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# Introduction

- **Reduces 30% fuel emissions**
- **Saves up to 25% gas mileage**
- **Burn fuel more effectively**
- **Fuel conservation and emission reduction will begin within the first 24 hours or 150 miles**
- **Saves money for consumer, government, and industries**
- **Prolong repair processes for car engines**
- **Improve car performance; more horse power, torque, and gas mileage**
- **Easy to install**
- **Cleans car engines**
- **200 million cars are in the US**
- **20 Million cars are manufactured yearly**
- **\$368 is the gasoline cost per month in the US**
- **9% of a household income is gasoline cost**





**Efficient**  
**Economical**

25% More Mileage

Cleans Car Engines

**Save Up on Gas Money**

30 % Less Emissions

**Eco Friendly**

**Reduces**

**Emissions**

## Fuel Saver Eco-Chip™

The **Fuel Saver Eco-Chip™** is a Fuel Amplifying Smog Emissions reducing device developed through the applied science of quantum mechanics.

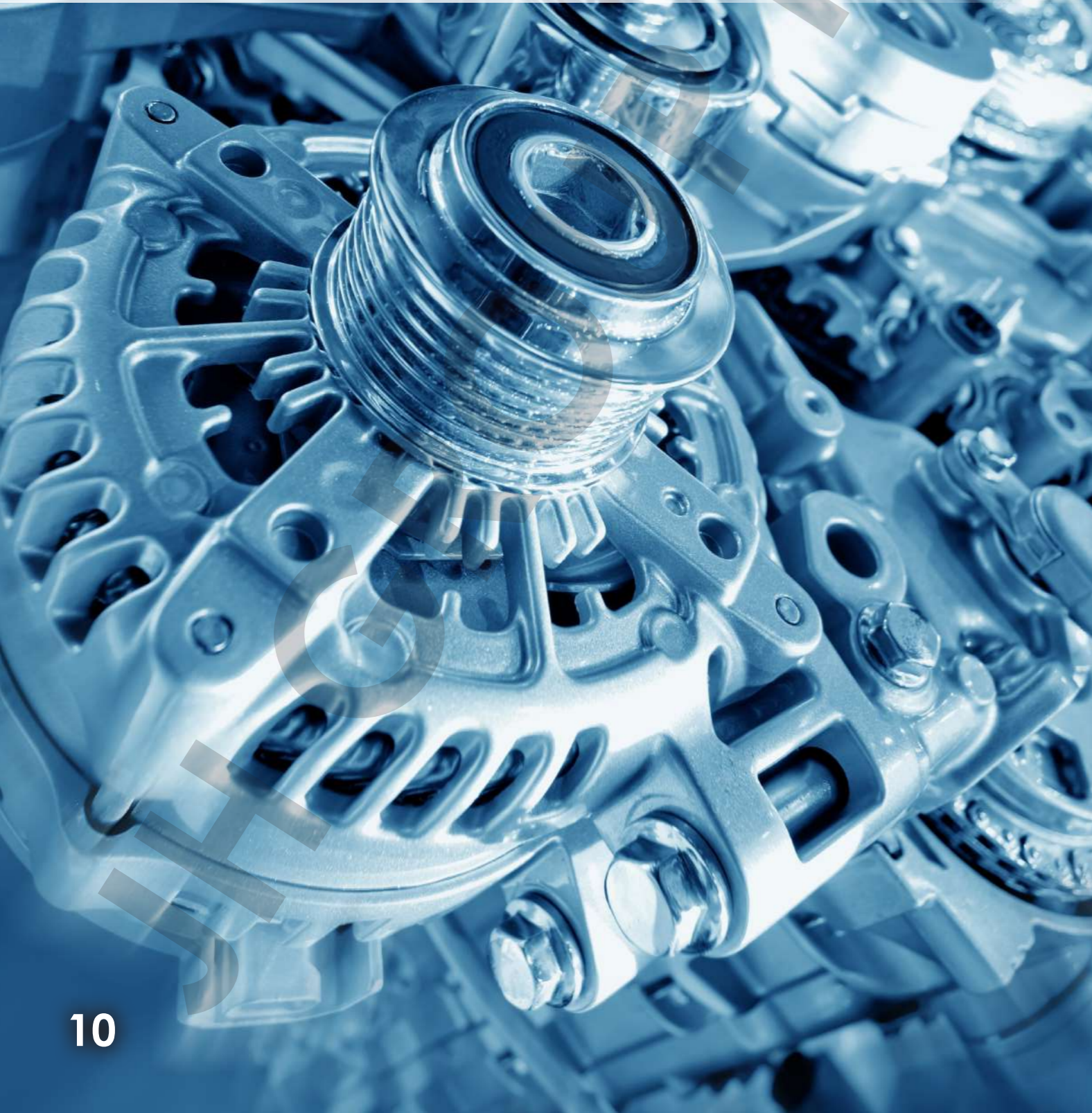
- Reduces 30% off fuel emission
- Saves up 25% gas mileage
- Each design of the Activator fuel device is made for optimal fuel performance; to burn fuel more effectively.
- Fuel conservation and emission reduction will begin within 24 hours or 150 miles.
- One side of the gas chip is charged with an electronic magnetic field, while the other side contains a solar panel.

**Tested by Purdue University**

- As **Fuel Saver Eco-Chip™** cleans a cars' engine, it will slowly impact the cars' performance; more horse power, torque and even improved gas mileage.
- The **Fuel Saver Eco-Chip™** can be installed on a car in less than 5 minutes and requires absolutely NO technical expertise.
- It is inexpensive! It pays for itself in about 60 days from reduced car maintenance and operating costs.
- The **Fuel Saver Eco-Chip** adds value to vehicles and reduces the stress on their current anti-pollution system. It will help it last longer without costing money for expensive repairs.
- Government and Industry supports this system because it saves them money and doesn't cost the public additional grief.



As a result, the Eco Chip allows for a dramatic reduction in automobile smog emissions and a serious increase in performance (both torque and horse-power). Over time you will also notice an increase in mileage due to combustion efficiency and the reduction of carbon deposits throughout the engine.



Solar assisted technology works even in minimal day light since it charges on solar energy not direct sunlight. It has an expected life-span of over three months. The direct result from the fuel chip enhances the fuel to burn hotter, a result; the toxic elements are neutralized while octane and oxygen energetics are increased prior to combustion taking place.

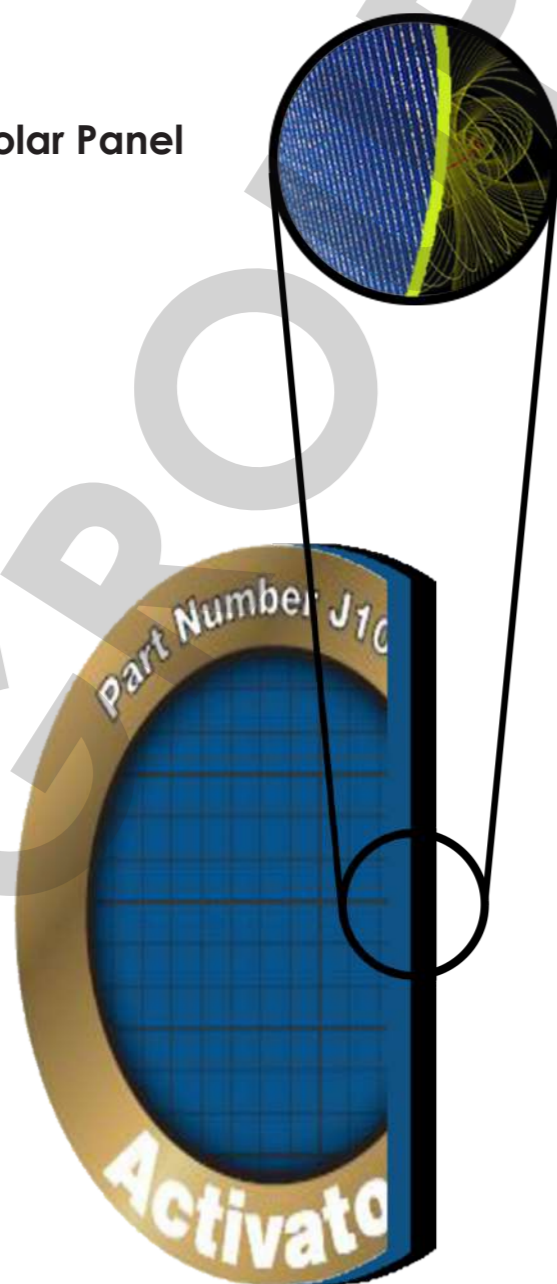




The **Fuel Saver Eco-Chip™** is designed in the most efficient way. One side of the gas chip is charged with an **electronic magnetic field**, while the other side contains a **solar panel**. As seen from the figure below, the chip is demonstrated in a digram to allow the understanding of its technology.

Solar Panel

Electronic Magnetic Field



### Step 1

Clean a small area underside the fuel Tank (necessary due to road dust, especially high mileage trucks)



### Step 2

Allow tank to dry



### Step 3

Peel the white protective cover off the chip. Press and hold for 30 seconds (for assurance apply super glue)



### Step 4

Leave and discard after three months.



## Refined Packaging



Retail Price

**\$74.99**

# 1.0 Fuel Saver EcoChip

SAVE  
NOW

## Fuel Saver EcoChip™

The **Fuel Saver EcoChip™** offers a serious increase of up to 20% in fuel economy plus, a dramatic reduction in automobile smog emissions of over 30%. The **EcoChip™** changes the way gas performs allowing for increased horsepower and torque while, reducing the carbon emissions and build-up in engines. The **EcoChip™** works with either gasoline or diesel powered vehicles.

The **EcoChip™** is created from unique aerospace material originally developed for NASA. This space age material holds a charge almost like a miniature battery. The **EcoChip™**, once charged, then proceeds to emit specific "frequencies" or energies calculated to modify the fuel molecule to perform more efficiently during ignition. In fact, the fuel molecule burns hotter and cleaner allowing for significant improvement in gas mileage and serious reductions in carbon emissions.

The **EcoChip™** is continually charged thanks to having a miniature "solar cell" on its outer skin. The solar cell continues to charge the **EcoChip™** for upwards of six months. Solar assisted technology works even with minimal daylight thanks to the reflective light coming off road surfaces.

The **Fuel Saver EcoChip™** reduces gas pollution significantly by microscopically cleansing the toxic additives found in gasoline and diesel fuel. The **EcoChip™** literally "turns off" these agents in petroleum that cause environmentally damaging pollution. These toxic elements are known as HC (hydrocarbons) — NOx (nitrogen oxides) and CO (carbon monoxide). Unburned HC and NOx react in the atmosphere to form photochemical "smog." Smog is highly oxidizing in the environment and the prime cause of environmental damage plus, eye and throat irritation, bad odor, plant damage or decreased visibility. Specifically, Carbon Monoxide impairs blood

capability to carry oxygen to the brain, resulting in slower reaction times and impaired judgment.

The **Fuel Saver EcoChip™** is great for the environment, your car's engine and your pocket book by improving gas mileage, while cleaning your fuel of damaging pollutants. The **EcoChip™** stimulates the fuel to burn hotter, as a result the toxic elements are neutralized while octane and fuel performance are increased prior to combustion. Choose the **EcoChip™** designed specifically for either your gasoline or diesel powered vehicle. The **Fuel Saver EcoChip™** is just one additional result of our vaunted space program helping the environment and consumers everywhere.

#### Quickly Installs in Minutes!

The **Fuel Saver EcoChip™** MUST be installed directly on the fuel tank.

- 1 Simply cleanse a small area on the underside of the fuel tank with soap or degreaser and water. On some cars, especially high mileage trucks, extra cleansing of the tank will be necessary due to road dust, film and oil.
- 2 Allow the tank to dry.
- 3 Peel the white proactive cover off the back of the chip.
- 4 Press and hold the adhesive side of the chip to the fuel tank for 30 seconds.

#### It's that simple!

Fuel conservation and emission reduction will begin within 24 hours or 150 miles. Subsequent fill-ups are conditioned within seconds. The **Fuel Saver EcoChip™** is programmed to reduce fuel emissions.

#### CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

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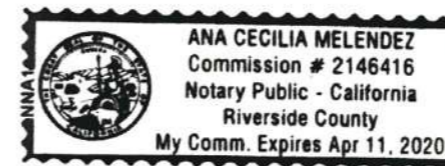
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personally appeared Dianixa Casanova —  
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Ana Cecilia Melendez  
Signature of Notary Public

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# 1.1 The Solar Assisted Environmental Fuel Chip

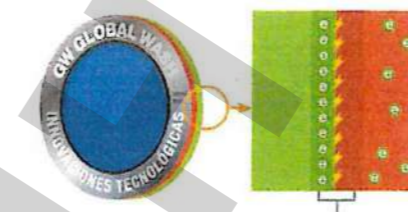
## The Solar Assisted Environmental Fuel Chip

The Solar Assisted Environmental Fuel Chip™ is a Fuel Amplifying Smog Emissions Reducing device developed through the applied science of quantum mechanics. Although most people are mystified by the term "quantum mechanics", much of our modern technology has expanded from it.

For example, all laser technology (like CD's, DVD's, laser printers, and a host of medical, military and industrial applications use semiconductor technology.) The Environmental Fuel Chip uses solar assisted technology to enhance emission reduction.

Solar assisted technology works even minimal day light, and has an expected life-span of over three years. The direct result from the fuel chip enhances the fuel to burn hotter, a result; the toxic elements are neutralized while octane and oxygen energetics are increased prior to combustion taking place. (Purdue University Tested).

Also resulting from this environmental chip is a dramatic reduction in automobile smog emissions and a serious increase in performance (both torque and horsepower). Over time you will also notice an increase in mileage due to combustion efficiency and the reduction of carbon deposits throughout the engine. Every computer, cell phone and nearly every vehicle on the road uses semiconductor technology born from quantum mechanics. The Solar Assisted Environmental Fuel Chip™ is just one additional application of this arm of modern physics.



## Explanation of HC (hydrocarbons) and NOx (nitrogen oxides):

Automobile smog/emission test failure is due to the impurities in petroleum that release toxic elements and carbon deposits into the environment when combusted. These toxic elements are known as HC (hydrocarbons) — NOx (nitrogen oxides) and CO (carbon monoxide) — and are measured in ppm (parts-per-million). Unburned HC and NOx react in the atmosphere to form photochemical smog. Smog is highly oxidizing in the environment and the prime cause of eye and throat irritation, bad odor, plant damage and decreased visibility. Carbon Monoxide impairs blood capability to carry oxygen to the brain, resulting in slower reaction times and impaired judgment.

The Solar Assisted Environmental Fuel Chip reduces emission pollution significantly. The solar powered microchip microscopically-cleanses the additives and pollutants found in petroleum. The environmental solar assisted chip literally "turns off" the agents in petroleum that causes smog pollution.

### Quickly Installs in Minutes!

The Solar Environmental Fuel Chip MUST be installed directly on the fuel tank.

1 Simply cleanse a small area on the underside of the fuel tank with soap or degreaser and water. On some cars, especially high mileage trucks, extra cleansing of the tank will be necessary due to road dust, film and oil.

2 Allow the tank to dry.

3 Peel the white proactive cover off the back of the chip.

4 Press and hold the adhesive side of the chip to the fuel tank for 30 seconds. For added security, we suggest using a few drops of super glue when installing these chip.

### It's that simple!

Fuel conservation and emission reduction will begin within 24 hours or 150 miles. Subsequent fill-ups are conditioned within 20 seconds. The Solar Environmental Chip™ is programmed to reduce fuel emissions.

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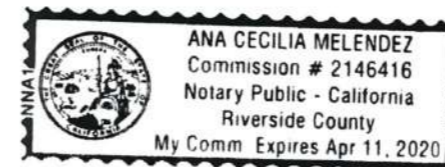
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who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



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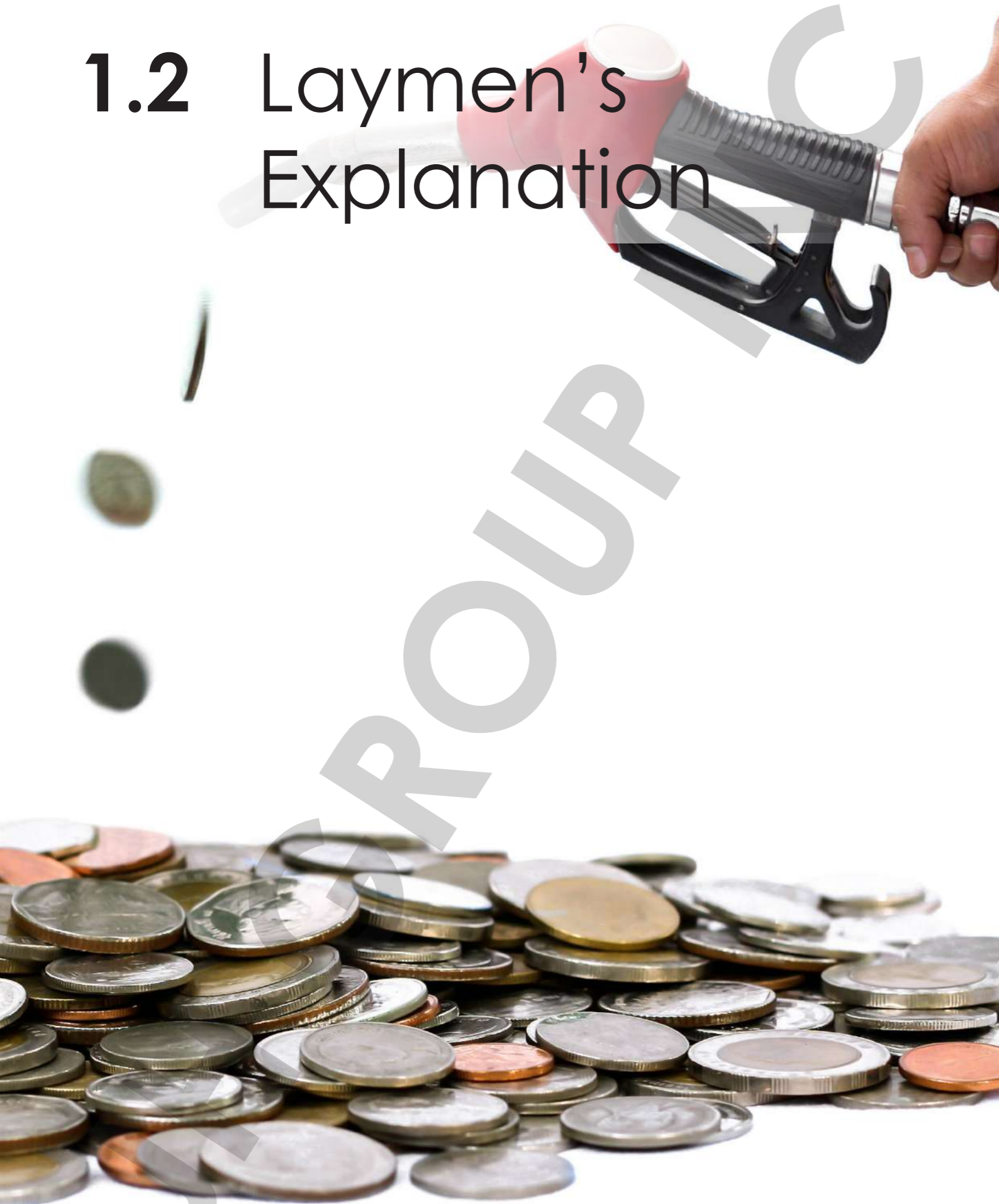
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## 1.2 Laymen's Explanation



### Laymen's Explanation:

Bioenergy such as hydrocarbon fuels can be influenced by vibrational frequency signals on a sub-harmonic level. Petroleum whether it be refined to diesel or more refined to gasoline has the same carbon elements to be burned for energy. When the chip is applied to a tank/container it is now enhanced by the effects of "frequency treatment fuel", which emits a magnetic-like flux that changes the molecular structure of the fuel so it can burn more efficiently thereby creating improved gas mileage and lower emissions in vehicles.

The equipment used in the programming stage of the fuel devices or fuel chip we produce is called an Accelerator Frequency Generator or AFG, which produces high levels of biogenetic signal that are translated into frequencies between 0.01 Hz and 23999.99 Hz. We found that certain frequencies can alter or change the combustion and emission characteristics of hydrocarbon fuels.

**Note: Please refer to Purdue University Test**



The images shown above are a representation of the printed version. The actual printed versions will be printed on a silver polyester, (RF) material containing 22.8% alloy fragments. The final product(s) will have a solar panel embedded in the center of each product, made to separate a spectrum of light called the "electromagnetic spectrum" this is part of the 'Solar Assistance Application'. The product(s) will also be domed with a clear flexible plastic sheath, 1/16" for extra security. These product(s) are made to energetically enhance the fuel for gasoline and small diesel engines only.

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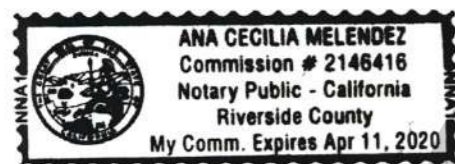
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I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Ana Cecilia Melendez  
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## 2.0 Statement of Fact

Ronald L. Drake, E.A.

4107 W. Cheyenne Avenue, N. Las Vegas, NV 89032-3476  
702-734-7134 www.taxlpannersinc.com

### Statement of Fact to Wit:

Re: [REDACTED]

Dear Sirs,

This is to state that I, Ronald L. Drake, have examined the documents and records presented to me by Rightly Curnutte, employee of Desert Cab Company and ODS. These records were the actual trip sheets kept on each vehicle's fuel consumption. This test was conducted over a six week time period and shows a 19.66% increase in gas efficiency, it included (11) different vehicles: (4) Limousines, (1) diesel suburban van, (1) diesel passenger bus and (5) commercial taxi cabs.

I have reviewed and derived facts of total miles, gallons of fuel used, miles per gallon, (m.p.g.) to determine the overall financial benefits of the "test" vehicles without and with the Crystal Blue Air Chip attached to the respective fuel tanks.

I have conducted this task on request of [REDACTED] who is the manufacturer of the CBAC, and is recognized by [REDACTED] as a bio-resonance environmental testing company.

I hereby state that all facts and figures are accurate and truthful as demonstrated per the statistics in the enclosed findings report.

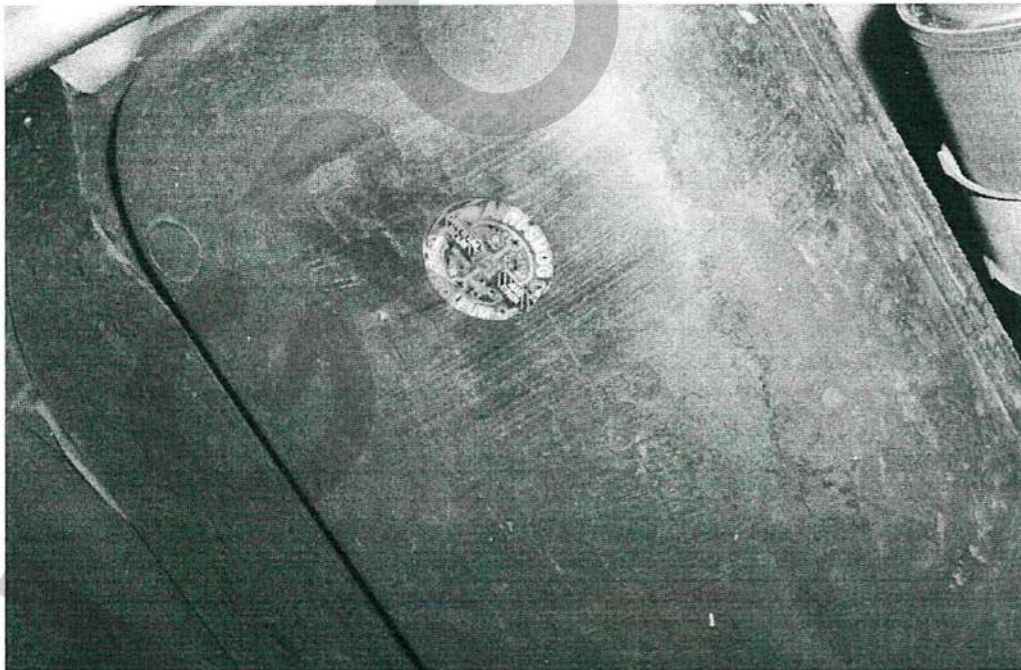


Ronald L. Drake, E.A.  
Licensed to Practice Before the I.R.S.

October 18, 2005



A total of eleven vehicles were chosen for the initial comparison test. Five out of the eleven vehicles were commercial cabs. Each vehicle was monitored for consumption of gasoline used, using the vehicle's trip sheet provided by ODS management.



All of the eleven vehicles were monitored without the CBAC Gas Chip for two weeks, then the chips were attached to the bottom of the vehicle's gas tank and monitored for (30) days. The results are positive and charts show before and after gallons used by each vehicle.

#### Vehicles WITHOUT Crystal Blue Air Chips:

Date	Vehicle Number	Total Miles	Gas Purchased	Miles Per Gallon
8-17 - 8-26	#102	1239	85	14.5 mpg
8-17 - 8-26	#128	1503	112.8	13.3
8-17 - 8-26	#195	695	76	9.1
8-17 - 8-26	#244	518	55	9.4
8-17 - 8-26	#315	2194	278.9	7.87
8-17 - 8-26	#444	1207	186.5	6.5
8-17 - 8-26	#465	1906	168.6	11.3
8-17 - 8-26	#2457	1841	167.1	11
8-17 - 8-26	#4421	1767	150	11.8
8-17 - 8-26	#4423	1701	142.4	11.9
8-17 - 8-26	#4446	1636	140.2	11.7
Totals & Avg.		16207	1562.5	10.76091 avg

Test results from August 17 through August 28, 2005

#### Vehicles WITH Crystal Blue Air Chips:

Date	Vehicle Number	Total Miles	Gas Purchased	Miles Per Gallon	Percent Increase
8-27 - 9-27	#102	3642	238	15.3 mpg	5.5
8-27 - 9-27	#128	4430	326.6	13.6	2.2
8-27 - 9-26	#195	2374	230	10.3	13.2
8-27 - 9-27	#244	1101	111	9.92	5.5
8-27 - 9-27	#315	4761	573	8.31	5.6
8-27 - 9-27	#444	2793	344	8.12	24.9
8-27 - 9-27	#465	5501	447.3	12.3	8.85
8-27 - 9-29	#2457	5197	396.7	13.1	19.1
8-27 - 9-07	#4421	2134	167.6	12.8	8.5
8-27 - 9-29	#4423	5995	410.2	14.6	22.7
8-27 - 9-29	#4446	5694	386.8	14.7	25.6
Totals & Avg.		43626	3631.2	12.09545 avg	12.87727 avg

Test results from August 27 through September 29, 2005

The six week gas consumption test resulted in a positive difference in miles per gallons. The difference in (m.p.g.) is 2.116 as derived from 10.761 without CBAC's to 12.877 with CBAC's. ( $2.226/10.762 = .1966$  or 19.66% increase in gas efficiency.)

# 3.0 On The Road Magazine, 2015

## Fuel Disc, A Fuel Economy Product that Actually Works

With the recent increases in fuel prices across the country resulting in record highs for both unleaded gas and diesel fuel, truckers and consumers everywhere are searching for ways to increase their fuel economy. Over the years, we have seen all kinds of fuel additives, magnets, air movers and such, which by and large have given us little or no improvement in our fuel efficiency. Finally, a product that delivers as promised.

JH Group Inc., Cornona - California, innovatively has introduced a revolutionary product that utilizes cutting edge technology to not only increase fuel efficiency but reduces toxic emissions as well. The MPT Fuel Disc harnesses the power of frequencies to directly affect the properties of the fuel in your tanks, thus affecting the way it burns, giving you more miles per gallon.

For over a hundred years advances in the use of frequencies have continued to better our lives. X-rays, MRIs, CAT Scans, and Ultrasounds are all medical uses for frequencies that have evolved in just the last few decades. The microwave oven, cell phones, TV remotes and many other consumer products utilize frequencies and are now taken for granted. Scientists have known for a long time that everything in the universe is made of atoms that vibrate constantly. Individual materials have specific properties because of this atomic-level vibration or frequency. If you change the frequency of a substance you also change its properties or the way it acts. The problem has always been in identifying the frequency necessary to achieve the desired change and in economically causing the change of frequency in a substance. Frequencies have been around for a long time also. Their flagship product, the Crystal Blue Air Chip, also marketed as the ABX4 and the ABX10, harnesses the power of specific frequencies by programming them into a disc that is affixed to the bottom of your fuel tank. These programmed frequencies are projected approximately 4-6 inches into the fuel tank and change the inherent frequencies of the fuel in the tank. These frequencies neutralize 79 toxins in the fuel and increase the combustibility of the fuel.

With a cleaner more complete burn in the pistons, higher fuel efficiency, more power and lower emissions are realized. Many individuals and companies are already utilizing this new technology to save money and increase profits.

Shawn Tolman, says that semi-trucks typically experience in excess of 15% increase in fuel efficiency with average increases of 20% or better. Drivers report more power, being able to pull up hills without losing gears, loss of a smoke trail and a smoother running engine. Recent tests at Utah State University on a 1991 truck reduced emissions from 440-PPM HC and 2.44% CO to 110-PPM HC and 0.04% CO in only 7 minutes.

Another rig with over a million miles was emission tested in Colorado and registered 0 HC and 0 CO after less than two weeks of using the MPT disc technology. Tedd Watson, owner of MWT Transportation, has seen an increase in miles per gallon of over 22% consistently and estimates he will save approximately \$14,000 in fuel savings per truck, per year.



**ON THE ROAD**  
Magazine

With several hundred owner operators and fleet managers currently utilizing this technology, many see this technology as a competitive edge making them more profitable and flexible than competitors not using the MPT discs. One well-known fleet's estimate of 1st year fuel savings from the MPT disc technology could be in excess of 100 million dollars.

The typical installation of the MPT discs takes less than five minutes. The MPT discs come pre-coated with a strong adhesive that enables quick placement and security. One disc is placed near the bottom of each fuel tank by simply cleaning a small area on the tank, removing the backing from the disc, placing the disc on the tank and applying pressure for approximately 30 seconds to set the adhesive. For added security, super glue, an epoxy or similar product can also be used. The discs begin to work immediately, in fact within just a few minutes; a distinct change in the smell of the fuel can be noticed.

An increase in miles per gallon is realized on the very first tank of fuel after application of the disk technology.

On newer engines, the full effect is achieved within a few thousand miles. On older engines an initial improvement is immediately noticed with an incremental increase over the first 5-15,000 miles as the carbon buildup is gradually removed. This carbon buildup removal results in the need on many rigs of an oil change sooner than would normally be necessary.

JH Group Inc., actively recommends keeping a close eye on your oil condition for the first 12-15,000 miles after the disks are applied and making an oil change when necessary. After the initial carbon cleansing, a normal oil change schedule is resumed. As the high prices of fuel continue to put pressure on truckers nationwide, it is refreshing to have an affordable solution.



**ON THE ROAD**  
Magazine

# CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

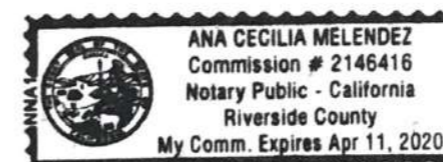
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who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Ana Cecilia Melendez  
Signature of Notary Public

Place Notary Seal Above

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JH GROUP INC.  
4740 GREEN RIVER RD 214  
CORONA, CA 92880

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4740 GREEN RIVER RD 214

# 4.0 3M Product Clinical Data Summary

Medical Specialties  
3M Health Care

3M Center  
St. Paul, MN 55144-1000  
651 733 1110

**PRODUCT CLINICAL DATA SUMMARY**  
**3M No. 9907T**  
**3M Tan Breathable Elastic Nonwoven Tape**  
**Effective: May 2000**



3M No. 9907T, Tan Breathable Elastic Nonwoven Tape, has been subjected to the following safety evaluations:

## **21-day Cumulative Irritation in Humans**

Protocol reference: Draize: Appraisal of the Safety of Chemicals in Food, Drugs and Cosmetics (1965). Published by the Editorial Committee of the Association of Food and Drug Officials of the United States. (LIMS 8350)  
**Results:** Cumulative Score "CI" 847/693 Grand average irritation score = 1.22

## **Repeated Insult Patch Test (Draize) in Humans**

Protocol reference: Draize: Appraisal of the Safety of Chemicals in Food, Drugs and Cosmetics (1965). Published by the Editorial Committee of the Association of Food and Drug Officials of the United States. (LIMS 8349)  
**Results:** No evidence of induced contact sensitization.

These tests are in accordance with the ISO 10933 Part-1 "Biological Evaluation of Medical Devices", as put forth by the FDA. All laboratory testing was conducted in accordance with the FDA Good Laboratory Practices Regulation of 1978.

The use of the term "hypoallergenic" has come to indicate a product which is non-sensitizing to the general public. The hypoallergenic claim for this product is supported by clinical evaluation using the repeated insult patch test in humans, commonly known as the Draize test. This protocol involves repeated application of samples on 200 healthy volunteers for a 2- to 3-week induction period, followed by a 2-week rest period and a challenge application. To be termed hypoallergenic, 3M Medical Specialties products are required to show no evidence of sensitization potential under these test conditions.

It is the responsibility of our customers to determine the final suitability of our products for their application.

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

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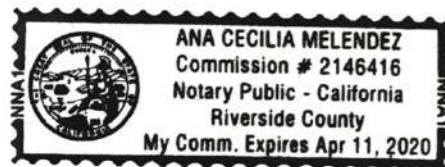
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 County of Riverside )  
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 personally appeared Dianixa Casanova  
 Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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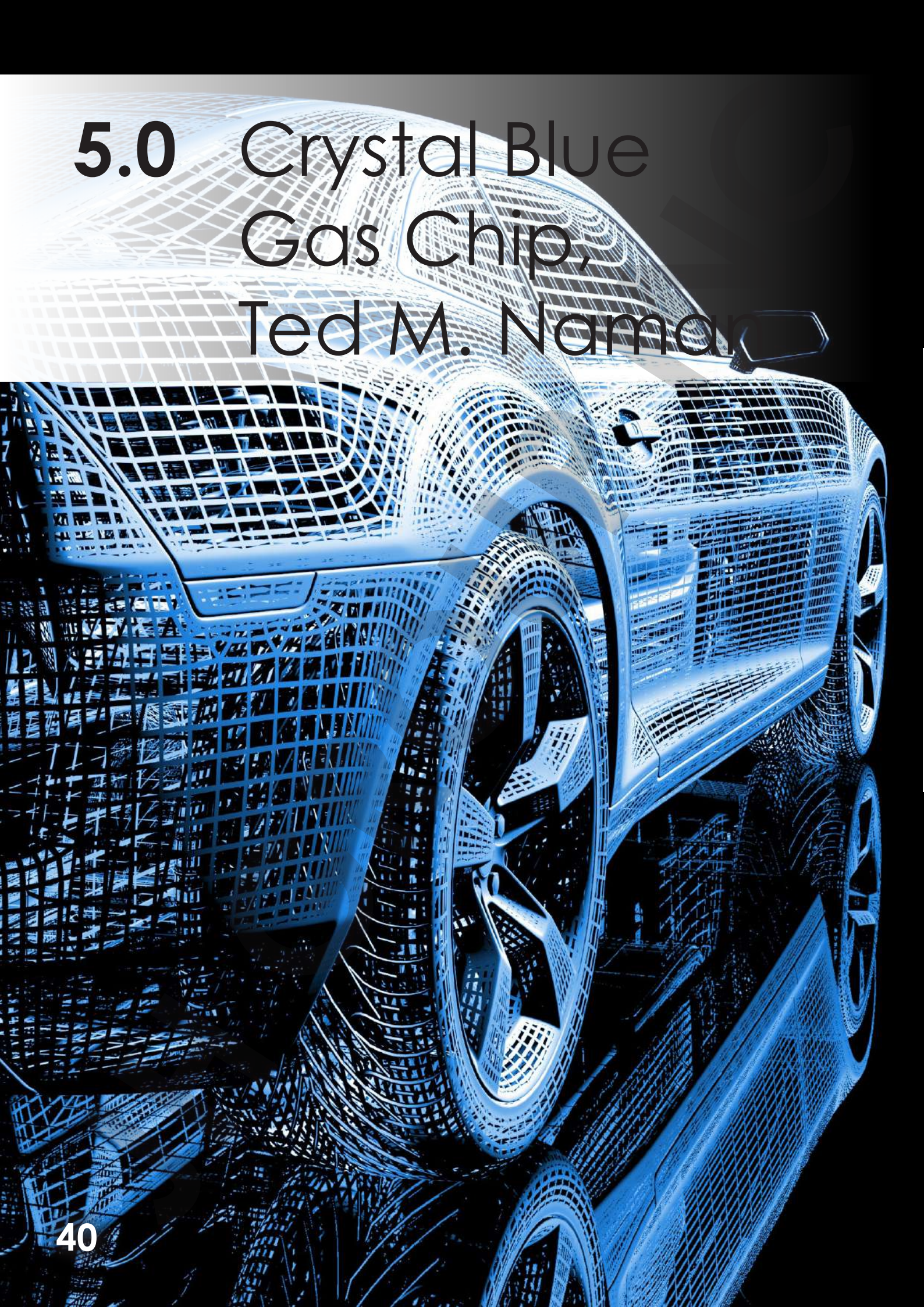
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# 5.0 Crystal Blue Gas Chip, Ted M. Naman

A blue wireframe car model is shown on a black background. The car is a sedan-like vehicle with a sleek, aerodynamic design. The wireframe is composed of a grid of lines that define the car's shape, including the hood, roof, windows, doors, and wheels. The car is positioned diagonally, facing towards the right side of the frame. The lighting is dramatic, with the blue lines of the wireframe standing out against the dark background.

Crystal Blue Gas Chip

Ted M. Naman

Mechanical Engineer

Division of Utilization

760-855-3414

Issued by the Research Department at the University of Utah

Engineering Experimental Station.

As the effect of increased worldwide prosperity and craving for vehicles wide-reaching, regardless of what we do to improve efficiency, increases in carbon dioxide from this cause will persist with its attendant global warming, etc. Hybrid vehicles could help, but we must look at a second set of numbers from the US to understand impacts. There are over 200 million vehicles in the US and we manufacture approximately 20 million per year.

Because of the "replacement lag," it would take some 10-15 years more to substitute existing cars, particularly since some production goes towards raising the band. In addition, there is a phase for any new technology, the time required to go from growth to manufacturing to sales. This will add years to the substitution cycle. Thus even if we start today, implementation of a totally non-polluting technology functional for transportation would take the US circa 15 years to swap our current fleet. It could occur faster in third world countries because of the technology leapfrog phenomenon.

Under our existing course we are growing fossil energy use and proportionate carbon dioxide discharge at an ever mounting rate. The risks linked with our present track are both ecological and fiscal. There will be critically increased dilapidation of our environment as well as increased loss of

plant and animal species, increased locale loss such as rainforests and coral reefs, increased being misery through syndrome and lowering of life quality, increased global warming causing major tribulations through climate pattern changes and sea level rise with commensurate loss of lofty valued coastal real estate. The trends for all these changes can be pragmatic today and all have unstable degrees of economic blow.

However, a more direct economic impact, which will be felt by everybody, is the eventual beg off of "cheap oil." Based on industry estimates, Gregg Easterbrook, in a recent article, suggests that there are estimated "proven assets" of 1,000 billion barrels of oil which only shows a 25 year supply at our present rate of use with its 2% annual increase. He states, "Whatever number is correct, the world has decades of oil in front.

What it may not have is decades of low-priced oil. Once the production peak comes and reserve levels begin to decline, the supply/demand equation may shift rapidly toward higher prices. The debate, then, centers on how soon the peak will be reached." Estimates are that the climax will be reached by 2010. At present, the global oil trade depends on OPEC for about 42% of its oil use which could hit 50% by 2009. If OPEC's assets turn out to be inflated as some in the business believe, then the world oil making peak may occur much earlier with a following

sharp hike in prices. This is just hardly within our time frame for introducing new technologies if we start now.

Finally, Easterbrook states, "America has two basic choices: Begin investing in new energy forms, staying a step ahead of OPEC and smoothing the likely transition, or wait till the next crunch hits and accept another oil-induced recession." It should be clear that a basically enduring hike in oil prices will have a main economic impact on our country, a country where 98% of fuel is based on fossil fuels and the regular fuel travels 1700 miles to the buyer. The slight climb in fuel costs last winter and the evils truckers had with fuel costs and homeowners had with heating oil expenses are just a glance at the issues foremost to a major economic turn down. The recent "gas crisis" in Europe is also a pointer that these problems are not restricted to the US.

One can explain our present condition as if the surroundings and the world's populace were in a barrel on the river heading towards Niagara Falls. We are opening to hear the roar, but have no idea when we will get to the edge. With some major rescue efforts we can be saved, but there will be a point of no return and no one can tell us when that will be.

In summary, the risks connected with our current track are ever-increased environmental degradation attached to an important long lasting economic downturn or depression.

As the old Chinese proverb states, "if we do not change direction, we will likely end up where we are heading." A simple look at the statistics, story tells us that we must alter direction radically, with vision and confidence. As a world community, we must understand that we will require the last residual decades of fossil fuels to generate and incorporate new energy sources without losing the thrust of our mounting world culture. Because the US is a chief user of energy per capita and we affect environmental issues by both example and laws, we must lead on these issues.

The Crystal Blue Gas Chip works in total conformity with every vehicle's smog pollution control system. It starts at the source of the problem by reforming impurities in petroleum prior to burning. The Crystal Blue Chip emits a magnetic-like energy field, which raises the quantum logical level of the energetic makeup of petroleum. What this means is that by training particular energy structures, the noxious rudiments are neutralized while octane and oxygen energetics are increased prior to combustion taking place. Just like a computer, the chip is programmed to simply turn off the bad elements in petroleum and turn on, and up, the good elements! The result is a dramatic reduction in automobile smog emissions and a serious increase in performance (both torque and horse-power). Over time you will also notice an increase in gas mileage due to combustion

efficiency and the reduction of carbon deposits throughout the engine.

#### Benefits of the Crystal Blue Gas Chip

- o As Crystal Blue Gas Chip cleans a cars' engine, it will gradually perk up the cars' performance; more horse power, torque and even enhanced gas mileage.
- o Government and Industry ropes this system because it saves them money and doesn't cost the public additional grief.
- o The Crystal Blue Gas Chip can be installed on a car in less than 5 minutes and requires absolutely NO technical expertise.
- o It is inexpensive! It pays for itself in about 60 days from reduced car maintenance and operating costs. It cost about what you would pay for a little extra RAM in your home computer, but it has the capacity to change our world into a much cleaner place.
- o The CBAC adds value to vehicles and reduces the stress on their current anti-pollution system. It will help it last longer without costing money for expensive repairs.

consequences on "medical and commercial diagnostic procedures" with huge technological and commercial impact.

A final question: why are scientists so opposed to the evolution of science? Is it to defend their piece of turf? Why, in the name of intangible dogmas, which the history of science has shown to be so often ephemeral, do they reject advances, which represent progress for their discipline? Do these advances appear to threaten their all-too-fragile certitudes? Such questions are not just philosophical, because these people are respected counselors, advisers to political and industrial decision-makers. They orient-most often by hampering-new applications flowing from scientific progress. I don't know where these mental blocks come from, but they are, in theory at least, irreconcilable with a scientist's function. Here is a quote (translated from the French edition of Encyclopedia Universalis, taken from the article on Mechanism) which shows, alas, that those blocks is eternal:

We have a good instance of the quandary of "mechanism" in the Cartesians' opposition to the Newtonian world-view, which they felt completely called into question the new science and pushed scientific philosophy back to a stage under what "mechanism" had already achieved. The problem is, for Descartes, that movement is merely probable if there is contact and impetuous force; action at a distance-attraction, as Fontenelle

was to say-can only mean a return to a physics of understanding motion and occult attributes. In this way, they do not engage Newton in a scientific controversy; they disqualify him for obscurantism.

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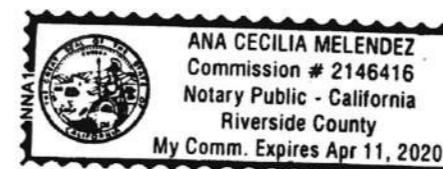
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personally appeared Dianixa Casanova - - -  
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WITNESS my hand and official seal.



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Signature of Notary Public

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# 5.1 Combustion and Emission of Frequency



## Final Report

Combustion and Emission Characteristics of Frequency-Treated Hydrocarbon Fuels

August 4, 2009

## Prepared by

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## Executive Summary

We investigated the effects of frequency treatment on combustion and emission characteristics of hydrocarbon fuels in this study. A laminar co-flow ethylene ( $C_2H_4$ ) flame was used as the surrogate of more complicated combustion process in Diesel ( $-CH_2-$ ) engines. The ethylene fuel was treated using a fuel harmonizer chip ("chip") attached on the fuel storage cylinder and was also treated using a powered frequency generation device ("tee") installed on the fuel supply line to the laminar flame burner.

Laser-based flame transmittance measurement at 632 nm was conducted at three downstream locations of the flame under conditions, without frequency treatment ("baseline"), with frequency treatment using the "chip", and with frequency treatment using the "tee". The baseline measurements were conducted by two researchers independently to validate the experimental repeatability. Furthermore, soot volume fraction (soot concentration) distributions of the flames, were estimated using the transmittance data to provide a straightforward interpretation of the effects of frequency treatment.

With the consideration of experimental uncertainties, this study illustrated that both the "chip" and the "tee" changed the combustive flow pattern and soot emission of the ethylene flame, since the measured transmittances with frequency treatments in most cases were significantly different to those of baseline tests. The effect of frequency treatment on soot emission or combustion completeness of the ethylene ( $C_2H_4$ ) flame, however, could be positive (reduces emission) or negative (increases emission), probably depending on the treatment time, treatment arrangement and the geometry of the combustion system.

This study indicates that frequency treatment affects the Diesel engine combustion process through both fuel/air mixing (physics) and fuel combustion chemistry. To accelerate the commercialization of the frequency treatment device, fundamental scientific studies on the effect of frequency treatment on fuel/air mixing and on combustion chemistry should be conducted separately. Also, in order to obtain sufficient funding to further detail this investigation, a thorough literature survey on the effect of frequency treatment on mixing and on reaction, in general, is necessary. For short term commercialization, a treatment device with adjustable frequencies may be the solution.

## 1.0 Introduction

The effect of increased fuel economy by using frequency treated Diesel fuels has been observed for many years [1]. It is hypothesized that frequency treatment may alter the combustion chemistry of the Diesel fuels ( $-CH_2-$ ).

The objective of this study was to investigate the effects of frequency treatment on combustion and emission in a controlled laboratory environment. A laminar co-flow ethylene flame was used as the surrogate of more complicated combustion process in Diesel engines. Ethylene ( $C_2H_4$ ) is the simplest ( $-CH_2-$ ) fuel, which produces soot when burning in the air due to combustion incompleteness. The complexities involved in Diesel engines, such as spray, evaporation, turbulent mixing, and multi-fuel components combustion, were eliminated by using a laminar flame. In a laminar co-flow ethylene flame, the soot emission is determined by the mixing of the air and fuel and by the combustion chemistry. Laser absorption measurement was used to obtain the transmittances across the flame and soot volume fraction ( $f_v$ ) distributions in the flame were estimated using inverse interpretation of the transmittance measurements.

In this study, the ethylene fuel was treated using a fuel harmonizer chip ("chip") attached on the fuel storage cylinder and was also treated using a powered frequency generation device ("tee") installed on the fuel supply line to the laminar flame burner.

This report first presents the flame facility, the laser-based flame transmittance measurement apparatus, and soot volume fraction calculation in section two. The baseline, "chip", and "tee" measurements are reported in section three. In section four, the conclusions and suggestions are detailed.

## 2.0 Experimental Method

### 2.1 The laminar flame facility

Figure 1 illustrates the flame facility, which consists of a standard high pressure fuel cylinder (1.54 cubic feet internal volume, 9 inch outer diameter, 50 inch height), fuel pressure regulator, fuel supply line, air supply line, air pressure regulator, flow control panel, a co-flow burner with 15 mm diameter inner fuel tubing and 15 cm diameter outer air tubing, and exhausting hood. The burner is mounted on a structure that allows three dimensional movement of the burner.

The conditions of the 0.4 kW<sub>th</sub> laminar flame are list as follows,

Fuel: ethylene ( $C_2H_4$ ) 99.5% purity (Grade 2.5, Linde Gas)

Fuel flow rate: 7.89 mg/s

Air flow rate: 805.89 mg/s

Fuel flow Reynolds number: 63

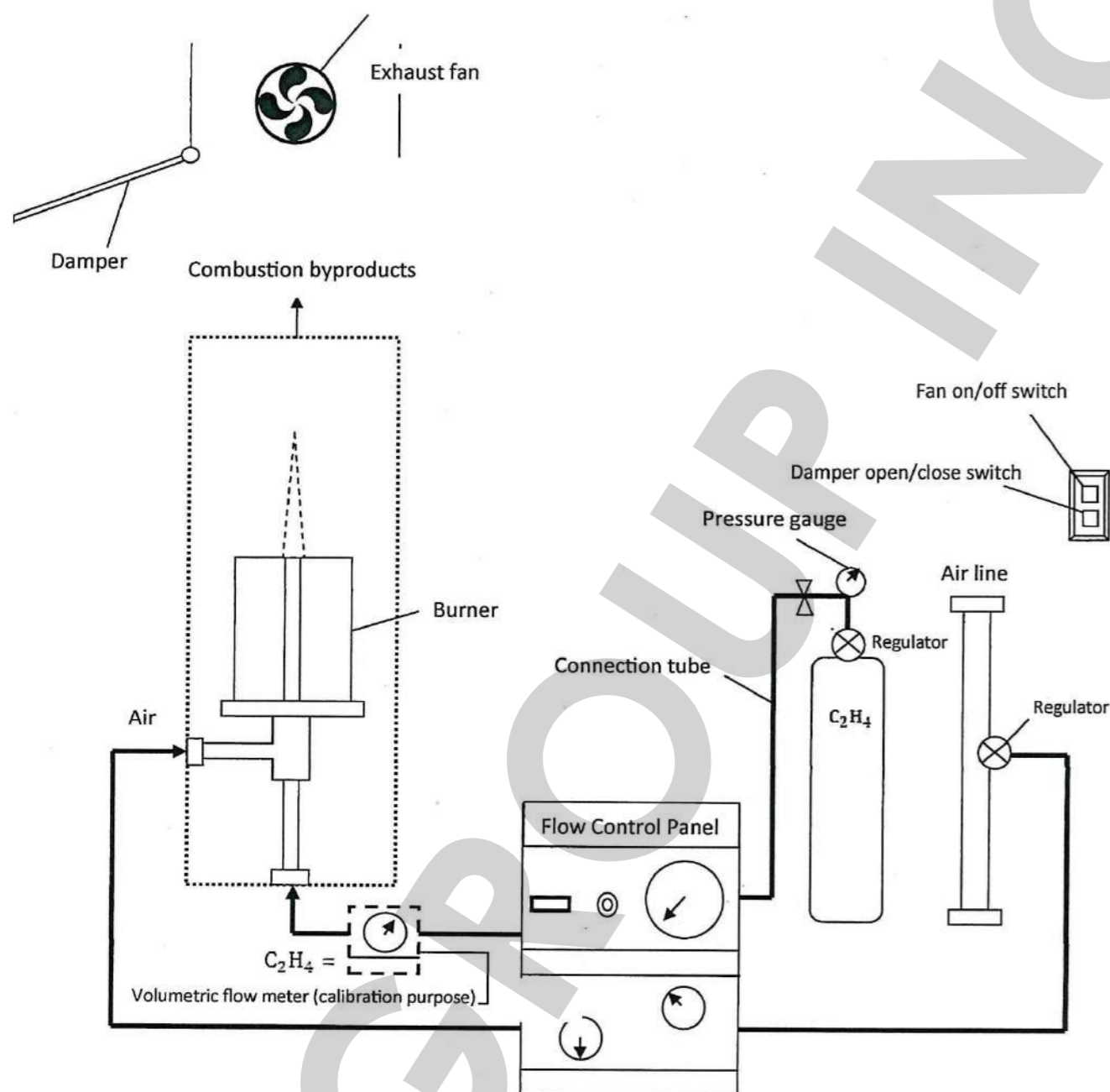


Fig. 1: Schematic of the flame facility.

A picture of the flame is presented in Fig. 2. The flame is virtually axi-symmetric. The luminosity is caused by radiation from the soot formed during combustion. The visible height of the flame is 46 cm. Flame transmittance measurements were conducted at heights above the

burner (HAB) exit of 7.3 cm, 15 cm, and 30 cm, respectively. The flame is quasi-stable under HAB 20 cm but becomes unstable downstream owing to the buoyant effect.

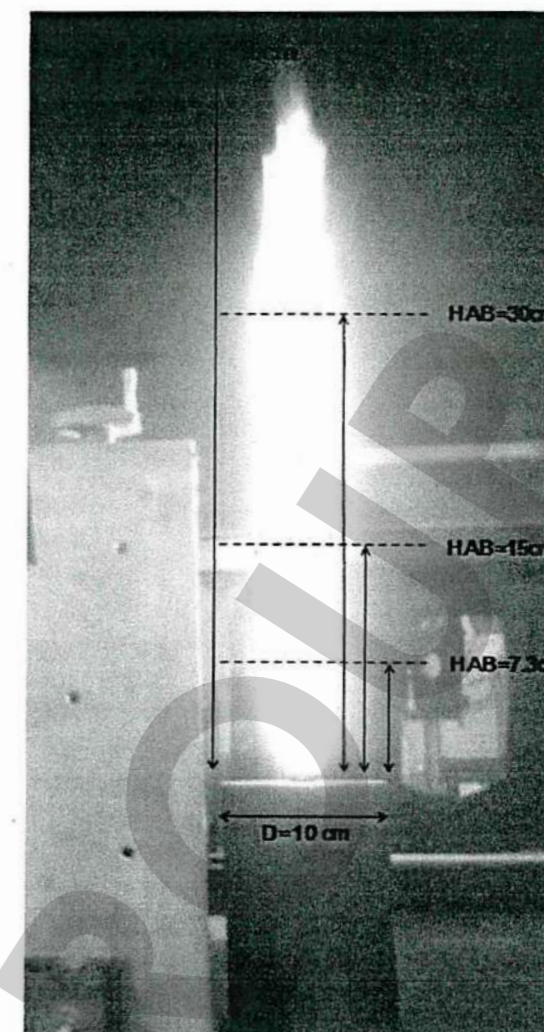


Fig. 2: The laminar ethylene flame.

## 2.2 The transmittance measurement facility

The flame transmittance measurement apparatus is illustrated in Fig. 3. In this measurement, a modulated laser sheet at 632 nm passes through the flame. Part of the laser energy is absorbed by the soot formed in the flame. The remaining laser power is measured by a power sensor behind the flame. A narrow band optical filter at 632 nm is used to minimize the flame radiation effect on the measurement. At each downstream location, transmittance measurements were conducted at various radial locations ranging from -20 to 20mm. Eight to ten

readings were recorded at each location with a sampling frequency of 1/3 Hz. The major instrumentation of this apparatus is listed below.

Instrumentation	Type	Model
He-Ne laser	Melles Griot	
Laser power meter	COHERENT	Lasermate Q
Chopper	Stanford Research System	Model SR540 Chopper controller

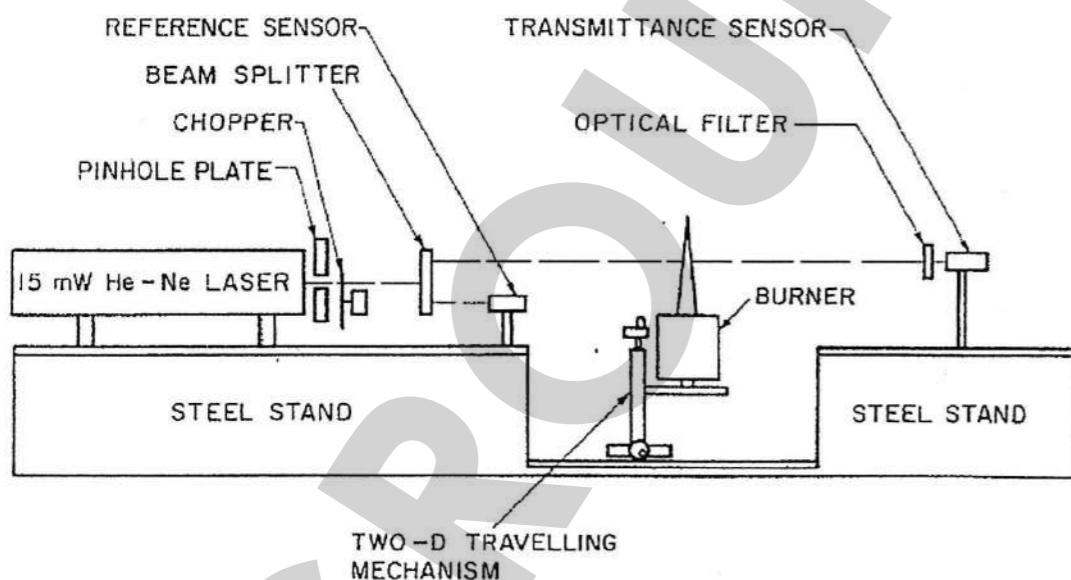


Fig. 3: The laser-based flame transmittance measurement apparatus.

### 2.3 Soot volume fraction estimate

Soot volume fraction (soot concentration) distributions in the flame were calculated inversely based on the measured transmittance using the following equations (P.J. Pagni and S. Bard [2]),

$$I = I_o \exp(-\tau L)$$

$$F_a(\lambda) = \frac{n^2 k}{[n^2 - (nk)^2 + 2]^2 + 4n^4 k^2}$$

$$\tau = 36 \pi F_a(\lambda) f_v / \lambda$$

$$f_v = -\lambda \ln \left( \frac{I}{I_o} \right) / 36 \pi L F_a(\lambda)$$

$$f_v = \frac{-\lambda \ln \left( \frac{I}{I_o} \right) \{ [n^2 - (nk)^2 + 2]^2 + 4n^4 k^2 \}}{36 \pi L n^2 k}$$

Where:

$f_v$  soot volume fraction

$\tau$  extinction coefficient

$L$  path length of mean beam length (20mm)

$F(\lambda)$  optical properties function

$nk$  imaginary index of refraction (0.52 from Dalzell, W. H. and Sarofim)

$n$  real index of refraction (1.56 from Dalzell, W. H. and Sarofim)

In inverse calculations of soot volume fraction, the flame cross section was divided into many rings. The soot volume fraction at the outmost ring was estimated first when the calculated transmittance matched the measured transmittance. This procedure was carried on all the way to the flame center to obtain the  $f_v$  distribution.

### 2.4 Frequency treatment arrangements

Figure 4 illustrates the fuel cylinder with the "chip" attached below the crown. Duct tape was used to enhance the attachment.

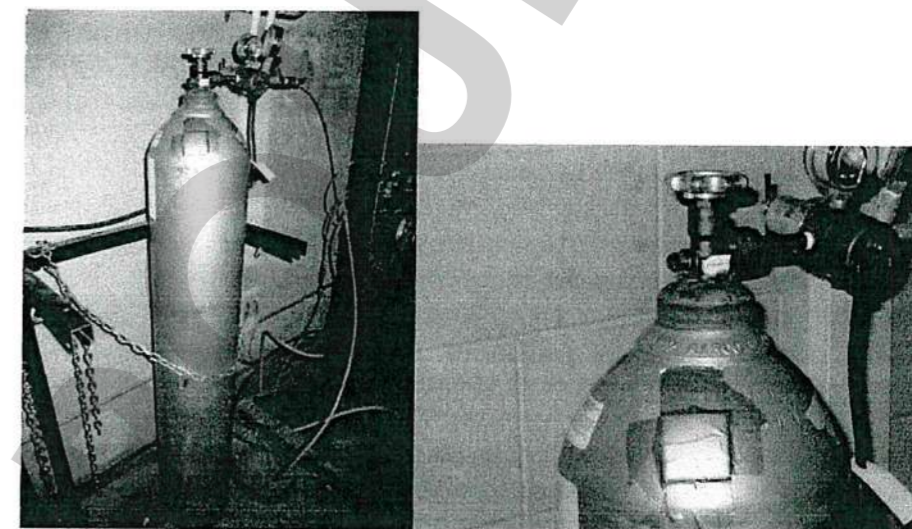


Fig. 4: Fuel cylinder with the chip.

As illustrated in Fig. 5, the white "tee" was inserted on the stainless steel pipeline where the ethylene fuel passed. The tee was connected to a 12V brand new car battery and the yellow light on the adapter indicated that equipment was operating.

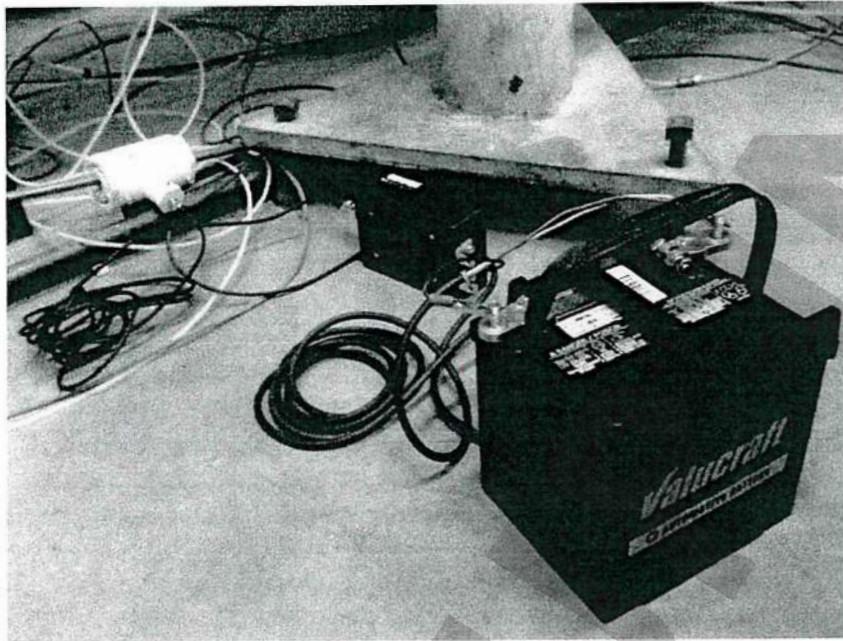


Fig. 5: Experimental arrangement for frequency treated fuel setup.

## 2.5 Test matrix

The baseline measurements using fuels without being exposed (close) to the “chip” or the “tee” were conducted three times during this study by two researchers independently. The measurements were highly repeatable with an uncertainty no more than 3%.

Two “chip” test campaigns were conducted with three measurements at each HAB locations in each campaign. In “chip” test 1, the chip attached fuel cylinder was used. After the test, the cylinder was stored in a place close to the “tee” and then moved to a place with distance; therefore some combined effect and/or time effect maybe existed in the fuel used in “chip” test 2.

Two “tee” test campaigns were conducted with three measurements at each HAB locations in each campaign. In “tee” test 1, the cylinder with the “chip” was stored in a place close to the “tee”; therefore some combined effect maybe existed for the fuel used in the “tee” test 1. In “tee” test 2, a new fuel cylinder was used and the cylinder with the “chip” was placed in a separate location with at least 10 feet distance. The second test should only have the effect of the “tee”. Also two different “tees” were used in the two tests, respectively.

## 3.0 Results and Discussion

### 3.1 Tests with the “chip”

Figure 6 depicts the transmittance across the flame at HAB 7.3 cm, 15 cm, and 30 cm for the baseline and two “chip” test campaigns, represented as baseline, CHIP Test 1, CHIP Test 2, respectively. All the data presented are averaged values of each test campaign.

The transmittance distributions of the baseline flame are symmetrical to the axis (0 mm radial distance). Near the two edges, transmittance is approximately unity indicating no-soot in the region. At HAB 7.3 cm, lowest transmittance occurred at the regions between 5 mm and 10mm (or -5 mm to -10 mm) indicating soot existence. At HAB 15 cm, the transmittance decreased from the flame edge to the center indicating soot mostly existed in the central region at this downstream location. At HAB 15 cm, the transmittance along the radial distance was generally higher than other two locations indicating weaker absorption of soot, since some soot formed upstream was oxidized here.

The “chip” affected the soot formation/oxidation process as indicated by the significant differences between the “chip” tests and the baselines observed in the measured transmittance. The two chip tests showed different effects though. This may be due to the duration (how long) the chip was applied and some interactions caused by the “tee”. The second “chip” test campaign was conducted after the fuel was treated ten days longer than the first one and was closed to the “tee” for about a week.

At HAB 7.3cm, decreased transmittance in right side of the flame was observed in CHIP Test 1 with 15% in maximum. Increased transmittance at the same was observed in CHIP Test 2 with 10% in maximum. At HAB 7.3 cm, decreased transmittance in right side of the flame was observed in CHIP Test 1 with 15% in maximum. Increased transmittance at the same side was observed in CHIP Test 2 with 10% in maximum. At HAB 15 cm, decreased transmittance in middle of the flame was observed in CHIP Test 1 with 15% in maximum. Increased transmittance at the right side but decreased transmittance at the left side was observed in CHIP Test 2 with 20% in maximum. At HAB 30 cm, both decreased and increased transmittance was observed in CHIP Test 1 and 2 with 10% in maximum.

The axi-symmetry of flame was also distorted significantly by using the “chip”, indicating that frequency treatment maybe also affected the flow pattern and the fuel/air mixing process in addition to the effect on combustion chemistry. It can’t tell, however, which effect (on mixing or on chemistry) is more important.

Figure 7 depicts the soot volume fraction distributions in the flame at HAB 7.3 cm, 15 cm, and 30 cm for the baseline and two “chip” test campaigns, represented as baseline, CHIP Test 1, CHIP Test 2, respectively. All the data presented were interpreted based upon averaged values of each test campaign.

At HAB 7.3 cm of the baseline flame, the estimated  $f_v$  peaked at radial distance of 8 mm (or -8 mm) from the center. There is no soot at the edge of the flame as well as the center. At HAB 15 cm and 30 cm of the baseline flame, the estimated  $f_v$  peaked at the flame center and there is no soot at the edge of the flame.

At HAB 7.3 cm, both significantly decreased and increased soot emission was observed in CHIP Tests 1 and 2. At HAB 15 cm, significantly decreased soot emission was observed in CHIP Test 1 while both significantly decreased and increased soot emission was observed in CHIP Test 2. At HAB 30 cm, both significantly decreased and increased soot emission was observed in CHIP Tests 1 and 2.

Based on these observations, it can be concluded that the “chip” changed combustion and soot formation/oxidation at these HAB locations in the ethylene flame.

### 3.2 Tests with the “tee”

Figure 8 depicts the transmittance across the flame at HAB 7.3 cm, 15 cm, and 30 cm for the baseline and two “tee” test campaigns, represented as baseline, Frequency Test 1, Frequency Test 2, respectively. All the data presented are averaged values of each test campaign. The two “tee” tests showed very different effects and this may be due to the difference frequencies generated by the two powered “tees” or the influence of the “chip” in the first “tee” test campaign when the fuel cylinder with the chip was placed close to the fuel cylinder without the chip.

In the first “tee” test campaign, decreased transmittance up to 10% in the middle of the flame at HAB 7.3 cm and increased transmittance up to 10% in the right side of the flame at HAB 15 cm were observed.

In the second “tee” test campaign, the effect of frequency treatment on the soot formation/oxidation process is significant as indicated by the differences between the “tee” test and the baselines observed in the measured transmittance. At HAB 7.3 cm, decreased transmittance up to 15% in the middle of the flame and increased transmittance up to 10% in the right and left sides of the flame were observed. At HAB 15 cm, decreased transmittance up to 20% in left side the flame but increased transmittance up to 20% in the right side of the flame was observed. At HAB 30 cm, decreased transmittance up to 10% in left side the flame but increased transmittance up to 10% in the right side of the flame was observed.

The axi-symmetry of flame was also distorted significantly by using the second “tee”, indicating that frequency treatment maybe also affected the flow pattern and the fuel/air mixing process in addition to the effect on combustion chemistry. It can’t tell, however, which effect (on mixing or on chemistry) is more important.

Figure 9 depicts the soot volume fraction distributions in the flame at HAB 7.3 cm, 15 cm, and 30 cm for the baseline and two “tee” test campaigns, represented as baseline, Frequency Test 1, Frequency Test 2, respectively. All the data presented were interpreted based upon averaged values of each test campaign. At HAB 7.3 cm, significantly increased soot emission was observed in “tee” Tests 1 and 2. At HAB 15 cm, significantly decreased and increased soot emission was observed in “tee” Test 2. At HAB 30 cm, both significantly decreased and increased soot emission was observed in “tee” Test 2. Based on these observations, it can be concluded that the “tee” changed combustion and soot formation/oxidation at these HAB locations in the ethylene flame.

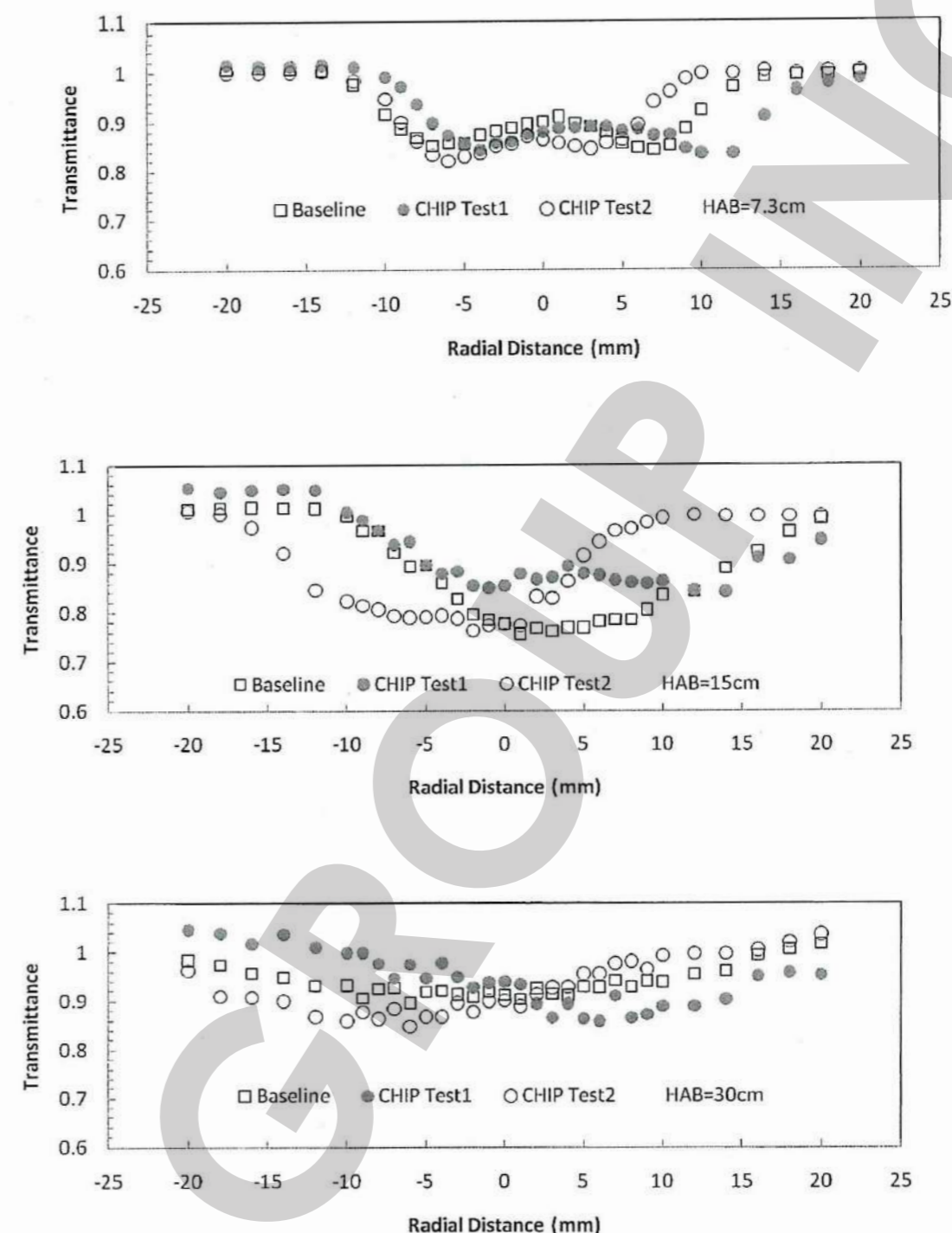


Fig. 6: Measured transmittance of baseline and the “chip” tests.

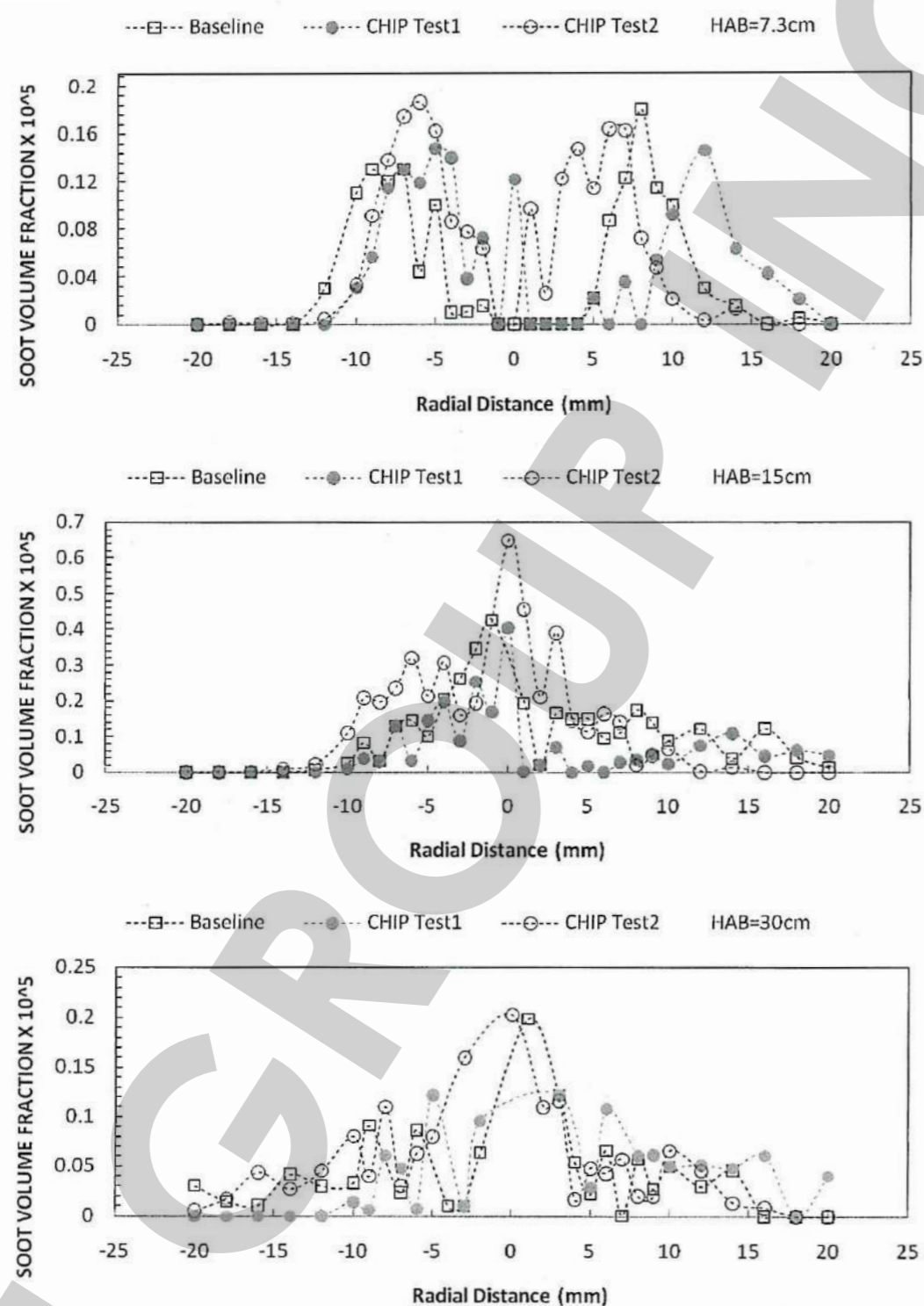


Fig. 7: Estimated soot volume fraction distributions in baseline and "chip" affected flames.

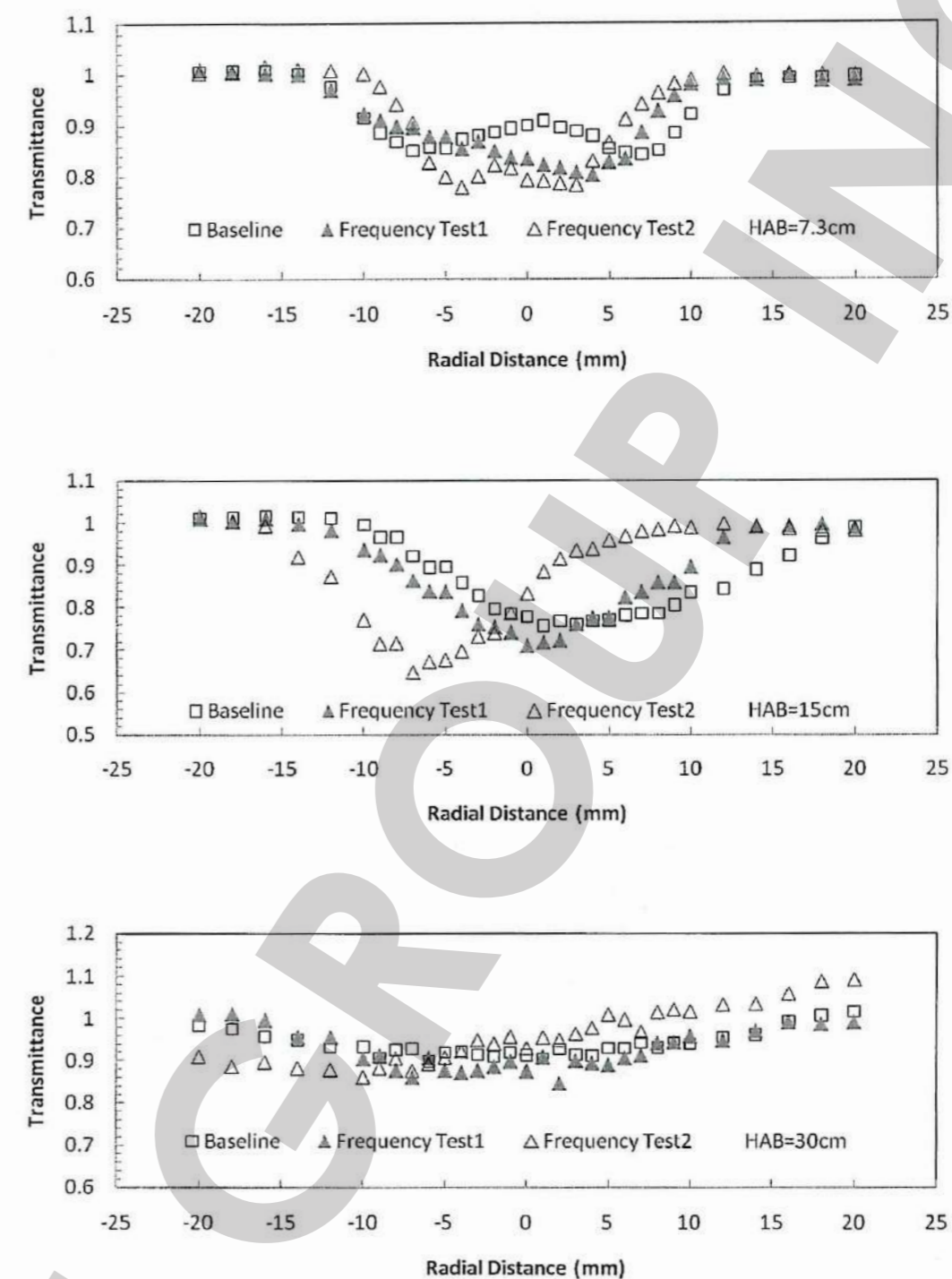


Fig. 8: Measured transmittance of baseline and the "tee" tests.

## 4.0 Conclusions and Suggestions

### 4.1 Conclusions

In this study, the effects of frequency treatment on soot emission using the “chip” and the powered “tee” were investigated. Laser absorption measurements, conjunction with inverses interpretations, of a co-flow laminar flame were conducted to provide the soot volume fraction estimates.

With the consideration of experimental uncertainties, this study illustrated that both the “chip” and the “tee” changed the combustng flow pattern and soot emission of the ethylene flame, since the measured transmittances with frequency treatments in most cases were significantly different to those of baseline tests.

Especially, when the “chip” was used, positive effect (reducing emission) of frequency treatment on soot emission or combustion completeness of the ethylene ( $C_2H_4$ ) flame was observed. Since the inventor of the “chip” withheld any details about the scientific principles of the “chip” due to intellectual property concerns [3], a scientific explanation on the positive results is not available at this moment.

### 4.2 Suggestions

This study indicates that frequency treatment affects the Diesel engine combustion process through both fuel/air mixing (physics) and fuel combustion chemistry. To accelerate the commercialization of the frequency treatment device, it is recommended to conduct fundamental scientific studies on fuel/air mixing and on combustion chemistry separately by using frequency treatment. Understanding these fundamental mechanisms will save costs in design, optimization, manufacture, and service of the device. Also, in order to obtain sufficient funding to further detail the investigation, a thorough literature survey on the effect of frequency treatment on mixing and on reaction, in general, is necessary.

For short term commercialization, a frequency treatment device with adjustable frequencies may be the solution. How to design such a device and how to guide the customer to do the adjustment (the frequency range, increase or decrease frequency), however, still need to be addressed.

### References

- [1] Private communication with the sponsor, 2009.
- [2] P.J. Pagni, S. Bard, “Particulate Volume Fractions in Diffusion Flames,” *Proceedings of the Combustion Institute*, Vol. 17, pp1017-1026, 1979.
- [3] Private communication with the inventor, 2009.

## CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

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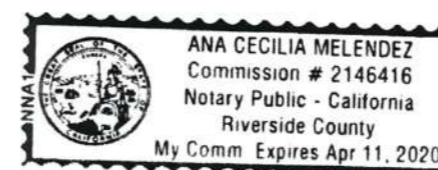
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## 5.2 An Introduction to Crystal Blue Air Chip



### **An Introduction to Crystal Blue Air Chip™**

Reducing Emissions and Improving Gas  
Mileage in Today's High-Performance Vehicles

## Abstract

*In today's demanding world people are becoming more concerned with the rising cost of fuel and the growing problems of smog pollution within their communities. Currently there is only about 20% oxygen on earth; a century ago there was 30%.*

*A simple analysis of numbers from the automotive sector tells us why we will continue to have problems (both in the US and worldwide) and why small percentage increases in fuel efficiency will have little real effect in the long run. Increasing populations worldwide and the desires of second and third world countries to have what we in the US take for granted spells continuously increasing environmental problems. For example, by the late 1990's there were about 500 million cars worldwide with an annual production of a little less than 40 million. At the present rate of growth, there will be about 1 billion vehicles worldwide by the year 2025. Presently there is about one car per 12 people on a global basis and about 1 car per 1.3 people in the US.*

### 1 Introduction

As the result of increased global wealth and desire for automobiles worldwide, no matter what we do to improve efficiency, increases in carbon dioxide from this source will continue with its attendant global warming, etc. Hybrid automobiles could help, but we must look at a second set of numbers from the US to understand impacts. There are over 200 million automobiles in the US and we manufacture approximately 20 million per year. Because of the "replacement lag," it would take 10-15 years to replace existing cars, especially since some production goes towards increasing the pool. Furthermore, there is a period for any new technology, the time needed to go from development to manufacturing to sales. This will add years to the replacement cycle. Thus even if we start today, implementation of a totally non-polluting technology useful for transportation would take the US circa 15 years to replace our present fleet. It could occur faster in third world countries because of the technology leapfrog phenomenon.

Under our present direction we are increasing fossil fuel consumption and commensurate carbon dioxide release at an ever increasing rate. The risks associated with our present course are both environmental and economic. There will be seriously increased degradation of our environment including increased loss of plant and animal species, increased habitat loss such as rainforests and coral reefs, increased human suffering through disease and lowering of life quality, increased global warming causing major problems through climate pattern changes and sea level rise with commensurate loss of high valued coastal real estate.

The trends for all these changes can be observed today and all have varying degrees of economic impact. However, a more direct economic impact, which will be felt by everyone, is the ultimate decline of "cheap oil."

Gregg Esterbrook, in a recent article discusses the world's estimated oil reserves. Based on industry estimates, he suggests that there are estimated "proven reserves" of 1,000 billion barrels of oil which only represents a 25 year supply at our present rate of consumption with its 2% annual increase. He states, "Whatever number is correct, the world has decades of oil ahead."

What it may not have is decades of cheap oil. Once the production peak comes and reserve levels begin to dwindle, the supply/demand equation may shift quickly toward higher prices. The debate, then, centers on how soon the peak will be reached." Estimates are that the peak will be reached by 2010. At present, the global oil trade depends on OPEC for about 42% of its oil consumption which could hit 50% by 2009. If OPEC's reserves turn out to be inflated as some in the industry believe, then the world oil production peak may occur much sooner with a subsequent sharp hike in prices. This is just barely within our time framework for introducing new technologies if we start now.

Finally, Esterbrook states, "... America has two basic choices: Begin investing in new energy forms, staying a step ahead of OPEC and smoothing the likely transition, or wait till the next crunch hits and accept another oil-induced recession."

It should be obvious that an essentially permanent hike in oil prices will have a major economic impact on our country, a country where 98% of fuel is based on fossil fuels and the average fuel travels 1700 miles to the consumer. The slight rise in fuel costs last winter and the problems truckers had with fuel costs and homeowners had with heating oil costs are just a glimpse at the issues leading to a major economic turn down. The "gas crisis" in Europe this summer is also an indicator that these problems are not limited to the US.

One can describe our present situation as if the environment and the world's population were in a barrel on the river heading towards Niagara Falls. We are starting to hear the roar, but have no idea when we will get to the edge. With some major rescue efforts we can be saved, but there will be a point of no return and no one can tell us when that will be.

In summary, the risks associated with our present course are ever-increased environmental degradation coupled with a significant long lasting economic downturn, recession or depression.

As the old Chinese proverb states, "if we do not change direction, we will likely end up where we are heading." A simple look at the numbers story tells us that we must change direction dramatically, with vision and conviction.

As a world community, we must realize that we will need the last remaining decades of fossil fuels to create and integrate new energy sources without losing the momentum of our developing world society. Because the US is a major user of energy per capita and we affect environmental issues by both example and laws, we must lead on these issues.

*The Crystal Blue Air Chip™ works in complete compliance with every vehicle's smog pollution control system. It starts at the source of the problem by restructuring impurities in petroleum prior to combustion.*

The Crystal Blue Air Chip™ emits a magnetic-like energy field, which raises the quantum coherent level of the energetic structure of petroleum. What this means is that by conditioning specific energy structures, the toxic elements are neutralized while octane and oxygen energetics are increased prior to combustion taking place. Just like a computer, the chip is programmed to simply turn off the bad elements in petroleum and turn on, and up, the good elements! The result is a dramatic reduction in automobile smog emissions and a serious increase in performance (both torque and horse-power). Over time you will also notice an increase in gas mileage due to combustion efficiency and the reduction of carbon deposits throughout the engine.

*\*Note! Once the anti-smog chip is installed, it cannot be removed and used on another vehicle.*

## 2.1 Benefits of the Crystal Blue Air Chip™

- As CBAC cleans a car's engine, it will slowly improve the car's performance; more horse power, torque and even improved gas mileage.
- Government and Industry supports this system because it saves them money and doesn't cost the public additional grief.
- The CBAC can be installed on a car in less than 5 minutes and requires absolutely NO technical expertise.
- It is inexpensive! It pays for itself in about 60 days from reduced car maintenance and operating costs. It cost about what you would pay for a little extra RAM in your home computer, but it has the capacity to change our world into a much cleaner place.
- The CBAC adds value to vehicles and reduces the stress on their current anti-pollution system. It will help it last longer without costing money for expensive repairs.

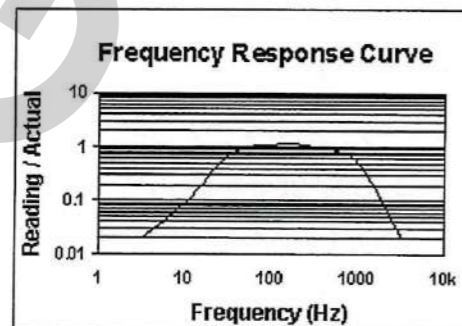


Chart indicates the emitting frequency (Hz) from the new Hydrate H7 CBAC Gas Disk.

## 2.2 What causes a vehicle to fail a smog emission test?

Automobile smog/emission test failure is due to the impurities in petroleum that release toxic elements and carbon deposits into the environment when combusted. These toxic elements are known as HC (hydrocarbons) — NO<sub>x</sub> (nitrogen oxides) and CO (carbon monoxide) — and are measured in ppm (parts-per-million).

Unburned HC and NO<sub>x</sub> react in the atmosphere to form photochemical smog. Smog is highly oxidizing in the environment and the prime cause of eye and throat irritation, bad odor, plant damage and decreased visibility. Carbon Monoxide impairs blood capability to carry oxygen to the brain, resulting in slower reaction times and impaired judgment.

Carbon deposits continually build up in the engine and catalytic converter. This carbon build-up creates an environment of reduced oxygen and increased heat, consequently causing damage to other vital engine components. Sensors on the engine convey how the oxygen and fuel are being mixed to the vehicle's computer. Some sensors also regulate fuel consumption. If these sensors have extensive carbon build-up or heat, the vehicle's computer will miss-read the information and produce poor or failed emission test results. As a result, the vehicle will burn more gasoline, produce more pollution and continue to create more carbon build-up, thereby reducing the life span of the engine.

## 2.3 Two Types of Smog Tests

- 1996 — present: Vehicles are tested with their own On-Board Diagnostics computer (OBD).
- 1995 and older: Vehicles use Acceleration Simulation Mode (ASM), which consists of a dynamometer and exhaust analysis equipment.

## 2.4 Sources of Smog

- NO<sub>x</sub> (Nitrogen Oxides): Nitrogen molecules in the air oxidize during combustion of the fuel. Measured in PPM.
- HC (Hydrocarbons): Combination of carbon based compounds produced by gasoline and diesel combustion. Measured in PPM.
- CO (Carbon Monoxide): Another bi-product of combustion. Measured in %'s.
- O<sub>2</sub> (Oxygen) Levels are usually tested at SMOG centers. Measured in %'s.
- CO<sub>2</sub> (Carbon Dioxide) Levels are usually tested at SMOG centers. Measured in %'s.

### 3 Research & Development

JH Group Inc. prissily has dedicated years of research in developing a solution for automobile and truck pollution and has incorporated its scientific findings into a technologically-advanced delivery system that works on both gasoline and diesel fuels.

Using The Crystal Blue Air Chip™ with combustion engines accomplishes two things:

1. Emission pollution is significantly reduced. The self-powered microchip microscopically-cleanses the additives and pollutants found in petroleum. The CBAC emits energy that literally "turns off" the agents in petroleum that cause smog pollution.
2. Engine performance and vehicle fuel mileage are significantly increased.

#### 3.1 Science Overview

The CBAC test bed provided a unique opportunity to deploy and study solutions to toxic emission in a controlled environment. The CBAC was designed to change the pollutant agents in petroleum that cause smog.

The purpose of this text is not to report experimental results. Rather, it tries to explain to laymen, in the simplest terms, this radically new approach to biology. We hope it will be useful to the reader who finds it hard to "make the leap." Indeed, is it possible to believe that the specific activity of biologically-active molecules (e.g. organic matter, crude oil, diesel fuel, kerosene), not to mention the immunological signature of a virus or bacterium can be recorded and digitized using a computer sound card, just like an ordinary sound. Imagine the perplexity of Archimedes confronted with a telephone, and being told that by using it he could be heard on the other side of the world, were we not to explain the nature of sound waves or their translation into electro-magnetism.

Life depends on signals exchanged among molecules (Biophotons). For example, when you get angry, adrenalin "tells" its receptor, and it alone (as a faithful molecule, it talks to no other) to make your heart beat faster, to contract superficial blood vessels, etc. In biology, the words "molecular signal" is used very often. Yet, if you ask even the most eminent biologists what the physical nature of this signal is, they seem not even to understand the question, and stare at you wide-eyed. In fact, they've cooked up a rigorously Cartesian physics all their own, as far removed as possible from the realities of contemporary physics, according to which simple contact (Descartes' laws of impact, quickly disproved by Huygens) between two coalescent structures creates energy, thus constituting an exchange of information. For many years, we believed and recited this catechism without realizing its absurdity, just as mankind did not realize the absurdity of the belief that the sun circles the earth.

The truth, based on facts, is very simple. It does not require any "collapse of the physical or chemical worlds." That molecules vibrate, we have known for decades. Every atom of every molecule and every intermolecular bond-the bridge that links the atoms-emits a group of specific frequencies.

Specific frequencies of simple or complex molecules are detected at distances of billions of light-years, thanks to radio-telescopes. Biophysicists describe these frequencies as an essential physical characteristic of matter, but biologists do not consider that electromagnetic waves can play a role in molecular functions themselves.

Like Archimedes, We all would have liked to have had a brilliant idea in the bathtub: "Eureka, the vibrations of molecules don't exist for them to dance the salsa at a Saturday night ball; vibrations are the tools of their trade, which allow them to send instructions to the next molecule down the line in the cascade of events which govern biological functions, and probably, to a large extent, chemical ones as well." Unfortunately, this was not the case, after years of research, around 1992; experiments showed that we could transfer specific molecular signals by using an amplifier and electromagnetic coils. In July, 1995, these signals were recorded and replayed using a multimedia computer. A computer sound card only records frequencies up to about 20,000 Hz. In the course of several thousand experiments, we have led receptors (specific to simple or complex molecules) to "believe" that they are in the presence of their favorite molecules by playing the recorded frequencies of those molecules. In order to arrive at this result, two operations are necessary: Record the activity of the substance on a computer; "replay" it to a biological system; sensitive to the same substance. Therefore, there is every reason to think that when a molecule itself is in the presence of its receptor, it does the same thing: it emits frequencies, which the receptor is capable of recognizing.

This means that a molecular signal can be efficiently represented by a spectrum of frequencies between 10Hz and 800,000 Hz. For several hundred thousand years, human beings have been relating sound frequencies to a biological mechanism: the emotions. Composers of background music for supermarkets or elevators are practicing neuropsychology without knowing it. High-pitched rapid sounds engender lightness of spirit, high-pitched slow sounds, sweetness; sounds both deep and rapid awaken the fighting spirit, while deep, slow sounds invoke serious emotions, sadness and mourning. These are fundamentally cerebral physico-chemical phenomena, triggered by defined frequencies. We do nothing more than this when we transmit pre-recorded molecular activities to biological systems.

Therefore, one may hypothesize that biological systems function like radio sets, by coresonance. If you tune a receiver to 92.6 MHz, you tune in Radio-This, because the receiver and the transmitter vibrate at the same frequency. If we change the setting a little to, say, 92.7 MHz, we no longer receive Radio-This, but Radio-That instead.

These advances in understanding the inmost mechanism of molecular recognition and signaling do not overturn the science of biology, and even less those of physics and chemistry. We have taken nothing away from classic descriptions, but only taken a step forward by adding to the present body of knowledge. This is the normal course of scientific progress, and there is no reason for it to provoke imprecations and anathema.

The electromagnetic nature of the molecular signal sheds light on many shadowy areas of biology. We can now understand how millions of biological molecules can communicate (at the speed of light), each with **its own** corresponding molecule **and it alone**, the basic requirement for the functioning of biological systems...and why minute chemical modifications produce considerable functional consequences, something "structural" biologists are at a loss to explain. In deciding that only structures can have an action, biologists find themselves in a pre-Newtonian world where the movement of celestial bodies is described by Ptolemy in terms of epicycles. Hence the inability of contemporary biology to provide answers to the major pathologies of the end of this century. The passage from the rigid biology of structures to one of information traveling at the speed of light can be accomplished without a "revolution." Contrary to what is stupidly claimed by scientific gossips, recording the activity of molecules no more implies denying their existence (after all, molecule-specific electromagnetic messages must come from specific molecules) than it does denying the law of mass action, according to which the effect is directly proportional to the number of molecules. One might as well expect a singer to disappear by recording his voice! In other words, we eliminate neither the light-switch nor the light bulb; we only say that a wire with a current of electrons connects the two. We are not in another, electromagnetic world in which we are substituting for the old molecular world. We capture, copy, transfer-and soon will modify-electromagnetic signals emitted by molecules in the course of their normal functioning.

What about water in all this? It is the vehicle for information. This cannot be avoided, since there are 10,000 water molecules in the human body for every molecule of protein. There is no problem with this either; a submarine communicates with its base via low-frequency electromagnetic waves, not with megahertz frequencies, which do not penetrate water. We have recently completed very simple experiments showing that a molecule at a normally active concentration does not work in a medium devoid of water. Adding water is not enough to restore activity; it must be "informed." In other words, when molecules trigger a biological effect, they are not directly transmitting the signal. The final job is done by perimolecular water, which relays and possibly amplifies the signal. Sound is not directly created by a compact disc. The latter carries data, which is audible only after being amplified by an electronic system.

The "memory of water?" It is more mysterious, but no more so than the fact that a compound formed from two gases should be liquid at normal temperature and pressure, and dilate as it cools. Coherent domains with laser-like properties have been described in water (E. del Giudice, G. Preparata, G. Vitiello (1988) 'Water as a free electric dipole laser', *Phys. Rev. Lett.* 61:1085-1088). More recently, a unique type of stable (non-melting) ice crystal that maintains an electrical field has been identified and characterized in water. Truly, unemployment should not be a worry for physicists! Nonetheless, water is not our subject of investigation. What interests us is not the nature of the magnetic medium and how it functions, but the message recorded in it, which can be copied and transmitted. In the light of our experimental results, we are confident in our belief that we have elucidated the physical nature of the molecular signal. The principle is as simple as exploding a mixture of air and gasoline, but the consequences are enormous. The Crystal Blue Air Chip does not present sound; it presents an electromagnetic software program, which changes the instructions and behavior of the gasoline on a molecular basis.

#### 4. Summary

At the present time, the only way to identify a molecule is to carry a sample, most often obtained invasively or even destructively, to a laboratory. With this "digital analysis" method, we dispose of a signal, which can be instantly transmitted and analyzed at the other end of the world by classic means of telecommunication. Using this method, the detection of toxic substances, proteins or molecular complexes (parasites, bacteria, viruses, "abnormal cells") should become possible without physical sampling. It is noteworthy that no in vivo detection methods of prions presently exist, with well-known epidemiological and economic consequences. The detection of antigens and antibodies, just to mention this field, represents a considerable share of the activity of clinical biology laboratories. Moreover, some results seem to indicate that these methods should be applicable to the chemical industry and to environmental surveillance, e.g. to detecting, at a distance, micro-organisms or products from genetically modified plants.

**Every parasite, bacteria, virus, and abnormal cell or Organic material (Gasoline) presents very specific digital frequency signatures. This promises to be our most innovative tool of the future, in the early detection of most major diseases. Completion of these projects would have immense consequences on "medical and commercial diagnostic procedures" with huge technological and commercial impact.**

A final question: why are scientists so opposed to the evolution of science? Is it to defend their piece of turf? Why, in the name of intangible dogmas, which the history of science has shown to be so often ephemeral, do they reject advances, which represent progress for their discipline? Do these advances appear to threaten their all-too-fragile certitudes? Such questions are not just philosophical, because these people are respected counselors, advisers to political and industrial decision-makers. They orient-most often by hampering-new applications flowing from scientific progress. I don't know where these mental blocks come from, but they are, in theory at least, irreconcilable with a scientist's function. Here is a quote (translated from the French edition of *Encyclopedia Universalis*, taken from the article on *Mechanism*) which shows, alas, that those blocks are eternal:

*We have a good example of the dilemma of "mechanism" in the Cartesians' opposition to the Newtonian world-view, which they felt completely called into question the new science and pushed scientific thinking back to a level beneath what "mechanism" had already achieved. The problem is, for Descartes, that movement is only possible if there is contact and impulsive force; action at a distance-attraction, as Fontenelle was to say-can only mean a return to a physics of sympathetic motion and occult attributes...In this way, they do not engage Newton in a scientific controversy; they disqualify him for obscurantism.*

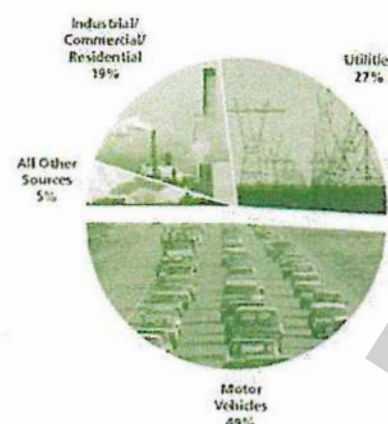
*Thus the French scientific community resisted Newtonian theory for a long time, or would prefer to ignore it...But "mechanism," which is an obstacle to scientific progress, remains blocked. No doubt, Newton is less an opponent of "mechanism" than he is the proposer, by provoking a total break, of another model of physical mechanics in which movements other than those produced by impulsion become possible.*

#### 4.1 What are the Toxic Elements?

**Hydrocarbons** are a precursor to ground-level ozone, a serious air pollutant in cities across the United States. Hydrocarbon emissions result from incomplete fuel combustion and from fuel evaporation. Ground-level ozone causes health problems such as difficulty breathing, lung damage, and reduced cardiovascular functioning. A number of hydrocarbons are also considered toxic, meaning they can cause cancer or other health problems.

**Nitrogen oxides**, or NO<sub>x</sub>, is the generic term for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. Nitrogen oxides form when fuel is burned at high temperatures, as in a combustion process.

**Carbon monoxide**, or CO, is a colorless, odorless gas that is formed when carbon in fuel is not burned completely.



**In the United States, transportation sources release 14,105,000 short tons annually.**

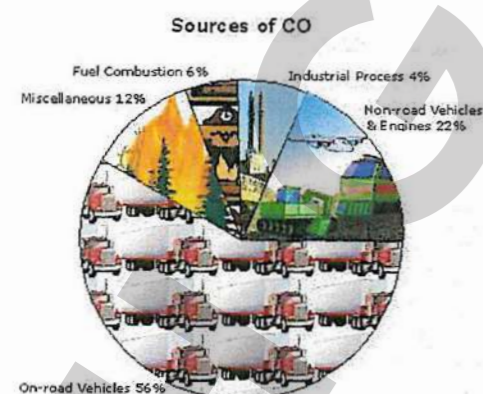
**On-Road vehicles** are responsible for 8,590,000 short tons of NO<sub>x</sub> being released into the atmosphere in 2000 alone. Of these emissions, **diesels** contributed to 3,635,000 short tons.

**Marine vehicles** released 1,007,000 short tons in 2000.

**Construction vehicles and equipment** burning diesel fuel are responsible for 1,247,000 short tons annually.

**Diesel Farm Equipment** contributes 906,000 short tons.

**Aircrafts** released 175,000 short tons in 2000.  
1 Short Ton = 2000 lbs = 907.18 kilograms



## THE CRYSTAL BLUE AIR CHIP TECHNICAL DATA

### SPECIFIC FUEL SAVINGS

RPM	Baseline	Gal/HP/HR	% Incr.	Gal/HP/HR	% Incr.
1000	.32	.26	18.8%	.25	21.9%
1500	.26	.21	19.2%	.20	23.0%
2000	.20	.18	10.0%	.17	15.0%
2500	.19	.18	5.2%	.16	15.8%
3000	.17	.16	5.8%	.15	11.8%
		Average =	11.8%	Average =	17.5%

*The CBAC has been shown to reduce toxic emissions by 65-80% with the gas chip on the gas tank. The claimed effect of improved gas mileage of an average of 17.5% appears to be correct.*

### 1. INITIAL PERFORMANCE TEST RESULT

All of the initial testing was done on privately owned cars and with regular gasoline purchased from local gas stations. The exact same conditions that would be used by the end customer of the CBAC with their own automobile.

### 2. DURABILITY (TIME OF DURATION) TEST RESULT

The Duration of the CBAC is based on the software program in the chip. It is programmed to function at 100% for 36 months, and then it turns off. What we call "planned obsolescence." The CBAC can be programmed to last 1 – 4 years.

### 3. ENVIRONMENTAL TEST RESULT

The H7 technology used in the CBAC has been tested for stable temperature ranges. The technology is stable from -10 degrees Fahrenheit to 550 degrees Fahrenheit with no changes in recorded frequency output.

### 4. NEGATIVE EFFECT

The CBAC is an Ecology based software program. It only affects the fuel. We studied many different types and grades of fuel to determine the best engine performance with regards to fuel, and then a special software program was prepared and tested. The results were that a reduction of smog emissions occurred with better gas mileage. This was achieved by upgrading the fuel to a super-premium via an electromagnetic transfer from the CBAC's software program. This works in complete cooperation with all other electronic and mechanical processes of the car. It is easy to identify any conflicts between systems and there are no conflicts.

## 5. COMPATIBLE GASOLINE FROM LOCAL GAS STATIONS

We have about three major gas stations on the west coast in the USA; Shell, Standard and Texaco, they all have 3 different grades of gas: Regular (87 octane), Plus (89 octane), Supreme (91 octane). The better fuels have additives, which provide a cleaner burn and better mileage and performance. The CBAC works in cooperation with the fuel additives, it supercharges their benefits.

*What does the CBAC do?* It re-conditions and upgrades the fuel to burn cleaner, because it creates a molecular change in the structure of the fuel and supercharges its additives.



**The CBAC works with all petroleum products! Gasoline or Diesel!**  
**Reduces automobile and truck smog pollution while increasing performance!**

## CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

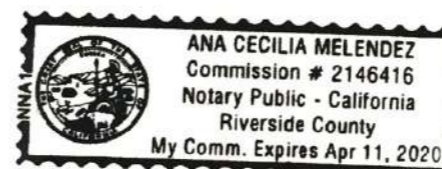
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )  
 County of Riverside )  
 On 2-10-17 before me, Ana Cecilia Melendez, Notary Public,  
 Date Here Insert Name and Title of the Officer  
 personally appeared Dianixa Casanova  
 Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Ana Cecilia Melendez  
 Signature of Notary Public

Place Notary Seal Above

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### Description of Attached Document

Title or Type of Document: An Introduction to Cristal Blue Air Chip.  
 Document Date: 2-10-17 Number of Pages: 13  
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<input type="checkbox"/> Individual <input type="checkbox"/> Attorney in Fact	<input type="checkbox"/> Individual <input type="checkbox"/> Attorney in Fact
<input type="checkbox"/> Trustee <input type="checkbox"/> Guardian or Conservator	<input type="checkbox"/> Trustee <input type="checkbox"/> Guardian or Conservator
<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____
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**JH GROUP**  
 4740 GREEN RIVER RD 214  
 CORONA, CA 92880



## 6.0 Manual for Dealerships

### Introduction

The information specified in this guide concerning the installation of the Activator Fuel Device is for [an assigned person] to receive a “Certificate of Training” from JH Group Inc. to obtain “Certified Installer” status.

Once certified from JH Group Inc. and the manufacturer, the [person] will have a better understanding of the installation process and the sensitive material on how the Platinum, Gold and Bronze fuel devices are made. The enclosed instructions and the information stated here are considered “proprietary information” and should be treated as confidential material.

As a ‘Certified Installer’ the [person] will have the responsibility to assist other people; customers and or management to describe the Activator’s technology and explain the process that is available on how the solar fuel device works.

The manufacturer of the technology has obtained several patents and received numerous independent studies on the effectiveness of the technology. A Purdue University evaluation results included; improved gas mileage and the reduction of harmful toxic emissions. JH Group Inc. trademarked the name “Activator” under their exclusive marketing and distribution agreement. JH Group Inc. offers the Activator device exclusively through new auto Dealerships.

As the exclusive Distributor of the solar assisted fuel device, the “Activator”, JH Group Inc. is required to supervise, with the manufacturer’s oversight a comprehensive installation training program. Each dealership is required to have a Master Technician trained to oversee and supervise the installation of the Activator.

JH Group Inc. and the manufacturer maintain an ongoing protocol that will upgrade with future directives information that is relevant to the effectiveness of the Activator. Current protocol recommends the Activator be replaced every twelve (12) months to insure proper effectiveness of the solar assisted fuel device.

## Description of the Activator

The Activator is a small micro induction solar assisted fuel device that is programmed with high density frequencies that modifies the fuel's molecular structure to burn hotter, thereby increasing fuel performance and lowering emissions.

This is accomplished through a proprietary process that the manufacturer has patented which covers the design elements, material and the intellectual property. The energy that emits from the Activator is considered an 'energetic flux' and once attached properly to the bottom of the fuel tank, will continue charging the liquid fuel for a specified period.

The Activator will continue operating as long as the fuel device is not removed and applied to another fuel tank. Removal will disrupt the original adhesive and may damage the unit. The Activator is guaranteed to operate for (12) months and is protected with a plastic dome from outside environmental hazards.

## Description of Different Designs

There are (three) different designs of the Activator product.

**Platinum:** Premium grade fuel; 91, 92 octanes.

**Gold:** Plus and Regular grade fuel; 87, 89 octanes.

**Bronze:** Small Diesel grade fuel.

Each design of the Activator fuel device are made for optimal fuel performance; to burn fuel more effectively. The engine control module (ECM) monitor, which is a network of sensors to ensure operating conditions, will not affect the Activator's performance. Nor will the Activator affect the (ECM) performance. It is a device that is designed to interact with liquid fuel only.

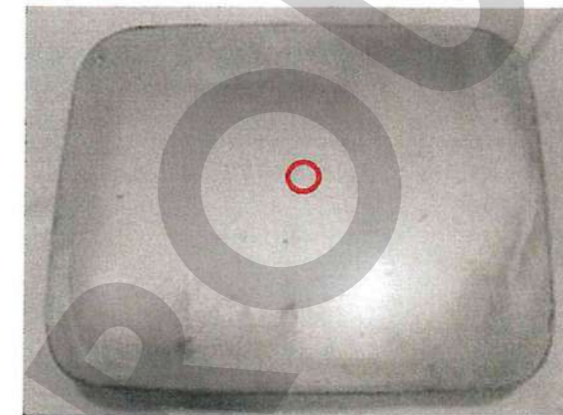
## Caution: Keep all magnetic devices away from the Activator.

A neodymium magnet or heavy electrical equipment may damage the Activator's performance. If this occurs, send the fuel device back for re-activation.

## Placement of the Activator

Attention to this section is important! Proper placement is critical to the performance of the Activator. Installation recommendation, an emery cloth is effective to buff up the surface of the tank where the Activator is going to be located after the surface has been properly cleaned and all oil or grease residue has been removed. Alcohol or Acetone is recommended with a clean cloth. Peel off (one) fuel device from the master sheet of ten (10). For best results use a drop of super glue on the back of the fuel device to assist the adhesive backing. Note: (1) Activator fuel device will service a 30 gallon fuel tank.

Place the Activator on the center bottom of the fuel tank. Once you've applied the device, press the device firmly to the tank with your thumb for (15) seconds to activate the adhesive.



If there is an obstruction such as a strap or cover plate, move the Activator to a different location as close to center as possible. The advantage of the Activator is that it just needs a one inch area, close to the bottom of the tank where the fuel collects. The Activator has an 'energy flux' that measures 1.5 to 2 inches from all sides of the fuel device. Most vehicles use Plus and Regular grade fuel, 87, 89 octanes, therefore the correct product for this octane is the "Gold" design for that vehicle. If the vehicle requires the Platinum or Diesel design, follow the same instructions. The Activator will work on high-density polyethylene tanks as well.

## How the solar assisted fuel device works.

The Activator is synthesized with natural frequencies that change the molecular structure of gasoline and or diesel, which is a mixture of many straight chains, branches, and aromatic hydrocarbon molecules. Combustion equation: Fuel + Oxidizer → Combustion products + Heat energy is a complete combustion reaction, a compound reacts with an oxidizing element, such as oxygen or fluorine, and the products are compounds of each element in the fuel with the oxidizing element. The process releases heat energy.

The Activator is a fuel enhancing device that once charged is capable of altering the flash point of fossil fuel to burn hotter, which normally burns at 280°C (536 °F). When more energy is added to the flashpoint it effectively burns hydrocarbon, carbon monoxide and nitrogen oxide (NOx) more efficiently.

The technology comes from years of examining and testing fuels, vehicle emissions, and even gas containers to identify specific hydrocarbon molecules that can be altered using frequencies.

Platinum was found to be the key element, which is found in the production of catalytic converters. Once identified, it is synthesized with other elements to create the "energy source".

The solar assisted cell portion of this fuel device is then embedded into the Activator that stabilizes the energy flux. It now moves into the third stage of production. The product is not complete until it's bonded with a clear flexible acrylic dome for protection. The Activator's material contains 22.8% carbon alloy, just enough to receive the high density frequencies from a complex device that programs the frequencies into the material. Once charged by this propriety process, the Activator is now ready to be sold to customers who will gain improved fuel performance and lower emissions.

## Part Numbers for Activators



Platinum: #J11700



Gold: #J10440



Bronze: #D00310

### Specifications:

The images shown above are a representation of the actual products. The actual printed versions will be printed on a silver polyester, (RF) material containing 22.8% alloy fragments. The final product(s) will have a solar panel embedded in the center of each product, made to separate a spectrum of light called the "electromagnetic spectrum" this is part of the 'Solar Assistance Application'. The product(s) will also be protected with a clear flexible plastic dome, 1/16" for extra protection. These product(s) are made to energetically enhance the fuel for gasoline and small diesel engines only.

The Activator is a "Fuel Amplifying Smog Emissions Reducing Device" developed through the applied science of quantum mechanics. Although most people are mystified by the term "quantum mechanics", much of our modern technology has expanded from it.

For example, all laser technology (like CD's, DVD's, laser printers, and a host of medical, military and industrial applications use semiconductor technology.) The Activator uses solar assisted technology to enhance performance of the fuel.

Solar assisted technology works with even minimal day light, and has an expected life-span of over one year. The direct result from the fuel device enhances the fuel to burn hotter; the toxic elements are neutralized while octane and oxygen energetics are increased prior to combustion taking place.

With increased burning at the flashpoint, less fuel is required to obtain torque and horse-power, which logically means fewer emissions from the vehicles exhaust. Over time the vehicles operator will notice an increase in mileage, the result is due to combustion efficiency and the reduction of carbon deposits throughout the engine. Every computer, cell phone and nearly every vehicle on the road uses semiconductor technology born from quantum mechanics. The Activator is just one additional application of this arm of modern physics.

Explanation of (hydrocarbons), HC and (nitrogen oxides), NOx:

Automobile smog/emission test failure is due to the impurities in petroleum that release toxic elements and carbon deposits into the environment when combusted. These toxic elements are known as HC (hydrocarbons) — NOx (nitrogen oxides) and CO (carbon monoxide) — and are measured in ppm (parts-per-million).

Unburned HC and NOx react in the atmosphere to form photochemical smog. Smog is highly oxidizing in the environment and the prime cause of eye and throat irritation, bad odor, plant damage and decreased visibility. Carbon Monoxide impairs blood capability to carry oxygen to the brain, resulting in slower reaction times and impaired judgment.



Material Safety Data Sheet and Product Specification Sheet for the Activator

Product	Description	Component Number
1 mil holographic film	metallized polyester	TL250

Standard	Definition:
Top-Coated	A 1 mil holographic metallized polyester film with good handling characteristics, chemically treated to enhance adhesion for water based inks, solvent based inks, UV curing inks, heat transfer inks, silk screening, flexo, lithographic, gravure and thermal transfer systems. This material contains 22.8% alloy fragments, and meets all health regulations.
Corona Treated	
Non Top-Coated	

Technical Data:					
Type	Caliper	Tensile	Tear	Federal Regulations	
Film	1.00 Mil	MD: 22 Lbs./in CD: 22 Lbs./in	MD: CD:	22.8% Metalize:	Yes
Basis Weight	Opacity	Whiteness	Brightness	Toy Safety:	Yes
	N/A	0		Indirect Food:	Yes
pH	Elongation	Dyne Level	Temperature Range	Direct Food:	No
	MD: 080 CD: 080	Front: Back:	Upper: N/A	RF Material	Yes

**WARRANTY:** All data obtained through ASTM standards are typical and should not be used for specification purposes. Because of the variety of possible uses, the buyer should test the suitability for each intended use. The buyer assumes all risks in connection with such use. The Manufacturer is not liable for damages in excess of the purchase price of products or for incidental or consequential damages.

**TECHNICOTE** warrants the products to be free from defects in material and workmanship. Should any failure to conform to this warranty appear within one year after the initial date of shipment, **TECHNICOTE** shall, upon notification thereof and substantiation that the products have been stored and applied in accordance with **TECHNICOTE'S** standards, correct such defects by suitable repair or replacement without charge at **TECHNICOTE'S** plant or at the location of the products (at **TECHNICOTE'S** election); provided, however, if **TECHNICOTE** determines that repair or replacement is not commercially practical, **TECHNICOTE** shall issue a credit in favor of **BUYER** in an amount not to exceed the purchase price of the products.

**RISKS FACTORS:** This material poses no health or environmental risks. The material is safe for any regulatory situations that require additional safety tests. The material will cause no harm to the environment and will not cause any combustion elements to diesel, gas or marine engines. It is not a flammable product and it is biodegradable.

In acceptance to the instruction guide that I have read and understand the responsibility of the non-disclosure aspect of this manual, I will accept the position of "Certified Installer" for my company.

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Position: \_\_\_\_\_

Signature: \_\_\_\_\_

Dealerships Name: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone Number: (\_\_\_\_) \_\_\_\_\_

General Manager Name: \_\_\_\_\_

# **CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**

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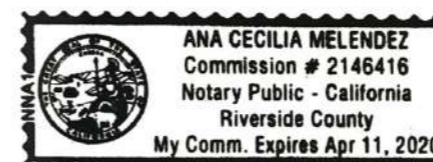
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State of California )  
 County of Riverside )  
 On 2-10-17 before me, Ana Cecilia Melendez, Notary Public,  
 Date Here Insert Name and Title of the Officer  
 personally appeared Dianixa Casanova \_\_\_\_\_  
 Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Ana Cecilia Melendez  
 Signature of Notary Public

Place Notary Seal Above

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<input type="checkbox"/> Individual <input type="checkbox"/> Attorney in Fact	<input type="checkbox"/> Individual <input type="checkbox"/> Attorney in Fact
<input type="checkbox"/> Trustee <input type="checkbox"/> Guardian or Conservator	<input type="checkbox"/> Trustee <input type="checkbox"/> Guardian or Conservator
<input type="checkbox"/> Other: _____	<input type="checkbox"/> Other: _____
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 4740 GREEN RIVER RD 214  
 CORONA, CA 92880



**JH GROUP**

**JH Group Inc.**

Corona, CA 92880

1-888-760-1999

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