal expansion pressure" due to the combustion of fuel oil in conventional diesel engines can be generated.

(g-6-4) the conventional automobile diesel engine is basically used as it is, however, since the fuel oil is not burned, the "Magnetic system engine" that does not entirely generate exhaust gases such as carbon dioxide (CO₂), nitrogen oxide (NO_x) and fine particulate matter (PM) will be developed.

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(G-7) : About the output of a “Magnetic system engine”

(g-7-1) The above explanation is only a fundamental conditions explanation that shows the possibility that the “Magnetic system engine” will be developed and put into practical use.

(g-7-2) That is, in order to put the “Magnetic system engine” into practical use, the output needs to be greatly increased to more than the current 10% to 20%.

(g-7-3) For increasing the output of the “Magnetic system engine”, by remodeling (3) in (g-4-8) of (G-4), it is considered that the fuel oil injection pressure to the cylinder of the diesel engine vehicle or increasing the injection volume will be probably possible.

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(H) : About the current global energy and climate change

(h-1) If the above innovative technology is developed, people will be able to get the car individually, and at the same time will get the power necessary for daily life from the engine of the car .

(h-2) By the way, the difficult problem of securing the energy required for life while suppressing the generation of carbon dioxide (CO₂), which is the cause of climate change, is an urgent issue faced by humankind.

(h-3) In any case, the innovative technology of (G), can fundamentally solve various problems related to securing energy.

(h-4) As described above, the development of a new “Magnetic system engine” will provide a complete solution to the traditional fatal problem of “Ensuring energy and reducing carbon dioxide (CO₂)”.

(h-5) I hope that the science and technology based on the “The use technology of a special synthetic magnetic field” will free us from difficulties such as climate change and global air pollution with fossil fuel combustion.

(h-6) Furthermore, the above science and technology dramatically will improve human life from a fateful state that must always make great efforts both personally and collectively for the acquisition of energy for survival of mankind .

(h-7) Therefore, it will be less likely that individual, group and national comrades will fight for energy.

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Reference

(I) It is a part of responses of “[United States Department of Energy](#)” to my inquiry to US Department of Energy.

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Please note :

The above (G) : the ”Magnetic system engine” technology proposal is not an ongoing technology. It is a proposal of technology that can be carried out after that based on the confirmed technology on "The use technology of a special synthetic magnetic field" that has already been carried out.

I will provide know-how related to the "E-oiler" devices to individuals and organizations who wish to sell and disseminate the "E-oiler" devices based on "The use technology of a special synthetic magnetic field".

In addition, I decided to dare propose a part of the new dream energy technology mentioned above for popularization and development of “The use technology of a special synthetic magnetic field”.

I would like to ask for understanding, cooperation, and support for the present and future possibilities on “special synthetic magnetic field application technology”.

Please Email me if you have any questions.

1/11/2019

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End