



iO-ENERGIES AG
Seeburgstrasse 41a, CH-6006 Luzern



iO-ENERGIES AG

Company iO-ENERGIES AG was founded in 2013 and registered in **Luzern, Switzerland**.

iO-ENERGIES AG develops **innovative and affordable technologies** designed to reduce fuel consumption, improve efficiency, and reduce emissions.



Developed in 2009, **EQOPET** is our latest product.

EQOPET is an **innovative** electro-magnetic device designed to **save fuel, reduction emissions** and **enhance engine power**.



Existing Problems

Global **environmental problems**, increased use of **petrochemical products**, and preservation of **natural resources** are forcing governments around the world to adopt **stricter** fuel consumption, emission **standards** and regulations.

Past inventions have achieved fuel efficiency and emission reductions often at significant **additional cost**, increased vehicle **weight**, and/or **impact** to vehicle **performance and dynamics**.

Manufacturers need to increase **fuel efficiency**, preserve vehicle operational and **dynamic profile**, and achieve results in a **cost-effective** manner.

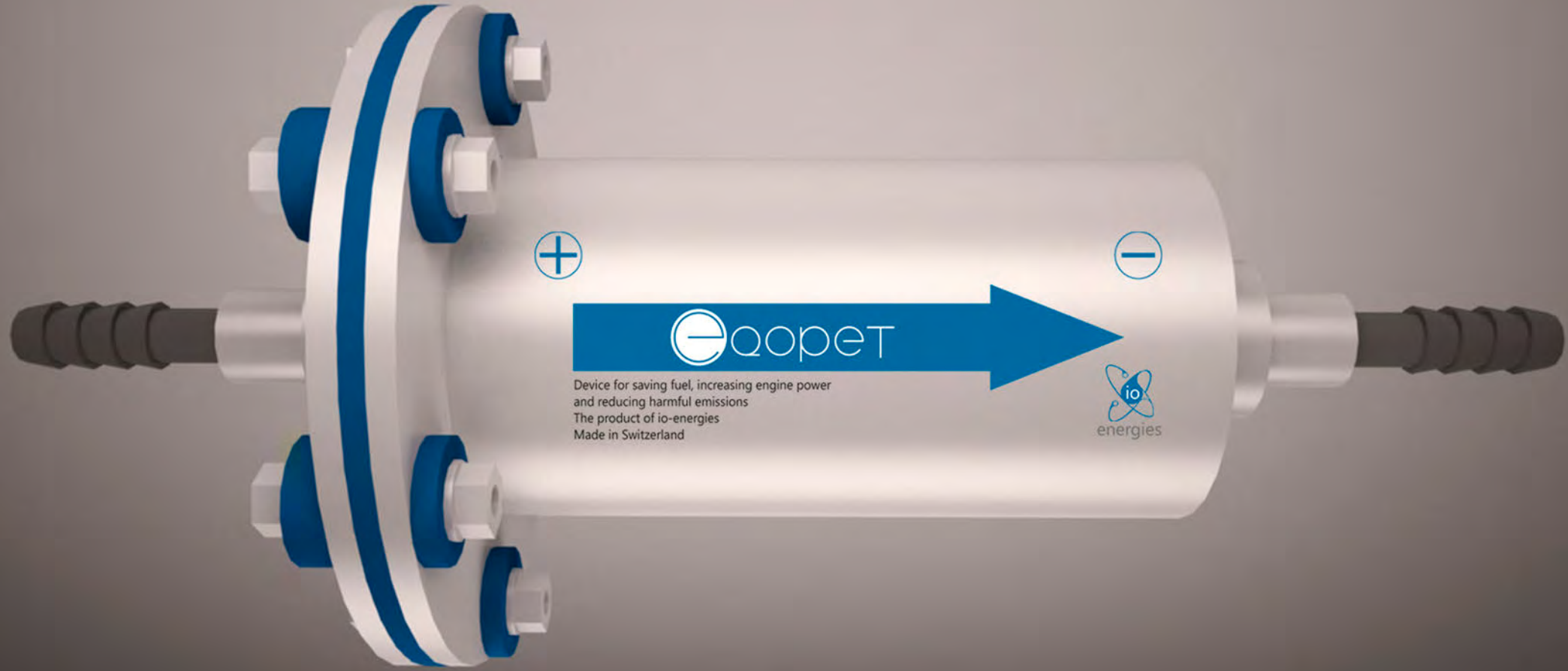


Why EQOPET ?

EQOPET utilizes ion control and separation technology to **improve fuel characteristics** and achieve the following:

- * *Reduction in fuel consumption*
- * *Reduction in harmful emissions*
- * *Improvements in vehicle performance*

EQOPET does not consume vehicle electric power and has an **unlimited operational life**.

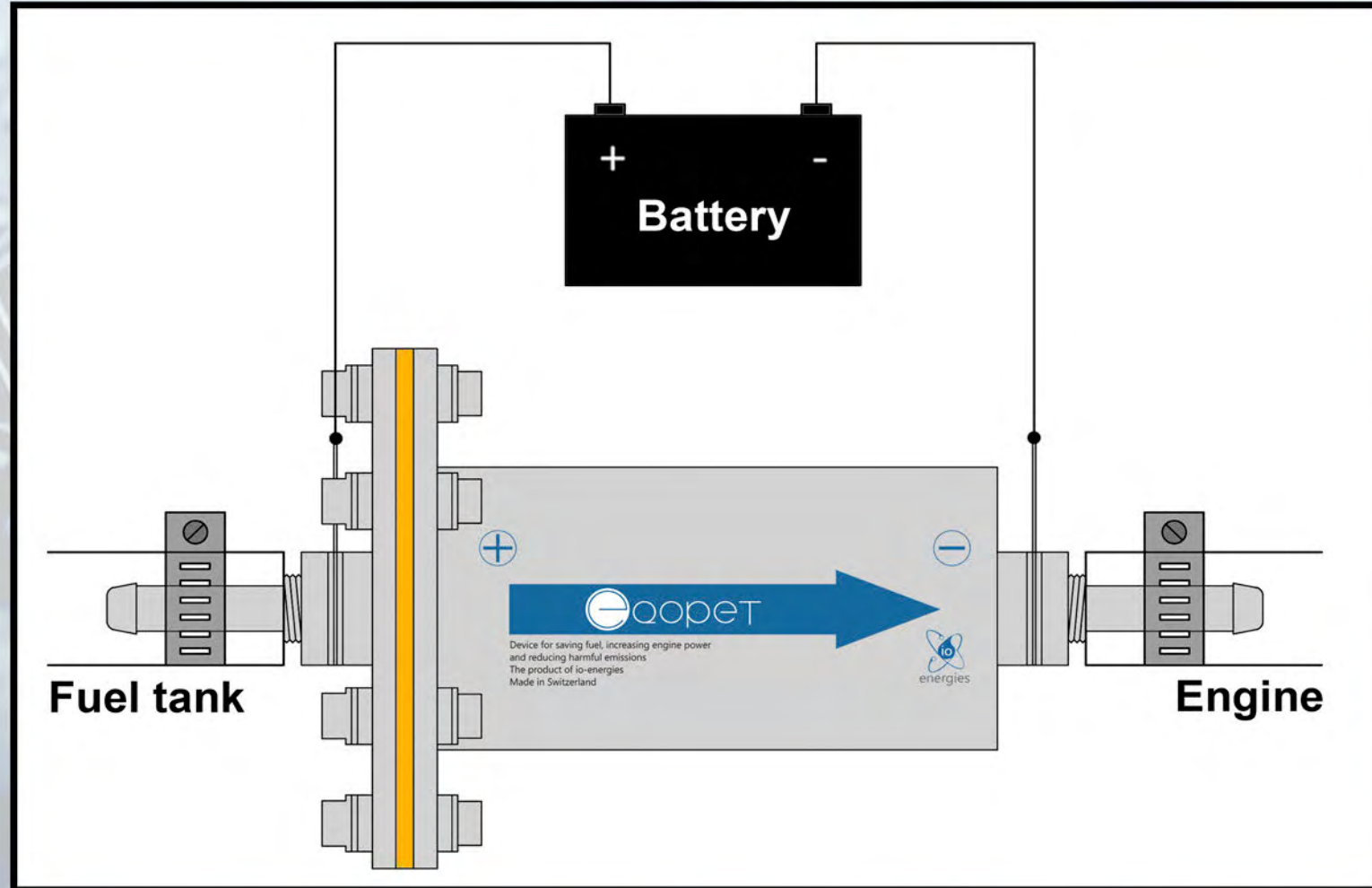


eapet

Device for saving fuel, increasing engine power
and reducing harmful emissions
The product of io-energies
Made in Switzerland



Installation diagram



Technical characteristics



No	<u>Name of Indicator</u>	<u>Value</u>
1	Product Name	EQOPET - L 2.5 -3 S
2	Power Supply (W)	12
3	Fuel Type	Petrol, Diesel, Aviation Fuel
4	t °C min-max	-50C (-58F) to +170C (338F)
5	Operating Temperature (°C)	+92C (197.6F)
6	Maximum Pressure (Bar)	20
7	Working Pressure (Bar)	1.5-16
8	Sizes (WxLxH) mm	100 x 250 x 100
9	Material	Aluminum alloy
10	Weight (kg)	0.275
11	Guarantee Period	60 months/150,000 km

Test N°1 - Dodge Charger 3.6 V6





Mustang Dynamometer Test Report

Updates, Documentation & More At
www.MustangDyne.com
Or Call 1-330-963-5400



Custom Performance Engineering

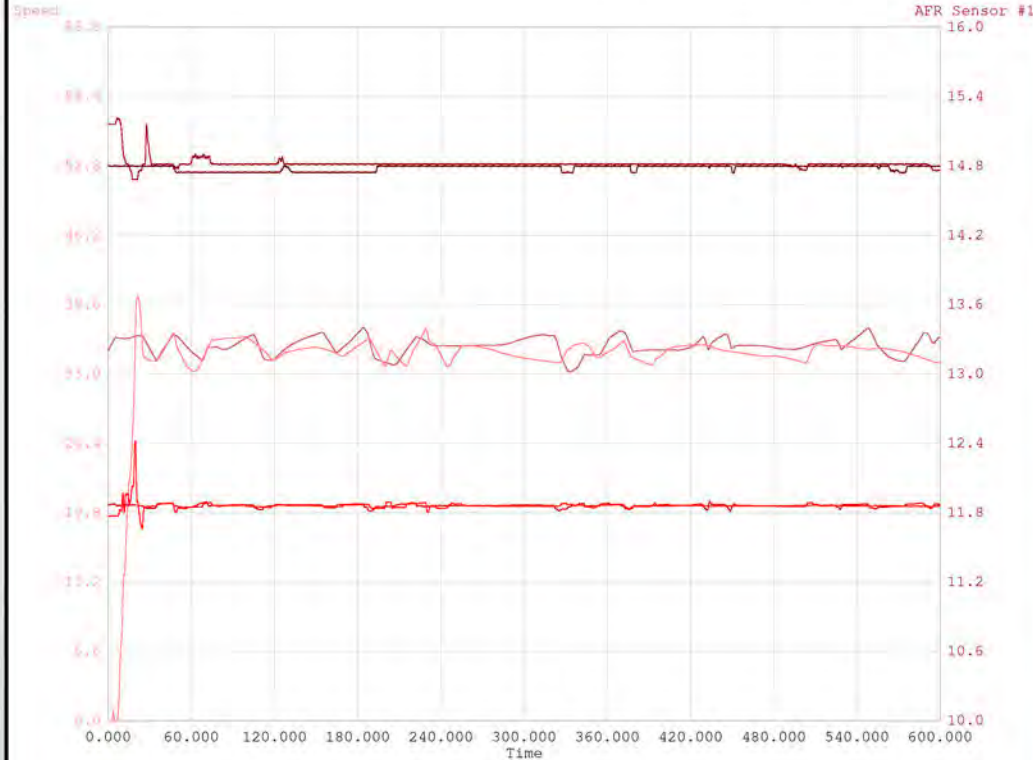
6802 Mid Cities Avenue,
Beltsville, MD 20705
Phone: 301576142 / - Fax: 3015766143 /



Date Printed : 2015/05/09 Filter Mode : FIR
Time Printed : 22:37:34 Filter Value : 75

Tested Vehicle: **Dodge Charger 3.6 V6** Model year: 2015

Run#	License	Owner	Acquired	Test Comments
1	1en918	iO-ENERGIES AG	05/09 15:12:41	W/O device, fuel cons 1.338 gal by pump, 15 mil at 35 mph and 15 mil at 55 mph.
2	1en918	iO-ENERGIES AG	05/09 17:22:29	W device, Fuel Cons. 0.866 gal by pump, 15 mil at 35 mph and 15 mil at 55 mph.



Channel / Run	1			2			3		
	Min	Max	Avg	Min	Max	Avg	Min	Max	Avg
Speed (MPH)	19.8	32.8	25.7	19.8	32.8	25.7	19.8	32.8	25.7
Eng Power T WC (HP)	-12	5	10	74	15	10	10	10	10
AFR Sensor #1 (Ratio)	14.7	14.7	14.8	15.2	14.8	14.8	14.8	14.8	14.8

Test results for Dodge Charger 3.6 V6:
Fuel Economy.

Improvement:

Fuel Savings:
Gasoline/Petrol consumption - 35,27%



Test N°2 - Mercedes C180





TEST REPORT CONSUMPTION TEST

Date: 13/12/2013

Submitted by: Emer SpA

Submitted to: IO-Energies S.r.l.

2. EQUIPMENT:

Vehicle:

Type vehicle	Mercedes C180
S/N	WDD2040311A903272
Displacement	1595 cc
Kw	-

Dynamometer test bench:

Temperature	From 20°C to 28°C
Incline	7%



3. TESTS PERFORMED

TEST 1: Test performed on the vehicle without the filter

Km start test	13167 Km
Km at 90 km/h (D3 gear)	25 Km (from 13167 Km to 13192 Km)
Km at 120 km/h (D5 gear)	25 Km (from 13192 Km to 13217 Km)
Km end test	13217 Km
LT fuel consumed	9,02 l

TEST 2: Test performed on the vehicle with the filter

Km start test	13304 Km
Km at 90 km/h (D3 gear)	25 Km (from 13304 Km to 13329 Km)
Km at 120 km/h (D5 gear)	25 Km (from 13329 Km to 13354 Km)
Km end test	13354 Km
LT fuel consumed	7,09 l

4. RESULTS

PETROL CONSUMPTION	LT/TEST	LT/100 KM
TEST 1	9,02 l	18,04 l
TEST 2	7,09 l	14,18 l
FUEL SAVING	1,93 l	3,86 l

SAVING %	21,40%
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Roberto DeFilippi

R&D Director

Test results for Mercedes C180:
Fuel Economy.

Improvement:

Fuel Savings:
Gasoline/Petrol consumption - 21.4%



Test N°3 - Mitsubishi Pajero 3.2 DI-D



2. EQUIPMENT:

Vehicle:

Type vehicle	Mitsubishi Pajero
S/N	JMBLYV98W7J07001
Displacement	3200 cc
Kw	125

Dynamometer test bench:

Temperature	From 20°C to 28°C
Incline	5%

Km start test	116618 Km
Km at 90 km/h (D3 gear)	25 Km (da 116618 Km a 116643 Km)
Km at 120 km/h (D5 gear)	25 Km (da 116643 Km a 116668 Km)
Km end test	116668 Km
LT fuel consumed	6,78 l

TEST 2: Test performed on the vehicle with the filter

Km start test	116671 Km
Km at 90 km/h (D3 gear)	25 Km (da 116671 Km a 116696 Km)
Km at 120 km/h (D5 gear)	25 Km (da 116696 Km a 116721 Km)
Km end test	116721 Km
LT fuel consumed	5,36 l



4. RESULTS

DIESEL CONSUMPTION	LT/TEST	LT/100 KM
TEST 1	6,78 l	13,56 l
TEST 2	5,36 l	10,72 l
FUEL SAVING	1,42 l	2,84 l

SAVING %	20,95%
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Test results for Mitsubishi Pajero 3.2 DI-D:
Fuel Economy (Diesel Engine)

Improvement:

Fuel Savings:
Diesel consumption - 20,95%

Test N°4 - BMW 325i xDrive



"UNICHIP" LLC

Tax ID of tax payer 7718702224 KPP 773401001
 OGRN 1087746560043
 123007, Moscow city 1st Silikatniy passage, 25, str. 1
 Tel: (495) 620-36-56

Independent examination of a device for fuel saving and increasing engine power – ECOJET – HFK -3

Measurements were carried out using power testing bench Super Flow 880E

Automobile being tested: BMW 325 I Xdrive

VIN – WBAPK 11000A 508263

Automobile's passport details:

Engine power kWt /h.p. 160.2/218

Testing of the automobile was carried out on the test bench Super Flow 880E s/n 202

The automobile was fueled with petrol - LUKOIL 95.

Measurements of fuel consumption in standard performance with driver and a passenger, at air temperature in the premise being 33.5 C;

Data of the automobile measured on the bench:

Engine power kWt /h.p. 160.2/218

Driving moment (torque) – 248.7 nm

Fuel consumption readings according to automobile's on-board computer on the test bench at no-load in cruise control mode:

90 km/h – 8.1 l/100 km

120 km/h – 9.2 l / 100 km

Measurements of fuel consumption after installation of the fuel saver – ECOJET–HFK-3

The device was installed in the fuel line and connected to power supply of 12V, 60 A/h

Power readings of the automobile measured on the test bench SF 880E:

Engine power kWt /h.p. 164.1/223.6

Driving moment (torque) – 256.6 nm

Fuel consumption readings according to automobile's on-board computer on the test bench at no-load in cruise control mode:

90 km/h – 6.8 l/100 km

120 km/h – 7.6 l / 100 km

These results testify that the fuel saving device reduced fuel consumption by 17,5 %.

Increase of engine power after installation of fuel saving device made up 2.5%.

All measurements of fuel consumption were conducted in cruise control mode of the automobile BMW 325 I Xdrive using automobile's on-board computer of instant fuel consumption.

Measurements were carried out on the test bench - Super Flow 880E of the Company Morendi located at the address: Moscow city, 1st Silikatniy passage, 25.

Technical director: Pustovoytov Evgeniy

Technician: Trofimov Andrey

Test results for BMW 325i xDrive:
 Fuel Economy, Power improvement.

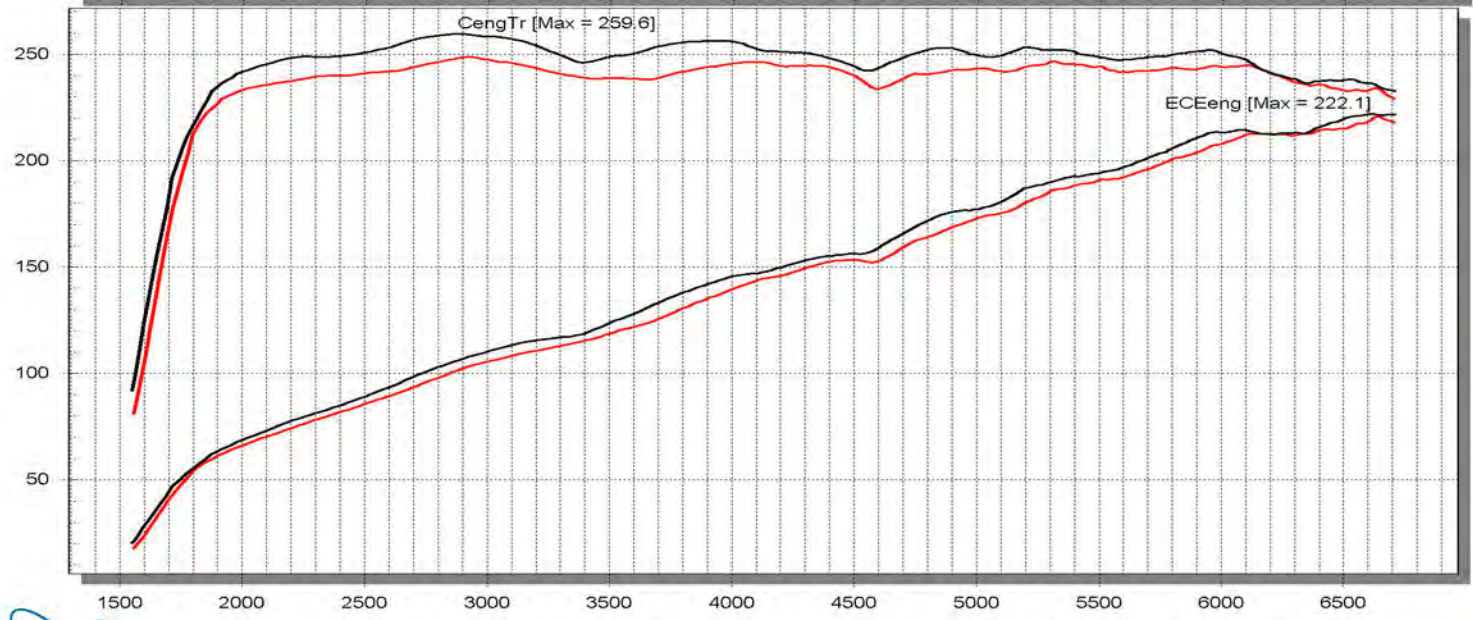
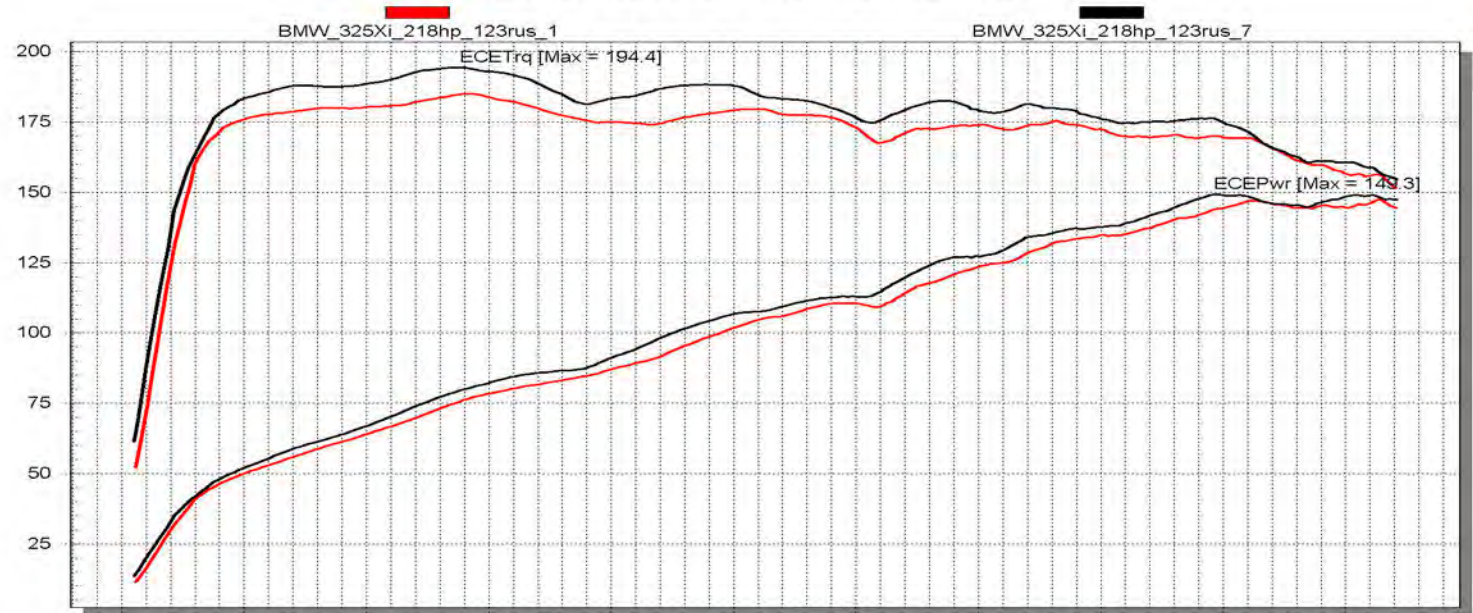
Improvement:

Fuel Savings:
 Gasoline/Petrol consumption - 17,5%

Power improvement:
 Engine power +2,5%

ECE Corrected Wheel Power vs. RPM

BMW_325Xi_218hp_123rus_1, BMW_325Xi_218hp_123rus_7,



Test results for BMW 325i xDrive:

Power improvement - Graphics:
Engine power +2,5%



Test N°5 - Volkswagen Golf 1900 TDI



TEST REPORT CONSUMPTION TEST

Date: 21/11/2013

Submitted by: Emer SpA

Presentato a: IO-Energies S.r.l.

2. EQUIPMENT:

Vehicle:

Type vehicle	Volkswagen Golf Variant
S/N	WWWZZZ1KZ8M313574
Displacement	1896 cc
Kw	77 Kw

Dynamometer test bench:

Temperature	From 20°C to 28°C
Incline	7%



3. TESTS PERFORMED

TEST 1: Test performed on the vehicle without the filter

Km start test	85226 Km
Km at 90 km/h (4 th gear)	25 Km (from 85226 Km to 85251 Km)
Km at 120 km/h (5 th gear)	25 Km (from 85251 Km to 85276 Km)
Km end test	85276 Km
LT fuel consumed	4,53 l

TEST 2: Test performed on the vehicle with the filter

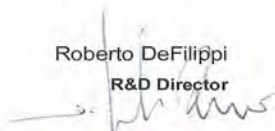
Km start test	85279 Km
Km at 90 km/h (4 th gear)	25 Km (from 85279 Km to 85304 Km)
Km at 120 km/h (5 th gear)	25 Km (from 85304 Km to 85329 Km)
Km end test	85329 Km
LT fuel consumed	3,77 l

4. RESULTS

DIESEL CONSUMPTION	LT/TEST	LT/100 KM
TEST 1	4,53 l	9,06 l
TEST 2	3,77 l	7,54 l
FUEL SAVING	0,76 l	1,52 l

SAVING %	16,78%
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Roberto DeFilippi
R&D Director

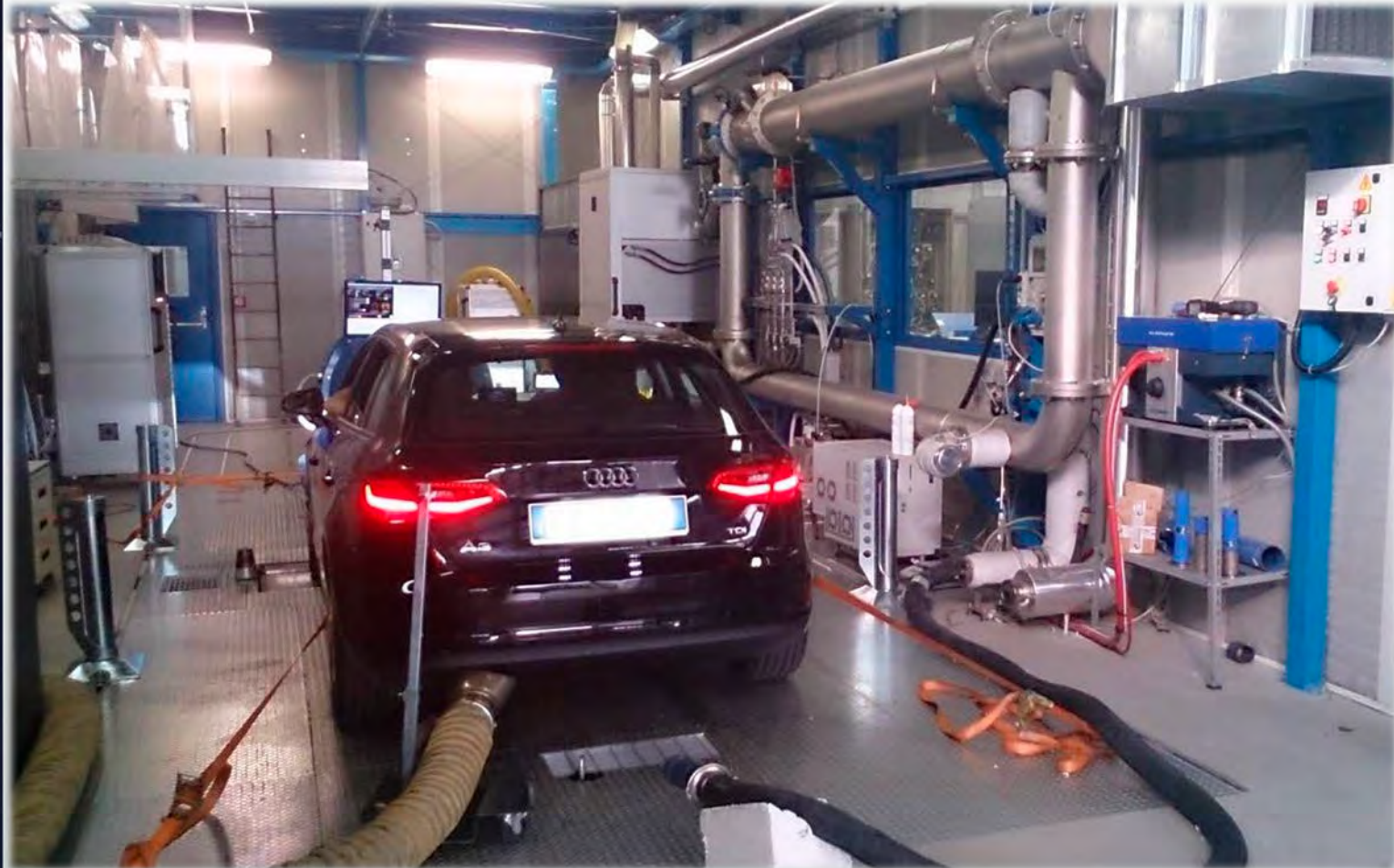


Test results for Volkswagen Golf 1900 TDI:
Fuel Economy (Diesel Engine)

Improvement:

Fuel Savings:
Diesel consumption - 16.78%

Test N°6 - AUDI A3 1600 TDI





CONTROL SISTEM S.r.l.

via Cuneo n.7, 10044 Pianezza (TO) Italy

CYCLE DATA			
Cycle number:	4367	Date:	03/11/2014
Performed cycle:	ECE_EUDC 2 fasi DIESEL	Job number:	CS 037/14
Operator:	cassano	Customer:	IO-ENERGIES
Driver:	Pellegrino	Regulation level:	EURO 5
Reference regulation:	UN/ECE Reg. 83.06 updated to supplement 2 (13th April 2012)		

INSTRUMENTATION			
Chassis-dyno:	Dynosaur 2WD compact 002 year 2012	CVS:	CVS-R03 001 year 2009
Diluted gas analyzer:	MEXA 7200D S2000130929000010 year 2008	Raw gas analyzer 1:	MEXA 7170DEGR S2000313175000010 y.09
Raw gas analyzer 2:	MEXA 7170DEGR S2000405579000010 y.10	PN counter:	MEXA 2000SPCS S2000274352000010 y.09
PM sampling sys.:	PSS-20 H-048-A year 2009	Micro balance:	XP2U 1123492753 year 2010
Ambient management:	CS702/08 003 year 2009		

VEHICLE			
Manufacturer:	Audi	Inertia [Kg]:	1260
Model:	A3	Road resistance 20km/h [N]:	0
Code:	EV214F-J	Road resistance 40km/h [N]:	0
Chassis number:	1.6	Road resistance 60km/h [N]:	0
Engine:	1.6	Road resistance 80km/h [N]:	0
Transmission:	Manuale	Road resistance 100km/h [N]:	0
Traction:	Anteriore	Road resistance 120km/h [N]:	0
Fuel:	Diesel	F0 [N]:	7
Tyres pressure [bar]:	3	F1 [N/kmh]:	0,000
Kilometers [km]:	370	F2 [N/kmh]:	0,0460

GENERAL DATA			
Ambient temperature [°C]:	Phase 1: 23.0	Phase 2: 23.4	Violations [sec]: 0.2
Barometric pressure [mbar]:	987	987	Fuel density [kg/l]: 0,8336
Relative humidity [%]:	46.7	42.0	THC density [g/l]: 0,622
Absolute humidity [g/kg]:	8.39	7.71	CO density [g/l]: 1.25
Pd dry [kPa]:	2.814	2.881	CO ₂ density [g/l]: 1.964
NOx correction factor:	0.929	0.910	NO _x density [g/l]: 2.05
Distance [m]:	4050	6970	NO density [g/l]: 1.338
Duration [sec]:	780	415	NO ₂ density [g/l]: 2.054
CVS volume [m ³]:	69.38	35.61	CH ₄ density [g/l]: 0,71682
CVS dilution factor:	27.34	12.57	Secondary dil. factor: 5
Particulate sample volume [nl]:	152.0	78.2	

POLLUTANTS MEASUREMENTS						
Phase	THC [ppm]	CO [ppm] / [%]	NO _x [ppm]	CO ₂ [%Vol]	CH ₄ [ppm]	Particulate [mg]
Sample	7.1	11.0 0.0	7.0	0.49	5.5	Filter: 5849
Dilution air	3.3	1.0	0.2	0.05	4.8	Initial weight: 88.9117
						Final weight: 88.9285
						Difference: 0.0168
Phase 2						Filter: 5850
Sample	4.8	1.4 0.0	13.9	1.07	5.1	Initial weight: 86.7107
Dilution air	3.3	0.9	0.2	0.06	4.8	Final weight: 86.7275
						Difference: 0.0168

RESULTS							
Phase	THC [mg/km]	NO _x [mg/km]	HC+NOx [mg/km]	CO [mg/km]	CO ₂ [g/km]	Cons [l/100km]	CH ₄ [mg/km]
Phase 1	42.3	222.0	264.3	216.3	147.7	5.6	10.3
Phase 2	5.8	131.1	136.9	3.9	102.3	3.9	2.2
Total	19.2	164.5	183.7	81.9	119.0	4.5	5.2
Phase	THC [mg/km]	NO _x [mg/km]	HC+NOx [mg/km]	CO [mg/km]	CO ₂ [g/km]	Cons [l/100km]	CH ₄ [mg/km]
Phase 1	42.0	223.9	266.0	214.5	148.0	5.6	10.3
Phase 2	6.2	133.6	139.9	1.6	103.7	3.9	2.2
Total	19.4	166.8	186.2	79.8	120.0	4.6	5.2
							PM [mg/km]
							4.4E+11
							6.1E+09
							1.7E+11

Start/Stop: ON - OFF Errors: YES / NO Mode: NORM / ECO
 NOTES: no strumento
 TESTING RESPONSIBLE: CUSTOMER

CYCLE DATA			
Cycle number:	4402	Date:	15/03/2014
Performed cycle:	ECE_EUDC 2 fasi DIESEL	Job number:	CS 037/14
Operator:	cassano	Customer:	IO-ENERGIES
Driver:	Pellegrino	Regulation level:	EURO 5
Reference regulation:	UN/ECE Reg. 83.06 updated to supplement 2 (13th April 2012)		

INSTRUMENTATION			
Chassis-dyno:	Dynosaur 2WD compact 002 year 2012	CVS:	CVS-R03 001 year 2009
Diluted gas analyzer:	MEXA 7200D S2000130929000010 year 2008	Raw gas analyzer 1:	MEXA 7170DEGR S2000313175000010 y.09
Raw gas analyzer 2:	MEXA 7170DEGR S2000405579000010 y.10	PN counter:	MEXA 2000SPCS S2000274352000010 y.09
PM sampling sys.:	PSS-20 H-048-A year 2009	Micro balance:	XP2U 1123492753 year 2010
Ambient management:	CS702/08 003 year 2009		

VEHICLE			
Manufacturer:	Audi	Inertia [Kg]:	1260
Model:	A3	Road resistance 20km/h [N]:	0
Code:	EV214F-J	Road resistance 40km/h [N]:	0
Chassis number:	1.6	Road resistance 60km/h [N]:	0
Engine:	1.6	Road resistance 80km/h [N]:	0
Transmission:	Manuale	Road resistance 100km/h [N]:	0
Traction:	Anteriore	Road resistance 120km/h [N]:	0
Fuel:	Diesel	F0 [N]:	7
Tyres pressure [bar]:	3	F1 [N/kmh]:	0,000
Kilometers [km]:	392	F2 [N/kmh]:	0,0460

GENERAL DATA			
Ambient temperature [°C]:	Phase 1: 23.6	Phase 2: 23.7	Violations [sec]: 0.6
Barometric pressure [mbar]:	981	981	Fuel density [kg/l]: 0,8336
Relative humidity [%]:	50.3	41.3	THC density [g/l]: 0,622
Absolute humidity [g/kg]:	9.42	7.78	CO density [g/l]: 1.25
Pd dry [kPa]:	2.912	2.938	CO ₂ density [g/l]: 1.964
NOx correction factor:	0.959	0.912	NO _x density [g/l]: 2.05
Distance [m]:	4050	6960	NO density [g/l]: 1,338
Duration [sec]:	780	415	NO ₂ density [g/l]: 2,054
CVS volume [m ³]:	68.97	34.60	CH ₄ density [g/l]: 0,71682
CVS dilution factor:	29.99	13.34	Secondary dil. factor: 5
Particulate sample volume [nl]:	152.1	78.1	

POLLUTANTS MEASUREMENTS						
Phase	THC [ppm]	CO [ppm] / [%]	NO _x [ppm]	CO ₂ [%Vol]	CH ₄ [ppm]	Particulate [mg]
Sample	9.7	21.1 0.0	5.3	0.45	5.5	Filter: 5849
Dilution air	3.2	0.9	0.1	0.05	4.5	Initial weight: 88.9117
						Final weight: 88.9285
						Difference: 0.0000
Phase 2						Filter: 5850
Sample	6.1	2.0 0.0	12.5	1.01	4.9	Initial weight: 86.7107
Dilution air	3.1	0.8	0.1	0.05	4.5	Final weight: 86.7275
						Difference: 0.0000

RESULTS							
Phase	THC [mg/km]	NO _x [mg/km]	HC+NOx [mg/km]	CO [mg/km]	CO ₂ [g/km]	Cons [l/100km]	CH ₄ [mg/km]
Phase 1	70.1	175.2	245.3	430.7	133.3	5.1	14.1
Phase 2	9.7	114.9	124.6	8.0	93.8	3.6	2.4
Total	31.9	137.1	169.0	163.5	108.4	4.1	6.7
Phase	THC [mg/km]	NO _x [mg/km]	HC+NOx [mg/km]	CO [mg/km]	CO ₂ [g/km]	Cons [l/100km]	CH ₄ [mg/km]
Phase 1	71.4	175.5	246.9	430.0	135.5	5.2	14.1
Phase 2	10.1	117.1	127.2	5.8	96.2	3.7	2.4
Total	32.7	138.6	171.2	161.8	110.6	4.2	6.7
							PM [mg/km]
							4.4E+11
							6.1E+09
							1.7E+11

Start/Stop: ON - OFF Errors: YES / NO Mode: NORM / ECO
 NOTES: no strumento
 TESTING RESPONSIBLE: CUSTOMER

Test results for Audi A3 1600 TDI:
 Fuel Economy, CO2 Emissions, Nox.
 Improvement:
 Fuel Savings:
 Diesel consumption - 10%
 Emissions reduction:
 CO2 - 10%
 Nox - 18%





CONTROL SISTEM S.r.l.

via Cuneo n.7, 10044 Pianezza (TO) Italy

CYCLE DATA			
Cycle number:	4368	Date:	11/03/2014
Performed cycle:	POWER CURVE	Job number:	CS 037/14
Operator:	Borsello	Customer:	I/O ENERGIES
Driver:	Vendemiat		

CYCLE DATA			
Cycle number:	4401	Date:	15/03/2014
Performed cycle:	POWER CURVE	Job number:	CS 037/14
Operator:	Pellegrino	Customer:	I/O ENERGIES
Driver:	Vendemiat		

INSTRUMENTATION			
Chassis-dyno:	Dynosaur 2WD compact 002 year 2012		

INSTRUMENTATION			
Chassis-dyno:	Dynosaur 2WD compact 002 year 2012		

VEHICLE			
Manufacturer:	Audi	Inertia [Kg]	1260
Model:	A3	Roll/wheel resistance at 20km/h [N]	105
Code:	EV214FJ	Roll/wheel resistance at 40km/h [N]	114
Chassis number:		Roll/wheel resistance at 60km/h [N]	120
Engine:	1.6	Roll/wheel resistance at 80km/h [N]	120
Transmission:	Manuale	Roll/wheel resistance at 100km/h [N]	127
Traction:	Anteriore	Roll/wheel resistance at 120km/h [N]	132
Fuel:	Diesel	Wheel diameter [mm]	500
Tyres pressure [bar]	3	Total transmission ratio:	3.770
Kilometers [km]	2836	Total transmission efficiency [%]	90.0

VEHICLE			
Manufacturer:	Audi	Inertia [Kg]	1260
Model:	A3	Roll/wheel resistance at 20km/h [N]	105
Code:	EV214FJ	Roll/wheel resistance at 40km/h [N]	114
Chassis number:		Roll/wheel resistance at 60km/h [N]	120
Engine:	1.6	Roll/wheel resistance at 80km/h [N]	120
Transmission:	Manuale	Roll/wheel resistance at 100km/h [N]	127
Traction:	Anteriore	Roll/wheel resistance at 120km/h [N]	132
Fuel:	Diesel	Wheel diameter [mm]	600
Tyres pressure [bar]	3	Total transmission ratio:	4.524
Kilometers [km]	3658	Total transmission efficiency [%]	90.0

AMBIENT DATA			
Ambient temperature [°C]	23.5		
Barometric pressure [mbar]	988		
Relative humidity [%]	43.2		
Absolute humidity [g/kg]	7.96		
Pd dry [kPa]	2.890		

AMBIENT DATA			
Ambient temperature [°C]	24.5		
Barometric pressure [mbar]	983		
Relative humidity [%]	42.0		
Absolute humidity [g/kg]	8.27		
Pd dry [kPa]	3.074		

RESULTS						
Step	Wheel speed [km/h]	Engine speed [rpm]	Roll/wheel F [N]	Force at roll [N]	Torque [Nm]	Power [kW]
1	27.40	1095.8	108.6	1749.00	136.9	15.7
2	30.36	1214.4	109.5	2122.25	164.4	20.9
3	35.28	1411.0	111.0	3198.30	243.8	36.0
4	40.29	1611.4	112.5	3288.50	250.6	42.3
5	45.36	1814.2	114.0	3262.10	248.8	47.3
6	50.31	2012.4	115.4	3287.65	250.7	52.8
7	55.39	2215.5	116.8	3307.00	252.3	58.5
8	60.42	2416.7	118.1	3301.75	252.0	63.8
9	65.48	2619.3	119.4	3280.44	250.5	68.7
10	70.33	2813.1	120.7	3229.70	246.9	72.7
11	75.46	3018.5	121.9	3111.95	238.3	75.3
12	80.34	3213.7	123.1	2928.15	224.8	75.7
13	85.36	3414.3	124.3	2726.55	210.1	75.1
14	90.43	3617.1	125.4	2534.00	195.9	74.2
15	95.32	3812.9	126.5	2389.90	185.4	74.0
16	100.43	4017.3	127.5	2267.05	176.4	74.2
17	105.38	4215.1	128.6	2134.70	166.8	73.6
18	110.38	4415.3	129.5	2000.45	156.9	72.6
19	115.35	4614.1	130.5	1838.85	145.1	70.1
20	120.42	4816.9	131.4	1615.70	128.7	64.9
21						
22						
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31						

RESULTS						
Step	Wheel speed [km/h]	Engine speed [rpm]	Roll/wheel F [N]	Force at roll [N]	Torque [Nm]	Power [kW]
1	27.25	1090.0	108.6	-271.52	-12.0	-1.4
2	30.34	1213.6	109.5	2000.71	155.5	19.8
3	35.25	1410.0	111.0	3113.76	237.6	35.1
4	40.23	1609.2	112.5	3360.95	255.9	43.1
5	45.38	1815.2	114.0	3337.71	254.3	48.3
6	50.34	2013.6	115.4	3337.76	254.4	53.7
7	55.27	2210.9	116.7	3336.80	254.5	58.9
8	60.37	2414.9	118.1	3329.66	254.0	64.2
9	65.33	2613.3	119.4	3308.90	252.6	69.1
10	70.22	2808.9	120.6	3266.38	249.6	73.4
11	75.41	3018.5	121.9	3152.61	241.3	76.2
12	80.40	3216.1	123.1	2989.47	229.3	77.2
13	85.40	3416.1	124.3	2803.00	215.7	77.2
14	90.44	3617.7	125.4	2627.09	202.8	76.8
15	95.46	3818.5	126.5	2491.93	192.9	77.1
16	100.44	4017.7	127.6	2376.23	184.5	77.6
17	105.40	4216.1	128.6	2223.33	173.3	76.5
18	110.45	4418.1	129.6	2060.47	161.4	74.7
19	115.45	4618.1	130.5	1923.95	151.4	73.2
20	120.39	4815.7	131.4	1660.47	132.0	66.6
21						
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NOTES: Gear used during test: 3rd

TESTING RESPONSIBLE: [CUSTOMER]

NOTES: Gear used during test: 3rd

TESTING RESPONSIBLE: [CUSTOMER]

Test results for Audi A3 1600 TDI

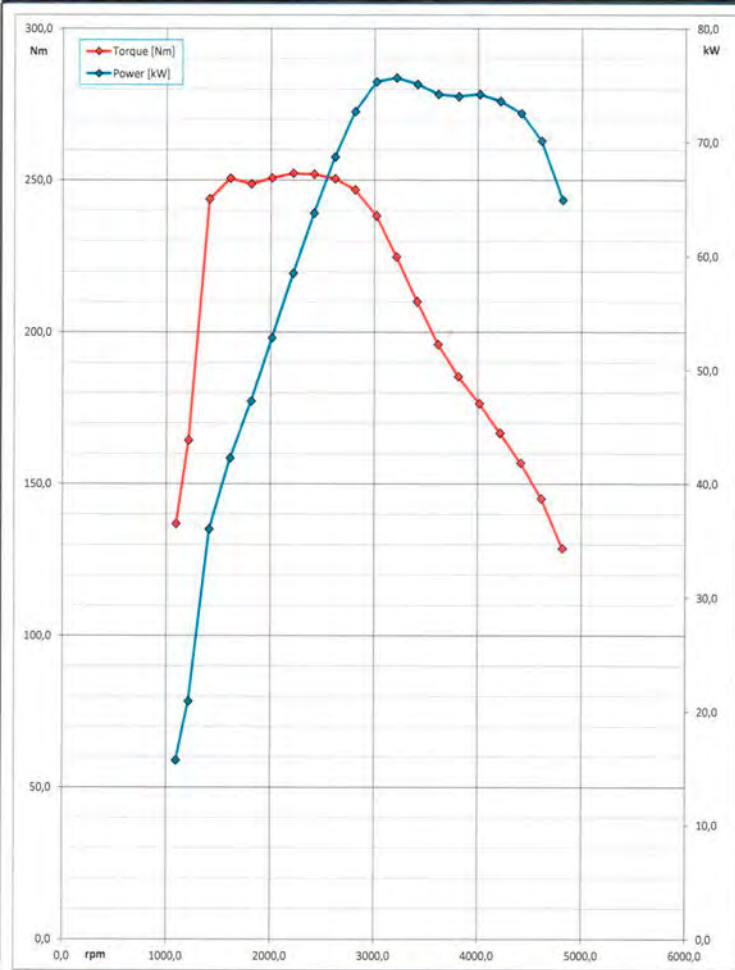
Power Improvement:
Engine power +3%





CONTROL SISTEM S.r.l.

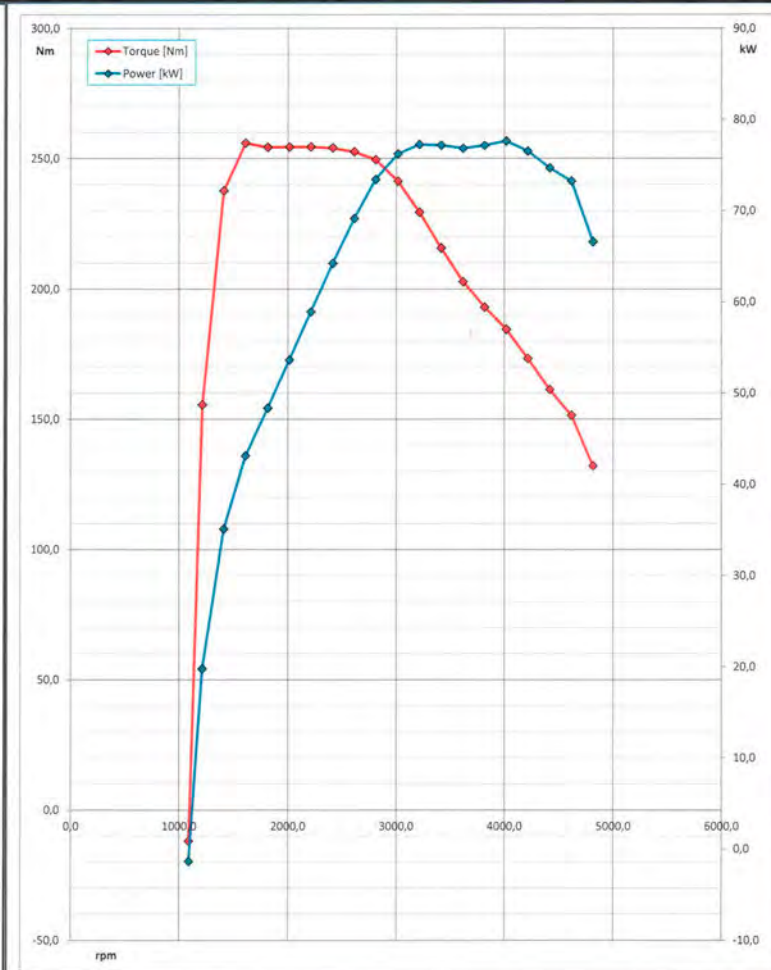
via Cuneo n.7, 10044 Pianezza (TO) Italy



NOTES

TESTING RESPONSIBLE:

CUSTOMER:



NOTES

TESTING RESPONSIBLE:

CUSTOMER:

Test results for Audi A3 1600 TDI

Power Improvement - Graphics:
Engine power +3%



Test N°7 - Lexus Xu3



TEST REPORT CONSUMPTION TEST

Date: 29/09/2014

Submitted by: Emer SpA

Presentato a: IO-Energies S.r.l.

2. EQUIPMENT:

Vehicle:

Type vehicle	Lexus Xu3
S/N	JTJHK31U002035333
Displacement	3465cc
Kw	203

Dynamometer test bench:

Temperature	From 20°C to 28°C
Incline	10%

3. TESTS PERFORMED

TEST 1: Test performed on the vehicle without the filter

Km start test	330517 Km
Km at 90 km/h (D3 gear)	25 Km (from 330517 Km to 330542 Km)
Km at 120 km/h (D5 gear)	25 Km (from 330542 Km to 330567 Km)
Km end test	330542 Km
LT fuel consumed	15,05 l

TEST 2: Test performed on the vehicle with the filter

Km start test	330600 Km
Km at 90 km/h (D3 gear)	25 Km (from 330600 Km to 330625 Km)
Km at 120 km/h (D5 gear)	25 Km (from 330625 Km to 330650 Km)
Km end test	330650 Km
LT fuel consumed	13,45 l



4. RESULTS

GPL CONSUMPTION	LT/TEST	LT/100 KM
TEST 1	15,05 l	30,10 l
TEST 2	13,45 l	26,9l
FUEL SAVING	1,60 l	3,80 l

SAVING %	10,63%
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Test results for Lexus Xu3:
Fuel Economy (GPL)

Improvement:

Fuel Savings:
GPL consumption - 10.63%

Silvio Tartari

R&D Director



Conclusions




EQOPET's unique characteristics, **proven results** and **affordability** make this product **unparalleled** in today's market.

EQOPET is applicable to **all vehicles** operating on hydrocarbon fuel without changing factory settings.

Whether owning a **new or used vehicle**, **EQOPET** will make it more **fuel efficient** and more **environmentally friendly** – all without sacrificing vehicle **power and performance**.

Pub. No.: WO/2013/050882 International Application No.: PCT/IB2012/002851
Publication Date: 11.04.2013 International Filing Date: 12.09.2012
IPC:

F02M 27/04 (2006.01) 

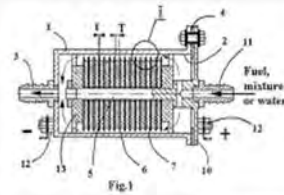


Applicants: KUREGYAN, Kamo [RU/RU]; (RU)
Inventors: KUREGYAN, Kamo; (RU)
Priority Data:

Title (EN) EQUIPMENT FOR STRUCTURIZATION AND POLARIZATION OF FUEL, COMBUSTION MIXTURE OR WATER
(FR) ÉQUIPEMENT DE STRUCTURATION ET DE POLARISATION DE CARBURANT, DE MÉLANGE DE COMBUSTION OU D'EAU

Abstract:

(EN) The invention relates to engine construction, to equipment for improving fuel and combustion mixture. Also may be used for water processing. Economy of fuel and decrease of noxious air emissions in the atmosphere are achieved. Equipment for structurization and polarization of fuel, combustion mixture or water, comprises a body in a form of a hollow cylinder with a smooth inside surface and a rod mounted in the body, both made of current-conducting materials and connectable to the electric circuit. The equipment is supplied with a battery of current-conducting discs interleaved with insulating ones, positioned on the rod. The size of a working gap for passing fuel between the tops of the discs and the body doesn't exceed 1/10 of the size of the working surface of the body. The body and the rod are made of duralumin alloy, but the current-conducting discs of aluminum. The plain surfaces of the current-conducting discs are performed with electro insulating cover, without covering the tops of the discs.



(FR) L'invention se rapporte à la construction d'un moteur et à un équipement pouvant améliorer le carburant et le mélange de combustion. Également utilisable pour le traitement de l'eau. Une économie de carburant et une diminution des émissions nocives dans l'atmosphère sont réalisées. L'équipement de structurization et de polarisation de carburant, de mélange de combustion ou d'eau comprend un corps en forme de cylindre creux à surface intérieure lisse, et une tige montée dans le corps, tous deux fabriqués avec des matériaux électroconducteurs et pouvant être raccordés au circuit électrique. L'équipement est muni d'une batterie de disques électroconducteurs imbriqués avec des disques isolants placés sur la tige. La taille d'un espace de travail destiné à faire passer le carburant entre les sommets des disques et le corps ne dépasse pas 1/10 de la taille de la surface de travail du corps. Le corps et la tige sont réalisés en alliage de duralumin, mais les disques électroconducteurs sont réalisés en aluminium. Les surfaces planes des disques électroconducteurs sont réalisées avec un revêtement électro-isolant, sans recouvrir les sommets des disques.

Designated States:

AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BN, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PA, PE, PG, PH, PL, PT, QA, RO, RS, RU, RW, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.
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African Intellectual Property Organization (OAPI) (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Publication Language: English (EN)
Filing Language: English (EN)



PATENTSCOPE

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WORLD INTELLECTUAL PROPERTY ORGANIZATION

International patent



Pub. NO: WO/2013/050882
Inventors: KUREGYAN, Kamo

A background image of two hands, one on the left and one on the right, with fingers pointing towards each other to form a heart shape. The hands are rendered in a light, semi-transparent white color against a white background.

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