The following fuel tests are on the evolution of the advancements in the Kulish Monopolar Fuel Saving System Technology: the original, patented Mark 1, Mark 2 & Mark 3 Technology under various brands from 1987 to 2012.

Note: All Kulish Monopolar Fuel Saving Systems must go fully through the "Stabilization Period" to achieve maximum economy and pollution reduction. In many of following tests including various International EPA and automotive manufacturer's tests, the Monopolar Fuel System did not run enough to Stabilize to provide its highest economy, yet still provided sound savings and pollution reduction.

In reviewing all the tests, it is easy to see which vehicles Stabilized as the results are much higher.

As you will note: The final Mark 3 Monopolar Technology with all the advancements provides the highest stabilized economy gains.

Mark 1 Testing (pg 1), Mark 2 Testing (pg 22), Mark 3 Testing (pg 23)

Mark 1 Testing

Mazda Official Pennsylvania Automotive Emissions Testing - December 2004

Emissions Reduction = Mileage Increase

Hydrocarbons (HC) and Carbon Monoxide (CO) are two of the essential reduced gases that laboratories analyze (carbon balancing) to formulate increased MPG.

Formerly, all engine technicians were taught for the highest economy and efficiency, they would tune the engine to its lowest emissions output.

The following is an abstract of a registered Pennsylvania Emissions test.

Due to the high emissions, the car did not pass the first test. The Monopolar System Technology was installed and the car was run for 1 week back and forth to work - approximately 125 miles. Then it passed better than a new engine.

TEST Location: R&R Automotive Group, 5 Atkins Drive, Doylestown, PA 18901
Date: December 9, 2004; Inspector: Kenneth L Williams; State Inspector ID 13085609
System Analyzer UD 13503

Vehicle: 1990 Mazda RX-7 Rotary Engine; VIN: JM1FC3516J0101260; 1300 cc engine injected
Mileage: 89294

:	Before	After Installation	Results
Carbon Monoxide	8.36%	0.00%	100% Reduction
Hydrocarbons	381 ppm (parts per million)	8ppm	98% HC Reduction

The CO went down 100%. The HC went down 98%.

These emissions reduction equivocate to about 20-24% increase in mileage.

Monopolar Fuel System / Emission Reduction Tests

All tests performed under Federal EPA Code 40 CFR, Sec. 51.351
These are before & after results with a Kulish Monopole installed showing reduced emissions.

Reduced Emissions = Fuel Savings

Make/Model	HC Before	HC After	% HC Decrease	CO Before	CO After	% CO Lower
Chevy 307, V8	774	580	25%	.06	.00	100%
Chevy 400, V8	141	37	73%	1.78	.21	88%
Chevy 2.8L, V6	46	11	76%	.31	.00	100%
'85 Pontiac 6000	227	42	81%	.33	.04	89%
Escort 4 Cyl.[1]	259	54	79%	5.9	.25	96%
Ford Pick-Up V8	158	16	90%	.21	.21	57%
'88 Nissan V6 3.0 4x4[2]	130	30	77%	1.7	.00	100%
'84 Chevy V8	12	0	100%	.00	.00	---
'83 Chevy V6, (C)[2]	72	0	100%	.64	.01	98%
'78 Olds 280 V6 (C)[2]	348	65	81%	.04	.01	75%
'82 Lincoln 302 V8 (C)[2]	13	4	69%	.05	.00	100%
'88 Ford 2.3L (F.I.)[2]	193	20	90%	.80	.01	98%
'86 Dodge 318 V8 (C)[2]	125	15	88%	1.24	.02	98%
'87 Jeep 4.0L V6[2]	18	8	55%	.09	.04	55%
'75 Buick 350 V8 (C)[2,3]	128	95	26%	4.21	4.04	4%
'86 Pontiac	125	0	100%	.04	.00	100%
Chevy Van V8	190	125	65%	1.8	.30	81%
'88 Jeep	38	7	81%	.16	.05	68%
Hyundai 4 Cyl.[4]	18	14	22%	5.69	.02	99%
'91 Suzuki, 4 cyl.[a]	170	100	41%	1.6	.15	91%
Nissan SX[a]	70	90	+29%	0.3	0.2	33%
'88 Volkswagen, 4 cyl.[a]	320	270	15%	6.2	3.6	42%
'86 Mitsubishi, 4 cyl.[a]	390	330	15%	3.8	2.8	26%
'76 Chevy, 4 cyl.[a]	320	180	44%	3.6	1.0	72%
'87 Oldsmobile	63	0	100%	.06	.00	100%
'69 Corvette 350 CID	383	197	48%	7.85	1.98	74%
'90 Olds 6 Cyl.	60	48	20%	.32	.23	31%
'83 Chevy 305	230	163	20%	9.83	8.60	12%
90 Chevy Luv 1600 cc	3.96	3.20	19.2%	57.3	53.7	6.3%
Fiat 126 Polska	N/A	N/A	20%	N/A	N/A	45%
'79 Chevy 350 CID	366	38	90%	2.77	.16	94%
'86 Chevy V6, 2.8L	19	12.5	65%	.02	.00	100%
'90 Chevy 350 (C)	79	21	73%	.14	.01	93%
'84 BMW 6 Cyl.	64	39	39%	.60	.05	90%
VW Quantum 4 cyl (Fuel Savings of 17%)[b]	N/A	N/A	N/A	1.5	0.5	66%
'93 Proton 1.5L (Power increase fr/ 58 kw to 59 kw)[c]	130	100	23%	2.0	1.4	30%
Maruti (India Vehicle)	100	60	40%	2.6	1.6	30%

‘ 94 Chevy Suburban	56.0	6.0	89%	.10	.00	100%	+ 27%
‘ 90 Ford Bronco	69.0	10.0	86%	.19	.00	100%	+ 28.9%
‘ 91 Nissan	43.0	4.0	91%	.00	.00	0%	+10.3 %
‘ 86 Blazer	--	--	36%	--	--	13%	+ 50.8%
D Truck/V6 Duetz	--	--	--	40 ppm	10 ppm	75% diesel ppm	

(C) = Carburetor (F.I.) = Fuel Injection * = Accuracy within +/- .04
[a] = Guatemalan Report [b] = Argentinean Test [c] = Malaysian OEM Test
[1] = Boston Gas Company [2] = On file with Magnexx Corporation
[3] = Buick has heavy deposits, must go through stabilization period to attain full results.
[4] Stabilization period only, final not available.

Kulish Monopole Fuel Energizer Certified Fuel Savings & Horsepower Increase Tests

- VTEC Laboratories – test – 26% drop in fuel consumption.
- Preliminary Emissions test by Institute of Aeronautics (Poland) – 40% CO reduction, 20% HC reduction.
- RV Power Group – Gulf Stream high-rise from 5.34 mpg to 8.08 mpg.
- Bacon Equipment Company – 33% horsepower increase (farm tractor).
- J.P. Bethlehem, PA – 12.5% faster ¼ mile race time (Corvette).
- Manner Automotive Tech – 10% horsepower increase (Chevrolet)

.

- Penske Racing – 4.8% average horsepower gain (full race engine).
- Tom McCall, Petrochemical Engineer – de-carbonizing of fuel injection system and engine.
- Chile EPA – 18% Fuel savings.
- Chinese test on early prototype Auto Fuel Energizer – 7-10% Fuel savings.
- Tomei Industrial Furnace, Taiwan – reduction of 11.7% of heavy oil used.
- Northern California Diagnostic Laboratories reported a 5% increase in horsepower during testing.
- US Border Patrol Test (8/10/95) – 94 Chevy Suburban 27.0%, 90 Ford Bronco, 29.8%, 91 Nissan 4 x 4, 10.3%, 86 6.9L Diesel, 50.8%.
- Electrometal Ltd. (7/31/95) – Genset (Motor/Generator) – Saved 25% on Diesel Fuel.
- Wheels Ltd. (11/04/95) – Two Ambassador’s Vehicles, increased mileage of rental cars by 17.46% and 18.0% respectively.
- City of Berkeley CA – Fuel Economy change: 95 Ford Crown V8, 14.13%, 95 Ford Crown V8 (2.46%), 90 E-350 Ford Van V8, 7.06%.

Certified Tests

Beijing Railway	Locomotive average fuel savings: 4.88-5.91%, 60% reduction smog & elimination of carbon buildup in the Combustion chambers. Elimination of boiler scale.
United States Air Force	80% reduction in smoke, +50% reduction in carbon monoxides, +50% reduction in hydrocarbons
US Postal Service, CA	Fuel Savings of + 8%, Reduction of Hydrocarbons by + 15%, Reduction of Carbon Monoxide by + 11%.
U.S. Federal Border Patrol	+10% increases in fuel savings, +50% reductions in carbon monoxide and hydrocarbons.
VTEC (EPA aligned lab)	Fuel savings of 26% under laboratory conditions on equipment calibrated to the EPA standards.
Sirim/Malaysia	Average of 5% Fuel Savings, 40% reduction in carbon monoxide emissions.
City of Berkeley, California	Recommendation was made to install on the balance of the fleet and 4 of the waste hauler trucks.
EPA (Latin America)	18.8% reduction in fuel consumption. CVS-75 Standard Motor Industry Test.
EPA/Sri Lanka (Ceylon)	Diesel Smoke Opacity Emission Test, 60% reduction in Diesel Emissions
Mercedes Benz Mfg.	Well over 50% reduction in smoke, hydrocarbons, carbon monoxide.
Nissan Mfg.	Tests on 5 vehicles all showed dramatic reductions in hydrocarbons and carbon monoxide.
Proton Mfg.	Significant reduction in carbon monoxide and hydrocarbons.

Field Tests from the US and around the world.

Penske Racing	4.8% increase in horsepower on fully built race engine – engine was designed with most engineered hp available
Ford/Volkswagen Mfg.	In excess of 50% reduction in carbon monoxide emissions.
Quality Automotive	Report shows long-term positive effects of Kulish's EPM Systems

United States Department of the Air Force
Air Force Material Command
Management & Equipment Evaluation Program *(MEEP)*

Background: Three vehicles, two petrol and one diesel, at Hurlburt Field, Florida, were removed from service, exhaust gas emissions were tested for pollutants, and Monopolar magnetic units were fitted. The vehicles were allowed to run for 10 minutes, then gas emissions were tested again. **Dramatic** improvements in harmful emissions were noted. To ensure continuity in testing, the same mechanic performed all emission tests using the Bear 2000 series diagnostic analyzer, EPA approved and calibrated equipment. All tests were carried out with engines at operating temperature.

Method:

(a) Three vehicles were selected for testing over a six month period in order to fully assess the effect of Kulish Monopole System. Two vehicles were petrol, one diesel bus.

(b) The same mechanic conducted all emission tests for all vehicles prior to the installation of the system.

(c) The system was installed to the fuel lines on all vehicles using only plastic cable ties. A large "cooling system" magnetic unit was fitted to the vehicle's cooling system. ***No lines, fuel or water, were cut or disturbed.***

(d) An emission test was conducted after the units had been fitted, having allowed the vehicles to run for 10 minutes. A notable change in emission out put, up or down, confirmed correct installation.

Advantages:

(a) The system reduced harmful emissions from the petrol engines almost immediately after installation and ***continued to maintain the reduction throughout the six month period*** (see charts A & B).

(b) The diesel engine showed an ***immediate reduction of visible smoke***. Prior to the installation, the 1985 bus was a ***very heavy smoker, putting out clouds of thick black smoke.*** After installation, ***the smoke could BARELY BE SEEN WITH THE NAKED EYE*** (see Chart C).

Disadvantages: **NONE NOTED**

Safety: **NO SAFETY HAZARDS ENCOUNTERED**

Savings:

(a) **Tangible savings:** With such reductions in emission output, clearly better combustion is being realized. With correct carburetion/fuel pump adjustment, this ***increased efficiency can easily be converted into substantial FUEL SAVINGS.***

(b) **Intangible savings:** Less pollution in the atmosphere

Project Results:

(a) **Conclusions:** The Kulish Monopole fuel treatment system demonstrated the ability to ***reduce harmful emissions in both petrol and diesel engines.***

(b) **Recommendations:** We are ***RECOMMENDING the KULISH MONOPOLE*** fuel system be ***APPROVED*** for ***AIR FORCE USE***. Further recommend that a NATIONAL stock number be assigned.

ENVIRONMENTAL PROTECTION AGENCY
(Latin America)
Kulish's Monopole CVS-75 Test Summary

Location:	Comision De Des Contaminacion De La Cividad De Santiago De Chile (Chilean EPA)	
Date:	January 6, 1992	
Vehicle:	1600 cc 1990 Chevy Luv	
Mileage:	55,825 KM (34,890 miles)	
Test Identification:	Gasoline: 93 Octane Constant Volume Sampling (CVS) Cycle FTP-75, Stabilized Phase	
Results:	Average fuel efficiency {KM/Liter} without KULISH MONOPOLE	8.50
	Average fuel efficiency WITH KULISH MONOPOLE	10.10
	PERCENTAGE INCREASE IN FUEL EFFICIENCY	***18.8%***

1.1 Vehicle Identification.

Make:	Chevrolet
Model:	LUV 1600
Year:	1990
Type:	Pick-Up, simple cabin
Weight:	1410 Kg
Tag:	D1-2492

1.2 Test Identification.

Fuel:	Gasoline, 93 Octane, Leaded
Method:	CVS (Constant Volume Sampling)
Cycle:	FTP-75, Stabilized phase

Measurement units.

Carbon moxoxide:	[g/km]
Carbon dioxide:	[g/km]
Nitroxide:	[g/km]
Hydrocarbons	[g/km]
Fuel consumption:	[Liter]
Traveled distance:	[Km]
Fuel efficiency:	[km/l]
Ambient temperature:	[°C]
Ambient pressure:	[mmHs]
Ambient relative humidity:	[%]
Duration of test:	[min]

1.3 Type of analyzing instruments used.

Carbon monoxide	:	Infrared non-dispersive
Carbon dioxide	:	Infrared non-dispersive
Nitroxide		Chemioluminscent
Hydrocarbons	:	Detection through flame ionization

TABLE 3.2. INITIAL CONDITION (BASE LINE) ***WITH*** "KULISH MONOPOLE" INSTALLED

Units of Measurement	Test 1	Test 2	Test 3
Fuel Consumption [L]	0.64	0.60	0.60
Fuel Density [g/l]	738.00	738.00	738.00
Distance for test [km]	6.20	6.20	6.20
Time for test	14.70	14.70	14.70
Ambient Temp [°C]	30.00	31.00	32.00
Barometric Pres [mmHg]	721.00	719.00	719.00
Relative Humidity [%]	35.00	25.00	23.50
Calculated Values			
Carbon Monoxide [g/km]	52.50	52.70	55.90
Carbon Dioxide [g/km]	356.80	369.40	373.40
Hydrocarbons [g/km]	3.40	3.00	3.20
Nitroxides [g/km]	1.20	0.90	1.40
Fuel Efficiency [km/l]	9.70	10.30	10.30

TABLE 3.3. AVERAGE COMPARATIVE VALUES

Units of Measurement	Base Line Without Kulish Monopole	Base Line With Kulish Monopole
Carbon Monoxide [g/km]	57.4	53.7
Carbon Dioxide {g/km]	366.7	366.5
Hydrocarbons [g/km]	4	3.2
Nitroxides [g/km]	0.6	1.2
Fuel Efficiency [km/l]	8.5	10.1

Conclusion: Test averages show that Kulish's Monopole Auto System reduced fuel consumption by 18.8%

Comments: The determined indexes of emissions correspond to the ones obtained with the cycle test FTP-75 in the stabilized phase (II), tests between 505 and 1371 seconds. In this test (velocity v/s time), the vehicle travels on rollers which simulate the rotational power and inertia of the vehicle.

The measuring process used is the one established by the EPA (Environmental Protection Agency, USA).

Emissions Testing by Mercedes Benz - Argentina S.A.

Dated: November 10th, 1993

Location: Buenos Aires

Representative: Dr. Marcelo Breitman

Vehicle: Diesel Engine Bus

	CO @ 600 rpm	CO @ 2800 rpm	HC @ 600 rpm	HC @ 2800 rpm
WITHOUT MAG Monopole	0.09	0.14	30.00	46.00
WITH MAG Monopole	0.04	0.06	12.00	16.00

Comments by Dr. Breitman:

I'm pleased to inform you that MERCEDES BENZ has performed the above test on a diesel engine bus equipped with sets of DFE-6 plus TCE (Mag Monopole diesel fuel energizer, truck coolant energizer). Even though it was a perfectly tuned engine, the results were very good, as you can see.

A reduction in the consumption was not tested, but stoichimetrically, there is a substantial reduction in consumption.

Guatemalan Kulish Monopole Report - Nissan (Dicorsa Plant)

Date: April 13, 1991
Location: Dicorsa (Nissan)
Emission Analyzer: Sun EPA 75

BFR = Before fitting Kulish Monopole, AFT: After fitting Kulish Monopole

Vehicle	Idle CO	Idle HC	CO @ 2500 rpm	HC @ 2500 rpm
Suzuki Swift 1991, 1298 cc BFR	3.00	295.00	1.60	170.00

Suzuki Swift 1991, 1298cc AFT	1.60	170.00	0.15	100.00

Nissan 200 SX Turbo BFR	0.3	210	0.3	70
Nissan 200 SX Turbo AFT	0.2	165	0.2	90

Mitsubishi L300 1400cc BFR	6.2	390	4.2	180
Mitsubishi L300 1400cc AFT	3.6	330	1.8	90

Chevrolet LUV 1800 BFR	1.1	240	3.6	320
Chevrolet LUV 1800 AFT	0.8	250	1	180

Volkswagen 1600cc BFR	3.8	320	7	320
Volkswagen 1600cc AFT	2.8	270	6.8	250

OEM Malaysian Saga Automobile Factory - Emission Tests

Location: Vehicle Testing Laboratory – SIRIM, Malaysia
Date: June 1993
Vehicle: Proton 1.5S Megavalve
Engine: 4 Cylinder, carbureted, gasoline powered
Miles: New vehicle

	Hydrocarbons	Carbon Monoxide	Power [Kw]
BEFORE Monopole	130	2	58 Kw
AFTER Monopole	100	1.4	59 Kw

PENSKE Dyno Testing - Race Car Engine - February 17, 1989

Without Monopole

	Torque – Ft/Lbs.	Horsepower
	330	534
	327	560
	331	599
	336	640
	358	656
	318	666
Average	328.3	609.2

With Monopole

	Torque – Ft/Lbs.	Horsepower
	334	541
	330	565
	332	600
	337	642
	332.0	664
	321	672
Average:	331.0	614.0

Comments:

Through the use of the Kulish Monopole Fuel Energizer, the Dyno-tested Penske race car engine developed an average of 4.8% Horsepower gain. It should be noted that the Penske Engine represents the highest state of the art design in combustion engineering technology. Consequently, it was amazing that the attachment of a Monopole unit could provide a meaningful increase in power.

VTEC LABORATORIES, Inc. – USA & Germany

EPA Registered Laboratory
Fuel Efficiency Tests of Kulish's Monopolar Fuel Energizer

1.0 Test Description

The described test was conducted inside a large facility under controlled conditions. The exhaust gasses were vented outside the building. All the parameters of the test were kept constant throughout the program.

1.1 Test Set Up

A Kohler generator was connected to an external graduated fuel tank that was kept at approximately the same height as the carburetor of the generator. A calibrated flow meter was inserted between the fuel tank and the generator. A load bank consisting of lights and heater was attached to the generator. The generator was placed on a small table approximately 30 inches above the floor.

1.2 The Generator

An electric portable Kohler generator with the following specifications was used for this project:

Model 3.5 mm65, S/N 260058, KVA 3.5, 3600 RP, Watts 3500

The load bank consisted of five 300 watt light bulbs and a 900 watt heater which was approximately at 70% load. Each load source had an electrical plug at the end of the wire which was plugged into the generator.

The generator had two receptacles rated at 120 Volt, 15 Amp maximum. Each receptacle had a load bank plugged into it.

No adjustments were made to the generator prior to the start of the test program.

1.3 Flowmeter

A separate line was run from the remote fuel tank directly to the carburetor with a flowmeter and a 12 inch steel line that ran in between to make the attachment of the KULISH MONOPOLE unit. The fuel pump was by-passed. The flowmeter was manufactured by Brooks Instruments with the following specifications:

S/N	99223
Tube Number	R-215-A
Metering viscosity	0.640 cS
Date of Calibration	6.28.90
Flow Range	0.011 to 1.025 (liq) gal/hrs

The gasoline used was CITGO unleaded 87 octane.

1.4 Exhaust Gas Analyzer

The exhaust gas from the generator was analyzed for oxygen and carbon monoxide. A stainless steel tube was inserted in the exhaust pipe of the generator. The gas analysis was through a system that had a pump to draw the gasses and a cold trap/drierite system to remove the water.

Gasses were continually drawn through the system with continuous display readings. The following gas analysis equipment was used:

Servomex Oxygen Analyzer Model 540A
Horiba Carbon Monoxide Analyzer Model PIR-2000

2.0 Results

The generator was operated for three days before the described test results were obtained. This was done in an effort to “break-in” the engine and work out any problems that could result prior to testing. Readings were taken as required when the KULISH MONOPOLE was installed and then removed. The generator was run continuously. The results are for two sets of runs.

Time of Reading	Flow Range	Peak Flow	Amps	Volts	O2	CO	W-W/O
14.45	65-70	70	21	117.5	12.9	12	W
15.56	100-110	110	21.2	117.6	14.1	7	W/O
16.08	65-70	70	21.4	117.5	14.1	5	W
16.48	95-100	100	21.2	117.5	14.1	6.5	W/O

W - indicates with magnet installed W/O - indicates without magnet installed

Based on the above information, the KULISH MONOPOLE device for this test reduced the fuel consumption by approximately 26%.

Summary

V-TEC Laboratories test resulted in a 26% drop in fuel consumption achieved through the use of our Fuel Energizer.

What is truly amazing is the reduction in gasoline consumption while the electrical output of the gasoline driven generator remained almost perfectly constant. The wattage, a product of amps time volts, varied from the average of 2491 watts by less than one percent. It should be noted that maximum wattage occurred when the generator was equipped with a Kulish MONOPOLE. During this run, the carbon monoxide was at its lowest level. This is to be expected since carbon monoxide is oxidized to carbon dioxide. With any internal combustion engine, maximum output will occur when carbon monoxide is minimized and carbon dioxide is maximized which is in accordance with stoichiometric principles.

In using a gasoline driven generator, the electrical load can be matched to the output very closely, as indicated above. Vehicular testing with friction and mechanical transmission difficulties could not have generated such precise results.

The KULISH MONOPOLE unit was mounted on a 12" length of steel tubing. It is possible that the slight improvement in fuel economy in the fourth run after the KULISH MONOPOLE was due to residual magnetism. However, the variation between KULISH MONOPOLE equipped runs and non-KULISH MONOPOLE runs were so large as to make the results of residual magnetization inconsequential. Future runs should be conducted utilizing a non-ferrous gas line. Since the lines of magnetic force penetrate these materials easier, the results will be higher than the 26% results that we have already achieved.

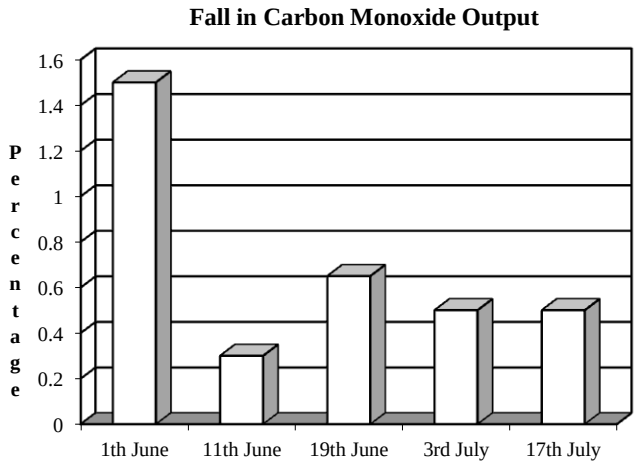
Results were conducted on test equipment calibrated to the National Institute for Standards testing requirement, formerly The National Bureau of Standards.

AUTOLATINA Testing - Ford/Volkswagen Partnership

Dated: October 13, 1993
Location: Argentina S.A.
Representative: Dr. Marcelo Breitman
Reported by: Mr. Alfredo Martone, General Manager of Manufacture
Vehicle: Volkswagen Quantum
Comments: Mr. Martone also confirms that the consumption of gasoline dropped by 17%.

MALAYSIA / SIRIM (EPA) Test Reports

*Important note: The following tests were conducted without any stabilization brake-in period. All vehicles finalizing the stabilization period achieve much higher economy results.



VEHICLE DATA - TEST DATE: 5/20/99

Manufacturer	PROTON
Vehicle Type	Sedan
Trade Name	ISWARA 1.3S
Model & Chassis No.	C21ASN – D075504
Registration No.	WFU 3714
Drive Wheel	Front
Engine	
Model	4G13P
Engine No.	PI 2000
Engine Type	Four cylinders in line, SOHC
Capacity	1298 c.c
Fuel Supply System	Carburetor
Ignition System	Electronic
Mileage	77600 km

Test Unit: Kulish Monopole Auto EPM (Engine Performance Maximizer)

TEST SUMMARY:

- Fuel Consumption decreased by 3.29%.
- Exhaust Emissions at idling Carbon Monoxide (CO) decreased by 10.4% and Hydrocarbon (HC) decreased by 4.3%.
- Exhaust Emissions at 90 km/h Carbon Monoxide (CO) decreased by 29.2% and Hydrocarbon (HC) decreased by 22.4%.
- Power output increased by 6.6%.

VEHICLE DATA - TEST DATE: 5/20/99

Manufacturer	PROTON
Vehicle Type	Sedan
Trade Name	PERDANA 2.0i
Model & Chassis No.	E5S & PLIESARRTB 013775
Registration No.	WFU 6242
Drive Wheel	Front
Engine	
Model	4G63P
Engine No.	DT 5079
Engine Type	Four cylinders in line, SOHC
Capacity	1997 c.c.
Fuel Supply System	Injection
Ignition System	Electronic
Mileage	64443 km

Test Unit: Kulish Monopole Auto EPM

TEST SUMMARY:

- Fuel Consumption decreased by 6.62%.
- Exhaust Emissions at idling Carbon Monoxide (CO) decreased by 14.3% and Hydrocarbon (HC) decreased by 16.6%.
- Exhaust Emissions at 90 km/h Carbon Monoxide (CO) decreased by 22.7% and Hydrocarbon (HC) decreased by 22.6%.

VEHICLE DATA

TEST DATE: 5/20/99

Manufacturer	KIA MOTOR
Vehicle Type	Four Wheeler
Trade Name	KIA SPORTAGE 2.0
Model & Chassis No.	KNE JA5535 T5 - 414656
Registration No.	WES 4065
Drive Wheel	4x4
Engine	
Model	
Engine No.	
Engine Type	Four cylinders in line, DOHC 15 Valve
Capacity	1998 c.c
Fuel Supply System	Injection
Ignition System	Electronic
Mileage	23766 km

Test Unit: Kulish Monopole Auto EPM

TEST SUMMARY:

- Fuel Consumption decreased by 6.11%.
- Exhaust Emissions at idling Carbon Monoxide (CO) decreased by 100% and Hydrocarbon (HC) decreased by 67%.
- Exhaust Emissions at 90 km/h Carbon Monoxide (CO) and Hydrocarbon (HC) remain the same.
- Power output increased by 2.3%.

EPA Test/ SRI LANKA (Ceylon)

Kulish Kulish Monopole Diesel Smoke Opacity Emission Test conducted at United Motor Car, Sri Lanka (Ceylon)

(Importer of Mitsubishi Motor Cars)

Kulish Monopole Diesel Smoke Opacity Emission Test
(Conducted by Sri Lanka(Ceylon) EPA)

Vehicle One

Date: May 17, 1999

Model: Isuzu Pick Up Truck
(Owned by Managing Director of Department of Transportation, Sri Lanka (Ceylon))

Lucas Hartridge Free Acceleration Test EEC72/306

Before Kulish Monopole EES: 30.1 HSU (opacity) Average

After Kulish Monopole EES: 11.8 HSU (opacity) Average

Diesel Emission Reduction: 60.7%

Vehicle Two

Date: May 17, 1999

Model: Toyota Pick Up Truck
(Owned by Director of Sri Lankan (Ceylon) EPA)

Lucas Hartridge Free Acceleration Test EEC72/306

Before Kulish Monopole EES: 56.4 HSU (Opacity) Average

After Kulish Monopole EES: 21.7 HSU (Opacity) Average

Diesel Emission Reduction: 61.2%

Nepal Kulish Monopole – Emissions Testing

Date: April/May 1999
Kulish Monopole Representative: Intercraft Pvt., Ltd. Kathmandu, Nepal
Test Equipment: Nepal – EPA – Protocol
Presented Technical Men: Commissioner Motor Traffic – Nepal

Emission Testing of Petrol Vehicles

Vehicle No.	Vehicle Type	Before Kulish Monopole		After 1000 Miles		% Reduction	
		CO	HC	CO	HC	CO	HC
NA.A.CHA1851	Toyota Car	6.52	630	0.01	80	99.85%	87.30%
BA.A.CHA5152	Mazda Car	5.50	1070	0.13	1290	97.64%	(+)* 20.5%
BA.A.YAN.7684	Maruti Car	6.49	240	0.12	320	98.15%	(+)* 33.3%
BA.A.YAN.3708	Maruti Car	10.28	500	0.43	110	95.82%	78%
BA.A.YAN.9158	Maruti Van	8.32	450	0.52	20	93.75%	95.55%
BA.A.YAN.3042	Maruti Car	5.21	360	0.92	30	82.34%	91.60%
BA.A.JHA.3965	Maruti Car	0.14	240	0.12	280	14.29%	(+)* 16.6%

Average Reduction of CO: 83.12% Average Reduction of HC: 38.97%

Emission Testing of Diesel Vehicles

Vehicle No.	Vehicle Type	Before Kulish Monopole (HSU)	After 1000 Miles (HSU)	% Reduction (HSU)
BA.A.GYAN.1931	Mitsubishi Jeep	98.40%	11.50%	88.31%
BA.A.CHA.7998	Land Cruiser Jeep	98.00%	23.30%	76.22%
BA.A.YAN.4399	Toyota Car	100%	37.80%	62.20%
BA.A.JHA.5128	Nissan Jeep	98.50%	39.40%	60.00%
SA.A.JHA.62	Land Cruiser Jeep	92.00%	38.90%	57.72%
BA.A.YAN.8931	Toyota Jeep	81.00%	47.90%	40.86%
BA.A.JHA.4273	Mitsubishi Jeep	98.10%	56.30%	42.61%

Average Reduction of HSU (Smoke): 61.13%

Note * -When Kulish's Kulish Monopole Monopole Systems are installed, there is a stabilization period that the engine goes through (cleaning) which can and often does raise the emissions as it goes through this cleaning process. This cleaning process removes existing carbon and varnish that has been deposited in the fuel and combustion chamber over time. When the Kulish Monopoles are installed, this build-up starts to dissolve and some goes out the tail pipe while some of the deposits end up in the oil. This contaminates the oil at a faster rate than normal and requires that the oil be changed to see the maximum benefit. Had these vehicles followed Kulish Monopole's proper stabilization protocols, the results in emissions reductions would have been more in line with the worldwide average results.

Kulish Monopole CHINA RAILWAY REPORT SUMMARY

TEST DATE: 3-12-97

ORGANIZATION: Locomotive and Car Research Institute, China Academy of Railway Science

MODEL: Tung Fong 4, Serial # 2502 Locomotive

FUEL: Diesel

Note - China: Kulish MonoPolar Technology was tested with the Beijing Railroad on 50 locomotives. Systems were put on the Fuel Lines and Water Equipment for one year, and then torn down for complete inspection. They were re-inspected again for a second and third year. These tests were also done on the boiler that is situated in each car and is common to the same equipment that is used on each floor of apartment and office buildings. The results were as follows:

1. The Water Test Results: All hardwater scale in the water and steam jackets, the boiler and all other related equipment was reduced to non-existent over the 3-year period. The Kulish Monopole system worked 100%.
2. The Fuel Test results A 16 valve diesel-engine locomotive that travels approximately 150,000 km a year was tested. For 6 months, data was collected on fuel consumption and carbon build-up with no magnets, and for another 6 months with magnets installed. Over the entire test, an average savings in fuel of between 4.5% and 4.9% was achieved with a maximum saving of 9.1% for one of the months. Simultaneously, hard carbon deposits changed to soft carbon resulting in significantly easier periodic maintenance.

   The initial test was conducted for one year. Then, they tested for another year and found the same results. Then they tested on 50 locomotives for a year with the same results

   In addition, there was a dramatic 60% reduction of emissions; and a 20% increase in power which was indicated by a 20% higher speed. This made them very happy since their on-time arrival became more efficient.

Summary on China

Beijing Railroad: Due to the test results, the Railway became an authorized Distributer of product for a number of years.

BRAZIL BUS TEST

Kulish Monopole Engine Performance Systems

Agency – CREA – PA BRAZIL (EPA Testing)

Testing Engineers: Heleno Teixeria, Mechanical Engineer CREA – 3538-D

Vehicle: Omnibus Scania 1511 (Standard Diesel Passenger Bus)

Vehicle Registration: Transporte Boa Esperance

Kulish Monopole Systems: Commercial Diesel Bus System

Test Date: May 1 through June 7, 2003

Test Period: 24 Days

Test Length: 6,700 Km
Results:

Without Kulish Monopole 2.874 Km/L
With Kulish Monopole 3.452 Km/L
Fuel Savings 10.11%

Substantial reduction in diesel exhaust was noted but no data or opacity was provided.

BRAZIL:

Test Period: 24 Days

Test Length: 6,700 Km

Results: Without Kulish Monopole 2.874 Km/L
With Kulish Monopole 3.452 Km/L
Fuel Savings 10.11%

Substantial reduction in diesel exhaust was noted but no data or opacity was provided.

BRAZIL: TRANSPORTE SÃO LUIZ - ANALISE DISCO TACOGRAFO

25-10-03/23-11-03

RESUMO DE ANÁLISE DATA: 25/10/03			
CARRO	**KILOMETRAGEM**	**LITROS**	**AUTONOMIA**
323	6.839 KM	**2.939 L**	**2.326**
325 / COM KULISH MONOPOLE	**6.397 KM**	**2.517 L**	**2.541**
407	**5.778 KM**	**2.433 L**	**2.374**
		AUTONOMIA	**9,36%**

RESUMO DE ANÁ LISE 23/11/03			
CARRO	**KILOMETRAGEM**	**LITROS**	**AUTONOMIA**
323	6.015 KM	**2.520 L**	**2.386**
325	**6.226 KM**	**2.634 L**	**2.363**
407 / COM KULISH MONOPOLE	**6.027 KM**	**2.381 L**	**2.531**
		AUTONOMIA	**9.35%**

COMENTÁRIOS

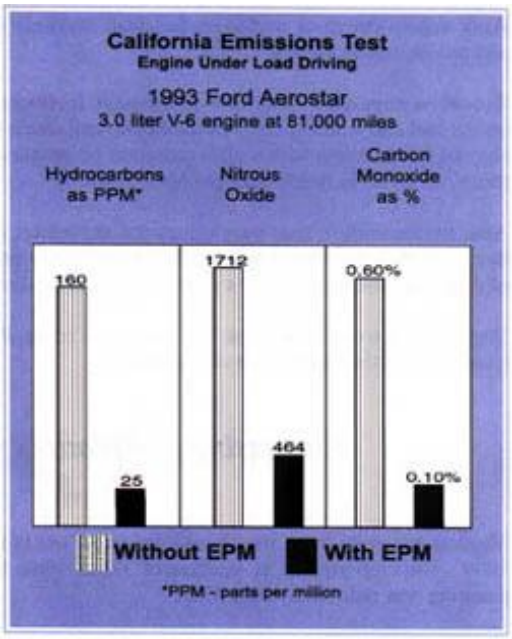
- O ônibus 407 após o segundo teste, fez 9,36% a mais de economia em relação aos ônibus 323-325, sem Kulish Monopole.
- No primeiro teste o ônibus 325 com Sistema Kulish Monopole instalado fez 10% a mais de economia em relação ao ônibus 407, o contrário que aconteceu no segundo teste.
- A conclusão dos 2 (dois) teste mostra que o Sistema Kulish Monopole instalado nos dois diferentes ônibus por 28 dias para teste, fez cada um 10% de economia. A prova é clara que o Sistema Kulish Monopole age conforme as declarações dos fabricantes, alem da economia reduz a emissão dos poluentes e fumaça preta do diesel.

(Interpretation)

- The bus 407 after the second test, made 9.36% in savings compared to 323-325 buses without Kulish Monopole.
- In the first test with the bus system 325 installed Monopole Kulish had 10% more savings over the bus 407, the opposite occurred in the second test.
- Completion of two (2) test shows that the Kulish Monopole System installed on two different buses for 28 days to test each made a 10% savings. The evidence is clear that the Kulish Monopole System acts as the claims of manufacturers, besides the economy reduces the emission of pollutants black smoke and diesel.

California Emissions Test
Tested 2001

HC reduced 84%
Nitrous Oxide reduced 72%
Carbon Monoxide reduced 83%



One of the greatest prices we pay for transportation is not the cost of fuel (which continues to rise), but the cost to our health (which continues to deteriorate) as a result of smog. The smog and chemical pollution which inundates our atmosphere is making many people ill. It is a matter of scientific record that the number of children developing asthma is on the increase. Empirical tests have shown that all over the world, city-dwellers are prone to pernicious respiratory ailments. The smog is caused by transportation, building and industry emissions. Since emissions are unburned fuel, logically, if the fuel could be burned more completely, there would not only be less smog, but greater fuel economy.

Kulish created a break-through solution as long ago as 1986 when he developed the monopole EPS Engine Performance System.

Kulish's Monopole Engine Performance System has been called "one of the finest innovations in engine maintenance."

Engine systems are currently being used and recognized by many authorities such as the US Air Force, State, Federal and International Governments. Municipalities such as the California's Berkeley Police and the Berkeley Sanitation Department also employ these systems to create cleaner air and save a great deal of fuel and money.

As indicated by a recent California Emissions Test (shown in the graph above), the Hydrocarbons were reduced by 84%, the Carbon Monoxide was reduced by 83%, and the Nitrous Oxide was reduced by 72%! Once the EPS (Engine Performance System) stabilizes between 200-500 miles, the emissions almost completely disappear.

EXCEL
4-Stroke Motorcycles

EXCEL Industries

Manufacturer-Cum-Assembler of Auto Rickshaw 3 Wheeler & Motor Cycle

Ref: xl-0010 **Date:** 26-11-2004

TO WHOM IT MAY CONCERN

We installed Magnetizer Fuel Saver (AFE) supplied by M/s REJAN International on our two Motor cycles and registered the following parameters:-

Fuel Consumption	M/C LRZ 1649	M/C LRU 5641
Before Magnetizer	65 km / ltr	68 km / ltr
After Magnetizer	80 km / ltr	83 km / ltr
Fuel Saving	23 %	22 %

After installation of Magnetizer Fuel Saver the both Motor Cycles have better smooth running and clean sparking plug which shows no carbon deposit on piston head and means less wear & tear of the engine and longer oil life.

Therefore we recommend this Environmental friendly product to be installed to be installed for better Fuel Saving.

FOR EXCEL INDUSTRIES

for EXCEL INDUSTRIES
16-KM MULTAN ROAD, LAHORE.

Hammad Malik
Manger Marketing

Factory: 16-Km Paka Mile
Multan Road, Lahore.
Ph: 042-7513916
Fax: 042-7513917

E-mail: excel@wol.net.pk

Marketing Office:
Sutie # 1, Jalal Centre,
59-A, Mozang Road,
Lahore.

C.R.D No.....
22/1/2001
Ministry of Surface Transport

OBSERVATION REPORT OF TRIAL RUN OF MAGNETIZER FUEL SAVER

Trial taken by	:	Ministry of Surface Transport, New Delhi
Date of Trial	:	17th January, 2001
Witnessed by	:	Shri P.R. Dutta, Chief Engineer, Mechanical, Most Shri V.K. Sachdev Superintending Engineer, Mechanical, Most
Vehicle	:	Maruti Gypsy bearing Registration No. DL-1C C 8
Km running per liter without Magnetizer	:	491.6 - 480.9 = 10.7 Km
Km running per liter with Magnetizer	:	504.1 - 491.6 = 12.5 Km
Average savings % per liter	:	16.8%
Unit fitted	:	Magnetizer AFES/TS

Signature

RANJAN BASU
EXECUTIVE DIRECTOR
MYRIAD TRADING (P) LTD
CALCUTTA

Signature

22/1/2001
(PRABIR RANJAN DATTA)
Chief Engineer
Ministry of Surface Transport
New Delhi

Test results of Freightliner 18-wheeler Oil Tanker

	Gallons	Dollar Amt.	Dollars	Miles
10/3/05	**31.261**	**2.899**	**$425.03**	**719**
		2.799		
		2.859		
10/04	**112.358**	**2.899**	**$325.73**	**727**
	34.349	**2.899**	**100.00**	
	80.118	**2.799**	**224.25**	
10/5	**64.477**	**2.799**	**$180.47**	**731**
	30.69	**2.859**	**87.75**	
10/6	**135.763**	**2.799**	**$380.00**	**729**
10/7	**125.045**	**2.799**	**$350.00**	**729**
10/11	**121.472**	**2.799**	**$340.00**	**742**
10/12	**121.472**	**2.799**	**$340.00**	**729**
10/13	**121.471**	**2.799**	**$340.00**	**730**
10/14	**121.473**	**2.799**	**$340.00**	**731**

The numbers (miles and gallons) in the last 7 days of testing indicate the Monopole Commercial Diesel System is fully stabilized. It took the mileage of about 5 weeks of daily commercial runs to stabilize the system. This is normal as the fuel delivery steel system absorbs the electromotive energy until it saturates and delivers the stabilized Mpg.

Baseline was 5.1 Mpg - Total gallons = 841.863 - Total miles = 5121 - Stabilized Mpg = 6.0829

Stabilized 6.0829 minus Baseline 5.1 = 0.98 mileage increase over baseline

Mileage increase 0.98 divided by Baseline 5.1 = **19.2% fuel savings**

Weekly savings on this 3,315 mileage run @ $2.799 diesel cost = $293.25 x 4.2 (weeks per month) = $1,231 Monthly Savings

Long haulers would realize many thousands more dollars savings at 19% [1] Mpg efficiency increase

[1] Mileage may vary depending on driving habits and condition of equipment

Mark 2

EnviroMagnetics Gasoline Super Saver (GSS) Mileage Testing

- Saw savings on the first tank go to 23% on a 2006 Optima. Cal, NC
- 2000 Lexus LX470 got 18 mpg highway. After, went up to 22 mpg. a 23% increase! Johnny, NC
- 2006 H3 Hummer 13 to 18 mpg (town) after two weeks! it keeps getting better! Rob, NC 2001 V8
- Mercury Marquis 19 to 25 city, 25 to 32 Hwy. BL, NY
- Volvo engine had carbon knock; would not pass emissions. Thought it needed a valve job. After installation, 327 miles to the tank went to 486, an increase of 159, more power & knock disappeared - do not need valve job, car passed emissions! Cannot thank you enough. JV, Chevrolet Mechanic, NY

	GSS Testing Make of Vehicle	*MPG Before*	*MPG After*	*Percent Difference*	*On Board Computer Miles to Empty*		*Stabilized Period*	*Codes at Bottom*
Year					*Before*	*After*		
2004	Buick La Sabre	29.6 MPG	35.1 MPG	**18.58%**			YES	
1999	Chevy Suburban	15.8 MPG	18.9 MPG	**19.62%**			YES	
1998	Honda Civic LX	32.1 MPG	37.6 MPG	**17.13%**			YES	
2003	Jeep Grand Cherokee Laredo	15.4 MPG	21.6 MPG	**40.25%**			no	
2007	Suzuki SUV	15.8 MPG	19.8 MPG	**25.31%**			YES	
2000	Crysler Cirrus	25.5 MPG	29.8 MPG	**17.25%**			YES	
2007	Nissan Sentra	27.4 MPG	33.1 MPG	**20.8%**			YES	
2001	Mercury Marquis LS	19.2 MPG	29.7 MPG	**54.6%**			YES	
2006	Ford F-150	16.7 MPG	20.1 MPG	**20.35%**	408	491	YES	
2005	Ford Expedition	16.4 MPG	20.1 MPG	**22.56%**			YES	
1996	Frod Crown Victoria 4.6L	18 MPG	24.7 MPG	**37.2%**			YES	
2007	Chevy Impala	22.5 MPG	28 MPG	**24.44%**	407	509	YES	
2006	Chevy Colorado	15.7 MPG	19.6 MPG	**24.8%**			YES	
2001	Ford F-150	17.1 MPG	19.9 MPG	**16.37%**			YES	
2000	Mitsubitchi Montero Sport	17.2 MPG	20.5 MPG	**18.6%**			YES	
2005	Rialta Winnebago	17.1 MPG	20.7 MPG	**21.05%**			YES	
1999	Ford F-150	19 MPG	23 MPG	**21.00%**			YES	
	Ford Expedition	15 MPG	18 MPG	**20.00%**			YES	
	Acura MDX	19.2 MPG	22.9 MPG	**19.27%**			YES	
	Lincoln Continental	20 MPG	23.5 MPG	**17.5%**			no	
	Ford Expedition	12 MPG	15 MPG	**25.00%**			no	
	OldsmobileSilhoutte	19.7 MPG	23.6 MPG	**19.79%**			no	

* Stabilization period is 3-5 tanks of gas. Oil change recommended when GSS is installed

Mark 2

EnviroMagnetics Gasoline Super Saver (GSS) Emissions Testing

	Model Vehicle	HC (ppm)	After (ppm)	CO (%)	After (%)	Nox (ppm)	After (ppm)
2004	Buick La Sabre	**45**	**5**	***0.01***	***0***	**28**	**1**
1999	Chevy Suburban	**101**	**25**	***3.9***	***0.01***	**101**	**18**
1998	Honda Civic LX	**65**	**4**	***0.03***	***0.01***	**22**	**2**
2007	Suzuki SUV	**55**	**2**	***0.02***	***0***	**18**	**1**
2000	Chrysler Cirrus	**39**	**3**	***0.01***	***0***	**23**	**4**
2006	Ford F-150	**25**	**0**	***0***	***0***	**1**	**0**
2005	Toyota Tachoma	**30**	**26**	***0.02***	***0.02***	**5**	**0**
2005	Ford Expedition	**13**	**0**	***0.02***	***0***	**50**	**0**
1996	Jeep Grand Cheokee	**125**	**36**	***0.61***	***0.33***	**39**	**33**
2005	Ford F-150	**77**	**30**	***0.07***	***0***	**6**	**0**
2007	Chevy Impala	**1**	**0**	***0***	***0***	**0**	**0**
2006	Chevy Colorado	**128**	**0**	***0.05***	***0.01***	**0**	**0**
2001	Ford F-150	**0**	**0**	***0***	***0***	**15**	**0**
2000	Mitsubishi Montero Sport	**15**	**0**	***0.02***	***0***	**12**	**0**
2008	Trail Blazer (1,400 Miles)	**54**	**20**	***0***	***0***	**5**	**4**
	Volvo	**115**	**41**	***0.5***	***0.09***	**171**	**47**

Mark 3

EnviroMagnetics Gasoline Super Saver (GSS) Mileage Testing

Lexus LX470 17 to 21.3 Hwy 25%

GMC Sierra 12.4 to15.7 City 26%

GMC Denali 12 to15.6 City 26%

Ford F-150 17.8 to 20.8 City & Hwy 16%

Mercedes C320 16.6 to 20.4 City 22%

Range Rover 11 to14.5 City 31%

Ford Focus 36 to 51.4 Hwy 42%

Kia Optima 24 to 30.6 Hwy 27%

Subaru Turbo 36%

Skyline GT R34 (EU Racing Car) 30%

Lincoln 19 to 28.7 Hwy 51%

Toyota Sienna 21.1 to 26.3 Hwy 24%

Ford Expedition 16.6 to 20.8 Hwy 25%

HONDA CIVIC: Mileage increased 38%

Dodge Caravan MPG increased 30%

New Chevy Avalanche: 32%
Miles in tank increased 380 to 505

Harley Davison Motorcycles 30%

Motorcycles under 500cc 30%

U.S. EPA SAE J1321 Diesel Economy Test: 7.9%