

HKPC/ETCHK/EE Emission Fuel Tests

Fuel Economy Label Singapore							Fuel Consumption			CO2 (g/km)		
Make	Model	Year	Cc	Body	Trans	Fuel	Urban	Extra Urban	Combined	Urban	Extra Urban	Combined
Mercedes-Benz	S 300 L Daimler	2006	2997	Sedan	Auto	Petrol	14.1	7.6	9.9	336	182	237
Mercedes-Benz	S 500L Daimler	2006	5461	Sedan	Auto	Petrol	16.8	8.1	11.3	399	191	268
Toyota	ZNE10R-HPPNK)	2007	1794	MPV	Auto	Petrol	9.8	6.6	7.8	234	159	187

HKPC/ETCHK/EE Emission Test						
Vehicle	Condition	NOx ppm	THC ppm	CO ppm	CO2 ppm	O2 ppm
Mercedes S300	W/O MMB	-	8	80	149.0	1700
	W MMB	-	2	40	250.0	800
Comparison Result W vs W/O			-75%	-50%	+0.7%	-64.7%
Vehicle	Condition	NOx g/km	THC g/km (0.5)	CO g/km (2.0)	CO2 ppm	
Mercedes S500	W/O MMB	0.0255	0.0815	0.505	350.10	-
	W MMB	0.0175	0.0810	0.499	362.43	-
Comparison Result W vs W/O		-31.4%	-0.6%	-11.1%	+3.5%	Fuel Economy Km/L
Toyota WISH	W/O MZ~GT	0.060	0.099	0.420	202.9	11.57 – 11.94
	W MZ~GT	0.059	0.085	0.408	201.6	12.32
Comparison Result W vs W/O		-1.6%	-14.1%	-2.9%	-0.7%	3.2% to 4.9%

The above tests were conducted in Hong Kong. **CO2** are within the limit of the published FEL for 3 cars under city driving.

EU Directive 96/69/EC exhaust emissions limits **THC 0.5 g/km, CO 2.0 g/km**

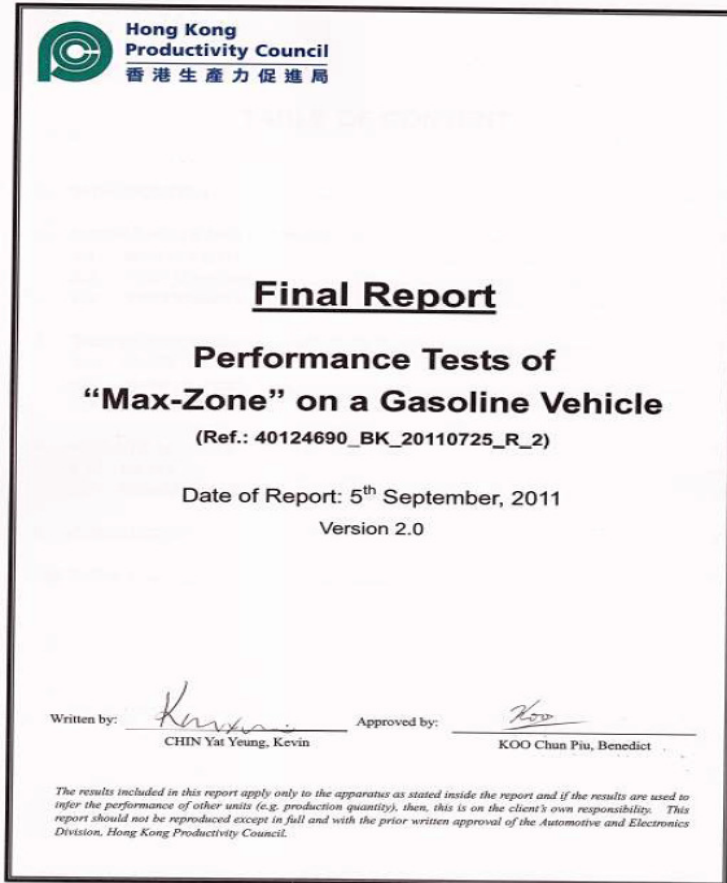
S300 Lambda from 1.007 down to 1.003 with MMB, a near "ideal" of 1.000

Toyota Wish reported a fuel saving of 3.2% to 4.9% during the 6 day evaluation

MMB is equivalent to Max~Zone

Max~Zone Action #4 Plasma DeCarbonizes

Mr. Loh Pong Tuan, Managing Director of Equipment Engineering Pte. Ltd, Singapore (hereinafter named as “the Company”) invited HKPC (hereinafter named as “the Council”) to submit a proposal for evaluating their product – Max-Zone (hereinafter named as “the Test Sample”).



Hong Kong Productivity Council with Equipment Engineering Pte Ltd engaged Environmental Technology Consultants HK Ltd to conduct tests for emission, fuel economy, engine noises and decarbonization in Toyota WISH with Max~Zone over a 6 day period. Next page shows the decarbonization result.

Max~Zone Action #4 Plasma DeCarbonizes

Toyota WISH DeCarbonization Result

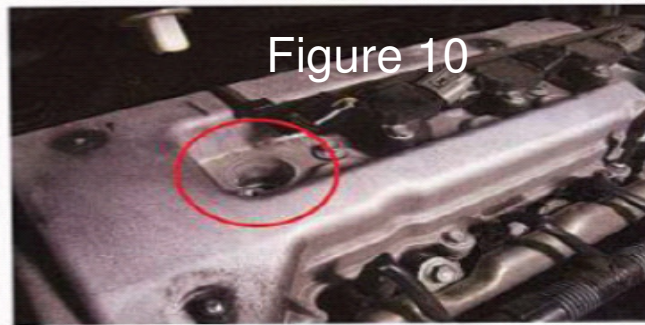


Fig 10. Entry for endoscope

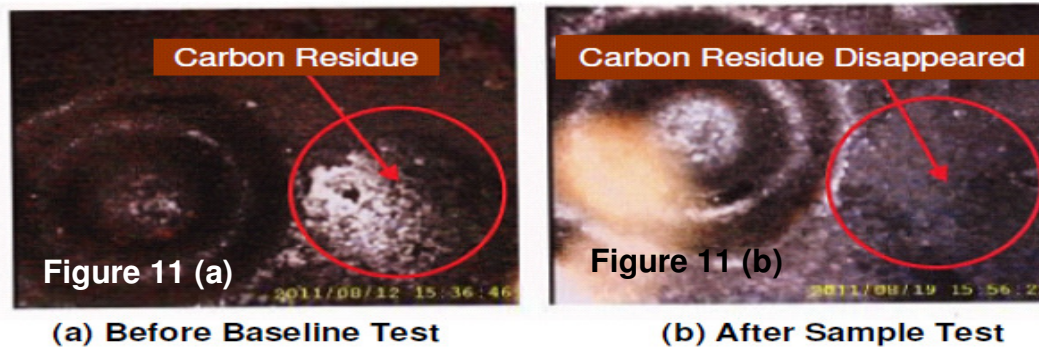


Figure 11 (a)

(a) Before Baseline Test

Figure 11 (b)

(b) After Sample Test

Figure 10 and Figure 11 shows the location for endoscopic inspection inside an engine cylinder of the Test Vehicle and the condition inside the cylinder respectively. It could be observed that the carbon residues were removed after applying the Test Sample.

Figure 11 Comparison of the Condition inside an Engine Cylinder of the Test Vehicle between (a) Before Baseline Test and (b) After Sample Test

Figure 11, Fig (a) photo was taken on 2011/08/12 without Max~Zone Fig (b) was taken on 2011/08/19 after Max~Zone

Emission & Decarbonization Reports

Max~Zone Hong Kong Business Associate

Mercedes Benz S300 3 Years Old

BOSCH Emission Test

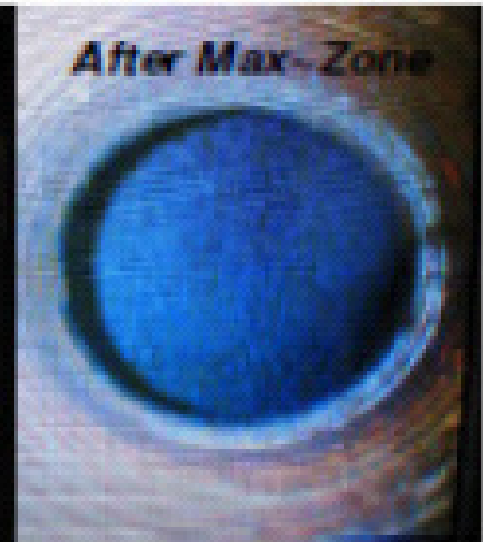
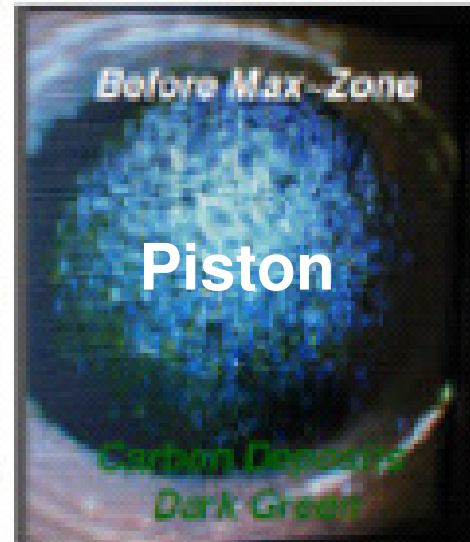


BOSCH ETT 855 /861

Endoscope Piston Inspection



*Pentax Endoscope
through spark plug socket*



Mercedes S300 DeCarbonized Within 45 Minutes At 2000 RPM

Report in next page

Max~Zone~GTS-4 Emission & Decarbonization Report

Mercedes Benz S300 3 Years Old

*This is an extract from the finding on the testing of **MMB**. Objective of the test is to prove beyond reasonable doubt on the numerous claim made by the product supplier who incidentally is a MB independent distributor in Hong Kong. Test is twofold and sufficient to expand into many sub-categories for further investigation. It must be read in conjunction with the attachments.*

Emission: Test was carried with a Bosch ETT 855 / 861, the test was carried on 06.11.2010 at 60 minutes interval. At 11.31 hr tests was carried out on tailpipe emission without MMB. With engine shut down, product MMB was installed and engine restarted to run continuously for 45 minutes at 2000 rpm. Thereafter tailpipe emission was taken again @12.33 hr.

*De-carbonization: An endoscope was used to take picture inside the combustion chamber thru the spark plug hole. One was taken before the commencement of test (**w/o MMB**) and the other taken after the test (**with MMB**). Our initial scepticism that a small device can remove carbon accumulation in the combustion chamber has proven us wrong.*

1) Emission

- CO (Carbon Monoxide) reduce from 80ppm to 40ppm, a 50% reduction.*
- CO2 (Carbon Dioxide) increase from 149K to 150K ppm, indicate effective combustion and in today's measurement criteria considered good by USEPA.*
- O2 (Oxygen) reduce from 1700ppm to 600ppm, indicate effective combustion, 64,7% reduction.*
- HC (Hydrocarbon) reduce from 8ppm to 2ppm, again indicate effective combustion, 75% reduction.*
- Lambda down from 1.007 to 1.003 which is very close to ideal range*

2) De-carbonization:

The above photos are evidence of carbon removal from the combustion chamber after the installation of MZ~GTS-4.

Report Summary

It is quite clear from the test that MZ~GTS-4 is capable of enhancing the engine's performances as stated by its supplier. From the emission test result it can be seen that the device has been able to bring the engine to a near perfect combustion which equate thus:

*Fuel (hydrocarbons) + Air (Oxygen + Nitrogen) *Combustion* = CO2 + Water + Nitrogen as against a Typical Engine Combustion:*

*Fuel (hydrocarbon) + Air (oxygen and Nitrogen) *Combustion* = Unburned hydrocarbon + Nitrogen Oxides + Carbon Monoxide + Carbon Dioxide + Water*

The other most convincing aspect of the test is the Lambda drop from 1.007 to 1.003 which is close to perfect engine combustion of stoichiometric 1. All of these reading indicate that with the installation of MMB, one can safely confirm with a certain amount of certainty that the improvement is quite obvious and warrant further investigation.

MMB IS EQUIVALENT TO MAX~ZONE

Max~Zone Hong Kong Associate CM Green

案例二：易跑王助蓝鸟车主彻底清理积碳

长沙某4S点一台行驶了八万一千公里的蓝鸟汽车，在安装易跑王汽车匹配器之前，拆下火花塞通过内窥镜观察缸内积碳十分严重。安装了易跑王之后，经过汽车匹配仪半个小时的匹配工作，再拆下火花塞通过内窥镜进行观察发现，缸内积碳已经被清理干净，在场工作人员及车主都感到十分震惊。

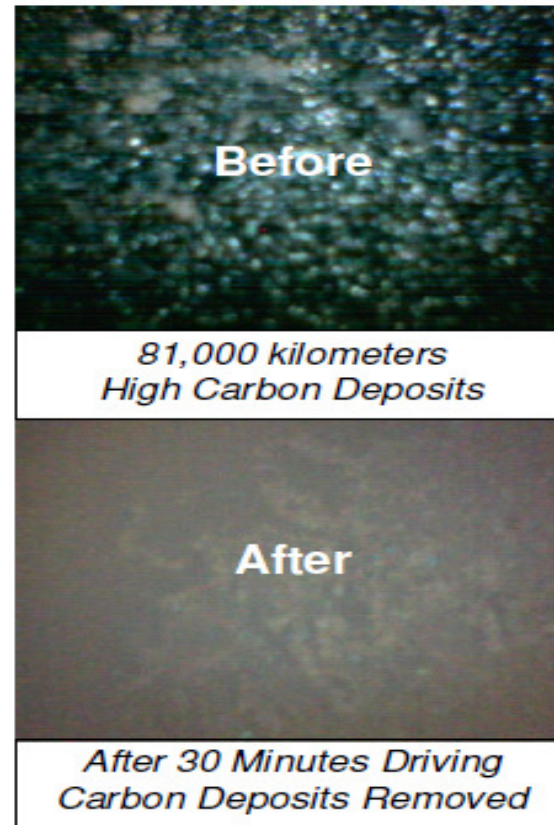
内窥镜观察（安装易跑王之前，积碳严重）



内窥镜观察（安装易跑王之后，积碳清除

Endoscopic observation showed
carbon deposits removed

来源：易跑王汽车匹配器官方网站
Source: Wang Yi run car matcher



Max~Zone Hong Kong Associate CM Green

3 Element Catalyst Comparison



At 100,000 km, Max~Zone was installed. Car was driven to 180,000 km. Endoscope showed **NO** carbon deposit.

At 100,000 km, Endoscope showed carbon deposit.

How Max~Zone Reduces Emissions?

When Max~Zone 4in1 actions module is connected across the vehicle battery the following happens:

Action #1, desulfates battery from 60% charge to 90% while vehicle is running. Battery at 90% charge is a large voltage stabilizer and electrical filter that provide stable supply to operate the Engine Control Unit and protect it from digital computation errors. All electrical components and system electronics work to its designed specifications.

Action #2, magnetizes and ionizes the fuel when it passes through the Electronic Fuel Injectors (EFI), pre-condition the fuel for ignition with maximum burned rate.

Action #3, multi-sparks the spark plugs to eliminate misfire resulting in less carbon deposits.

Action #4, deCarbonizes during ignition to remove organic contaminates like carbon deposits, and grease. Engine chambers are perpetually cleaned when vehicle is daily driven for more than 1 hour.

If vehicle system is in fairly good condition, Max~Zone works with the its powertrain to achieve these;

- **Desulfates battery to 90% charge, protects powertrain from digital computation errors,**
- **Decarbonizes (removes carbon deposits) engine chambers to clean,**
- **Normalizes air/fuel mixture to 'ideal', Lambda 1.000 or ratio 14.7:1,**
- **Eliminate misfire, minimizes carbon deposits.**

It is not **one Action but 4 Actions** that condition the vehicle to perform like a brand-new vehicle to achieve near complete combustion resulting in maximum torque and power, reduce fuel consumption and lower emission pollution.

No Known Competitive Product Has 4in1 Actions in 1 Module For 1 Price