

UNIQUE FUEL TECHNOLOGY®

(Patent Pending)

Fuel Device Reduces Harmful Emissions & Increases Fuel Efficiency for Gasoline & Diesel Engines.

The fuel device is applied externally to the fuel line before the fuel goes to combustion, which transforms fuel based on the input of vibrational patterns. It takes only a few minutes to install this breakthrough fuel technology on any gasoline or diesel fuel line.

Unique Fuel Technology® has been conducting tests at an *Environmental Protection Agency (EPA) recognized and California Air Resource Board (CARB) certified facility*, in California. Initial tests indicate that the technology dramatically reduces harmful emissions and increases fuel savings, with ongoing tests for diesel and highway conditions for vehicular travel. The management at the test facility indicated to the inventors, that this is the only externally applied technology they have ever tested that demonstrated meaningful results in terms of reducing emissions.



Tests have also been conducted by different individuals around the United States for both gasoline and diesel burning engines. The way in which the inventor's technology works is unique.

The fuel device works by imprinting vibrational information on fuel as it passes through the central cavity of the device, but without any physical contact to the fuel itself. This vibrational imprint changes the internal molecular structure of fuel such that it burns more efficiently. The fuel remains in the fuel line untouched by any substance or surface in the **Unique Fuel Technology®**. Also no substance is added to fuel in the process of using this technology.

The inventors have also invented a patent pending water technology, which involves the same sort of methodology: *to imprint water* with vibrational signals that bring about structure enhancement inclusive of higher energy, smaller H₂O clusters and a biocompatible frequency state. This general principle of vibrational imprint on fluids has been used in the inventor's fuel invention. However, there are distinct differences in terms of how the invention works. This is based on the hydrogen and oxygen composition of water and the hydrogen and carbon composition of fossil fuels. It must be noted that the **Unique Fuel Technology®** can also be adjusted to work with biofuel engines, natural gas (CNG & LNG) and propane vehicles.

The **Unique Fuel Technology®** is an obvious must for cars, trucks, and particularly in the extensive trucking industry for the United States and many other countries around the world. In addition, the **Unique Fuel Technology®** can be adapted for trains, planes, ships, and other types of moving vehicles and stationary engines that burn fuel. There is no engine too large or small that is excluded from the use of the **Unique Fuel Technology®**.



For more information about the fuel savings and reduced emissions technology go to:

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Recommended Procedure for Field Testing the Unique Fuel Device

Option A - (SAE J1321 Test Procedure)

Before installing the Unique Fuel Device, fill up the vehicle fuel tank at point A, then drive at least 50 miles to point B, turn around, and go back to point A where you first started. Record the miles, fill up the tank using the **3 click method** (automatic cut off at 15 second intervals), and record the gallons used for the trip.

Repeat this procedure 3 more times, and pick out the 3 most similar trips for fuel usage, out of the 4 trips, for the gallons used on each trip. Then get an average of the gallons used per trip, and divide the round trip mileage to get the average miles per gallon (MPG). This procedure will establish the Baseline before installing the Unique Fuel Device.

After the above Baseline has been established, then install the fuel device and repeat Option A four (4) times, and pick out the 3 most similar trips for fuel usage. Then calculate the fuel usage for before and after installing the fuel device to determine the difference.

Option B

Fill up the vehicle fuel tank at point A, and drive the vehicle for a distance that requires filling the fuel tank 4 times. Record the gallons used each time you fill up the tank, the mileage traveled and the MPG. Pick out the 3 most similar amounts of fuel usage and MPG. Then, average the 3 to get a Baseline.

After the above Baseline has been established, then install the fuel device and repeat Option B four (4) times, and pick out the 3 most similar trips for fuel usage. Then calculate the fuel usage for before and after installing the fuel device to determine the difference in fuel efficiency.

Fuel Savings (Examples only - Results will vary)

If a tractor trailer rig is getting 6 MPG without a fuel device, and 6.6 MPG with a fuel device, the benefit is 10% better fuel efficiency. Do your own independent vehicle testing.

6.6 MPG minus 6.0 MPG = 0.6 MPG ÷ by 6.0 MPG = 10% difference in fuel efficiency

If that same vehicle travels 3,000 miles each week, it will need 500 gallons of fuel, based on 6 MPG. If the vehicle gets 6.6 MPG, then it takes only 450 gallons, for the same 3,000 miles, or a savings of 50 gallons a week. If the fuel cost \$2.40 per gallons, then the **weekly saving is \$120**, or about **\$6,000 less fuel cost per vehicle annually**, based on the vehicle traveling 150,000 miles.

Disclaimer: Information contained here in deemed to be from reliable sources, but not guaranteed. Anyone interested in the fuel device needs to do their own independent investigation to see if it can be used for their intended purpose.

Warranty: Customer satisfaction guaranteed - 100% refund from place of purchase within 30 days. Any defective product will be replaced within 3 years from date of purchase, at no charge.