

A "New engine technology" by "The use technology of synthetic magnetic field"

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Foreword

Global large and violent natural disasters due to climate change, are occurring frequently in various parts of the world.

At present, people all over the world have no way to escape from natural catastrophes and suffer great damage.

Now, it is the most urgent and important issue in the sea to develop technology to reduce the amount of carbon dioxide (CO<sub>2</sub>) emitted from all heat engines including automobiles.

Today, however, technological development to reduce the exhaust emissions of vehicle have come to a complete standstill.

Therefore, it is utmost importance to develop a technology to reduce the amount of carbon dioxide (CO<sub>2</sub>) emitted from automobiles by reducing the amount of fuel consumed by automobiles.

Therefore, by processing the fuel oil that has been used in the engine with the "E-oiler" device developed based on the "The use technology of special synthetic magnetic field", the strong electronic energy by the magnetism is induced to the fuel oil. It is a method of applying physical changes to the fuel oil and using it in conventional engines.

By the way, in order to confirm the reduction effect of fuel consumption of various types of heat engines using the above fuel oil, over a very long period of time, more than 2,000 driving tests were carried out. They were able to confirm a significant reduction in fuel consumption (10% to 20%) without exception.

The reason for the above-mentioned significant reduction in fuel consumption is a very powerful new unknown explosive power source that does not generate heat that reaches 10% to 20% of the conventional engine output.

For that reason, I decided that it was because of occurrence of the "strong unknown explosive expansion pressure without generation of heat", occurred.

"Strong unknown explosive expansion pressure without generation of heat" was confirmed that the above driving test results universally occur in many driving tests of various heat engines.

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Therefore, in this dissertation, based on the above-mentioned driving tests, I will propose a “New engine technology (1)” in section (F) of this dissertation that can significantly reduce fuel consumption without being affected by the vehicle conditions and driving environment.

Furthermore, the "Magnetic system engine", which outputs only the "strong unknown explosive expansion pressure without generation of heat", and inputs only "electron energy by the magnetism", will be similarly developed. It can be considered basically possible by using oxygen-free air instead of air.

Therefore, the development of a new engine, namely “New engine technology (2)” that does not require fuel oil and does not emit carbon dioxide (CO<sub>2</sub>) or any harmful exhaust gas at all is proposed in section (G) of this dissertation.

End

Proposal for "Reducing fuel consumption" in the following "new engine technology" does not include the phenomenon on the reducing fuel consumption by improving the parts that constitutes the automobile itself.

An "E-oiler" device is a product constructed based on a "The use technology of special synthetic magnetic field" and is the name of the product named by me.

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(i-1) : The proposal of the "New engine technologies" mentioned above means reducing fuel consumption, but does not mean reducing fuel consumption by improving the parts in the vehicle itself.

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**Below is this dissertation .**

About the confirmation of the function of the "E-oiler" device developed based on "The use technology of special synthetic magnetic field",

About the development of the "E-oiler" device for reducing conventional fuel oil and relationship between reduction rate of fuel consumption and driving test,

The "E-oiler" device is a product constructed based on a "The use technology of special synthetic magnetic field" and is the name of the product named by me.

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

(a-1) By the way, the "strong unknown explosive expansion pressure without generation of heat" generated by the combustion in the cylinder of an engine of the fuel oil processed by the "E-oiler" device based on the "The use technology of special synthetic magnetic field", has an ability enough to reduce the fuel consumption of automobiles.

(a-2) At the end of the compression stroke of the engine, i.e. just before injection of the fuel oil, the normal automotive fuel oil, according to the definition of electron energy in quantum theory, the thermal energy of the compressed air that has been adiabatically compressed in the cylinder and has reached a high temperature is the electron energy represented by the principal quantum number.

(a-3) On the other hand, the fuel oil treated by the "E-oiler" device has a dramatic decrease in viscosity, and when the fuel oil is burned in the cylinder of an engine, the "strong unknown explosive expansion pressure without generation of heat", is generated.

(a-4) In addition, the phenomenon of the "strong unknown explosive expansion pressure without generation of heat", by the fuel oil processed by the "E-oiler" device is the electronic energy represented by the magnetic quantum number.

The above "strong unknown explosive expansion pressure without generation of heat", is represented by the principal quantum number in the definition of electron energy in quantum theory, and is fundamentally different from the properties of conventional fuel oil.

(a-5) In addition, the "strong unknown explosive expansion pressure without generation of heat", that is represented by a magnetic quantum number in the definition of electronic energy in quantum theory, and is fundamentally significantly different from the properties of conventional fuel oil.

(a-6) For this reason, the operating conditions of a vehicle engine when fuel oil treated by the "E-oiler" device is burned in the vehicle engine can only be ascertained in a driving test of the vehicle.

(a-7) In particular, when the fuel oil processed by the "E-oiler" device is injected into the cylinder of the engine, the "strong unknown explosive expansion pressure without generation of heat", is generated. This is necessary as a fundamental phenomenon for driving force of a new "Magnetic system engine" that does not burn fuel oil at all.

Please refer to (G) to (G-7) below for details of the new "Magnetic system engine".

(A-1) In particular, when using the fuel oil processed by the simultaneous use of the "new fuel supply system" and the "parallel separator device with E-oiler device" in the engine, the "strong unknown explosive expansion pressure without generation of heat", is automatically generated at all driving speeds at all times.

Therefore, the most beneficial reduction rate of fuel consumption can be achieved due to the occurrence of the "strong unknown explosive expansion pressure without generation of heat".

(a-1-1) In addition, regardless of engine type, fuel type, cylinder capacity, new or used car, operating conditions, etc., if the engine is a heat engine, the "strong unknown explosive expansion pressure without generation of heat", in the combustion in the cylinder of the engine, will be generated.

- (A-2) Therefore, it must be confirmed and judged only by the results of many driving tests with fuel oil for automobiles treated with the "E-oiler" device by the simultaneous use of above the "new fuel supply system" and the "parallel separator device with E-oiler device".

Please refer to "Test materials on the driving tests with the E-oiler device".

- (A-3) Then, please attach the "E-oiler" device to the fuel hose and carry out a driving test on the road.

Please refer to "Precautions for the driving test with the E-oiler" device".

- (A-4) Further, please refer to (C), (C-1), (C-2), (C-3), (C-4) and (C-5) respectively, by using a chassis dynamo-meter, and must carry out a more academic and accurate driving test.

- (A-5) The driving test with the chassis dynamo-meter" described above is the most accurate means of determining the reduction rate of fuel consumption by the "E-oiler" device.

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- (B) Technical superiority and social background of the "E-oiler" device developed based on "The use technology of special synthetic magnetic field",

(b-1) The "E-oiler" device is a device developed based on "The use technology of special synthetic magnetic field" to reduce the fuel consumption of automobiles.

(b-2) The "E-oiler" device, based on the "The use technology of a special synthetic magnetic field", can be used for all types of automobile engines manufactured by automobile manufacturers around the world, regardless of whether they are new or used cars the "E-oiler" device can improve the rate of reduction in fuel consumption.

(b-3) By reducing the fuel consumption of conventional automobiles, that is, reducing carbon dioxide (CO<sub>2</sub>), it is also possible to significantly reduce harmful emissions such as nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) at the same time.

(b-4) Therefore, when today the reduction in fuel consumption is carried out, 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>) by reducing emissions can be reduced at the same time, and can prevent global climate change and contribute to the improvement of the atmospheric environment.



(b-5) Therefore, the popularization of the "E-oiler" device is a technology that should be accepted by people all over the world, and it is expected that the use of the "E-oiler" device will be seriously considered in the near future.

(b-6) It is also imperative to provide adequate technical services for the installation of the "E-oiler" device in order to successfully spread the "E-oiler" device.

Please refer to documents (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"

(b-7) Installing the "E-oiler" device is normally a simple task that can be performed at any auto body shop around the world.

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

(c-1) "E-oiler" device: 19P,

(c-2) Dimensions and weight: 35W x 32H x 78L, (in millimeters) and 150 grams,

(c-3) The reduction rate in fuel consumption: 10% to 20%,

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

(c-1-1) The data collected in the driving test before and after installing the above "E-oiler" device are listed below for comparison.

(c-1-2) The reduction rate of fuel consumption (CO<sub>2</sub>),

(c-1-3) Nitrogen oxide (NO<sub>x</sub>) emissions,

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(C-2) On why the sequence of driving tests before and after installing the "E-oiler" device is necessary.

(c-2-1) First, a driving test is performed without the "E-oiler" device installed, and then the next driving test is performed with the "E-oiler" device installed.

(c-2-2) It is important to follow the order in which the above driving tests are performed in order to accurately grasp the reduction rate of fuel consumption in the "E-oiler" device.

(c-2-3) Even if the "E-oiler" device is removed from the fuel hose after driving tests with the "E-oiler" device attached to the fuel hose, a small amount of fuel oil that an electronic energy by the magnetism has already been induced to the fuel oil, remains surface on inside of the fuel hose for 1-2 days.

(c-2-4) When the "E-oiler" device is removed from the fuel hose and the "E-oiler" device is attached to the fuel hose again and a driving test is performed, because the electronic energy by the magnetism remaining on the inside surface of the fuel hose the numerical value in reduction rate of fuel consumption will appear 2% to 3% lower.

(C-3) The precautions regarding the driving test on road by the "E-oiler" device,

(c-3-1) Before and after attaching the "E-oiler" device to the fuel hose, a driving test will be respectively carried out.

(c-3-2) Before installing the "E-oiler" device on the fuel hose, performing a first driving test is an absolutely necessary condition for the driving test to get accurate fuel consumption.

(c-3-3) Next, after attaching the "E-oiler" device to the fuel hose, a driving test is carried out.

(c-3-4) In driving tests, it is necessary to minimize the impact on fuel consumption due to changes in the driving environment such as test vehicles, drivers, weather and roads.

(c-3-5) Especially when driving on roads, it is most important to keep the driving speed as equal as possible before and after installing the "E-oiler" device.

(c-3-6) Please install the "E-oiler" device as far away from the engine exhaust pipe as possible. If there is a risk that the "E-oiler" device will be heated by the heated exhaust pipe,

Please insulate the "E oiler" device with a heat insulating sheet and attach it to the fuel hose.

(c-3-7) The "E-oiler" device can be easily and accurately installed on the fuel hose of the engine by following the technical guide on installation technique of the "E-oiler device" at a general automobile repair shop.

(C-4) The precautions for driving test with chassis dynamometer,

(c-4-1) To rigorously and scientifically confirm the reduction rate in fuel consumption of the "E-oiler" device, please conduct an indoor driving test with a chassis dynamometer.

(C-5) About selection of test car for driving test by chassis dynamometer,

(c-5-1) For the test vehicle for driving tests, it is desirable to select a compact vehicle that can use a chassis dynamometer, especially an unused vehicle.

(c-5-2) The reason for choosing unused cars is to eliminate as much as possible the impact of unforeseen problems caused by test vehicles themselves in driving tests on the rate reduction in fuel consumption.

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(D) Technical service after installation of the "E-oiler" device,

(d-1) The "E-oiler" device is not a product that can be traded only for business reasons like general products.

(d-2) In order to gain the trust of customers and get the spread of the "E-oiler" device on track, it is essential to comprehensively implement the installation technology for the "E-oiler" device and technical services after installation.

References : Same as the above reference in (b-6) of (B) .

(d-3) Application of the "E-oiler" device to a 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) By applying fuel oil, water, and air processed by the "E-oiler" device, which is composed of "Theuse technology of special synthetic magnetic field", it is possible to reduce the fuel consumption of boilers, especially fossil fuels for power generation and further, water supplied and air in furnace also reduce fossil fuel consumption.

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(E) About a "New engine technology(1)"

A "New engine technology (1)" has been confirmed by many results of driving test using the "E-oiler" device, which is based on the rigorous academic "The use technology of special synthetic magnetic field" for automobiles that has already been carried out.

Furthermore, the above "New engine technology (1)" is the most valuable and practical engine technology that utilizes the generation of the "strong unknown explosive expansion pressure without generation of heat".

In other words, according to the "New engine technology (1)" is an engine technology that can achieve a fuel reduction rate exceeding 20% of the fuel consumption of conventional automobile, and not only it is economical, but also carbon dioxide (CO<sub>2</sub>) and harmful exhaust gases (NO<sub>x</sub> and PM) can be greatly reduced at the same time.

(e-1) : About the driving test of car by "E-oiler" device,

(e-1-1) According to the result of driving tests with fuel oil processed by the "E-oiler" device by particularly strict, Japanese public inspection institutions, colleges of automobile technology, and more than 2,000 heat engines, it was confirmed that the reduction rate of fuel consumption are 10% to 20% without exception.

(e-1-2) The proof of the phenomenon and the occurrence of the "strong unknown explosive expansion pressure without generation of heat" when fuel oil processed by the "E-oiler" device is used in the heat engine.

(e-2) About the function of the conventional "E-oiler" device

(e-2-1) The mechanism and substance of the "strong unknown explosive expansion pressure without generation of heat, are explained.

(E-1) Overview of the development and testing of the "E-oiler" device

(A) In the case of automobiles

(e-1-a-1) For small and large vehicles with gasoline, LP gas, or diesel engines, the conventional "E-oiler" device reduces fuel consumption by 15% to 20%.

(e-1-a-2) For small cars, it is the result of driving tests with the "E-oiler" device by a rigorous public automobile inspection agency and an academic university.

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

Please refer to pages 26-35, especially for large vehicles in particular.

(B) In the case of ship

(e-1-b-1) The test ship is the third Sumiwaka Maru (2,700HP)

(e-1-b-2) The diesel engines used in ships are technically like automobile diesel engines.

(e-1-b-3) The fuel oil used for marine diesel engines is heavy oil "A" processed in a "Trans-master" device.

(e-1-b-4) Therefore, when the fuel oil is surely injected into the closed space of the cylinder of the automobile, the "strong unknown explosive expansion pressure without generation of heat" is generated, as a result the significant reduction rate of fuel consumption is generated.

In other words, the marine diesel engine certainly generated a certain reduction rate of fuel oil caused by the results of the voyage tests.

(e-1-b-5) Therefore, in marine diesel engines, a certain degree of reduction in consumption of fuel oil excluding the effects of wind, waves, and tides, is always generated by the "Trans-master" device.

Therefore, although the results of the navigation test were not accurate, the navigation tests were continued because it was confirmed that the "Trans-master" device produced a certain effect for reduction of fuel consumption, subsequent navigation tests were dared to be continued.

(e-1-b-6) Therefore, as described in "Test data in Chapter 2", the marine diesel engine used for the navigation test is appointed, the condition of the cargo is fixed, and the navigation course on the sea is also fixed.

The season for sailing test was selected so that the sea conditions would be the same as much as possible, and the conditions of the navigation tests were all the same as much as possible.

In addition, the above navigation tests were conducted with the "Trans-master" device installed on the test ship and were turned ON and OFF.

Please refer to " Test data in Chapter 2" at the bottom of my website.

(e-1-b-7) Therefore, all the effects of wind, waves, tides, etc. during navigation could not accurately represent the numerical values such as the speed, distance traveled, travel time, etc. necessary for a ship to navigate the sea,

For above reasons, because the sailing test data could not be corrected, it was impossible to show the performance of the test ship's engine as a whole and it became data that could only be handled as a mere reference value.

(e-1-b-8) From the above, it is impossible to effectively correct the effects of tides, winds, waves, etc. unless special measures that are effective for ship navigation test can be taken.

(e-1-b-9) Therefore, it is currently not possible to determine the exact reduction rate of fuel consumption of a ship in navigation test.

(C) In the case of boiler

(e-1-c-1) When the heavy oil "A" processed by the "E-oiler" device is blown into the combustion furnace from the crater of the burner, the fuel oil vaporizes and expansion occurs.

(e-1-c-2) In other words, unlike the case where a large amount of fuel oil is instantly vaporized in the closed space of the cylinder of an automobile engine, in the burner of a boiler, because the combustion by the fuel oil that the electronic energy by the magnetism has already been induced, is completely open to the atmosphere, even if vaporization and expansion occurs, the pressure will be the same as the atmospheric pressure.

(e-1-c-3) In addition, the viscosity of the vaporized gas of fuel oil remains dramatically reduced, similar fuel oil.

Therefore, the frictional resistance between the vaporized gas ejected from the crater and because the friction on surface of the crater is greatly reduced, the vibration and noise when the fuel oil is ejected is greatly reduced.

(e-1-c-4) Furthermore, since the frictional resistance between the vaporized gas and the friction surface around crater is greatly reduced, the jet pressure of the vaporized gas is greatly increased and becomes a longer flame with a higher temperature color. In addition, the contact area between the oxygen gas in the air around the flame also increases, so the flame temperature rises.

(e-1-c-5) In addition, by the increase in injection pressure of flame, the contact pressure and contact area between the flame of higher temperature and the bottom surface of the boiler increase, thereby improving the thermal conductivity to the boiler.

(e-1-c-6) Test example: when fuel oil treated with the "E-oiler" device is used in the boiler, the reduction rate of fuel consumption reached 11%.

Please refer to page 20 of "Test data in Chapter 2 " at the bottom of my website.

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(E-2) : On the evidences of the "strong unknown explosive expansion pressure without generation of heat", by the conventional "E-oiler" device,

(e-2-1) The effects of using the fuel oil treated with the "The use technology of special synthetic magnetic field" especially in conventional automobile engines are as follows.

(e-2-2) First of all, please confirm the reduction rate of 10% to 20% in fuel consumption by driving tests of automobiles using the "E-oiler" device.

(e-2-3) The "strong unknown explosive expansion pressure without generation of heat" generated from the results of the driving test are "Test: A", "Test :B", "Test:C", "Test:D"and "Test:E".

Please refer to "The use technology of special synthetic magnetic field" at the top of my website.

(e-2-4) Especially for automobile engines, professional driving tests by official inspection agencies and universities using the "E-oiler" device have shown that the "strong unknown explosive expansion pressure without generation of heat", is generated.

Moreover, the strength of the "strong unknown explosive expansion pressure without generation of heat", reaches 10% to 20% of the strength of the "explosive thermal expansion pressure" that is the output of conventional automobiles, has been proven.

(e-2-5) By the way, since the basic driving principle of the automobile engine which is a conventional heat engine, uses the explosive expansion pressure due to the heat generated by the combustion of fuel oil as power, the generation of carbon dioxide (CO<sub>2</sub>) is completely unavoidable.

(e-2-6) In addition, currently, technology to reduce emission gases from engines by automakers around the world is already completely deadlocked, the reduction in carbon dioxide (NO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) has become an urgent issue all over the world.

(e-2-7) In any case, because by simultaneously using the "new fuel supply system" and the "parallel separator device with the E-oilr device" in the conventional automobile engine, the "strong unknown explosive expansion pressure without generation of heat", always occurs automatically in every driving speed that is used for driving, it will be clear that a new reduction rate in fuel consumption significantly exceeding 10% to 20% for conventional vehicles will be established.

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(E-3) On the confirmation of occurrence of the "strong unknown explosive expansion pressure without generation of heat",

(e-3-1) By a completely new perspective on vibration and noise by automobile driving tests, the occurrence of the "strong unknown explosive expansion pressure without generation of heat", will be confirmed.

(e-3-2) When the fuel oil flowing through the fuel hose with the "E-oiler" device is flowing at the optimum flow speed, the "strong unknown explosive expansion pressure without generation of heat", that can maximize the reduction of fuel consumption of the engine, is generated to the fuel oil.



(e-3-3) When in almost driving tests, the "strong unknown explosive expansion pressure without generation of heat" occurred that is, the reductions of fuel consumption are confirmed, at the same time, the state that vibration and noise of the engine were decreased, was confirmed.

Please refer to section (F) below for a detailed explanation of the above.

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

(e-4-1) On the changes in viscosity characteristics of fuel oil by the conventional "E-oiler" device,

(e-4-2) The viscosity of fuel oils such as gasoline, light oil, and heavy oil "A" processed by the "E-oiler" device, is a phenomenon caused by an electronic energy by the magnetism represented by the magnetic quantum number in the definition of electronic energy in quantum theory.

The viscosity of the fuel oil in the above case is so low that it cannot be measured with a normal viscosity-meter.

(e-4-3) Test results for an example of viscosity reduction of fuel oil treated with the "E-oiler" device are described below.

(e-4-4) Example 1: By the dramatic decrease in viscosity of light oil by automobiles treated by the "E-oiler" device, because the closing mechanism of the ball valve certified by Japan Industrial Standards (JIS) does not function normally the light oil leaks.

(e-4-5) Example 2: When the heavy oil "A" of a conventional marine diesel engine is supplied by a gear pump, the seal for the output shaft of the gear pump does not properly work to prevent leakage.

(e-4-6) All the gear pump and the seal for shaft used in the above examples are Japanese Industrial Standards (JIS) certified products.

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(E-5) The mechanisms in the substance and generation of the "strong unknown explosive expansion pressure without generation of heat, is clarified.

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

(e-5-1) The reduction rate of fuel consumption confirmed by rigorous academic driving tests such as public inspection institutions and universities using fuel oil processed by the "E-oiler" device is shown in the following "Test materials on the driving tests with the E-oiler device".

(e-5-2) In particular, the case where fuel oil treated with the "E-oiler" device is used for diesel engine in an automobile will be described below.

(e-5-3) An electronic energy by the magnetism is induced to fuel oil processed by the "E-oiler" device, the viscosity of the fuel oil changes dramatically to a state where it drips like water droplets, which is not possible normally.

(e-5-4) By the way, when fuel oil treated by the "E-oiler" device is blown into the cylinder of an engine, the viscosity of the fuel oil is injected from the nozzle into the closed space in the cylinder in a state where the viscosity is dramatically reduced to an impossible level.

(e-5-5) The fuel oil injected into the cylinder from the nozzle expands rapidly to inner of the cylinder, and as a result, the fuel oil becomes ultra-fine particles, and the ultra-fine particles diffuse into the closed space of the cylinder, further reducing the viscosity of the ultra-fine particles of the fuel oil.

(e-5-6) Therefore, the ultra-fine particles of the fuel oil start to evaporate at the moment they come into contact with the high-temperature air far exceeding the ignition point of the fuel oil in the high-temperature, high-pressure sealed space of inside of the cylinder.

(e-5-7) At this time, the vaporization speed of the ultra-fine particles which are injected into the cylinder and the viscosity is abnormally lowered, is dramatically increased and instantaneously expands.

(e-5-8) In other words, the ultra-fine particles of the fuel oil begins a dramatic momentary vaporization expansion, and ultra-fine particles of the fuel oil that has the electronic energy by the magnetism represented by the magnetic quantum number that has already been induced to fuel oil, are vaporized simultaneously without interference with the high-temperature and high-pressure compressed air represented by the principal quantum number in the closed space of inside cylinder.

(e-5-9) As a result, the vaporization expansion pressure that occurs in a cylinder in a closed space is a trigger for generating the "strong unknown explosive expansion pressure without generation of heat.

(e-5-10) Subsequently, vaporized gas of ultra-fine particles of fuel oil reacts with oxygen gas in the air in the cylinder, and combustion generates "explosive thermal expansion pressure".

(e-5-11) As a result, in the cylinder, the "strong unknown explosive expansion pressure without generation of heat", which triggered the vaporization of fuel oil, and "explosive thermal expansion pressure" by the combustion of fuel oil, are mixed, causing the state of almost generating them at the same time.

(e-5-12) In addition, since the ultra -fine particles of fuel oil injected into the cylinder may be expanded without being affected by the high-temperature and high-pressure compression air in the closed space in the cylinder, the significant possibility that the "new unknown explosive vaporous expansion pressure" occurred cannot indiscriminately be denied.

Please refer to Section 1 and Section 2 in "Test data in Chapter 1"

Section 1 : The driving test of a gasoline engine car by " Carbon balance method ", the driving test with "Eco-oiler" device by "A foundation : Japanese Automobile Transport Technology Association"

"Eco-oiler" is exactly the same product as "E-oiler".

Section 2 : Explanation about the driving test of a gasoline engine car by " Carbon balance method ",

(e-5-13) In any case, despite of the evidences from Item (e-2-3) above with the "E-oiler" device , it is still insufficient to perfectly prove the occurrence of "new unknown explosive vaporous expansion pressure".

(e-5-14) Therefore, the ultra-fine particles of the fuel oil that an electronic energy by the magnetism has been induced, has been injected into the cylinder and evaporates , and occurs the expansion pressure for trigger, It is considered that at present it is most accurate decision to determine the fact that the “expansion pressure” has occurred.

(e-5-15) Furthermore, according to a driving test of a gasoline engine vehicle with the "Carbon balance method" by a public automobile inspection agency, the temperature of the engine oil rather drops and the effect by reducing of fuel consumption caused by the "Eco-oiler" device, generates.

Please refer to Section 1 and 2 of “Test data in Chapter 1”, “Japan Automobile Transport Technology Inspection Association”.

(E-5-1) Unprecedented characteristic change due to fuel oil processed by "E oiler" device,

(e-5-1-1) According to the driving test of the gasoline engine car by the "Carbon balance method" , the temperature of the engine oil tends to drop because the "E-oiler" device has the effect of reducing fuel consumption.

(e-5-1-2) In other words, by the above driving test proved that the "strong unknown explosive expansion pressure without generation of heat, which is the cause of the effect of reducing fuel consumption, is a phenomenon that does not generate heat at all.

(e-5-1-3) The results of the driving test, which are evidences of the occurrence of the above "strong unknown explosive expansion pressure without generation of heat", is "Test: A", "Test: B", "Test: C", "Test: D" and "Test: E".

The study on “special synthetic magnetic fields" at the top of my website.

(e-5-1-4) Therefore, in a proposal of the "new engine technologies" by the "strong unknown explosive expansion pressure without generation of heat" : On 2022/11/14, the "strong unknown explosive expansion pressure without generation of heat" is expressed in a unified way in this dissertation.

(e-5-1-5) Therefore, the "strong unknown explosive expansion pressure without generation of heat" throughout the text needs to be tentatively expressed.

(e-5-1-6) In addition, the electronic energy by the magnetism induced to the fuel oil by the "E-oiler" device is an electronic energy represented by the magnetic quantum number.

(e-5-1-7) For that reason, the "strong unknown explosive expansion pressure without generation of heat" should be tentatively expressed unitedly in this text.

(e-5-1-8) In other words, it has been proved by the above-mentioned driving test that the "strong unknown explosive expansion pressure without generation of heat" at all, which has the effect of reducing fuel consumption, is a phenomenon.

(E-5-2) About the explanation of the definition of electron energy by quantum theory, especially the explanation of the above items (e-5-8),

(e-5-2-1) By the way, according to the definition of electron energy in quantum theory, the conventional phenomena of pressure and temperature described in (e-5-8) above are phenomena represented together by principal quantum number.

(e-5-2-2) In other words, in the same way as the pressure and temperature phenomena due to the principal quantum number described in (e-5-8), phenomena due to an electronic energy by the magnetism induced to the fuel oil represented by the magnetic quantum number described in (e-5-8), above phenomena do not interfere with each other.

(e-5-2-3) Therefore, no matter how high the temperature and pressure in the cylinder of the engine are, it is possible for the ultra-fine particles of the fuel oil that an electronic energy by the magnetism is induced by the "E-oiler" device, can evaporate and can expand.

(e-5-2-4) About the explanation of the "strong unknown explosive expansion pressure without generation of heat", by quantum theory, especially about the explanation of each phenomenon of (e-5-8),

(e-5-2-5) By the way, according to the definition of electron energy in quantum theory, the conventional phenomena of pressure and temperature described in (e-5-8) above are phenomena represented together by principal quantum number.

(e-5-2-6) In addition, the electronic energy by the magnetism induced to the fuel oil by the "E-oiler" device is an electronic energy represented by the magnetic quantum number.

(e-5-2-7) In other words, in the same way as the pressure and temperature phenomena due to the principal quantum number described in (e-5-8), phenomena due to an electronic energy by the magnetism induced to the fuel oil represented by the magnetic quantum number described in (e-5-8), above phenomena do not interfere with each other.

(E-C-1) When fuel oil treated by the "E-oiler" device is blown into the cylinder of a gasoline engine,

(e-c-1-1) In the case of a gasoline engine, a mixture of ultra-fine particles of fuel oil and air introduced into a cylinder is ignited by a spark plug.

(e-c-1-2) Ultra-fine particles of fuel oil around the spark plug are ignited and burned by the spark plug.

Next, it is heated by the burned ultra-fine particles, and the surrounding ultra-fine particles are vaporized and burned.

In this way, other ultra-fine particles in the vicinity are ignited and burned by the heat of combustion of the ultra-fine particles.

As described above, the combustion of the ultra-fine particles sequentially propagates to other ultra-fine particles, and the entire ultra-fine particles in the cylinder are burned.

(e-c-1-3) It is thought that the "strong unknown explosive expansion pressure without generation of heat", is generated in the combustion process of the ultra-fine particles of fuel oil in the cylinder.

(e-c-1-4) Immediately after that, the vaporized ultra-fine particles burn and cause "explosive thermal expansion pressure".

(e-c-1-5) The "strong unknown explosive expansion pressure without generation of heat" by the vaporization of ultra-fine particles of fuel oil and the "explosive thermal expansion pressure" by the combustion of ultra-fine particles of fuel oil are mixed at the same time.

(F-D-1) When fuel oil treated by the "E-oiler" device is blown into the cylinder of a diesel engine

(e-d-1-1) In the case of a diesel engine, just before injection of fuel oil the air in the cylinder is particularly high temperature and high pressure.

(e-d-1-2) Since all ultra-fine particles of fuel oil injected into the cylinder are simultaneously heated and vaporized in the cylinder, generating the "strong unknown explosive expansion pressure without generation of heat".

(e-d-1-3) All fuel oil blown into the cylinder of engine become ultra-fine particles and immediately after being vaporized by the hot air in the cylinder, reacts with oxygen gas in the air and ignites and burns due to spontaneous. That is, the "explosive thermal expansion pressure" that is the output of a conventional engine is generated.

(E-E-1) About the increase in engine output and reduction of engine noise by the "E-oiler" device,

(e-e-1-1) Immediately after injecting conventional fuel oil into the cylinder, since "vaporization expansion pressure" due to vaporization of fine particles of fuel oil is very small, it can be ignored.

In addition, because the impact force on the piston is only "explosive thermal expansion pressure" due to combustion of fine particles of fuel oil, the vibration and noise of conventional engines inevitably become severe.

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(E-6) The strength of the "strong unknown explosive expansion pressure without generation of heat", is estimated.

(e-6-1) In particular, the strength of the "strong unknown explosive expansion pressure without generation of heat", can be estimated from the generation of vibration and noise by the engines generated during the driving test of automobiles.

(e-6-2) Vibration and noise by the engines are significantly reduced when automotive fuel oil treated by the "E-oiler" device is used in conventional engines.

(e-6-3) That is, about the vibrations and noises given to the engine body due to the generation of the above "strong unknown explosive expansion pressure without generation of heat", and due to the generation of "explosive thermal expansion pressure" caused by the conventional combustion of fuel oil, it is considered that there is a slight time lag between the vibrations and noises respectively applied to the engine body .

(e-6-4) According to the engine vibration and noise tests of many automobiles, because the above two types of explosive expansion pressure occur almost simultaneously with a minute time lag, the vibration and noise of the engine body itself has been greatly reduced despite of the significantly increase in the driving power of the engine.

(e-6-5) That is, according to many test results, it is estimated that there is a time lag of about 1/2 cycle between the vibration waveform (1) of the engine body due to the "strong unknown explosive expansion pressure without generation of heat", and the vibration waveform (2) of the engine body due to "explosive thermal expansion pressure" by conventional combustion of fuel oil.

However, since the vibration wave-forms are caused by the same engine body, the periods of the vibration wave-forms (1) and (2) are the same.

(e-6-6) Therefore, the synthesized vibrations due to the vibration generated in the engine body is caused by the generation of "explosive thermal expansion pressure" by conventional combustion in fuel oil and the vibration generated in the engine body is caused by the generation of the "strong unknown explosive expansion pressure without generation of heat, is canceled each other out.

(e-6-7) Therefore, the vibration generated in the engine body is caused by the "explosive thermal expansion pressure" by conventional combustion of fuel oil and the vibration generated in the engine body is caused by the "strong unknown explosive expansion pressure without generation of heat, are synthesized, as a result they are canceled each other out.

(e-6-8) Therefore, it is possible to rationally understand the phenomenon that the synthetic vibration generated in the conventional engine body is greatly damped in many driving tests as described above.

(E-6-A) About the consideration based on the vibration wave-form of the engine body,

(e-6-a-1) By the results of the above driving test, the wave-forms in vibration and noise of the engine were expressed in order to prove the occurrence of the "strong unknown explosive expansion pressure without generation of heat", the wave-forms in the vibration and noise of the engine.



The "explosive thermal expansion pressure", which is the output of the conventional engine, and the "strong unknown explosive expansion pressure without generation of heat, must be confirmed respectively.

(e-6-a-2) As described above, referring to the vibration and noise wave-forms of the engine, the strength of the "explosive thermal expansion pressure" due to the combustion of fuel oil and the strength of the "strong unknown explosive expansion pressure without generation of heat", can be estimated.

(e-6-a-3) In the above case, before and after installation of the "E-oiler" device, especially the wave-forms in the vibration and noise of the engine should be recorded and compare under the same operating mode (that is, when the same engine speed).

(e-6-a-4) In other words, it represents the state in which only the "strong unknown explosive expansion pressure without generation of heat", is subtracted from the strength of the "explosive thermal expansion pressure" by combustion, so can be estimated as refer to the change in the above vibration wave-forms.

(E-6-D) About the possibility of developing a new "Magnetic system engine" that does not burn fuel oil at all by modifying a conventional diesel engine.

(e-6-d-1) The new "Magnetic system engine" is an engine that inputs only electronic energy by the magnetism and outputs only the "strong unknown explosive expansion pressure without generation of heat", and is the name that I named it.

(e-6-d-2) According to the results of many driving tests of automobiles, by significant reductions in vibration and noise in engine body they are showed that the strength of the "strong unknown explosive expansion pressure without generation of heat", is fairly close to that of "explosive thermal expansion pressure".

(e-6-d-3) Therefore, it is considered quite possible to develop the new "Magnetic system engine" by modifying a conventional diesel engine and using only the above "strong unknown explosive expansion pressure without generation of heat", as a power source.

(e-6-d-4) The evidences of the occurrence of the "strong unknown explosive expansion pressure without generation of heat", is "Test: A", "Test: B", "Test: C", "Test: D" and "Test: E".

Please refer to the study on "The use technology of special synthetic magnetic field" at the top of my website.

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

- (e-6-d-5) In particular, in item C of the "The use technology of special synthetic magnetic field", it is a test result that the vibration and noise of the engine were greatly reduced by the "E-oiler" device.
- (e-6-d-6) In other words, according to the results of a significant reduction rate in fuel consumption in many conventional driving tests, the "strong unknown explosive expansion pressure without generation of heat", has a large impact on the "explosive thermal expansion pressure" caused by conventional combustion. It has been proven to be a powerful explosive expansion pressure capable of giving influence.

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- (E-7) About the increase in strength of the "strong unknown explosive expansion pressure without generation of heat",
- (e-7-1) According to the combustion of fuel oil processed by the "E-oiler" device, the "strong unknown explosive expansion pressure without generation of heat", occurred.
- (e-7-2) By the way, according to Faraday's law, when the fuel oil travels, the time to cut the "special synthetic magnetic field" is inversely proportional to the magnitude of the electronic energy by the magnetism induced to the fuel oil.  
That is, if the cutting time is infinitely short, the magnitude of the electronic energy by the magnetism induced to the fuel oil, becomes infinite.
- (e-7-3) Therefore, it is thought that the various conditions that make up the "E-oiler" device are greatly influenced by the shortening of the cutting time of the "special synthetic magnetic field".

(e-7-4) Therefore, it is considered possible to achieve a new reduction rate of fuel consumption that exceeds the conventional 10% to 20% reduction rate of fuel consumption by heightening the level of electronic energy by the magnetism due to "The use technology of special synthetic magnetic field" that constitutes the "E-oiler" device or by increasing the number of "special synthetic magnetic field" or making further improvements,

(e-7-5) In any case, the technology that can maximize the electronic energy by the magnetism induced to the fuel oil by the "E-oiler" device will be the most valuable and important technology.

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(E-8) About the proof of occurrence of the "strong unknown explosive expansion pressure without generation of heat",

(e-8-1) In particular, from the results of the reduction of fuel consumption in the driving test with the fuel oil of the car treated by the "E-oiler" device, because the occurrence of the reduction of fuel consumption has been confirmed and as a result, the occurrence of the "strong unknown explosive expansion pressure without generation of heat", has been fully proven.

(e-8-2) In particular, about a explanation of the phenomenon in which the "strong unknown explosive expansion pressure without generation of heat", is presumed to have occurred,

(e-8-3) Each test result and occurrence up to "Test Result: A", "Test Result: B", "Test Result: C", "Test Result: D" and "Test Result: E" in the study of "The use technology of special synthetic magnetic field", the phenomenon is comprehensively judged.

(E-9) About the phenomenon that reduction rate of fuel consumption

(E-9-A) About "Test result: A"

(e-9-a-1) According to the test results obtained from "The test data in Chapter 1" and "The test data in Chapter 2", respectively, the reduction rate 10% to 20% of fuel consumption were occurred.

(e-9-a-2) The above is a summary of more than 2,000 driving tests carried out using fuel oil processed by the "E-oiler" device, which was tentatively configured based on "The use technology of special synthetic magnetic field".

(e-9-a-3) However, according to the driving tests of public inspection agencies and universities, etc. of automobiles under strict and accurate driving conditions, the rate of reduction in fuel consumption was 10% to 20%, regardless of the type of car or engine, whether it was a new car or a used car.

(e-9-a-4) In the cylinder of the engine in which all the above driving tests were carried out, the "strong unknown explosive expansion pressure without generation of heat", and "explosive thermal expansion pressure" by the combustion of fuel oil, which is the output of conventional engines, occur almost simultaneously, as a result, the output of engine was increased and the reduction of fuel consumption was reduced.

(E-9-B) About "Test result: B"

(e-9-b-1) In particular, regarding the decrease in exhaust temperature of marine diesel engines,

(e-9-b-2) Section 4 of "Test data in Chapter 1",

(e-9-b-3) Section 4 of "Test data in Chapter 2": Description of data in the first voyage test,

(e-9-b-4) A significant reduction at 14 degrees Celsius in temperature of exhaust gas was achieved by the voyage test by the test ship of "The third Sumiwaka Maru" with the "Trans-master A" device.

(E-9-C) About "Test result: C"

(e-9-c-1) About the vibration and noises in diesel engine on road test by large trucks: Data-sheets No.3 and No.7 in Section 9 of "Test Data in Chapter 1",

(e-9-c-2) The test driver's comments that was recorded in the data sheet especially for the driving tests: Engine noise and vibrations are significantly reduced.

(e-9-c-3) The reduction of noise and vibration by the engine of the test ship,

- (e-9-c-4) When heavy oil "A" processed by the "Trans-master" device is used, the engine vibration and noise were greatly reduced in the test ship despite of the during in the voyage.  
Therefore, it was possible to read down to 1/10 of the minimum scale of the pointer of the analog meter.
- (e-9-c-5) The significant reduction in noise and vibration of heat engine by combustion of fuel oil treated by the "E-oiler" device,
- (e-9-c-6) When using fuel oil processed by the "E-oiler" device for diesel engines of large vehicles and diesel engines of ships,
- (e-9-c-7) In the timing of the occurrence of "explosive thermal expansion pressure" due to conventional combustion represented by the principal quantum number and the occurrence of the "strong unknown explosive expansion pressure without generation of heat", represented by the magnetic quantum number, a slightly gap occurs.
- (e-9-c-8) Furthermore, when "explosive thermal expansion pressure" by the combustion of fuel oil, which is the output of conventional engines, is added to the "strong unknown explosive expansion pressure without generation of heat", in other words, because two kinds of impact forces occur, the noise and vibration of the engine body normally should significantly increase.
- (e-9-c-9) However by contraries, engine noise and vibration were significantly and dramatically reduced without exception in many driving tests by conventional vehicle.
- (e-9-c-10) Therefore, since the vibration wave-forms of the impact force transmitted to the engine body due to the above two types of explosive expansion pressure, have a phase difference of about 1/2 cycle, because the vibration wave-forms are canceled each other out, are reduced, it is thought that vibration and noise of the engine were significantly decreased.
- (e-9-c-11) Furthermore, according to the phenomenon that noise and vibration were dramatically reduced, the strength of the "strong unknown explosive expansion pressure without generation of heat", is presumed to be the strength that greatly affects the "explosive thermal expansion pressure" due to the combustion of fuel oil, which is the output of conventional engines.

(e-9-c-12) All of the above phenomena are sufficiently reliable evidences for the generation of the "strong unknown explosive expansion pressure without generation of heat".

(E-9-D) About "Test result: D "

(e-9-d-1) About the dramatic increase in engine oil life,

(e-9-d-2) Since due to the generation of the "strong unknown explosive expansion pressure without generation of heat", the combustion temperature in the cylinder decreased and the impact force on the piston was greatly reduced without exception, engine oil fouling and degradation has been greatly reduced, so engine oil life has been dramatically increased.

(E-9-E) About "Test result: E"

(e-9-e-1) About ignition timing

(e-9-e-2) When the fuel oil processed by the "E-oiler" device developed based on the "The use technology of special synthetic magnetic field" is used,

(e-9-e-3) By the driving test of the automobiles with the fuel oil processed by the "E-oiler" device, a test example that the noise of the engine became louder, occurred, even though the ignition timing and fuel injection timing of conventional engine of automobile had been set appropriately.

(e-9-e-4) In other words, the above phenomenon is caused by the generation of the "strong unknown explosive expansion pressure without generation of heat".

It is thought that a slight braking action occurred on the crankshaft of engine because the timing of occurrence of the above phenomenon was slightly earlier than the timing of the occurrence of the "explosive thermal expansion pressure" caused by the conventional combustion of fuel oil.

(e-9-e-5) Therefore, there is a possibility that the above phenomenon may occur in the case of an engine automobile in which the ignition timing of a conventional engine automobile is preset slightly earlier.

(e-9-e-6) That is, because the energy in rotational inertia accumulated in the crankshaft due to the "explosive thermal expansion pressure" of conventional engines greatly was consumed by the above braking action, the loss in driving energy of the engine occurred significantly, as a result, the fuel consumption was increased.

(e-9-e-7) The example of "Test result: E" regarding "About ignition timing" above is an example of a driving test that revealed that the "strong unknown explosive expansion pressure without generation of heat", was generated just before the occurrence of the "explosive thermal expansion pressure" by conventional combustion.

(e-9-e-8) A conclusion that comprehensively considers each of the above "Test results: A, B, C, D, E"

(1) When the above "Test result: A", "Test result: B", "Test result: C", "Test result:D" and "Test result: E" are comprehensively considered,

It is a highly accurate estimation and perfectly proof by many driving tests of various vehicles that the "strong unknown explosive expansion pressure without generation of heat, occurs immediately before the "explosive thermal expansion pressure" due to the combustion of fuel oil.

(2) As is stated above, by using the fuel oil processed by the "E-oiler" device in the conventional engine, since it has been completely proved that the utilizing the generations of the "strong unknown explosive expansion pressure without generation of heat", for the "New engine technology (1)" and the "New engine technology (2)", can be respectively proposed in (F) and (G).

(F) About the "New engine technology (1)"

(f-1) The "New engine technology (1)" can be proposed by simultaneous use of the "new fuel supply system" and the "parallel separator device with the "E-oiler" device", the simultaneous use always can automatically achieve the maximum reduction rate of fuel consumption regardless of the driving conditions of the vehicle.

- (f-2) Despite the fact that the driving speed of ordinary automobiles in driving tests was constantly changing and that an optimum flow velocity region for fuel oil was only one, the reduction rate of fuel consumption that could be achieved with technology using only the conventional "E-oiler" device, has reached to 10% to 20%.
- (f-3) The reduction technology in fuel consumption by the conventional "E-oiler" device was able to achieve a reduction rate of fuel consumption of 10% to 20% in spite of speed variations in various conventional heat engine.
- (f-4) By the way, in order to fully and correctly utilize the technology of the "E-oiler" device, after that, a period for driving test that takes a long time is still necessary. In other words, it requires insight based on technical specific experience to the vehicle used for test driving, in particular, it is important to accurately and immediately judge changes in driving speed and respond immediately to changes in vehicle speed during driving test on roads.
- (f-5) Specifically, on the utilization technology of the "E-oiler" device must be considered, are "Most used driving speed", "Load change and engine capacity", "Inner diameter of fuel hose and non-magnetic material", etc.
- (f-6) In addition, the driving conditions of the automobile are adjusted so that the flow speed of the fuel oil in the fuel hose to which the "E-oiler" device is attached matches the optimum condition in flow speed by the "E-oiler" device. and the type of the "E-oiler" device to use must be selected.
- (f-7) The fuel oil flow velocity of a vehicle with similar conditions to the vehicle that has completed the adjustment of the fuel oil flow velocity conditions and the "E-oiler" device, almost coincides with the condition in optimum flow velocity and automatically can use the "strong unknown explosive expansion pressure without generation of heat".
- (f-8) The above the "New engine technology (1)" is the most suitable technology to apply to diesel engines for large vehicles.
- (f-9) About a schematic diagram of the "new fuel supply system"
- (f-10) Specifically, please refer to the schematic diagram of the "New engine technology (1)" : (F-1) below.

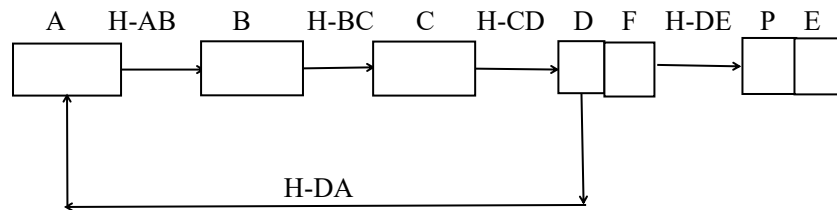


- (f-11) Despite of the fact that the driving speed of ordinary automobiles in driving tests with technology using only the conventional "E-oiler" device, was constantly changing and an optimum flow velocity region for fuel oil was only one, the reduction rate of fuel consumption that was able to achieve, reached to 10% to 20%.
- (f-12) By the way, in order to fully and correctly utilize the technology of the "E-oiler" device, after that, a period for driving test that takes a long time is still necessary.  
In other words, it requires insight based on technical specific experience to the vehicle used for test driving, in particular, it is important to and early judge changes in driving speed and respond immediately to changes in vehicle speed during driving test on roads.
- (f-13) By the simultaneous use, the "new fuel supply system" that the conventional fuel supply system of the conventional automobile is modified, and the "parallel separator device with the E-oiler device", the maximum reduction rate of fuel consumption of the automobile can be always automatically achieved regardless of the driving condition of the automobile and the driving situation of the driver.
- (f-14) Therefore, the "New engine technology (1)" is a certain technology that utilizes only technologies with test results that have already been sufficiently confirmed based on many driving tests using fuel oil treated by the "E-oiler" device.
- (f-15) In addition, the "New engine technology (1)" will not cause confusion in global logistics by continuing to use conventional automobiles that are responsible for the current logistics.  
On the other hand, by greatly suppressing carbon dioxide (CO<sub>2</sub>) and harmful exhaust gases (NO<sub>x</sub> and PM), it will become possible to suppress global climate change and air pollution to a certain extent.  
It is a very useful technology that can prepare for the realization of a zero-carbon society.
- (f-16) Furthermore, since the development of the "New engine technology (1)" basically modifies only the fuel supply system of current automobiles, it is quite possible to put it into practical use at the lowest cost and at the earliest.
- (f-17) Generally, no technology has been developed in the world that can automatically achieve the maximum reduction rate of fuel consumption all driving speeds used for driving automobiles.
- (f-18) Therefore, the "New engine technology (1)" is a revolutionary technology that can greatly contribute to the prevention of current global climate change and air pollution.

(f-19) The technology to reduce fuel consumption through the combined use of the “new fuel supply system” and the “parallel separator device with the E-oiler device, namely, the “New engine technology (1)”, is a valuable new engine technology that can continue to use the conventional vehicles as it is and can realize the fastest reduction of carbon dioxide (CO<sub>2</sub>) and other harmful gases in the world.

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(F-1) : A schematic diagram of the “New engine technology (1)”, that is, the schematic diagram of the “new fuel supply system” and the “parallel separator device with the E-oiler device”



(f-1-1) Explanation of symbols

(f-1-2) A: Fuel tank

(f-1-3) B: Fuel pump

Especially in the schematic diagram above, the flow velocity of fuel oil in the H-CD of the fuel hose should always remain constant regardless of driving conditions such as driving speed and vehicle load.

Therefore, when using an automobile engine, the performance of "B : Fuel pump" is set and fixed at the maximum flow velocity of fuel oil flowing through the H-CD " Fuel hose".

Therefore, "B : Fuel pump" is driven so that the maximum flow velocity of fuel oil is always sent to "D : shunt device."

(f-1-4) C : “parallel separator device with the "E-oiler" device”

(f-1-5) D : Shunt device

The fuel oil in the "D : Shunt device" is sent to the engine by "F: Feed pump",and everything else is returned to the original "A : Fuel tank" by the fuel hose H-DA.

(f-1-6) F: Flow control valve

From "F: Flow control valve" the amount of fuel oil instructed by the external accelerator pedal is sent to "P: Injection pump" of the engine.

(f-1-7) P : Injection pump

This pump is only necessary for diesel engines.  
It is unnecessary in the case of a gasoline engine or an LP gas engine.

(f-1-8) E : Cylinder

The schematic diagram of (F-1) can be used not only for conventional diesel engines but also for conventional gasoline engines and LP gas engines.

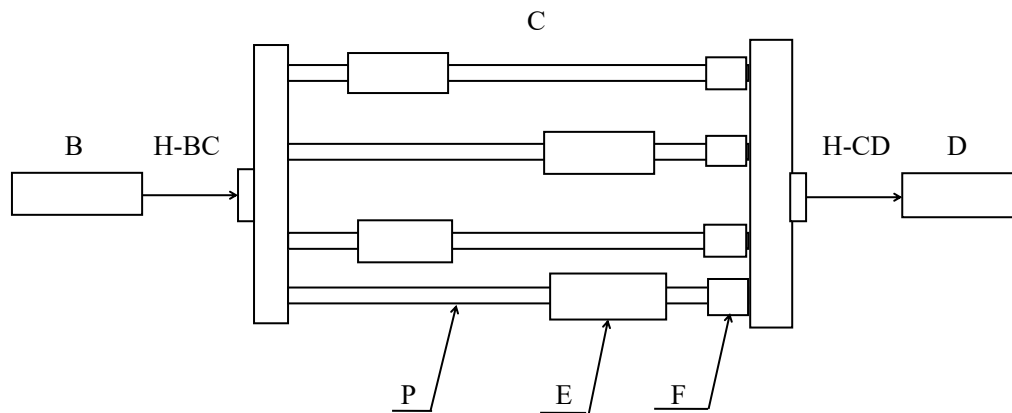
(f-1-9) H: Fuel hose

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

(f-1-10) Arrows: Arrows indicate the direction of fuel oil flow.

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(F-2) : A schematic diagram of the "parallel separator device with the E-oiler device"



(f-2-1) Explanation of symbols

(f-2-2) B : Fuel pump

In the case of the schematic diagram (F-2) of the above "parallel separator device with the E-oiler device", the flow velocity of the fuel oil flowing through the fuel hoses H-BC and H-CD is the same.

(f-2-3) C : the "parallel separator device with the E-oiler device"

An example of the "parallel separator device with the E-oiler device" is described in (c-1) below.

(c-1) The "parallel separator device with the E-oiler device" is consisted of four brass pipes that the "E-oiler" devices have been installed and fixed one by one, and are respectively arranged in parallel with the fuel hose.

(c-2) Non-magnetic metal pipes are used for the "parallel separator device with the E-oiler device" that the fuel oil sent to the engine passes through.

(c-3) The number of metal pipes is determined according to the fuel consumption of the engine, two or more metal pipes are installed in parallel.

(c-4) An example: The fuel oil that flowed in the fuel hose H-BC into the "parallel separator device with the E-oiler device" is introduced into four brass pipes (outer diameter 14 mm, inner diameter 10 mm) installed in parallel, and four streams of fuel oil are split so that they are equal velocity.

(c-5) The "E-oiler" device is fixed one by one to the outer circumference of each brass tube.  
Furthermore, the flow velocity of the fuel oil flowing in each brass tube is set in advance so that they are all equal and in the optimum flow velocity region.

(c-6) About the determination of optimum flow velocity

(c-6-1) A brass tube with the "E-oiler" device fixed to its circumference is inserted in the middle of the fuel hose that feeds the fuel oil directly into the engine of the test vehicle.

(c-6-2) By increasing and decreasing the flow velocities of the fuel oil passing through the brass pipe, the reduction tests of fuel consumption in vehicle were conducted multiple times, and the fuel oil flow velocity at which the maximum reduction rate of fuel consumption was achieved was taken as the optimum flow velocity.

(c-7) In the schematic diagram of the "New engine technology (1)", the fuel oil flowing into the fuel hose H-CD is in a state in which an maximum electronic energy by the magnetism is induced to fuel oil.

(f-2-4) D : Shunt device

Please refer to (f-1-5) D: Shunt device

(f-2-5) E : E-oiler device

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

(f-2-6) P : Conduit pipe

In the example above, four brass pipes are used, but multiple brass pipes are used in parallel according to the maximum fuel consumption of the engine. In addition, non-magnetic non-ferrous metals are used for the material of the brass.

(f-2-7) F : Flow control valve

It is a flow control valve to equalize the flow velocity of fuel oil in all brass pipes.

(f-2-8) H : Fuel hose

H-BC and H-CD are fuel hoses for the "parallel separator device with the E-oiler device".

(f-2-9) Arrows: Arrows indicate the direction of fuel oil flow.

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(F-3) How to solve the problems with the conventional "E-oiler" device,

(f-3-1) Simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler" is possible to always and automatically respond to changes in driving speed, changes in load, deterioration in vehicle performance, and changes in the driving environment, and to obtain the maximum reduction rate of fuel consumption in particular.

(f-3-2) The above "new fuel supply system" and the "parallel separator device with the E-oiler device" are applied to conventional gasoline engines, LP gas engines and diesel engines.

(f-3-3) By using the following the "new supply system" and the "parallel separator device with the E-oiler device" at the same time, it is possible to solve all the problems on the overview of problems in using the conventional "E-oiler" .

(f-3-4) The above technique is basically the same as the technique using the conventional "E-oiler" device.  
This technology is an extension of that.

(f-3-5) A technology that uses only the conventional "E-oiler" device is a technology that can achieve the maximum reduction rate of fuel consumption at only a part of the driving speed of the vehicle.

(f-3-6) Unlike the above technology, the technology that uses the "new fuel supply system" and the "parallel separator device with the E-oiler device" at the same time, that is, the "New engine technology (1)" is a technology that always can automatically achieve the maximum reduction rate of fuel consumption at all speeds in which automobiles normally drive.

(f-3-7) By the way, the driving speed of an automobile always changes from an idling state to a driving state with high speed.

(f-3-8) Therefore, when the amount of fuel oil introduced and injected into the cylinder of engine changes due to the changes in driving speed and load in the operating conditions of the vehicle, the “New engine technology (1)” with simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler device" can always generate the "strong unknown explosive expansion pressure without generation of heat", that is, the maximum new reduction rate of fuel consumption can achieve.

(f-3-9) In addition, according to the "New engine technology (1)" with simultaneously using the "new fuel supply system" and the "parallel separator device with the E-oiler device" can be automatically achieved a new greater reduction rate significantly of fuel consumption than the reduction rate by 10% to 20% of fuel consumption by the conventional "E-oiler" device.

(f-3-10) Especially simultaneous use by the "new fuel supply system" and the "parallel separator device with the E-oiler device" can always respond automatically to changes in driving speed and load at the same time.  
In addition, the capacity of the fuel pump should be determined to deliver the maximum amount of fuel oil that the engine can consume at maximum driving speed and maximum load.

(f-3-11) In addition, 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>) in current automobiles can be greatly reduced, all automobiles currently in use can continue to be used as they are.  
In the near future, there is a possible to prevent the global economy from being hit by disruptions in the automobile industry due to further regulations on exhaust gas.

(f-3-12) At the same time, it can make a significant contribution to the prevention of global climate change and air pollution.  
It is a practical revolutionary technology.

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(F-4) Advantages of the “New engine technology (1)”

(1) It is possible to always generate the maximum reduction rate of fuel consumption y generating automatically the optimum flow velocity range in all speed ranges that conventional automobiles use for driving.

- (2) By using the following the "new fuel supply system" and the "parallel separator device with the E-oiler device" at the same time, all the problems of the conventional "E-oiler" device described in (F-3) can be solved.

(F-4-A) When responding to changes in vehicle speed and load,

(f-4-a-1) By the way, by using the "new fuel supply system" and the "parallel separator device with the E-oiler device" at the same time, the reduction rate of new fuel consumption with a numerical value exceeding 10% to 20% is always realized automatically, regardless of how the driving conditions change.

(f-4-a-2) By simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler device", when the conventional automobiles are driven because the flow velocity of fuel oil can always be automatically maintained in the optimum flow velocity region, at all speeds utilized the "strong unknown explosive expansion pressure without generation of heat", is always generated in the fuel oil, as a result, the reduction rate of fuel consumption can be automatically maximized.

(F-4-B) When fuel consumption increases due to deterioration of vehicle performance or deterioration of the driving environment,

(f-4-b-1) The "New engine technology (1)", that is, by using the "new fuel supply system" and the "parallel separator device with the E-oiler device" at the same time, the fuel oil that has electronic energy by the magnetism induced to the fuel oil, becomes ultra-fine particles immediately after being injected or introduced into the cylinder of the engine.

The ultra-fine particles are vaporized, and the "strong unknown explosive expansion pressure without generation of heat", is generated.

(f-4-b-2) Therefore, by personally introducing the "New engine technology (1)" to the automobile currently in use, it is possible to obtain a large profit by greatly reducing the fuel cost.

(f-4-b-3) Since carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), etc. are greatly reduced at the same time by using the "New engine technology (1)", it can personally contribute to the prevention of global climate change and air pollution and contribute greatly to society.



- (f-4-b-4) By the way, it is not technically impossible for each car owner to introduce the "New engine technology (1)" into their cars.
- (f-4-b-5) Furthermore, no matter how the driving conditions of the vehicle change, the reduction rate of fuel consumption by new fuel oil with the "New engine technology (1)" exceeds the conventional reduction rate of 10% to 20%, and new rate of reduction of fuel consumption will be able to always be automatically realized as a stable numerical number.
- (f-4-b-6) When using the "New engine technology (1)", it is necessary to first confirm the performance of the fuel pump that can constantly deliver the maximum amount of fuel oil consumed by the engine at the maximum driving speed and maximum load of the vehicle.
- (f-4-b-7) Next, in the "parallel separator device with the E-oiler device", it is necessary to confirm the functions of the "parallel separator device with the E-oiler device" improved so that the flow velocity of the fuel oil is always set at the flow velocity in the optimum flow velocity region.

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- (F-5) About the drastic improvement effect by the "E-oiler" device for treatment technology for fateful exhaust gas in automobile development,
- (f-5-1) About 130 years have passed since the gasoline engine car was invented by Daimler.
- (f-5-2) As long as the driving principle of an automobile engine is based on the explosive thermal expansion pressure caused by the combustion of fuel oil in a closed high-temperature, high-pressure space inside the cylinder, it is impossible to completely burn the fuel oil in the cylinder. It was inevitable that exhaust gases from incomplete combustion would be released into the atmosphere.
- (f-5-3) In other words, the above-mentioned problem of exhaust gas due to incomplete combustion is a technical problem that has remained until today as a technical problem that cannot be completely solved for conventional engines called internal combustion engines.
- (f-5-4) However, although 130 years have already passed since Daimler invented the automobile, no fundamental technology has been developed to date that can significantly reduce exhaust emissions from incomplete combustion.

- (f-5-5) Furthermore, as a matter of course, until now, no technical proposal has been made to reduce the carbon dioxide (CO<sub>2</sub>) generated by complete combustion in combustion in a high-temperature, high-pressure closed space in a cylinder.
- (f-5-6) By the way, diesel engines for conventional heavy-duty vehicles have played a leading role in supporting logistics with their tenacious power. However, the output characteristics of electric motors in conventional electric vehicles make it difficult to respond flexibly to large load fluctuations like conventional diesel engines, which may lead to failure.
- (f-5-7) In addition, if the number of electric vehicles increases, it may become difficult to introduce electric vehicles in terms of both the power amount and cost of renewable energy such as solar and wind power.
- (f-5-8) In any case, electric vehicles will eventually have to rely on nuclear power, which poses a major challenge, and humankind will have to face even more difficult problems caused by nuclear radiation.
- (f-5-9) By the way, in the conventional combustion technology in the high temperature and high pressure closed space in the cylinder of automobiles around the world, the expansion pressure due to the vaporization of the conventional fuel oil that has not been processed by the "E-oiler" device, can be negligible at all.
- (f-5-10) On the other hand, according to the fuel oil processed by the "E-oiler" device developed based on "The use technology of a special synthetic magnetic field", the occurrence of the "strong unknown explosive expansion pressure without generation of heat", that reaches to 10% to 20% of "explosive thermal expansion pressure" of the conventional engine output, has been already confirmed and proven.
- (f-5-11) Therefore, in the process of combustion of the fuel oil processed by the "E-oiler" device in the cylinder of the closed space of high temperature and high pressure, that is, the oxygen gas and the vaporized gas of the ultra-fine particles of fuel oil, are immediately reaches most early to every corner in the cylinder and is vigorously stirred and mixed by the generation of the "strong unknown explosive expansion pressure without generation of heat". Therefore, because the combustion time is significant shortened, the mixed gas can be burned most completely,

(f-5-12) Needless to say, the "New engine technology (1)" by simultaneous use for the "new fuel supply system" by the "E-oiler" device based on the "The use technology of special synthetic magnetic field" and the "parallel separator device with the E-oiler device ", is fully possible to increase the amount of generation of the "strong unknown explosive expansion pressure without generation of heat", more than conventional of 10% to 20%.

(f-5-13) Furthermore, by using the "New engine technology (1)", the amount of exhaust gas generated by combustion in the high temperature and high pressure closed space in the cylinder of the conventional engine is greatly decreased by the large occurrence of the "strong unknown explosive expansion pressure without generation of heat".

(f-5-14) The "E-oiler" device technology based on the "The use technology of special synthetic magnetic field" is a revolutionary technology that can almost solve the difficult problems of suppressing exhaust gas in automobile that could not be solved until now.

(f-5-15) I am confident that the "The use technology of special synthetic magnetic field" will serve as a bridge between the present and the future, such as securing energy, reducing carbon dioxide (CO<sub>2</sub>), and preventing air pollution.

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(G) About the "New engine technology (2)"

(g-1) About the study on the development of a new "Magnetic system engine" that does not burn fuel oil at all,

(g-2) The new "Magnetic system engine" is an engine whose input is only an electronic energy by the magnetism and whose output is only the "strong unknown explosive expansion pressure without generation of heat".

A "Magnetic system engine" is the name of the engine named by me.

(g-3) About 3 requirements for the development of a new "Magnetic system engine,

(1) Only the combustion system based on spontaneous ignition of the conventional diesel engine can be adapted and used for the development of the new "Magnetic system engine".

(2) The technology of the "New engine technology (1)" by simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler device" is required.

(2-1) In the combustion system of conventional diesel engines, only an electronic energy by the magnetism is used and consumed as engine input, in addition, the new "Magnetic system engine" with an output of more than 20 % by simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler device" of the "New engine technology (1)" will able to be developed.

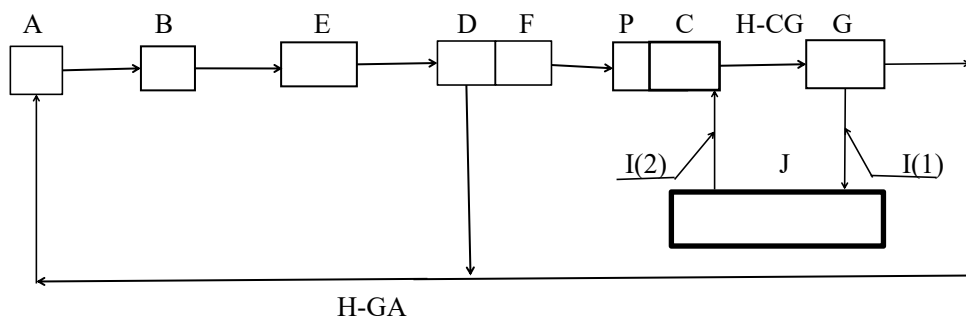
(3) An oxygen-free air obtained by removing only oxygen molecules from conventional air is used instead of conventional air.

Please refer to the schematic diagrams of the "new fuel supply system" and the "circulation system in oxygen-free air" in (G-1).

(g-4) From the above, it will be possible to develop the new "Magnetic system engine" with a output exceeding 20% by the "New engine technology (1)" constituted of the "new fuel supply system" and the "parallel separator device with the E-oiler device".

(g-5) The technologies (1), (2), and (3) above are essential technologies for developing the following new "Magnetic system engine".

(G-1): A schematic diagram of the "new fuel supply system" and the "oxygen-free air circulation system"



From " Fuel tank" to " Flow control valve" in the schematic diagram of (G-1) is the "New engine technology (1)."

That is, it includes " Fuel tank", " Fuel pump", " parallel separator device with the E-oiler device", " Shunt device", and " Flow control valve".

(g-1-1) : Explanation of symbols

(g-1-2) A : Fuel tank

(g-1-3) B : Fuel pump

(g-1-4) E : "parallel separator device with the "E-oiler" device"

Please refer to a schematic diagram of the "parallel separator device with the E-oiler device in (F-2).

(g-1-5) D : Shunt device

The fuel oil in the " Shunt device" is sent to " Cylinder" by " Flow control valve", and the fuel oil that was not sent is returned to the original " Fuel tank" by the "Fuel hose : H-DA".

(g-1-6) F : Flow control valve

"Flow control valve" sends the amount of fuel oil in "Shunt device" indicated by the external accelerator pedal to " Injection pump" of the engine.

(g-1-7) P : Injection pump

It is necessary to inject the fuel oil into " Cylinder" of engine.  
This pump is only necessary for diesel engines.  
It is unnecessary in the case of a gasoline engine or an LP gas engine.

(g-1-8) C : Cylinder

Fuel oil is injected into " Cylinder" of diesel engine by "Injection pump".

In the schematic diagram (G-1), the "new engine technology (2)" can only be applied to the combustion system in the "Cylinder" of a conventional diesel engine. In other words, diesel engine will be the target of the development of the new "Magnetic system engine".

(g-1-9) G : Recovery and separation device

Vaporized gas of fuel oil and oxygen-free air discharged from a "Cylinder" of a diesel engine are introduced into the "Recovery and separation device" and processed to separate into liquid fuel oil and oxygen-free air.

(g-1-10) I (1) : Air hose (1)

It is the "Air hose" that introduces the oxygen-free air separated by "Recovery and separation device" to "Air tank".

(g-1-11) I (2) : Air hose (2)

The oxygen-free air stored in the "Air tank" is introduced into the "Cylinder" in the intake process of the diesel engine.

(g-1-12) Fuel hose: H-GH

The "Fuel hose : H-GH" is a "Fuel hose" for sending the mixture of vaporized fuel oil gas and oxygen-free air remaining in the "Cylinder" in the exhaust process of the diesel engine to the "Recovery and separation device".

(g-1-13) Fuel hose: H-DA

"Fuel hose : H-DA" is the "Fuel hose" that returns liquid fuel oil collected and separated by "Recovery and separation device" to "Fuel tank".

(g-1-14) Air tank

This is a "Air tank" that stores oxygen-free air from which only oxygen gas has been removed from ordinary air.

(g-1-15) : Arrow

The direction of the arrow indicates the direction of fuel oil flow and air flow.

(G-2) A prerequisite for the development of the new "Magnetic system engine" is the generation of the "strong unknown explosive expansion pressure without generation of heat", by the fuel oil processed by the "E-oiler" device in the conventional diesel engine.

(g-2-1) It is possible to confirm the occurrence of the "strong unknown explosive expansion pressure without generation of heat", by using fuel oil processed by the "E-oiler" device developed based on the "The use technology of special synthetic magnetic field" in the conventional diesel engine, that is, by the simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler device".

(g-2-2) Furthermore, as the results of many conducting driving tests of the conventional diesel engine vehicles using fuel oil processed by the "new fuel supply system" and the "parallel separator device with the E-oiler device" show that the vibration and noise of diesel engine vehicles are dramatically reduced without exception.

(g-2-3) Therefore, the strong expansion pressure due to the "strong unknown explosive expansion pressure without generation of heat", is the strong expansion pressure that cannot be never ignored in comparing to the "explosive thermal expansion pressure" due to the combustion of fuel oil, which is the output of conventional diesel engines.

(g-2-4) By the above, when oxygen-free air is used instead of conventional air in a conventional diesel engine, it is clearly judged that it is possible to develop the new "Magnetic system engine" that uses only the "strong unknown explosive expansion pressure without generation of heat", as the driving force of the engine without burning fuel oil.

(g-2-5) In any case, according to the test data on many driving tests of the automobiles described in "Test data in Chapter 1", the "strong unknown explosive expansion pressure without generation of heat", was generated without exception, which was the only output of the new "Magnetic system engine".

(g-2-6) That is, the above is the first step in developing a practical model of the new "Magnetic system engine" that does not burn fossil fuel in principle.

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(G-3) About the history of the "strong unknown explosive expansion pressure without generation of heat",

- (g-3-1) By simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler" device, in particular the fuel oil processed by the "E-oiler" device already has become in a state of dramatically reducing in viscosity just before the fuel oil is injected into the cylinder.
- (g-3-2) The fine particles of fuel oil injected into the closed space of the cylinder become ultra-fine particles, and when they come into contact with high-temperature air that far exceeds the ignition point, they evaporate, and at the same time, the "strong unknown explosive expansion pressure without generation of heat", is generated.
- (g-3-3) Therefore, the "strong unknown explosive expansion pressure without generation of heat" caused by the vaporization of all ultra-fine particles injected into the "Cylinder", occurs.
- (g-3-4) In addition, the new "Magnetic system engine" can use only the "strong unknown explosive expansion pressure without generation of heat", as an output, and because the air from which the oxygen gas has been removed from normal air is used for the new "Magnetic system engine", cannot generate the "explosive thermal expansion pressure" due to combustion of fuel oil.
- (g-3-5) The vaporized gas of ultra-fine particles of fuel oil cannot react with oxygen gas and cannot be burned because the air used in the engine is the air from which the oxygen gas has been removed from normal air.
- (g-3-6) Therefore, by continuously injecting fuel oil into the "Cylinder", the driving force is continuously generated only by the "strong unknown explosive expansion pressure without generation of heat".  
Therefore, it is possible to develop the new "Magnetic system engine".
- (g-3-7) In order for the new "Magnetic system engine" to function as an automobile engine, by increasing the amount of fuel oil injected into the "Cylinder", the maximum amount of the "strong unknown explosive expansion pressure without generation of heat" can be increased, therefore it is possible to increase the output of the new "Magnetic system engine".



(g-3-8) On the other hand, in the case of the combustion system of gasoline engines, the new "Magnetic system engine" cannot be developed, because the combustion by the mixed gas of fuel oil vaporized and air that is obtained by removing oxygen gas from ordinary air cannot propagate to all the directions in the "Cylinder".

(G-4) About the output of the new "Magnetic system engine"

(g-4-A) About the effect of output by simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler device",

(g-4-a-1) By simultaneously using the "new fuel supply system" and the "parallel separator device with the E-oiler device", because the flow speed of the fuel oil inside of the fuel hose where the E-oiler device is installed, can always maintain automatically the optimum in flow speed, that is, can automatically respond to changes in flow velocity of fuel oil in all velocity ranges generally used for driving.

Therefore, the "strong unknown explosive expansion pressure without generation of heat", can always occurs automatically by the combustion of the fuel oil in the "Cylinder" of the engine.

(g-4-a-2) Therefore, the output of the new "Magnetic system engine" that outputs only the "strong unknown explosive expansion pressure without generation of heat", is estimated that the output will correspond to a numerical value that considerably exceeds the reduction rate of fuel consumption of about 20% in the results of many driving tests of the conventional "E-oiler" device alone.

(g-4-a-3) Also, when a car is at idling, since the minimum amount of fuel oil is injected into the "Cylinder" of the diesel engine, the minimum amount of the "explosive thermal expansion pressure" by combustion in fuel oil, can occur.

At the same time, the "strong unknown explosive expansion pressure without generation of heat", can occur with the minimum amount.

Therefore, it will be able to perfectly be used as the output of the new "Magnetic system engine".

(g-4-a-4) When the car is at maximum speed and maximum load, because the maximum amount of fuel oil is injected into the "Cylinder" of the diesel engine, at the same time, the maximum amount of the "strong unknown explosive expansion pressure without generation of heat", can occur. Therefore, it will be able to be perfectly used as the output of the new "Magnetic system engine".

(G-4-B) The example of simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler device"

(g-4-b-1) The fuel oil introduced into the "parallel separator device with the E-oiler device" and an electronic energy by the magnetism is induced is sent to the "Shunt device" by the "Fuel hose".

(g-4-b-2) Fuel oil sent to the "Shunt device" is further divided by two "Fuel hoses". One is the "Fuel hose" for injecting into the "Cylinder" of the diesel engine, and the other "Fuel hose" is the "Fuel hose" for returning the fuel oil that has not been injected into the "Cylinder" to "fuel tank".

(G-4-C) Especially when the car is at idling,

(g-4-c-1) When the vehicle is idling, a minimum amount of fuel oil is automatically sent to the "Injection pump" of diesel engine by opening the "Operating valve" and injected into the "Cylinder".

(g-4-c-2) Also, the maximum amount of fuel oil that has not been injected into the "Cylinder" of the diesel engine is returned to "Fuel tank".

(g-4-c-3) Therefore, even with a minimum amount of fuel oil at idling, the "strong unknown explosive expansion pressure without generation of heat, can be generated, and can become the output at idling of the new "Magnetic system engine".

(G-4-D) When the vehicle is in the state of the maximum speed and maximum load,

(g-4-d-1) At the maximum speed and maximum load of the vehicle, the maximum amount of fuel oil is injected into the "Cylinder" of the engine.

(g-4-d-2) A large amount of fuel oil that is not injected into the "Cylinder" of the engine is returned to the "Fuel tank".

- (g-4-d-3) The fuel oil is equally divided into multiple parallel flows in the "parallel separator device with the E-oiler device".  
Each "E-oiler" device induces an electronic energy by the magnetism to the fuel oil by the optimum flow velocity of each parallel flow.
- (g-4-d-4) Therefore, since by a maximum amount of fuel oil at maximum speed and maximum load of the vehicle, the maximum "strong unknown explosive expansion pressure without generation of heat" can be generated, can perfectly become the output at maximum speed and maximum load of the new "Magnetic system engine".
- (g-4-d-5) In addition, because the new "Magnetic system engine" does not burn fuel oil at all, not only carbon dioxide (CO<sub>2</sub>) but also every harmful gas does not emit at all.  
For that reason, it can make a decisively contribution to the prevention of global climate change and air pollution.

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(G-5) About the case in the function of the new "Magnetic system engine"

Please refer to (G-1) : The schematic diagrams of the "new fuel supply system" and the "oxygen-free air circulation system" below.

(G-5-A) About the conditions in fuel oil,

- (g-5-a-1) In order to increase the output of the new "Magnetic system engine" and make it available for automobiles, fuel oil is injected into the "Cylinder" of a conventional diesel engine in a state where the optimum flow velocity of fuel oil is always maintained in all driving speed ranges normally used by automobiles, and simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler device" makes it possible to continuously generate the "strong unknown explosive expansion pressure without generation of heat".

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(G-5-B) About the function of the "new fuel supply system" in the new "Magnetic system engine,

(g-5-b-1) In the "new fuel supply system" of the new "Magnetic system engine", the fuel oil that an electronic energy by the magnetism is induced by the "E-oiler" device installed in the "parallel separator device with the E-oiler device", is only injected into the "Cylinder" and does not burn as fuel.

In other words, the fuel oil exists only as a circulating medium for electronic energy by the magnetism that becomes actual input .

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(G-5-C) About the treatment by the "Recovery and separator device"

The "Recovery and separation device" is the most important technology for the success in the development of the new "Magnetic system engine".

In other words, it is important factor to develop a technology that can achieve a complete recovery efficiency of nearly 100% for the fuel oil used as the circulation medium.

(g-5-c-1) Since the vaporized fuel oil does not burn at all even if it comes into contact with air that oxygen gas has been removed, in the exhaust process of a conventional diesel engine, vaporized gas of fuel oil is exhausted from the "Cylinder" together with the air that oxygen gas has been removed from the conventional air and introduce into the "Recovery and separation device".

(g-5-c-2) In the "Recovery and separation device", the mixed gas of the vaporized gas of fuel oil and oxygen-free air is processed and separated into the vaporized gas of fuel oil and oxygen-free air. In particular, vaporized gas of fuel oil is liquefied and sent to the original "Fuel tank" as fuel oil.

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(G-5-D) About a "Circulation system of oxygen-free air",

(g-5-d-1) The air that oxygen gas has been removed is sent to the "Air tank" and stored, and then sucked into the "Cylinder" by the "Air hose" in the intake process of the diesel engine.

- (g-5-d-2) Meanwhile, the oxygen-free air is sent to the "Recovery and separation device" with the fuel oil vaporized at the exhaust process of engine.
- (g-5-d-3) Next, in the exhaust process of the diesel engine, the vaporized fuel oil gas and the oxygen-free air exhausted from the "Cylinder" of engine and introduced into the "Recovery and separation device", are separated respectively, especially the fuel oil liquefied and oxygen-free air are respectively sent to the original "Fuel tank" and the "Air tank".
- (g-5-d-4) That is, the fuel oil sent from the original "Fuel tank" to the "Cylinder" of the diesel engine is sent from the "Cylinder" to the "Recovery and separation device" and returned to the original "Fuel tank".  
In other words, it is a complete circulation system of fuel oil.
- (g-5-d-5) Similarly, oxygen-free air that only oxygen gas has been removed from the conventional air, is sent by an "Air hose" to the "Cylinder" of a diesel engine and used in the intake process.
- (g-5-d-6) Furthermore, the oxygen-free air exhausted from the "Cylinder" of the engine and separated by the "Recovery and separation device" is returned to the original "Air tank".  
In other words, it is a complete "Circulation system of oxygen-free air".
- (g-5-d-7) The conventional fuel oil is not burned at all in the "Cylinder" of the new "Magnetic system engine" and is used only as a medium for circulating electronic energy by the magnetism, so both exhaust gas and fuel consumption are zero.  
Therefore, meeting of the demands of the carbon-zero era is fully capable.

(G-5-E) About the use of nonflammable liquids and gases,

- (g-5-e-1) In the "Oxygen-free air circulation system", using nonflammable liquid instead of the conventional light oil, further, the consideration in using non-flammable gases such as nitrogen gas instead of conventional air, also enough should be given.
- (g-5-e-2) Needless to say, the "new fuel supply system" that uses a non-flammable liquid instead of fuel oil and a "New circulation system" that uses oxygen-free air in a diesel engine, are very important to develop the new "Magnetic system engine".

(g-5-e-3)The new "Magnetic system engine" that is newly developed by partially remodeling the diesel engine of the conventional heat engine, is no longer a heat engine but a special power engine.

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(G-6) The development of the new "Magnetic system engine" is applicable only to the combustion systems of the conventional diesel engine.

(g-6-1) The development of the new "Magnetic system engine" is applied only to the combustion system of the diesel engine, and only the "strong unknown explosive expansion pressure without generation of heat", is extracted and used.

(g-6-2) As mentioned above, in conventional diesel engines, an oxygen-free air is used instead of the conventional air to inject fuel oil into the "Cylinder", immediately after, the ultra-fine particles of fuel oil are vaporized, and the "strong unknown explosive expansion pressure without generation of heat", occurs. Therefore it is basically possible to develop the new "Magnetic system engine" that outputs only the "strong unknown explosive expansion pressure without generation of heat".

(g-6-3) In addition, since the temperature inside the "Cylinder" of a conventional diesel engine just before injection of light oil is extremely high at 500 degrees Celsius to 900 degrees Celsius, which is always far above the spontaneous ignition temperature of light oil, ultra-fine particles of fuel oil are vaporized instantaneously. Therefore, at the same time, the "strong unknown explosive expansion pressure without generation of heat", can be generated.

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(G-7) The combustion system of the gasoline engine cannot be applied to the development of the new "Magnetic system engine".

(g-7-1) In the combustion system of the conventional gasoline engines and LP gas engines, the combustion heat generated by the combustion of ultra-fine particles, vaporizes other ultra-fine particles around them and causes combustion.

It is a combustion system that the ignited ultra-fine particles spreads to the surrounding ultra-fine particles and combustion spreads to the ultra-fine particles distributed throughout the "Cylinder".

(g-7-2) Therefore, when ultra-fine particles are vaporized and burned, "explosive thermal expansion pressure due to combustion" is generated, for that reason it is impossible to extract and output only the "strong unknown explosive expansion pressure without generation of heat".

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(H) About the use of the new "Magnetic system engine"

(h-1) The new "Magnetic system engine" developed by the new innovative technology described in (G) above, at present has a fault that the output of the above new engine is considerably less than that of the conventional diesel engine.

For that reason, as a usage method, it is possible to solve the above problems by driving a generator and obtaining electric power. If a larger amount of power is required, it can be used by using larger capacity storage battery.

(h-2) Furthermore, by basically remodeling the conventional diesel engines for large vehicles such as trucks and buses, since the fuel oil does not used at all, it is possible to develop the new "Magnetic system engine" that does not discharge every exhaust gas.

(h-3) Further, by using generators and storage batteries, it is possible to individually obtain the power necessary for daily life.

(h-4) Therefore, because the fuel cost of the "Magnetic system engine" is zero, it will be used directly or indirectly as power and electricity for all industries and lives.

(h-5) By the way, mankind is currently facing the difficult problem of securing the energy necessary for life while controlling the generation of carbon dioxide (CO<sub>2</sub>), which is the cause of climate change.

The innovative technology of the new "Magnetic system engine" mentioned above certainly will pave the way for a fundamental and complete solution to his various problems related to energy security.

(h-6) Therefore, science and technology based on "The use technology of special field" will liberate mankind from the difficulties of global climate change and air pollution caused by the burning of fossil fuels.

(h-7) In any case, the depletion of oil resources that support the current world economy will increase over time. However, there will surely come a time, sooner or later, when oil resources will run out. In the meantime, it is necessary to complete the development of new energy that does not depend on current petroleum resources.

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(I) About the reference materials

This is a part of the response from the US Department of Energy to my inquiry regarding "The use technology of special synthetic magnetic field".

"The technology on installation of the E-oiler device"

"Precautions for the driving test with the E-oiler" device"

"Test materials on the driving tests with the E-oiler device"

"Test data in Chapter 1" at the bottom of my website

"Test data in Chapter 2" at the bottom of my website

"The use technology of special synthetic magnetic field" at the top of my website.

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

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

(j-1) Both (F : the "New engine technology (1)) and (G : the "New engine technology(2)) above are technologies under consideration, not currently implemented or completed technologies.

(j-2) Therefore, first, by simultaneous use of the "new fuel supply system" and the "parallel separator device with the E-oiler", that is, the "New engine technology (1)" must be implemented and tested and Please consider the results of above tests.

(j-3) For the first time, when certain test results are obtained in the above.  
Please consider development (G) on the new "Magnetic system engine" that does not use fuel oil at all in Chapter 4.



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(j-4) I decided to dare to propose the above “New engine technology(1) and (2)” for the spread and development of the "The use technology of special synthetic magnetic field" and the realization of a zero-carbon society.

(j-5) I firmly believe that the above technologies should not be owned and monopolized by individuals or specific groups, but should be shared with people around the world.

End

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At the end, I hope that the earth's living environment will be restored as soon as possible so that human beings can live with peace of mind.

Please e-mail me if you have any questions.

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Tatsuo Komedashi

929-1171

160-2,Kizu,Kahoku--City, Ishikawa-Pre.,Japan

E-mail: wxdxn7493000@yahoo.co.jp











