

New proposal for energy problem by the "E-oiler" device based on "The use technology of a special synthetic magnetic field" (Re-revision) : 30/10/2020 訂正

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In particular, the occurrence of the "new unknown explosive vaporous expansion pressure" due to the fuel oil for automobiles managed by the "E-oiler" device is confirmed with many test results .

In addition, the mechanism and substance that causes a "new unknown explosive vaporous expansion pressure" can be accurately explained.

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Three requirements for the development of the new "Magnetic system engine"

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- 2. According to the simultaneous use of the new fuel supply system and the “Parallel separator device” at all driving speeds normally used by conventional vehicles, since the most effective "new unknown explosive vaporization expansion pressure" can always be automatically generated.
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The above technology is based on the test result by the "E-oiler" device that is constructed based on the "The use technology of a special synthetic magnetic field" confirmed by the already rigorous academic driving test of the car.

It is the most valuable new proposal on an energy technology that can be continued.

(J) When developing a new "Magnetic system engine"

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Text below

Chapter 1 : The development of the conventional "E-oiler" device and testing of the reduction rate of fuel consumption

The test procedure with the chassis dynamo-meter that can obtain the most accurate measurement result will be explained below.

(A) About "The use technology of a special synthetic magnetic field"

(A-1) "The use technology of a special synthetic magnetic field" causes not only the fuel oil of automobiles but also water and air to dramatically change its characteristics, and has a very beneficial effect on society.

But the dissemination of this technology requires continuous efforts based on a deep understanding of the technology and a strong belief.

(a-1-1) By the way, the "new unknown explosive vaporous expansion pressure" generated by the combustion in the cylinder of the fuel oil managed by the "E-oiler" device based on the "The use technology of a special synthetic magnetic field" has strength enough to reduce the fuel consumption of automobile.

(a-1-2) As for the characteristics of normal fuel oil for automobiles the conventional viscosity of the fuel oil that until now in general has been treated in a familiar and when the fuel oil is burnt in the cylinder of the engine a phenomenon of the occurring of a "vaporization expansion pressure" that can be ignored at all is a phenomenon by electron energy represented by the principal quantum number.

(a-1-3) However, the fuel oil treated with the "E-oiler" device has a dramatic decrease in viscosity and also a "new unknown explosive vaporous expansion pressure" occurs when the fuel oil is burned in the cylinder of the engine.

(a-1-4) The phenomenon that "new unknown explosive vaporous expansion pressure" of the fuel oil managed by the above "E-oiler" device is caused by the electron energy represented by the magnetic quantum number. It is fundamentally different from the property of conventional fuel oil represented by the principal quantum number in the definition of electron energy in quantum theory.

(a-1-5) Therefore, the state when the above fuel oil is burned in the cylinder of the engine must be confirmed by a driving test of the automobile.

(a-1-6) In particular, the phenomenon that a "new unknown explosive vaporous expansion pressure" occurs when the fuel oil managed by the "E oiler" device is injected into the cylinder of the diesel engine, is a phenomenon that becomes the basis of the development of a new "Magnetic system engine" that does not burn the fuel oil at all.

For details on the new "Magnetic system engine", please refer to (G) to (G-7) below.

(A-2) It is the most beneficial point that the reduction rate of fuel consumption of 10% to 20% for all conventional automobile engines in use is always achieved when the fuel oil managed by the "E-oiler" device based on "The use technology of a special synthetic magnetic field" is used in particular.

(a-2-1) The reason is that if the engine is a heat engine regardless of engine type, fuel type, cylinder capacity, new car, used car, etc., a great reduction rate of fuel consumption caused by the occurrence of "explosive vaporous expansion pressure" in a cylinder of the engine by the combustion, occurs.

(A-3) Therefore, the academic judgment regarding the presence or absence of occurrence of the phenomenon caused by "The use technology of a special synthetic magnetic field" must be confirmed and judged only by many results of the driving tests with the fuel oil for automobiles managed by the "E-oiler" device.

Please refer to "[Test materials on the driving tests with the E-oiler device](#)" at the top of the website

Website : <http://www.vaporization-energy.com/>

(A-4) Next, please attach the "E-oiler" device to the fuel hose and perform a driving test on the road.

Please refer to "[Precautions for the driving test with the E-oiler device](#)" at the top of website.

(A-5) Furthermore, refer to (c), (c-1), (c-2), (c-3), (c-4), and (c-5), and please perform the more academic driving tests with a "dynamo-meter".

(A-6) The driving test by the above-mentioned "dynamo-meter" is the most accurate means of deciding the reduction rate of fuel consumption with the "E-oiler" device.

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(B) : About the technical advantages 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" to reduce fuel consumption of automobiles.

(b-2) The "E-oiler" device based on "The use technology of a special synthetic magnetic field" is regardless of new or used vehicles, and regardless of all models of automobile engines manufactured by the world car-makers, is a new and innovative automotive fuel oil technology that can increase the reduction rate of fuel oil consumption.

(b-3) The reducing the fuel consumption of conventional automobiles, that is, the reducing carbon dioxide (CO<sub>2</sub>), simultaneously greatly reducing nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) can be reduced.

- (b-4) Therefore, currently it is possible to reduce the fuel oil of private cars used all over the world and at the same time reduce carbon dioxide (CO<sub>2</sub>), nitrogen oxide (NO<sub>x</sub>) and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) to be able to contribute to prevent global climate change and to improve the atmospheric environment.
- (b-5) Therefore, because the spread of "E-oiler" devices is in a social situation that should be accepted by people all over the world, it is considered that the use of "E-oiler" devices will be seriously reviewed in the near future.
- (b-6) In addition, in order to successfully disseminate the "E-oiler" device, it is essential to provide sufficient technical services regarding the installation of the "E-oiler" device.

Please refer to materials (1), (2) and (3) below.

- (1) ["The technology on installation of the E-oiler device"](#) \*
- (2) ["Precautions for the driving test with the E-oiler device"](#) \*
- (3) ["Test materials on the driving tests with the E-oiler device"](#) at the top of the website

- (b-7) Installation of the "E-oiler" device is usually the easy work that can be carried out by car repair shops around the world.

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(C) : About the specifications of the "E-oiler" device used for driving test

- (c-1) The "E-oiler" device : 19P
- (c-2) Dimensions and weight : 35W x 32H x 78L, (unit millimeter) and 150 grams
- (c-3) The reduction rate of fuel consumption : 10% to 20%

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(C-1) : About the data to be collected by the driving test

- (c-1-1) The data collected from the driving test before and after installing the above "E-oiler" device and to be compared with each other are listed below.
- (c-1-2) The reduction rate of fuel consumption
- (c-1-3) The amount of emissions of nitrogen oxides (NO<sub>x</sub>)
- (c-1-4) The amount of emissions of fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>)

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(C-2) : About the reason that the sequence of the driving tests before and after installing the "E-oiler" device is required.

- (c-2-1) First, after a driving test is carried out when the "E-oiler" device is not installed, and then next driving test is carried out with the "E-oiler" device installed.
- (c-2-2) The order for carrying out of the above-mentioned driving tests is important for accurately determining the reduction rate of fuel consumption by the "E-oiler" device.
- (c-2-3) Even if the "E-oiler" device is removed from the fuel hose after attaching the "E-oiler" device to the fuel hose and driving test, a little fuel oil or engine oil that an electron energy by the magnetism has already been induced, remains in the fuel hose or engine.
- (c-2-4) Therefore, after leaving the "E-oiler" device from the fuel hose for at least 1 to 2 days in the removed state, when the "E-oiler" device is installed again to the fuel hose and the driving test is conducted, by the influence of electron energy by the magnetism remains in the fuel oil and engine oil, the numerical value of the reduction rate of fuel consumption appears to be 2~3% lower.

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(C-3) : The precautions for the driving test on road with the "E-oiler" device

- (c-3-1) The driving tests before and after attaching the "E-oiler" device to the fuel hose are each performed.
- (c-3-2) It is best to perform an initial 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 is performed.
- (c-3-4) In the driving test, the influence of fuel consumption by the changes in the driving environment of the test vehicle such as driver, weather, roads, etc., is minimized and it is especially important that the influence to the reduction rate of fuel consumption is eliminated.
- (c-3-5) Especially in the driving test on road in the outdoor, when the test vehicle runs, it is the most important that is operated with accelerator pedals so that can always keep the same driving speed as much as possible before and after the installation of the "E-oiler" device.
- (c-3-6) Also, please install the "E-oiler" device as far away from the engine exhaust pipe as possible. If there is a risk of the "E-oiler" device exceeding 80 ° C by heating of the exhaust pipe, please install the "E-oiler" device insulated with a heat insulation sheet.
- (c-3-7) The "E-oiler" device can be easily attached to the fuel hose of the engine according to the "The technology on installation of the E-oiler device" at a general automobile repair shop.

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

(c-4-1) In order to strictly and academically confirm the reduction rate of fuel consumption by the "E-oiler" device, please perform an indoor driving test using a chassis dynamo-meter.

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(C-5) : About the selection of test car for the driving test with chassis dynamo-meter

(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 that chassis dynamo-meter can be available, especially an unused vehicle.

(c-5-2) The reason for selecting an unused car is that the influence of an unexpected defects of the test vehicle on the reduction rate of fuel consumption based on the results of driving tests is eliminated as much as possible.

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

(d-1) The "E-oiler" device is not a commodity that can be traded just for business reasons, unlike ordinary commodities.

(d-2) In order to gain the trust of customers and put the "E-oiler" device in widespread use, it is essential to comprehensively carry out the installation technology of the "E-oiler" device and technical services after installation.

They are the same as the reference sentences in (b-6) above.

(d-3) About the application of the "E-oiler" device to heat engine

(d-4) The "E-oiler" device is applied to compact cars, large vehicles, ships, gasoline engines, LP gas engines, diesel engines, marine diesel engines, etc.

(d-5) In addition, it is possible to reduce the fuel consumption of boilers, especially fossil fuels for power generation, by applying fuel oil, water, and air that have been managed by "The use technology of a special synthetic magnetic field" and further the consumption of fossil fuel is also reduced by the water supply and the air used for the combustion furnace.

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## Chapter 2 : The functions of the conventional "E-oiler" device

In particular, about the mechanism of the occurrence of "new unknown explosive vaporous expansion pressure" and its substance by "E-oiler" device

In addition, the mechanism and substance that causes a "new unknown explosive vaporous expansion pressure" can be accurately explained.



Please refer to (e-5-7) , (e-5-8) , (e-5-12) , (e-5-13) and (e-5-14) in (E-5).

(E) : An overview of the development and testing of the "E-oiler" device

(A) For cars

(a-1) For the gasoline engine cars, LP gas engine cars, and the diesel engine vehicles, regardless of whether they are large or small cars, the reduction rate of fuel consumption by the conventional "E-oiler" device is 15% to 20%.

(a-2) The small cars are the result of driving tests with the "E-oiler" device by strict public inspection agencies and academic universities.

Please refer to pages (1) to (26) of "Test materials on the driving tests with the E-oiler device".

For the large vehicles, please refer to pages (26) to (35) of "Test materials on the driving test with the E-oiler device".

(B) For ships

(b-1) The test ship is The third Sumiwakamaru (2, 700 HP)

(b-2) The diesel engine used in a ship is basically and technically the same as the automobile diesel engine.

(b-3) The fuel oil used for marine diesel engines is heavy oil "A" managed by the "Trans-master" device.

(b-4) Therefore, the fuel oil is surely injected into the closed space of the cylinder of the diesel engine of a car to generate a "new unknown explosive vaporous expansion pressure", the fixed reduction rate of the fuel consumption is certainly generated, in other words, there is a fact that a certain fuel consumption reduction rate will certainly occur in diesel engine.

(b-5) Therefore, regardless of the influence with wind, waves or tide on reduction rate of fuel consumption on the diesel engine at all, a certain reduction rate of fuel consumption on the diesel engine is always generated by the "Trans-master" device. However, although the result of the navigation test is inaccurate, since there was a possibility to confirm the occurrence of certain effects due to the "Trans-master" device, the navigation tests dare were conducted.

(b-6) Therefore, as described in "[Test data in Chapter 2](#)", the test ship used for the navigation test was fixed , the condition of the cargo was fixed, the navigation course on the ocean was fixed, and especially the season was selected so that the wind, waves, and tides of the sea became respectively the same conditions, and all conditions for the navigation test were carried out at the same conditions as much as possible. That is, there was a circumstances of intentionally conducting the above-mentioned navigation tests before and after installing the "Trans-master" device.

Please refer to "[Test data in Chapter 2](#)" at the top of the website

- (b-7) Therefore, since the effects of all winds, waves and tides while navigating could not be expressed with the numerical value such as speed, cruising distance and cruising time, required for a ship to navigate over the ocean, it was not impossible to correct the test data.

Therefore, it was data that did not show the performance of the entire ship and could only be treated as a reference value.

- (b-8) From the above, it cannot be corrected unless effective measures are taken on the influences of tide, wind, waves, etc.
- (b-9) Therefore, it is impossible to obtain the accurate reduction rate of fuel consumption of the ship in the navigating test of the ship navigating on the sea.

Please refer to page 1~19 in "Test data in Chapter 2"

(C) For boilers

- (c-1) The special vaporous expansion occurs when a heavy oil "A" managed by the "E-oiler" device gradually vaporizes from the crater of the burner.
- (c-2) In other words, unlike the case where a large amount of ultra-fine particles of fuel oil vaporize instantly in the cylinder of the closed space of an automobile engine, in the burner of the boiler, since the combustion space for the fuel oil that the electron energy by the magnetism is already induced, is completely open to the atmosphere, even if special vaporous expansion occurs, its pressure becomes the same as atmospheric pressure.
- (c-3) On the other hand, the viscosity of the vaporized gas of fuel oil remains drastically in a state of decreasing same as the fuel oil.
- Therefore, the frictional resistance between the vaporized gas ejected from the crater and the friction surface of the crater is greatly decreased, and the vibration and noise are greatly reduced.
- (c-4) Furthermore, because the jet pressure of vaporized gas greatly increases because the frictional resistance between the vaporized gas and the frictional surface of the crater is greatly reduced, the flame becomes longer, and because the contact area with the surrounding air for the flame increases, the flame temperature also rises.
- (c-5) Further, due to the ejection pressure increased of the flame, the contact pressure to the bottom surface of the boiler is increased, and the heat conductivity to the boiler is improved.
- (c-6) Test example : The reduction rate of fuel consumption reached 11% when the fuel oil managed by the "E-oiler" device was used in the boiler.

Please refer to page 20 in "[Test data in Chapter 2](#)" at the bottom of the website

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(E-1) : About the process of the development of the "E-oiler" device

- (e-1-1) About the process of determining the specifications of the pair of "Magnet rows" that make up the conventional "E-oiler" device
- (e-1-2) Since the driving state of an vehicle constantly changes from idling to high speed, the amount of fuel oil used in the engine also changes constantly.
- (e-1-3) Therefore, the flow velocity of the fuel oil in the fuel hose for sending the fuel oil to the engine attached with the "E-oiler" device also constantly changes.
- (e-1-4) However, the optimum flow speed region where the reduction rate of fuel consumption is the largest rate in the fuel hose installed with the "E-oiler" device, is limited.
- (e-1-5) By the way, the specifications of the pair of "Magnet rows" that make up the "E-oiler" device are determined so that the fuel oil in the fuel hose has the optimum flow velocity when the vehicle driving speed is around 40 km /H.
- (e-1-6) Therefore, when the flow velocity of fuel oil is outside the optimal flow velocity region, since a weak "new unknown explosive vaporous expansion pressure" occurs, and the reduction rate of fuel consumption is badly reduced.
- (e-1-7) That is, when the flow velocity of fuel oil is the optimum flow velocity, the reduction rate of fuel consumption is maximized and the reduction rate of fuel consumption decreases in inverse proportion to the amount of deviation of the flow velocity of fuel oil from the optimum flow velocity.

Please refer to the pages 19 to 21 of "[Test materials on the driving tests with the E-oiler device](#)" at the top of the website.

- (e-1-8) In the driving test using the conventional "E-oiler" device, since the driving speed always changes by the normal use condition of the vehicle, the flow speed of the fuel oil in the fuel hose always changes to the state in the optimum flow speed region or an outside of the optimum flow speed region.
- (e-1-9) However, the conventional "Eoiler" device has been used for convenience in all conventional driving as it is, and it has been always treated as the driving test with the occurrence of the most effective "new unknown explosive vaporous expansion pressure".
- (e-1-10) The above is the background of the development of the "E-oiler" device.  
The reduction rate of fuel consumption of 10% to 20% has been already achieved in the driving tests of many automobiles using the "E-oiler" device.

- (e-1-11) In addition to reducing carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>) and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) are also reduced, so it can contribute to the prevention of the global climate change and air pollution.
- (e-1-12) Furthermore, three types of the conventional "E-oiler" devices are prepared corresponding depending to the flow velocity of fuel oil in the fuel hose.
- (e-1-13) About the most effective "new unknown explosive vaporous expansion pressure"
- (e-1-14) When the reduction rate of the fuel consumption of the engine is maximized by the optimum flow velocity of the fuel oil flowing in the fuel hose installed with the "E-oiler" device, it can be considered that the most effective "new unknown explosive vaporous expansion pressure" is generated in fuel.

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(E-2) : About the evidences in the generation of the most effective "new unknown explosive vaporous expansion pressure" by the "E-oiler" device

(e-2-1) The effect obtained when the fuel oil managed by "The use technology of a special synthetic magnetic field" is used particularly in a conventional automobile engine is as follows.

(e-2-2) First, please confirm for the occurrence of the most effective "new unknown explosive vaporous expansion pressure."

(e-2-3) The "New unknown explosive vaporous expansion pressure" exist in "Item A", "Item B", "Item C", "Item D" and "item E" in "The study on a special synthetic magnetic field" at the top of website.

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

(e-2-4) Especially in the case of automobile engine, "explosive thermal expansion pressure" due to combustion of conventional fuel oil by a professional driving test by a public inspection agency or university using "E Euler" device Just before, the most effective "new unknown explosive vaporization expansion pressure" occurs.

Furthermore, it has been proved that the strength of the most effective "new unknown explosive vaporization expansion pressure" reaches 10% to 20% of the strength of the conventional "explosive thermal expansion pressure".

(e-2-5) On the other hand, since the basic driving principle in an automobile engine that is a conventional heat engine is to use the heat generated by the combustion of fuel oil as power, the generation of carbon dioxide (CO<sub>2</sub>) can not be avoided at all.

(e-2-6) In addition, since the reduction technologies of the exhaust gases from the engines by automobile manufacturers around the world have already come to a deadlock, the reducing a carbon dioxide (NO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>) and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) becomes an urgent issue worldwide.

(e-2-7) In any case, by the new fuel supply system of the conventional automobile engine and the "E-oiler" device system, since the most effective "new unknown explosive vaporous expansion pressure" always occurs in all speed regions of the conventional automobile the new reduction rate of fuel consumption that greatly exceeds 10% to 20% can be established.

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(E-3) : About the confirmation of the occurrence of the most effective "new unknown explosive vaporous expansion pressure"

(e-3-1) The occurrence of the "new unknown explosive vaporous expansion pressure" by a completely new perspective on vibration and noise by the driving test of automobiles is confirmed.

(e-3-2) The most effective "new unknown explosive vaporous expansion pressure" occurs to the fuel oil in fuel hose with "E-oiler" device attached at the optimum flow speed that can maximize the reduction rate of fuel consumption of the engine.

(e-3-3) The most effective "new unknown explosive vaporous expansion pressure" is confirmed without exception in many driving tests when the engine vibration and noise are greatly reduced.

(e-3-4) By the way, from a completely new perspective, it is necessary to record and analyze the wave-forms in the engine vibrations and noise in order to confirm and prove the occurrence of the most effective "new unknown explosive vaporous expansion pressure", and the driving test must be carried out on the chassis dynamo-meter.

(e-3-5) In this case, before and after installing the "E-oiler" device, the wave-forms in the engine vibration and noise in the same operation mode (that is, the same engine speed) must be recorded and analyzed.

(e-3-6) Therefore, the wave-forms of the engine vibration and noise are measured and compared before and after installing the "E-oiler" device at the same engine speed. And as a result the magnitude of the most effective "new unknown explosion vaporous expansion pressure" may be estimated by comparing with the magnitude of "explosive thermal expansion pressure" that is the output of a conventional engine.

For a detailed explanation of the above please refer to Section (F) below .

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(E-4) : About the characteristic change in viscosity of fuel oil managed by "E-oiler" device

(e-4-1) About the characteristics changes in viscosity of fuel oil by "The use technology of a special synthetic magnetic field"

- (e-4-2) 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 engine is the phenomenon caused by the electron energy by the magnetism expressed with the magnetic quantum number in the definition of electron energy in quantum theory and because the viscosity is too low a normal viscometer cannot measure at all.
- (e-4-3) The test results of actual examples of a decrease in viscosity of fuel oil managed by "The use technology of a special synthetic magnetic field" are described below.
- (e-4-4) Example 1 : since the ball valve closing mechanism of Japanese Industrial Standard (JIS) approved products does not function normally caused by a dramatic decrease in viscosity of light oil in automobiles managed by "The use technology of a special synthetic magnetic field", the light oil leaks from the ball valve body.
- (e-4-5) Example 2 : When the heavy oil "A" of the conventional marine diesel engine is supplied by the gear pump, since the seal of the output shaft of the gear pump does not function normally the heavy oil "A" leaks from the seal for the output shaft of the gear pump.
- (e-4-6) The gear pump and the seal of the shaft used in the above example are all products that have passed the Japanese Industrial Standards (JIS).

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(E-5) : The substance and mechanism of a "new unknown explosive vaporous expansion pressure" are clarified.

- (e-5-1) The reduction rates of fuel consumption confirmed by the strict academic driving tests in the public inspection agency and university using the fuel oil managed by "The use technology of a special synthetic magnetic field" are described in the following "[Test materials on the driving tests with the E-oiler device](#)".
  - (e-5-2) In particular the case of using the fuel oil managed by "The use technology of a special synthetic magnetic field" for diesel engine of the automobile will be described below.
  - (e-5-3) The viscosity just before injection of fuel oil from the nozzle outlet into the cylinder that is managed by "The use technology of a special synthetic magnetic field", is a state dramatically decreased to a level that is usually impossible.
- (A) In case of fuel oil by the "E-oiler" device
- (e-5-4) By the way, the fuel oil managed by the "E-oiler" device is injected from the nozzle into the enclosed space in the cylinder in a state of a dramatically decreased level to a level that is not normally possible.
  - (e-5-5) The fuel oil injected from the nozzle into the cylinder rapidly expands and as a result becomes the ultra-fine particles and the ultra-fine particles diffuse into the enclosed space inside the cylinder, and the viscosity of the ultra-fine particles of fuel oil is further decreased.

- (e-5-6) Therefore, from the moment the ultra-fine particles of fuel oil come into contact with the hot air that has far exceeded the ignition point of fuel oil, in the closed space of high temperature and high pressure in the cylinder, first, the ultra-fine particles begin to vaporize.
- (e-5-7) At this time, the ultra-fine particles of fuel oil are in a state where the viscosity is dramatically decreased because an electron energy by the magnetism has been always induced.  
The ultra-fine particles of fuel oil that an electron energy by the magnetism has already been induced, begin to vaporize and simultaneously the special vaporous expansion begins without being interfered with the high-pressure compressed air in the enclosed space in the cylinder.
- (e-5-8) Therefore, since the special vaporous expansion pressure generated in the cylinder becomes a very strong vaporous expansion pressure, it becomes a cause of the occurrence of the "new unknown explosive vaporization pressure".
- (e-5-9) Subsequently, the vaporized gas of the ultra-fine particles of the fuel oil reacts with the oxygen gas in the air in the cylinder and the "explosive thermal expansion pressure" due to combustion is generated.
- (e-5-10) Therefore, in the cylinder, the "new unknown explosive vaporous expansion pressure" due to the vaporization of fuel oil and the "explosive thermal expansion pressure" due to the combustion of fuel oil are in a state of being generated and mixed.
- (e-5-11) Also, the higher the pressure of the compressed air in the closed space of the cylinder, the stronger "new unknown explosive vaporous expansion pressure" generated by the vaporization expansion of the ultra-fine particles of fuel oil.
- (B) About the explanation of each phenomena in above (e-5-7) and (e-5-8) in quantum theory
- (e-5-12) By the way, according to the definition of electron energy in quantum theory, the conventional phenomena of pressure and temperature described in (e-5-7) and (e-5-8) above are the phenomenon respectively expressed with the main quantum number.
- (e-5-13) In addition, the electron energy by the magnetism induced in the fuel oil by the "E-oiler" device is a phenomenon due to the electron energy represented by the magnetic quantum number.
- (e-5-14) That is, the phenomenon with pressure and temperature by the principal quantum number described in (e-5-12) and the phenomenon with an electron energy by the magnetism induced in fuel oil by the magnetic quantum number described in (e-5-13) can not interfere with each other.
- (C) In the case of a gasoline engine
- (e-5-15) In the case of a gasoline engine, the mixture of ultra-fine particles of fuel oil introduced into the cylinder and air are compressed, and ignited by a spark plug.

(e-5-16) The ultra-fine particles of fuel oil around the spark plug are heated by ignition and vaporized to generate the "new unknown explosive vaporous expansion pressure". Immediately after that, the vaporized ultra-fine particles burn and the heat of combustion causes "explosive thermal expansion pressure". As described above, the heat of combustion of the ultra-fine particles propagates the combustion to other ultra-fine particles, and the combustion spreads over the entire area of the cylinder one after another.

(e-5-17) Therefore, in the cylinder, the "new unknown explosive vaporous expansion pressure" due to the vaporization of the ultra-fine particles of the fuel oil and the "explosive thermal expansion pressure" due to the combustion of the ultra-fine particles of the fuel oil, are in a mixed state at the same time.

(D) In the case of a diesel engine

(e-5-18) In the case of a diesel engine, the air in the cylinder immediately before injection is particularly high temperature and high pressure. All ultra-fine particles of fuel oil injected into the cylinder are simultaneously vaporized due to heating in the cylinder to generate a "new unknown explosive vaporous expansion pressure".

(E) In the case of the conventional engine with the conventional fuel oil

(e-5-19) Immediately after injecting the conventional fuel oil into the cylinder, the "vaporization expansion pressure" due to the vaporization of the fuel oil fine particles is so weak that it can be ignored, so the impact force on the piston is only "explosive thermal expansion pressure" due to the combustion of the fuel oil fine particles. Therefore, the vibration and noise of the conventional engine inevitably become intense.

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(E-6) : Estimating the intensity of the "new unknown explosive vaporous expansion pressure".

(e-6-1) In particular, the intensity of the "new unknown explosive vaporous expansion pressure" generated by engine noise generated during a driving test of a car is estimated.

(e-6-2) Engine noise is largely reduced when the fuel oil of the automobile managed by the "E-oiler" device constructed based on the "The use technology of a special synthetic magnetic field" is used for the conventional engine.

(e-6-3) According to the results of noise tests on many automobile engines the "new unknown explosive vaporous expansion pressure" due to vaporization and the conventional "explosive thermal expansion pressure" due to combustion are generated almost at the same time and although the driving force of the engine inevitably increase, the engine vibration and noise have been greatly reduced by contraries.



- (e-6-4) Naturally, there is a constant minute time difference between the generation of vibration given to the engine body due to the generation of the above "new unknown explosive vaporous expansion pressure" and the generation of vibration given to the engine body due to the generation of "explosive thermal expansion pressure" due to conventional combustion.
- (e-6-5) Since the above two types of explosive expansion pressure are generated almost at the same time, according to the noise test of many automobile engines, although the driving force of the engine has been increased, the vibration and noise of the engine body are largely reduced by contraries.
- (e-6-6) That is, according to many test results, it shows that there is a time lag of about  $1/2$  cycle between the vibration waveform (1) of the engine body due to the "new unknown explosive vaporous expansion pressure" and the vibration waveform (2) of the engine body due to the "explosive thermal expansion pressure" due to the conventional combustion.
- However, the periods of the vibration waveform (1) and the vibration waveform (2) are the vibration waveform generated by the same engine body.
- (e-6-7) Therefore, the vibrations generated in the engine body, that is, the vibration given to the engine body due to the generation of the "new unknown explosive vaporous expansion pressure" and the vibration given to the engine body due to the generation of "explosive thermal expansion pressure" due to conventional combustion, become the synthetic vibrations that cancel each other out.
- (e-6-8) Specifically, the strength of the synthetic vibration generated in the engine body is obtained by subtracting the strength of the vibration given to the engine body caused by "new unknown explosive vaporous expansion pressure" from the strength of the vibration given to the engine body caused by the "explosive thermal expansion pressure" due to conventional combustion.
- (e-6-9) Therefore, as described above, it can be most rationally explained that the synthetic vibration generated to the engine body has been largely reduced in the noise test of many conventional automobile engines.
- (e-6-10) About the possibility of developing a new "Magnetic system engine" that does not burn fuel oil at all by remodeling a conventional diesel engine
- (e-6-11) According to the result of large noise reduction of the engine body in many automobile noise tests, it has become clear that the strength of the "new unknown explosive vaporous expansion pressure" is pretty close to the strength of the "explosive thermal expansion pressure" due to conventional combustion.

(e-6-12) Therefore, it is considered that it is fully possible to develop a new "Magnetic system engine" powered only by the above-mentioned "new unknown explosive vaporous expansion pressure" due to remodeling the conventional diesel engine.

(e-6-13) The evidences for the occurrence of the "new unknown explosive vaporous expansion pressure" can be found in item A to item E of "The study on a special synthetic magnetic field".

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

(e-6-14) Especially in item C of "[The study on a special synthetic magnetic field](#)", the engine vibration and noise are test results that were largely reduced by the "E-oiler" device.

(e-6-15) In other words, from the results of many conventional driving tests, it is clear that the "new unknown explosive vaporous expansion pressure" have so strong as to large effect on the "explosive thermal expansion pressure" by the conventional combustion.

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(E-7) : About the improvement in the strength of the "new unknown explosive vaporous expansion pressure"

(e-7-1) By the way, according to Faraday's law, when fuel oil moves, the time for cutting the "special synthetic magnetic field" is inversely proportional to the magnitude of the electron energy by the magnetism induced in the fuel oil. In other words, if the cutting time is infinitely short, the magnitude of the electron energy by the magnetism induced in the fuel oil will be infinite.

(e-7-2) Therefore, it is considered that various conditions for manufacturing the "E-oiler" device have an influence on shortening the cutting time of the "special synthetic magnetic field".

(e-7-3) Therefore, by further improving the "special synthetic magnetic field" on "The use technology of a special synthetic magnetic field", it is possible that a new reduction rate of fuel consumption more than the conventional reduction rate of fuel consumption of 10% to 20%, will be achieved.

(e-7-4) In any case, the technology that can maximize the use of electron energy by magnetism induced in fuel oil by "special synthetic magnetic field utilization technology" is the most valuable and important technology.

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Chapter 3 : By using the new fuel supply system and the "Parallel separator device" with the "E-oiler" devices at the same time, the problems with the conventional "E-oiler" device can be solved and the maximum reduction rate of fuel consumption can be always achieved.

For details, please refer to the schematic diagram below.

(F-4) : A schematic diagram of the new fuel supply system and the "Parallel separator device"

(F-5) : A schematic diagram of the "Parallel separator device"

(F) : About the problems of the conventional "E-oiler" device

(f-1) The reduction rate of fuel consumption that can be achieved by the technology using the conventional "E-oiler" device is as wide as 10% to 20% though exists only one optimal flow velocity region in the driving of a car.

No comparable technology has been developed around the world yet.

(f-2) The conventional "E-oiler" technology has been achieved the reduction rate of fuel consumption of 10% to 20% despite the difference in driving conditions of the conventional heat engines. Therefore, it is a revolutionary technology that can greatly contribute to the prevention of the current global climate change and air pollution.

(f-3) However, in order to properly use the technology of the "E-oiler" device, a long driving test period is required. In other words, it is necessary to have an insight based on experience, and it is especially important to make sure decisions and respond to changes in the driving speed conditions of automobiles.

(f-4) Concretely, the driving conditions of the car include "the speed and the loading load at which the car drives most of the time", "the capacity of the engine" and "the inner diameter of the fuel hose and the material of the non-magnetic material".

(f-5) Furthermore, the driving conditions of the car so that the flow velocity of the fuel oil in the fuel hose that the "E-oiler" device is attached matches the optimum flow velocity region by the "E-oiler" device, is adjusted and the type of the "E-oiler" device is selected too.

(f-6) Since the flow velocities of the cars that have the same or similar driving conditions to the car that has completed the adjustment of the coordination with the "E-oiler" device on the flow velocity conditions, will automatically agree with the optimum flow velocity region and the most effective "new unknown explosive vaporous expansion pressure" can be used.

(f-7) In addition, the reduction rate of fuel consumption when the conventional "E-oiler" device is used a wide fluctuation range of 10% to 20% occurs, so it easily invites for people to misunderstand that the reduction rate of fuel consumption is uncertain and unreliable.

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(F-1) : How to solve the problems with the conventional "E-oiler" device

(f-1-1) By using the new fuel supply system and the "parallel shunting device" at the same time, all the problems of the conventional "E-oiler" device in the above(F) can be solved.

(f-1-2) The above-mentioned technology is basically the same as the technology using the conventional "E-oiler" device, and is a technology that is an extension of the technology.

- (f-1-3) The technology using the conventional "E-oiler" device is the technology that can achieve the maximum reduction rate of fuel consumption for only a part of the driving speed of the automobile.
- (f-1-4) An unlike the above technology, the technology using the new fuel supply system and the "parallel separator device" at the same time can always achieve the maximum fuel consumption reduction rate in all driving speed regions that the car is normally driven.
- (f-1-5) By the way, the driving speed of a car constantly changes from the state of the idling to the state of the high speed.
- (f-1-6) Therefore, when the amount of fuel oil that is introduced or injected into the cylinder of the engine changes by the changes in the driving speed and the changes in the loading load under the normal driving conditions of a automobile, since by using the new fuel supply system and the "parallel separator device" at the same time can always occur the most effective "new unknown explosive vaporous expansion pressure" the maximum new reduction rate of fuel consumption can be always achieved
- (f-1-7) By using the new fuel supply system and the "parallel separator device" at the same time the new reduction rate of fuel consumption greatly exceeding the conventional reduction rate of fuel consumption of 10% to 20% by the conventional "E-oiler" device, can be automatically achieved with constant numeral value.
- (f-1-8) In particular, when using the new fuel supply system and the "parallel separator device" at the same time, the capacity of the fuel pump that can respond to the changes in the driving speed and the loading load, must be determined so that the maximum amount of fuel oil that can be consumed by the engine at maximum driving speed and maximum loading load can be sent to the engine.
- (f-1-9) Also, due to the beneficial function of greatly reducing carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>), and by making it possible to continue using all cars currently in use, in near future, It will be possible to prevent the global economy from being hit by the turmoil in the automobile industry due to further exhaust gas regulations.
- (f-1-10) At the same time, it is a realistic and revolutionary technology that can greatly contribute to the prevention of global climate change and air pollution.

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(F-2) : A method that the fuel oil is always automatically used as the flow velocity in the optimum flow velocity region at all speeds used for the conventional automobiles to always achieve the maximum reduction rate of fuel consumption.

By using the following new fuel supply system and the "Parallel separator device" at the same time, all the problems of the conventional "E-oiler" device described in (F) can be solved.

(A) When responding to changes in the driving speed and loading load of automobile

- (f-2-1) By the way, by using the new fuel supply system and the “parallel separator device” at the same time, no matter how the driving conditions change, the new reduction rate of fuel consumption is always realized automatically with a stable constant numeral value well above 10% to20%.
- (f-2-2) Further, by using the new fuel supply system and the "parallel separator device" at the same time when the automobile is generally driven, since the flow speed of fuel oil can be always automatically maintained in the optimum speed region at all speeds, the most effective "new unknown explosive vaporous expansion pressure" is always generated in the fuel oil and the reduction rate of fuel consumption can always be maximized.
- (B) When the fuel consumption increases due to the deterioration of performance or deterioration of driving environment of a car
- (f-2-3) By using the new supply fuel system and "parallel separator device" at the same time, when the ultra-fine particles of fuel oil with the “special vaporous expansion pressure” due to an electron energy by the magnetism induced in fuel oil are injected or introduced into the cylinder of the engine, the ultra-fine particles are vaporized and a “new unknown explosive vaporization expansion pressure” occurs.
- Please refer to item (A) and (B) in (E-5) for "special vaporous expansion pressure".
- (f-2-4) In other words, though a car becomes old and its performance deteriorates and the reduction rate of fuel consumption decreases, for whatever the reason, by using the fuel oil managed by the new fuel supply system and the "parallel separator device" at the same time the maximum reduction rate of fuel consumption can always be achieved by the occurrence of the most effective "new unknown explosive vaporous expansion pressure".
- (f-2-5) Therefore, by using the new fuel supply system and the "parallel separator device" at the same time despite of the amount of the increase in fuel consumption due to the deterioration of the performance of the car and bad driving environment,
- the increase in fuel consumption due to achieving the maximum reduction rate of fuel consumption will be able to be canceled.
- (f-2-6) Therefore, by introducing a new fuel supply system and "parallel separator device" at the same time individually to the car currently in use, and surely big profit can be obtained by the great reduction rate of fuel consumption in fuel cost.
- (f-2-7) According to the fuel oil managed by using the new fuel supply system and the "parallel separator device" at the same time, since carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>) and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) can be greatly reduced at the same time, it can greatly contribute to the prevention of global climate change and air pollution both personally and socially.
- (f-2-8) By the way, it is technically possible for a car owner to individually introduce the new fuel supply system and the "parallel separator device" at the same time.
- (f-2-9) However, the introduction of the new fuel supply system and the "parallel separator device" at the same time may at present require the fulfillment of administrative requirements.

(f-2-10) Furthermore, a new reduction rate of fuel consumption due to the fuel oil managed by using the new fuel supply system and "parallel separator device" at the same time, no matter how the driving conditions of the car change, greatly exceeds the conventional reduction rate of fuel consumption of 10 % to 20% and the new reduction rate of fuel consumption can always be expressed as a constant value.

(f-2-11) When using the new fuel supply system and "parallel separator device" at the same time, first, it is necessary to send the maximum amount of fuel oil consumed for the engine at the maximum car speed and maximum loading load and it is necessary to confirm the performance of the fuel pump that can send the amount of the fuel oil.

(f-2-12) Continuously, in the "parallel separator device", the flow velocity of the fuel oil is always set to the flow velocity in the optimum flow velocity region so that the maximum magnetic electron energy can always be induced in the fuel oil.  
As above it is necessary to determine the specifications of the "Parallel separator device".

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(F-3) : The configuration method of the new fuel supply system and the "Parallel separator device" .

Particularly, about the configuration of the new fuel supply system and "Parallel separator device" being able to respond to the changes in driving speed, loading load, deterioration of a performance and the deterioration in driving environment of a car,

The new fuel supply system and "Parallel separator device" will be applied to the conventional gasoline engines, LP gas engines and diesel engines.

Please refer to the schematic diagram in (F-4) below about the new fuel supply system and the "Parallel separator device".

(A) About the configuration example of the new fuel new supply system and the "Parallel separator device" at the same time

(f-3-1) A certain amount of fuel oil is always delivered to the engine by the "Fuel pump" (B) inserted in the middle part of the fuel hose attached to the "Fuel tank" (A).

(f-3-2) The "Parallel separator device"(C) is inserted in the middle of the fuel hose that the fuel oil is pumped by the "Fuel pump" (B).

For the "Parallel separator device" (C), please refer to the photograph on page 35 : (E-2) of "Test materials on the driving tests with the E-oiler device".

(f-3-3) Further, the fuel oil managed by the "Parallel separator device" (C) is sent to the "Shunt" (D) by the fuel hose.

(f-3-4) The fuel hoses of H-AB and H-BC and H-CD are the fuel hose that are the large inner diameters enough to pass the maximum amount of fuel oil consumed by the engine at the maximum speed and maximum loading load normally used for the automobile.

(f-3-5) The fuel oil sent to the "Shunt" (D) is further divided by two fuel hoses.

- (f-3-6) That is, one of the fuel hoses for fuel oil divided by two fuel hoses is a fuel hose that sends fuel oil to the "Cylinder" (E) of the engine, and the other is a fuel hose that returns fuel oil to the "Fuel tank" (A).
- (B) For a gasoline and LP gas engines
- (B-1) When the car is in a state of the idling
- (f-3-7) When the car is in a state of the idling, since the "Operation valve" (V) is automatically opened regardless of the operation of the accelerator pedal, the minimum amount of fuel oil introduced into the "Shunt" (D) is automatically introduced into the "Cylinder" (E) of a gasoline engine.
- (f-3-8) Furthermore, the remaining maximum amount of fuel oil that was not introduced into the "Cylinder" (E) of the engine is returned to the "Fuel tank" (A).
- (f-3-9) Therefore, when the car is in a state of the idling, only the minimum amount of fuel oil introduced into the "Cylinder" (E) of the gasoline engine, a great reduction rate of fuel consumption can be automatically achieved.
- (B-2) When the car is in a state at the maximum driving speed and maximum loading load
- (f-3-10) When the car is in a state at the maximum driving speed and the maximum loading load, the maximum amount of fuel oil introduced to the "Shunt" (D) is automatically introduced into the "Cylinder" (E) of the gasoline engine by opening the "Operation valve" (V) controlled by operating on the accelerator pedal.
- (f-3-11) Furthermore, the remaining minimum amount of fuel oil that is not introduced into the "Cylinder" (E) of the gasoline engine is returned to the "Fuel tank" (A).
- (f-3-12) Therefore, when the car is in a state of driving at maximum speed and under maximum loading load, the maximum amount of the fuel oil is introduced into the "Cylinder" (E) of the gasoline engine by operating the accelerator pedal.
- Therefore, only the maximum amount of the fuel oil can achieve a great reduction of fuel consumption.
- (C) About a diesel engine
- (C-1) When the car is in a state of the idling
- (f-3-13) When the car is in a state of the idling, the minimum amount of fuel oil introduced into the "Shunt" (D) is automatically introduced into the "Injection pump" (P) of the diesel engine by opening the "Operating valve" (V) of the accelerator pedal that opens automatically.
- (f-3-14) Then, the minimum amount of fuel oil is injected into the "Cylinder" (E) from the "Injection pump" (P) of the diesel engine, and it is possible to achieve a great reduction rate of fuel consumption in only the minimum amount of fuel oil.
- (f-3-15) Furthermore, the remaining maximum amount of fuel oil that has not been sent to the "Injection pump" (P) of the diesel engine is returned to the "Fuel tank" (A).

(C-2) When the car is in the state of the maximum driving speed and maximum loading load

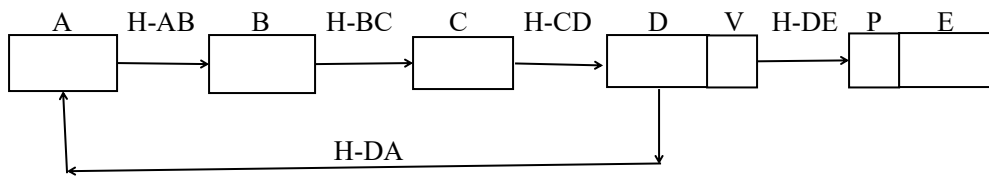
(f-3-16) When the car is in the state at the maximum driving speed and the maximum loading load, the maximum amount of fuel oil introduced to the "Shunt" (D) is automatically sent to the "Injection pump" (P) of the diesel engine by opening the "Operation valve" (V) controlled by operating on the accelerator pedal.

(f-3-17) Next, the maximum amount of fuel oil is injected from the "Injection pump" (P) of the diesel engine into the "Cylinder" (E) and only the maximum amount of fuel oil can achieve the great reduction rate of fuel consumption.

(f-3-18) Furthermore, the remaining minimum amount of fuel oil that has not been sent to the "Injection pump" (P) of the diesel engine is returned from the "Shunt" (D) to the "Fuel tank" (A).

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(F-4) : A schematic diagram of a new fuel supply system and the "Parallel separator device"



(f-4-1) The explanations of symbols

(f-4-2) A : Fuel tank

(f-4-3) B : Fuel pump

In the case of the above schematic diagram, a fixed amount of fuel oil is always sent .In particular, in the figure, the flow velocity of the fuel oil in H-AB and H-BC of the "Fuel hose" is always constant regardless of the driving speed and the loading load of the automobile.

(f-4-4) C : Parallel separator device

Please refer to "(f-5-3) C : Parallel separator device" below.

(f-4-5) D : Shunt

The fuel oil sent from the "Shunt" is sent to the "Operation valve" of the engine, and everything else is returned to the original "Fuel tank" by the fuel hose H-DA.

(F-4-6) V : Operation valve

As for fuel oil, only the amount of fuel oil instructed by the driver's operation of the accelerator pedal is sent to the "Injection pump".

(f-4-7) P : Injection pump



An injection pump that is required only for a diesel engine.  
 Not required for gasoline engines and LP gas engines.

(f-4-8) E : Cylinder

The schematic diagram of (F-3) can be used not only for the conventional diesel engine but also for the conventional gasoline engine and LP gas engine.

(f-4-9) H: Fuel hose

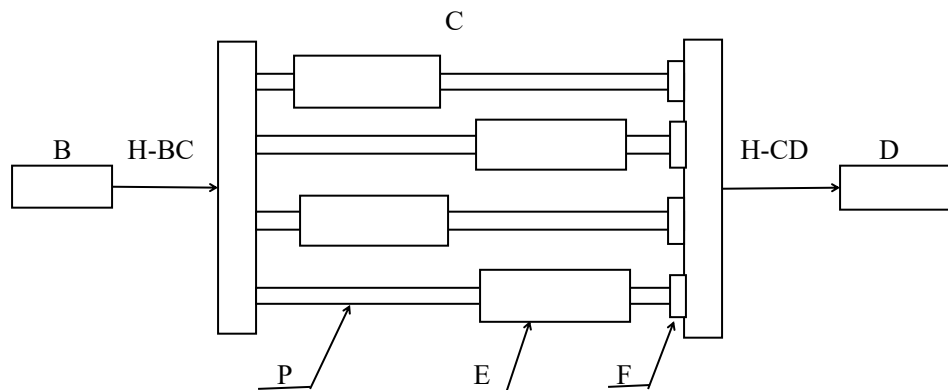
H-AB, H-BC, H-CD, H-DE and H-DA are fuel hoses for the new fuel supply system.

(f-4-10) Arrow

The arrow indicates the directions of fuel oil flow.

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(F-5) A schematic diagram of the "Parallel separator device"



(f-5-1) The explanations of symbols

(f-5-2) B : Fuel pump

In the case of the above-mentioned "Parallel separator device" of the schematic diagram, a constant amount of fuel oil is always delivered.  
 In particular, in the figure, the flow velocity of the fuel oil in the fuel hoses H-BC and H-CD is always constant regardless of changes in the driving speed and the loading load of the automobile.

(f-5-3) C : Parallel separator device

The fuel oil flowing from the fuel hose H-BC into the "Parallel separator device" is introduced into the four brass tubes installed in parallel, and the flow of fuel oil is divided.  
 On the other hand, each "E-oiler" device is fixed to the outer peripheral surface of the brass tube.

The flow velocity of the fuel oil flowing in each brass pipe is preset so that all flow velocity is equal to the optimum flow velocity region.  
Therefore, the fuel oil flowing into the fuel hose H-CD becomes a state that the maximum electron energy by the magnetism induced in fuel oil.

(f-5-4) D : Shunt

Please refer to "(f-4-5) D : Shunt"

(f-5-5) E : "E-oiler" device

It is a device that is configured based on "The use technology of a special synthetic magnetic field".

(f-5-6) P : Conduit

In the example of the above figure, four brass pipes are used, but a plurality of pipes can be used according to the maximum fuel consumption of the engine.

The material of the conduit is a non-magnetic and non-ferrous metal or plastic pipe.

(f-5-7) F : Flow rate adjustment valve

It is a flow control valve for equalizing the flow velocity of fuel oil in all the conduits.

(f-5-8) H : Fuel hose

H-BC and H-CD are fuel hoses for the "Parallel separator device".

(f-5-9) Arrow

The arrow indicates the direction of fuel oil flow.

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Chapter 4 : About the examination materials for the development of a new "Magnetic system engine" that does not burn fuel oil at all

Three requirements for the development of a new "magnetic system engine"

1. Only the combustion system in the conventional diesel engine can be adapted and used for the development of the new "Magnetic system engine".
2. By using the new fuel supply system and the "Parallel separator device" at the same time, since the most effective "new unknown explosive vaporous expansion pressure" is generated in all regions of driving speed normally used by the conventional automobiles, the output of the new "Magnetic system engine" can be generated.
3. An oxygen-free air obtained by removing only oxygen molecules from conventional air is used instead of conventional air.

Please refer to the schematic diagrams of (F-4) and (F-5)

(G) About the possibility of the development of a new “Magnetic system engine”

(g-1) It is possible to confirm the reduction rate of fuel consumption by using the fuel oil managed by "The use technology of a special synthetic magnetic field" in the conventional diesel engine. That is, the occurrence of the most effective "new unknown explosive vaporous expansion pressure" can be confirm.

(g-2) Furthermore, it is clearly that the vibration and noise of the diesel engine vehicles are dramatically reduced without exception by the result of driving test and use of conventional diesel engine vehicles.

(g-3) Therefore, a very strong pressure with the most effective "new unknown explosive vaporous expansion pressure" is considered to be equivalent to a very strong pressure that is caused by the “explosive thermal expansion pressure” by the combustion that is the output of the conventional diesel engine.

(g-4) From the above, when oxygen-free air instead of conventional air in a conventional diesel engine is used, it can be clearly judged that it is possible to develop a new "Magnetic system engine" that uses the driving force of only the most effective "new unknown explosive vaporous expansion pressure" that does not burn fuel oil.

(g-5) In any case, it is judged that the development of the new "Magnetic system engine" is clearly possible from the results of the driving test data of many vehicles described in "[Test materials on the driving tests with the E-oiler device](#)".

Please refer to “Test materials on the driving tests with the E-oiler device”

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

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(G-1) : About the details of the development of the new "Magnetic system engine"

(g-1-1) Particularly, when the fuel oil managed by the "E-oiler" device is used for the development of the "Magnetic system engine".

(g-1-2) The viscosity of the fuel oil managed by the "E-oiler" device is the state that has dramatically decreased in immediately before being injected into the cylinder.

(g-1-3) The fine particles of fuel oil injected into the closed space of the cylinder become ultra-fine particles, contact with high-temperature air far above the ignition point to vaporize, and at the same time, since a very strong special vaporous expansion due to electron energy the magnetism already induced in the fuel oil occurs, the “new unknown explosive vaporous expansion pressure" can be generated.

(g-1-4) Therefore, since special vaporous expansion caused by all ultra-fine particles of the fuel oil injected into the cylinder, occurs instantly at the entire space of the cylinder at the same time, the very strong the "new unknown explosive vaporous expansion pressure" occurs.

(g-1-5) In addition, since the new "Magnetic system engine" uses only the most effective "new unknown explosive vaporous expansion pressure" as a driving force, it is necessary to use a air that oxygen gas has been removed from the normal air.

(g-1-6) Therefore, the air used for the engine is the air that oxygen gas has been removed beforehand from the normal air, so the vaporized gas of the ultra-fine particles of fuel oil can not react to the oxygen gas and can not burn.

(g-1-7) Therefore, by continuously injecting the fuel oil into the cylinder, by continuously generating the driving force due to only the most effective "new unknown explosive vaporous expansion pressure", "Magnetic system engine" can be developed.

(g-1-8) In order to make the "Magnetic system engine" function as an engine that can be used in automobiles, by increasing the amount of the fuel oil injected into the cylinder and the amount of the fuel oil being able to occur the most effective "new unknown explosive vaporization expansion pressure", the output of the new "Magnetic system engine" can be increased.

(g-1-9) On the other hand, in the combustion system of a gasoline engine, since the mixed gas of air that oxygen gas has been removed from normal air and fuel oil is not ignited even by ignition by an external distributor, it is totally the new "Magnetic system engine" is impossible to develop.

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(G-2) : About the output of the new "Magnetic system engine"

A. Regarding the effects by using the new fuel supply system and "parallel flow dividing device" at the same time

(g-2-1) When using the new fuel supply system and the "Parallel separator device" at the same time, by always keeping the flow speed of fuel oil at the optimum speed in the entire driving speed regions that the conventional automobile is used for driving in general, sine the most effective "new unknown explosive vaporous expansion pressure" is always occurred in fuel oil, the reduction rate of fuel consumption can be always maximized.

B. About the method on the composition of the fuel supply system that can respond to changes in driving speed and loading load

(g-2-2) The "fuel pump" inserted in the middle of the fuel hose attached to the "fuel tank" constantly supplies a fixed amount of fuel oil to the engine.

(g-2-3) The fuel hose is a fuel hose of a size that must allow the maximum amount of fuel oil consumed by the engine to pass at the maximum speed normally used by the automobile and the maximum loading load.

(g-2-4) Fuel oil is pumped to the "Parallel separator device" by the "fuel pump" inserted in the middle of the fuel hose attached to the "fuel tank", and finally a necessary amount of fuel oil can be supplied to the "cylinder" of the diesel engine.

Please refer to the photographs on page 36 : (E-2) of "[Test materials on the driving test with the E-oiler" device](#)".

(g-2-5) Further, the fuel oil that has been managed by the "Parallel separator device" is sent to the "shunt" by the fuel hose.

(g-2-6) The fuel oil sent to the "shunt" is further divided by two fuel hoses.

(g-2-7) That is, one fuel hose that fuel oil is divided is a fuel hose for injecting into the "cylinder" of the diesel engine. and the other is a fuel hose that returns the fuel oil to the "fuel tank".

C. When the automobile is in a state of the idling

(g-2-8) When the automobile is in a state of the idling, the minimum amount of fuel oil is automatically sent to the "injection pump" of the diesel engine by the opening of the "operation valve" and injected into the "cylinder".

(g-2-9) Therefore, the maximum amount of fuel oil that is not injected into the "cylinder" of the diesel engine is returned to the "fuel tank".

(g-2-10) Therefore, the most effective "new unknown explosive vaporous expansion pressure" can be generated for only the minimum amount of fuel oil and used as the output of the new "Magnetic system engine".

D. When the automobile is in the state of the maximum driving speed and maximum loading Load

(g-2-11) The maximum amount of fuel oil is injected into the "cylinder" of the diesel engine at the maximum driving speed and maximum loading load of the automobile.

(g-2-12) Therefore, the minimum amount of fuel oil that is not injected into the "cylinder" of the diesel engine is returned to the "fuel tank".

(g-2-13) The fuel oil are divided into the fuel oil with multiple parallel flow lines in the "Parallel separator device", and an electron energy by the magnetism is induced in each fuel oil with multiple parallel flow lines by the "E-oiler" device at the optimum flow velocity.

(g-2-14) Therefore, when the automobile is at maximum speed and maximum load, since only the maximum amount of fuel oil from the "shunt" is injected into the "cylinder" of the diesel engine, the most effective "new unknown explosive vaporous expansion pressure" can be occurred and the output of a new "Magnetic system engine" can be generated.

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(G-3) : About the maximizing of the output of the new "Magnetic system engine"

(g-3-1) On the other hand, the driving speed of conventional automobiles always changes from idling to high speed.

(g-3-2) Therefore, since the amount of fuel oil inject into the cylinder of the diesel engine changes due to the changes in the all driving speed and the loading load used for the automobile, by using the fuel supply system and "Parallel separator device" at the same time, the most effective "new unknown explosive vaporous expansion pressure", that is ,the output of the new "Magnetic system engine can always be generated.

(g-3-3) In addition, the new "Magnetic system engine" does not burn fuel oil at all, so the exhaust gas is not exhausted at all, so it contributes decisively to the prevention of global climate change and air pollution.

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(G-4) : About the case in the construction of the new "Magnetic system engine"

Please refer to ” (G-5) : A schematic diagram of the new fuel supply system and oxygen-free air circulation” below.

A. Regarding the conventional fuel oil conditions

(g-4-1) When the output of the new "Magnetic system engine" is increased so that it can be used in automobiles, the optimum flow velocity with the fuel oil in all driving speed ranges that the automobile normally uses, is always maintained and then, when the fuel oil is injected into the cylinder of the diesel engine and is vaporized, it can be realized by using the fuel supply system and the "Parallel separator device" at the same time the most effective "new unknown explosive vaporous expansion pressure" can be generated.

B. About the new fuel supply system and air circulation system in the conventional diesel engine

(g-4-2) In the new fuel supply system of the new "Magnetic system engine", since the fuel oil that the electron energy by magnetism is induced by the "E-oiler" device installed to the "Parallel separator device", is only injected into the "cylinder" and is never burned as fuel. That is, the fuel oil exists only as a circulating medium for jetting into the "cylinder".

C. About the processing by the recovery and separation device

(g-4-3) On the other hand, the vaporized gas of fuel oil comes into contact with the air that oxygen gas has been removed and because the vaporized gas does not burn at all it is exhausted from the cylinder along with the air that oxygen gas has been removed in the exhaust process of the conventional diesel engine and then, are introduced to a separator device.

(g-4-4) In the separation device, the vaporized gas of fuel oil and the air that oxygen gas has been removed are separated. In particular, the vaporized gas of fuel oil is liquefied and sent to the fuel tank as fuel oil.

D. About the circulation system of fuel oil and oxygen-free air

(g-4-5) On the other hand, the air that the oxygen gas has been removed is sent to the air tank and stored therein, and is further taken into the cylinder of the engine by the air hose in the intake process of the engine.

(g-4-6) From the above, in the fuel supply system, the fuel oil that the electronic energy by magnetism is induced, is injected into the cylinder of the diesel engine to generate the output of the new "Magnetic system engine".

(g-4-7) Next, in the exhaust process of the diesel engine, the vaporized gas of the fuel oil and the oxygen free air that has been exhausted from the cylinder of the diesel engine and introduced into the separator device, are respectively separated and are sent to the fuel tank and air tank.

(g-4-8) That is, the fuel oil sent from the fuel tank to the cylinder of the diesel engine is then sent from the cylinder of the diesel engine to the separator device and then returned to the fuel tank namely, it is a complete fuel circulation system of fuel oil.

(g-4-9) Similarly, from the air tank, the air that only oxygen gas has been removed from conventional air is sent to the cylinder of the diesel engine by the air hose and is used for the intake process.

(g-4-10) In addition, the air that has been removed from the conventional air exhausted from the cylinder of the engine and separated by a separator is returned to the air tank namely, it is a complete oxygen free air circulation system.

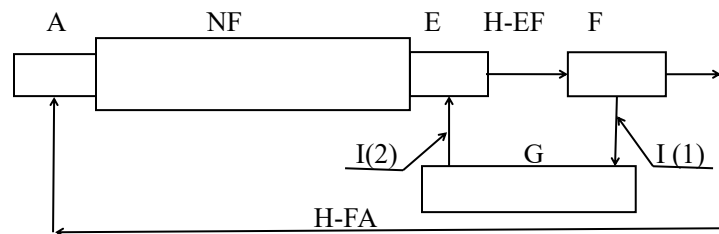
E. About an use of non-flammable liquids and gases

(g-4-11) Especially by the oxygen free air circulation system in the case of constructing a very special power engine with the electron energy by the magnetism induced in fuel oil as input and with the "new unknown explosive vaporous expansion pressure" as output and the oxygen free air circulation system, at this point, it is not considering that using non-flammable liquid is used instead of conventional light oil and using non-combustible gas such as nitrogen gas for conventional air.

(g-4-12) Needless to say, continuously the develop a new "Magnetic system engine" using the new fuel supply system with non-combustible liquid of the diesel engine and the new circulation system with non-combustible gas is very important.

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(G-5) : A schematic diagram of the new fuel supply system and oxygen-free air circulation system



(g-5-1) The explanation of symbols

(g-5-2) A : Fuel tank

(g-5-3) NF : Fuel pump

For the above new fuel supply system,  
Please refer to the schematic diagram of the new fuel supply system and the "Parallel separator device" in (F-4)

(g-5-4) E : Cylinder

Only the combustion system in the cylinder of the conventional diesel engine will be the target for the development of the new "Magnetic system engine".

(g-5-5) F : Recovery and separation device

The vaporized gas of the fuel oil and the oxygen-free air discharged from the cylinder of the diesel engine are introduced into a recovery and separation device and processed to be separated into the liquid fuel oil and oxygen-free air.

(g-5-6) G : Air tank

The tank for an air that only oxygen gas is removed from normal air

(g-5-7) H-EF : The fuel hoses

The fuel hose H-EF is a fuel hose for sending a mixture of vaporized gas of fuel oil and oxygen-free air remaining in the cylinder to the recovery/separation device in the exhaust process of the diesel engine.

(g-5-8) H-FA : The fuel hose

H-FA is a fuel hose that returns the liquid fuel oil recovered and separated by the recovery and separation device to the fuel tank.

(g-5-9) I(1) : The air hoses (1)

The oxygen-free air recovered and separated by the recovery and separator device is returned to the air tank.



(g-5-10) I (2) : The air hose (2)

It is a hose that sends oxygen-free air from the air tank into the cylinder during the intake process of the diesel engine.

(g-5-11) : Arrow

Arrows indicate the directions of fuel oil flow and air flow.

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(G-6) : When the conventional diesel engine vehicle is used as it is and a new air circulation system is constructed

(g-6-1) When developing a "Magnetic system engine" using the conventional diesel engine as it is, the air obtained by removing only oxygen gas from the conventional air is used.

(g-6-2) In addition, the conditions of development of the new "Magnetic system engine" can be developed only in the combustion system of the conventional diesel engine in principle.

(g-6-3) By the way, since a special vaporous expansion due to the electron energy by the magnetism already induced in the fuel oil occurs though the enclosed space in the cylinder is in a state of the high temperature and high pressure, the very strong vaporous expansion pressure occurs. That is, a "new unknown explosive vaporous expansion pressure" that becomes the output of the new "Magnetic system engine" occurs.

(g-6-4) Only the above "new unknown explosive vaporous expansion pressure" is used as the output of the new "Magnetic system engine".

(g-6-5) Therefore, since the conventional fuel oil is not burned in the cylinder of the new "Magnetic system engine" at all, the exhaust gas and fuel consumption are together zero.

(g-6-6) The new "Magnetic system engine" that is a newly developed by partially remodeling the conventional diesel engine of the heat engine, is no longer a heat engine but a special power engine.

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(G-7) The development of the new "Magnetic system engine" is only applicable to the combustion systems of the conventional diesel engine.

(g-7-1) With the combustion system in the cylinder of the conventional automobile engine, since only the combustion system of the diesel engine can take out and use the most effective "new unknown explosive vaporous expansion pressure", the development of the "Magnetic system engine" becomes possible.

(g-7-2) The reason is that in the conventional diesel engines, the fuel oil is injected into the cylinder by using oxygen-free air instead of the conventional air and the ultra-fine particles of fuel oil begin to be vaporized and at the same time the very strong special vaporous expansion caused by the electron energy by the magnetism already induced in the fuel oil occurs, that is, the most effective "new unknown explosive vaporous expansion pressure" that powers the engine is generated.

(g-7-3) Furthermore, by using the simultaneous use of the new fuel supply system and the "parallel separator device" the most effective "new unknown explosive vaporous expansion pressure" is automatically and always occurred no matter how the driving speed and loading load of the car changes.

(g-7-4) In addition, since the temperature in the inside of the cylinder of the conventional diesel engine just before the injection of the light oil is extremely high at 500 °C to 900 °C, far exceeding the spontaneous ignition temperature of the light oil and the ultra-fine particles of the light oil can be vaporized in the entire area of the cylinder, the most effective "new unknown explosive vaporous expansion pressure" can always and automatically be generated.

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(G-8) The combustion system of a gasoline engine cannot be applied to the development of the new "Magnetic system engine".

(g-8-1) In the combustion system of the gasoline engine or LP gas engine, by the combustion heat due to the combustion of ultra-fine particles the combustion to the other ultra-fine particles in all over the cylinder propagates one after another. Therefore, it is impossible to take out only the "new unknown explosive vaporous expansion pressure" for the combustion system of the gasoline engine or LP gas engine.

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

(h-1) If the innovative technology of the new "Magnetic system engine" described in (G) above is developed, people will be able to get the car individually, and at the same time, you will be able to obtain an electric power required for daily life by using the "Magnetic system engine".

(h-2) By generating the most effective "new unknown explosive vaporous expansion pressure" in all speed ranges that large vehicles such as trucks and buses are normally used, it will be possible to achieve a reduction rate of fuel consumption that greatly exceeds the conventional by 15% to 20%.

Please refer to section (E) (pages 27 to 34) of "[Test materials on the driving tests with the E-oiler device](#)".

(h-3) Further, by using the diesel engine of large vehicles such as trucks and buses as they are it will be possible to develop a new "Magnetic system engine" that does not burn fuel oil at all and emits no exhaust gases such as carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>) and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

- (h-4) In addition, though human beings are currently facing the difficult problem of securing the energy necessary for life while suppressing the generation of carbon dioxide (CO<sub>2</sub>) that is the cause of climate change, the new innovative technology of a new "Magnetic system engine" mentioned above will be able to fundamentally solve various problems about securing energy.
- (h-5) Therefore, science and technology based on "The use technology of a special synthetic magnetic field" will free us from the difficulties of global climate change and air pollution caused by burning fossil fuels.
- (h-6) In any case, the depletion of petroleum resources that support the current world economy will increase over time. However, surely when the oil resources are insufficient, the time will come. For that time, the development of new energy sources that do not depend on the current petroleum resources should start sooner or later.

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(I) : About the references

- (i-1) This is a part of the "[US Department of Energy](#)" response to my inquiry to the US Department of Energy.

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Chapter 5 : The reduction technology of fuel consumption using the new fuel supply system and the "Parallel separator device" at the same time (F) is the most valuable new technology that can be continued.

The above technology is based on the test result by the "E-oiler" device that is constructed based on the "The use technology of a special synthetic magnetic field" confirmed by the already rigorous academic driving test of the car.

(J) When developing a new "Magnetic system engine"

- (j-1) Both (F) and (G) above are technologies that are under consideration, not currently being implemented.
- (j-2) Therefore, please implement the reduction technology of fuel consumption (F) by using the new fuel supply system in Chapter 3 and the "Parallel separator device" at the same time and consider the test results.
- (j-3) If a certain test result is obtained in the above, please consider the development of "Magnetic system engine" which does not use fuel oil at all in Chapter 4 (G) .
- (j-4) I dare to decide for the proposal of the above new energy technology in order to popularize and develop "The use technology of a special synthetic magnetic field".

(j-5) The necessary know-how on "The use technology of a special synthetic magnetic field" to individuals and organizations wishing to spread the "E-oiler" device will be provided.  
I hope for your understanding, cooperation and support for the present and future possibilities of "The use technology of a special synthetic magnetic field".

(J-6) I am convinced that the "The use technology of a special synthetic magnetic field" is a technology that should be shared with people all over the world, not a technology that should belong to an individual or a specific organization and be monopolized.

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Finally, I sincerely hope to restore the living environment of the earth where humankind can live with peace of mind as soon as possible.

If you have any questions please email me.

1/11/2019

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End