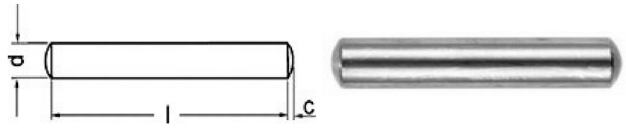
Technical description of the ECOPower - FuelXcite:

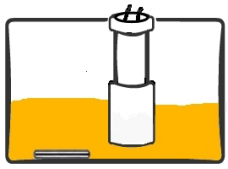
Structure:

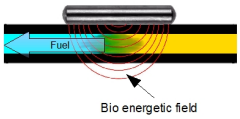


The ECOPower-FuelXcite® consists of a precious metal stick in a cylindrical shape with a diameter of 6 to 10 mm depending on the type and a length of 26 to 100 mm. The ECOPower FuelXcite can be used from -100 to +600 degrees on small petrol or diesel vehicle. The low-atom structure is modified using a special process so that the pin can act as a vibration carrier.

Application:

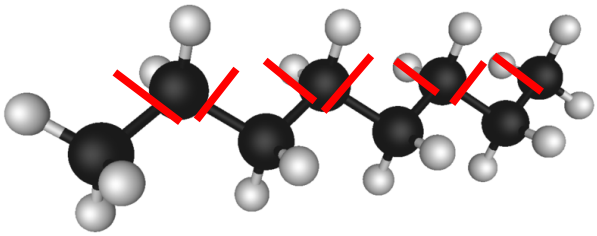
The ECOPower FuelXcite is deposited on the tank floor of the truck/bus. In passenger cars it is mounted on the fuel line. - If you drive at a constant speed under identical (environmental, loading and driving) conditions or in a constant cycle, the fuel consumption decreases through the use of the "ECOPower-FuelXcite".





Mode of action:

Fuels such as petrol and diesel are hydrocarbons that not only
C-H bonds but also C-C (shown in black) bonds. No oxygen O can accumulate on the C-C bonds, which is why these bonds are found in the exhaust gas as soot (carbon).

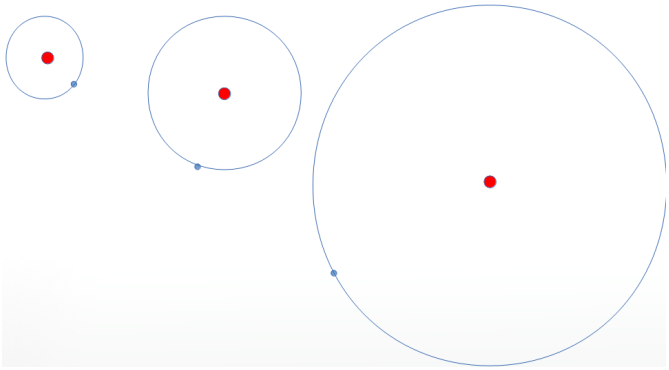


The "ECOPower-FuelXcite" splits the C-C bonds in the fuel and the two C can now form additional bonds with the oxygen O.
The additional bonds with oxygen increase the combustion performance of the engine in the combustion chamber due to the higher proportion of gas.
If you drive at a constant speed under identical environmental conditions or in a constant cycle, the use of the "ECOPower-FuelXcite" reduces fuel consumption.

Due to the increased amount of oxygen during combustion, the proportion of CO can be reduced, but the reduction in the proportion of particles in the exhaust gas can be measured in any case.
The fuel saving is between 6 and 20% and the reduction in toxic gases is between 20 and 90%.
The soot particle reduction is between 20 and 90%.

Details on how the ECOPower-FuelXcite works.

The ECOPower-FuelXcite uses special oscillation processes to bring the electrons in the C-C and C-H connection to a higher energetic level. As a result, fuels are pre-treated in such a way that they are broken down (cracked) into ionized gases in the combustion chamber.
A partial plasma is formed.



Elevated energy level, example H atom

Plasma is a special state of matter in which atoms are ionized so that when they move, they generate electric currents and electromagnetic fields. In this phase, the chemical-physical properties change significantly. Normally, ion-electron gas mixtures only appear at very high temperatures, but with the pre-treatment by the ECOPower FuelXcite, the plasma process begins much earlier. Exactly which processes take place has not yet been researched in detail, but clearly measurable reductions in the concentration of harmful toxins such as CO, HC, NOx, as well as soot and fine dust indicate a changed combustion through the generation of the partial plasma.

Practical use of the ECOPower FuelXcite also shows that peak torques are reduced through more even combustion and pressure distribution in the combustion chamber. This is expressed by a clearly recognizable smoother running of the engine.

Spontaneous combustion, i.e., irregular combustion, is not initiated by the ignition spark from the spark plug, but rather by other sources of ignition such as e.g., B. Carbon particles (deposits in the combustion chamber) and/or oil (from the crankcase ventilation as is usual with 4-stroke engines). These effects also exist in diesel engines.

The effects of pre-ignition (creation of a sound wave) usually correspond to knocking combustion. The cleaning effect of the improved combustion with the ECOPower FuelXcite reduces these annoying deposits considerably over time. The super knocking that had occurred in the MINI Countryman was also clearly stopped after a few tank fillings.

The most common cause of engine damage is deposits in the combustion chamber and on the valves. These deposits cause very high temperatures due to friction, which leads to damage to the running surfaces. The ECOPower FuelXcite significantly reduces this.