



**bluefuel**  
**TECHNOLOGY**

**reduce fuel costs**  
**decrease emissions**  
**improve performance**

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improve performance

**EPS Nano Fuel Devices**

## **EPS NANO FUEL TECHNOLOGY**

EPS Nano Fuel Technology is an innovative breakthrough in the field of fuel technology. It is also a leading application in the growing field of Nano Technology.

EPS Nano Fuel Technology was conceived in 1991 in China. It has undergone over a decade of extensive research and development that has resulted in a family of mature and well-tested products. The technology has been patented in over 20 countries and has won environmental awards in China.

The technology has been repeatedly tested and analyzed by various institutions such as the Percolation Hydrodynamics Research Institute of the Chinese Academy of Science, the Neutron Laboratory of the Atomic-Physics Research Institute of the Chinese Academy of Atomic Energy and the Neutron Research Center of the United States Department of Commerce National Institute of Standards and Technology (NIST). Their studies prove that fuels passing through an EPS Nano Fuel Device are completely transformed to Nano fuels. This is the only technology known today that does this.

The benefits of this technology are tremendous for the consumer and the environment. When EPS Nano fuels are used in an engine, fuel efficiency is improved, power is enhanced, pollution is substantially reduced, the engine runs quieter and smoother and its service life is extended.

The technology can be applied to a wide range of fuels and applications. It works well on gasoline, kerosene, diesel fuel, heating oils and natural gas. It can be applied to a variety of small and very large engine and fuel burning products. The EPS technology has been transformed into a complete product line to serve just about every application that fuel is used.

There is no other technology available that can compare with the substantiated results of EPS Nano technology.



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## NANOMETER TECHNOLOGY

Nanometer technology has emerged as an important method of creating innovative products in the fields of life science, information technology and energy sources. Nanotechnology is determined by the molecular size of the substance, with the threshold being less than 20 nanometers in size. On a nanoscale, the physical properties of the material changes dramatically, often beyond normal expectations. Nanotechnology will effect the development of mankind in the 21st century.

Professor Alan MacDiarmid of the University of Pennsylvania and a 2000 Nobel prize winner in chemistry has been following the progress of nanometer technology in China. He commented recently, “China is making a great contribution to this field while other countries are still in the early stages of scientific research in nanometer technology. Chinese researchers are vanguards in this field.”

EPS Nano Fuel Technology uses nano technology to change the physical properties of the fuel. When processed through the device normal fuel molecules, which are 300 nm or larger are reduced to nano molecules of 3 nm or less.

EPS Nano Fuel Devices can be installed on all kinds of fuel-powered vehicles, equipment and machinery. The device changes any fuel--oil, gasoline, kerosene, diesel, heating oil, natural gas--that passes through it to a nano fuel.

Using nano fuel results in increased fuel efficiency, reduced polluting emissions and enhanced power in vehicles, equipment and machinery. Among the expected benefits are:

- Fuel savings of 10% or greater;
- Emission reductions of CO, HC, NOx of 25% or greater;
- Emission reductions of CO<sub>2</sub> of 10% or greater;
- Reduction of particulate matter of 50% or greater;
- Power enhancement of 10% or greater;
- Reduction of engine noise;
- Removal of carbon deposits in the engine; and,
- Extension of the engine's service life.





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## **RESEARCH REPORT**

### **NIST Report on the Effect of the EPS Nano Fuel Devices**



**US Department of  
Commerce, National  
Institute of Standards  
and Technology in  
Gaithersburg, MD**

A small-angle neutron scattering (SANS) test of the effect of the EPS Nano Fuel Device was conducted in 2002 at the National Institute for Standards and Technology (NIST), Center for Neutron Research in Gaithersburg, Maryland. Sponsored by the Neutron Scattering Laboratory of the Chinese Atomic Energy Scientific Research Institute, the testing was conducted by Dr. Min Y. Lin.

Dr. Lin is a Chinese-American physicist. He is a senior research fellow at the National Institute of Standards and Technology, chairman of Chinese Association of Science & Technology in the United States, a senior visiting scholar to the Chinese Atomic Energy Science Research Institute Neutron Scattering Laboratory, and an independent research advisor for Exxon Mobil. Dr. Lin has published more than 50 papers in scholarly journals and national magazines and owns a number of patents.

Dr. Lin reported that when a conventional fuel is tested by the small-angle neutron scattering (SANS) method, the fuel molecules appeared in clusters with diameter sizes of 300 nanometers or larger. When the same fuels is processed by EPS Nano Fuel Device, the SANS method reveals that the fuel molecule sizes have been reduced to 3 nanometers or less.

This test result is instrumental in explaining how the EPS device improves fuel combustion. Instead of fuel clusters being burned, millions of single nano-fuel molecules are now being mixed with air. This increases the probability that the fuel molecule will combine with an oxygen molecule, resulting in a faster burning speed. The result is the fuel undergoes a more complete burn, which reduces emissions and releases more energy from the fuel.



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# NIST REPORT

UNITED STATES DEPARTMENT OF COMMERCE  
National Institute of Standards and Technology  
Gaithersburg, Maryland 20899

## SANS Experimental Report Of the Effect of YUANTONG Device on Diesel Fuel

Min Y. Lin, PhD  
National Institute of Standards and Technology  
Center for Neutron Research  
USA  
May 23, 2002

We use small angle neutron scattering (SANS) to probe and measure sample fuels with and without going through a device provided by Yuantong Company. In comparing the two types of samples, it is found that fuels without going through the device contain correlated molecules of larger than 300 nm size, while after going through the device contain no entities larger than 3 nm, and they remain so for at least a week. These experiments provide clues and evidence that may help explain the mechanism of the device's effects on fuels that improve the efficiency.

### Introduction

Small angle neutron scattering (SANS) is an advanced experimental technique to probe and measure microstructure of materials. It is an especially powerful method for fluids and soft matters because of the difficulties encountered with these samples by real-space probing techniques such as microscopy. It measures the density distribution or fluctuation in the reciprocal space, but for most structures, specific information can be obtained about the microstructure of the samples. It is typically used to measure the particle size, shape and their distribution in complex fluids, such as colloids, polymer solutions, surfactant complex, micro-emulsions. The length scales currently available in world's neutron laboratories are from 1nm to 1  $\mu\text{m}$  using conventional SANS instruments.

### Experimental Details

We performed three sets of experiment at NIST Center for Neutron Research, using NG7-SANS instrument. The neutron wavelength used were 0.60 nm and 0.81 nm, and the momentum transfer ( $Q$ , scattering wave vector) range were from 0.008 nm<sup>-1</sup> to 1 nm<sup>-1</sup>, corresponding to length scales from 1 nm to 120 nm.



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### **NIST REPORT** continued

Diesel fuel used as samples was obtained from Crown Service Station in Gaithersburg Maryland. The device we used to test the effect is a type EPS-1 provided by Yuantong Company. Samples were contained in cylindrical cells, with path length of 1 mm. The area to the neutron beam is  $\frac{1}{2}$  inch in diameter (12.7mm), and therefore the sample volume measured is about 0.2ml.

#### **Experimental Results**

In the three sets of experiments, we measured twice fuel samples as obtained in about one month period using different experiment setups. These setups differ slightly in Q range. In both measurements we found that the fuel samples contain particles of size larger than 300nm, as shown in the figure as circles. The particles are represented by the low-Q intensity increasing to the smallest Q, about  $0.008\text{nm}^{-1}$ . The low-Q profile does not necessarily exhibit a Guinier shape, so the size of the particles is outside and above the up-limit of the length scale measurable by the instrument, it is determined that their size is larger than 120nm in radius of gyration, or about 310 nm in diameter. Roughly speaking, the particles are sub-micron in size.

The nature of the particles is not clear. What SANS probed is those masses that are “correlated”, or move together in the sample fluid. Because most molecular structure in fuel is smaller than 10nm, therefore these “particles” are groups of molecules, or correlated molecules. Because the intensity is proportional to the product of both the quantity of these particles and their neutron scattering density difference (contrast) with the rest of the fuel, we cannot at the moment determine wither of the quantities.

We then prepared samples by making the fuel go through the EPS-1 device. The fuel went through the device from one end according to the direction marked on the device under gravity, and the sample was collected at the other end. We measured the sample twice in a period of a week using the same experimental configuration ( $0.008\text{ nm}^{-1} < Q < \text{nm}^{-1}$ ). The results are plotted in the same figure (squares and triangles). As can be seen, both measurements are very similar, but they are markedly different from that of the first measurement without the device, in that they lack the increase of the intensity low-Q. In fact, the measurements can be characterized as “flat”, indicating that there are no measurable entities in the Q range, from  $0.008\text{ nm}^{-1}$  to  $0.4\text{ nm}^{-1}$ . (Actual measurements were up to  $1\text{ nm}^{-1}$ ). We repeated this experiment twice, every time using freshly processed fuel samples, and obtained similar result.

#### **Conclusion**

Therefore, we can conclude that SANS measurements show that the diesel fuels may contain particles of larger than 300nm. However, these particles disappear after the fuel sample has gone through the EPS fuel device. In the latter case, no appreciable quantity of any particles (molecules, or molecular groups) larger than 3 nm is present in the samples. This finding may help explain the mechanism of the device’s effects on fuels that improve the efficiency.



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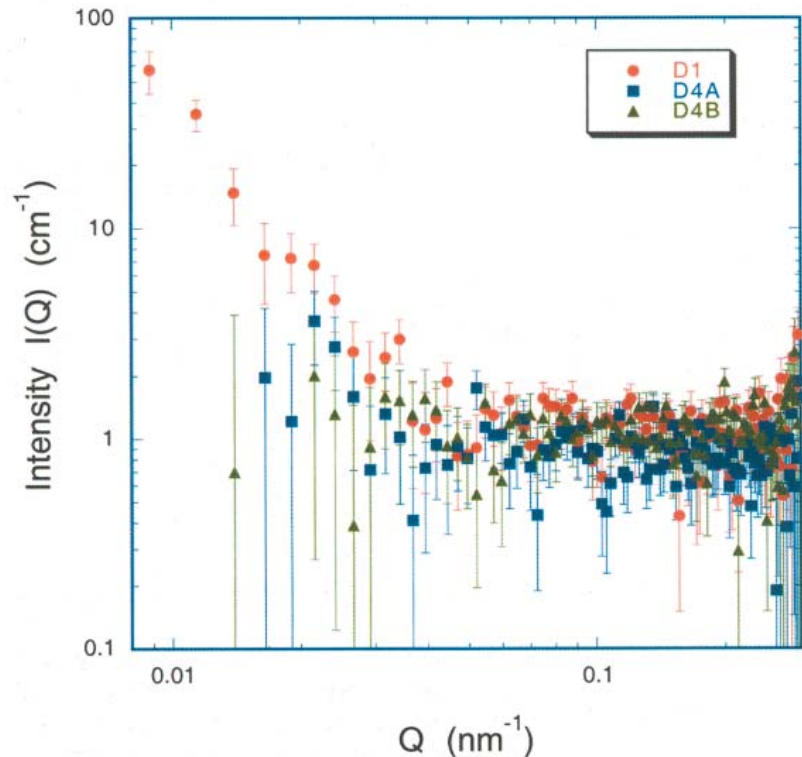
## Test Results

**A**fter repeated testing and comparisons done by the NIST Center for Neutron Research using the SANS method, a study report was issued. It stated that conventional fuels contains correlated molecule groups of 300 nm or larger. After being treated by the EPS Nano Fuel device, all the fuel components were transformed into nano one, having a size 3 nm or less.

The report authoritatively concludes that fuel treated by the EPS Nano Fuel Devices completely becomes a nano fuel.

## NIST DATA

Neutron Scattering from Diesel Samples



*This sample shows three SANS measurements. D1 (circles) are measured from an obtained diesel sample. The sample shows considerable low- $Q$  scattering intensity, which keeps increasing as  $Q$  decreases. This is indicative of sub-micron sized particles (larger than 300 nm) present in the sample. D4A (squares) was measured from a freshly processed sample by EPS-1 device using the D1 type sample. D4B (triangles) is the same D4A sample measure on week later. Both of them show flat  $Q$ -dependence, suggesting there are not an appreciable number of particles sized in the  $Q$ -range. The last few points at the lowest  $Q$  for these two sets of data are actually negative, because of weak intensity and large error bars.*



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## Test Summary

Testing of the effect of the EPS Nano Fuel Device also conducted by the Percolation Hydromechanics Research Institute of the Chinese Academy of Science.

The testing affirmed that the fuel passing through the EPS Nano Fuel Devices was changed to an oxygen-active fuel. The testing documented that the newly formed nano fuel molecules, less than 3 nm in size, demonstrated an affinity to attract oxygen molecules.

# RESEARCH REPORT

## Chinese Academy of Sciences Report

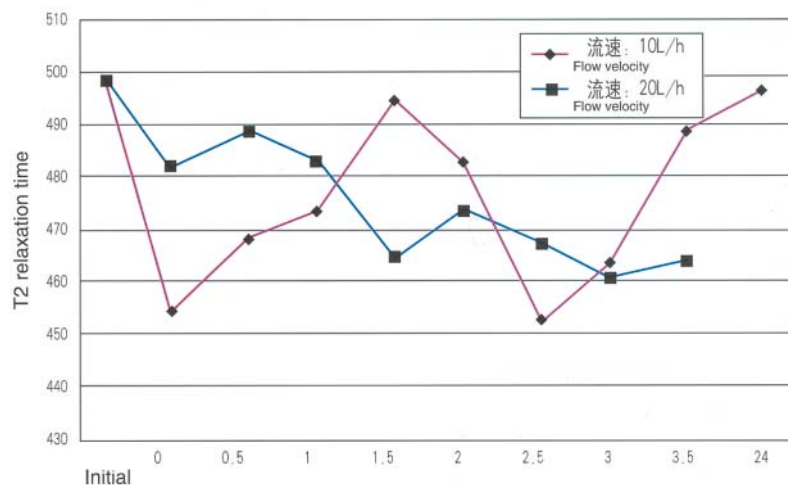


Fig. 1 Change trend of NMR T2 relaxation time documented at set intervals after the filtration of diesel oil.

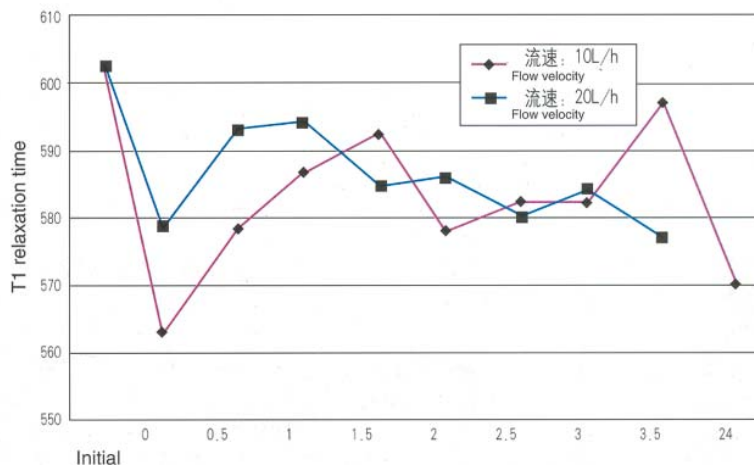


Fig. 2 Change of trend of NMR T1 relaxation time documented at set intervals after the filtration of diesel oil.

## Test Results

The laboratory test results from the Nuclear-magnetism Resonance Division of the Hydromechanics Research Institute of the Chinese Academy of Sciences proves that the physical property of fuel, specifically diesel fuel, changes dramatically after it flows through the EPS Nano Fuel Devices.

The main changes that were documented are:

1. Diesel particles are polarized;
2. Viscosity has been dramatically reduced; and,
3. The specific gravity has been reduced to 0.3 percent.

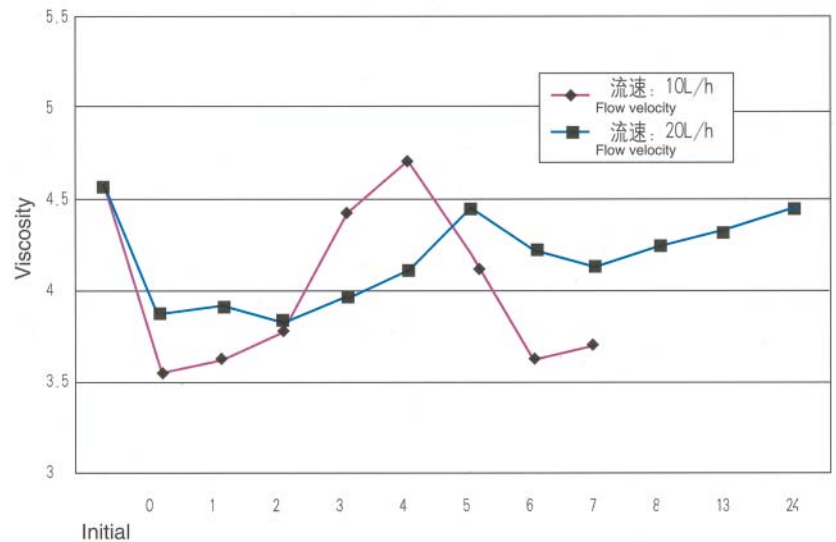


Fig. 3 Viscosity change documented at set intervals after the filtration of diesel oil.

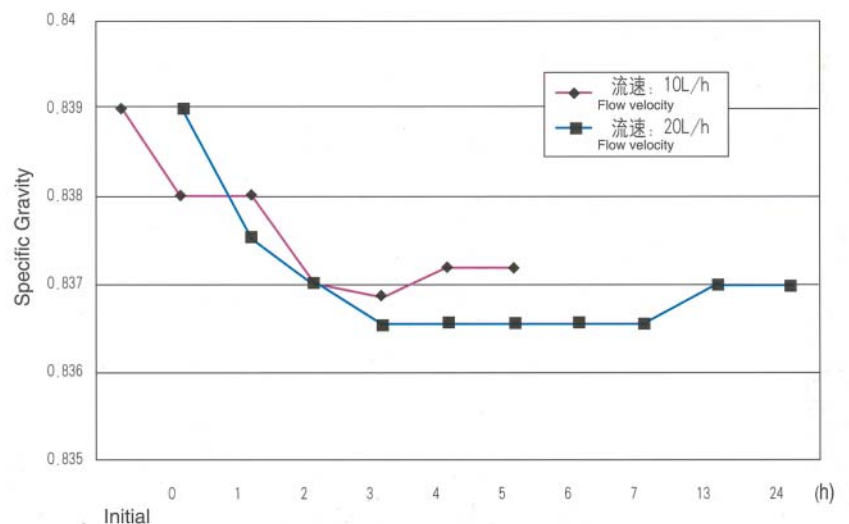


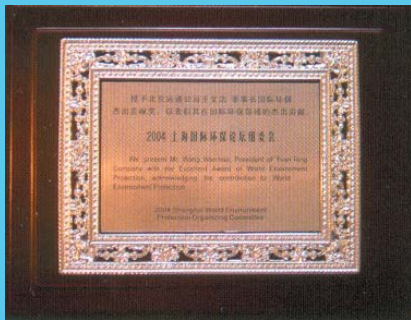
Fig. 4 Specific gravity change documented at set intervals after the filtration of diesel oil.



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## HONORARIUM



The Environmental Protection Award from the US-China Foundation presented to Wenhoa Wang.



The Green Product Award of the China Environment Protection Fund was issued to EPS Nano Fuel Devices. The fund is part of the country's National Environmental Protection Agency.



Wenhao Wang, patent holder and president of Beijing Yuantong Co., Ltd., manufacturer of EPS Nano Fuel Devices, was honored with the prestigious Award for Environmental Protection from the US-China Foundation. The award was presented to Mr. Wang for his outstanding contributions to the field of environmental protection. George H. Bush, the 41<sup>st</sup> president of the United States, made the presentation on behalf of the International Environmental Protection Organizing Committee. The event took place at the 2004 International Environmental Protection Forum in Shanghai.



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## Honorarium

## PATENTS

Besides having a patent from the Peoples Republic of China, EPS Nano Fuel Devices has also been issued international patents from more than 20 countries around the world.



Invention Patent issued by the Peoples Republic of China to Beijing Yuantong Co., Ltd for the EPS Nano Fuel Devices.



High Tech Enterprise Certificate issued by the Peoples Republic of China to Beijing Yuantong Co., Ltd for the EPS Nano Fuel Devices.





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## SCOPE OF APPLICATION

EPS Nano Fuel Technology can be applied to all fuel powered vehicles, equipment and machinery. Some of the applications for the EPS Nano Fuel Devices are:

- motorcycles;
- trucks;
- automobiles;
- high-powered diesel vehicles;
- construction machinery;
- diesel locomotives;
- power generators;
- recreational vehicles;
- oil-fired boilers;
- marine vessels and boats;
- industrial furnaces;
- air conditioning with direct combustion engines;
- agricultural equipment;
- fuel cooking stoves;
- and, much more...





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## EPS Series

### EPS SERIES

EPS-1

EPS-2

EPS-8

### EPS-L SERIES

EPS-L1A

EPS-L1B

EPS-L2A

EPS-L2B

EPS-L3A

EPS-L3B

EPS-L4A

EPS-L4B

EPS-L5A

EPS-L5B

# EPS NANO FUEL DEVICES SERIES

EPS Nano Fuel Technology was conceived in 1991 and through extensive experimentation and development exists today as a mature and well tested product line of devices-- the EPS Series and the EPS-L Series. The devices are designed to process fuel passing through the device into a nano fuel. Therefore, the most important parameter in determining which device to use is how much fuel needs to be processed. This is determined by the fuel flow requirements of the engine or fuel burning unit to be serviced.

The EPS-Series is designed to handle fuel flows from ½ liter (1 pint) per hour to 160 liters (42 gallons) per hour. This series is best suited for installation on vehicles, mobile equipment and machinery, small boats, construction and agricultural equipment.

The EPS-L Series is designed to handle fuel flows from 40 liters (11 gallons) per hour to 720 liters (192 gallons) per hour. This series is best suited for industrial and large fuel consumption applications such as large power generators, marine vessels, locomotives and heavy equipment applications.

Both the EPS-Series and the EPS-L Series of devices can process many types of fuel such as gasoline, kerosene, diesel fuel, heating oils and natural gas.



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## EPS Nano Fuel Devices

# EPS SERIES



EPS-1

### EPS-1

Designed for automotive, light duty diesel and gasoline trucks, light duty off road equipment and machinery applications, small to medium sized recreational boats, larger turf management equipment.

Model	KG/cm2	Fuel Flow Range	Connection Types
EPS-1	0 - 3.5	2 - 40 Liters/Hr 1/2 - 11 Gallons/Hr	1/8" NPT Threaded
			8 mm Quick Connect



EPS-2

### EPS-2

Designed for buses, larger trucks, medium and large tractors and agricultural equipment, larger recreational boats, recreational vehicles, various construction equipment and machinery. Two EPS-2 devices can be installed in parallel to double fuel flow capacity to meet the flow requirements of larger engines.

Model	KG/cm2	Fuel Flow Range	Connection Types
EPS-2	0 - 3.5	25 - 80 Liters/Hr 7 - 22 Gallons/Hr	1/4" NPT Threaded
			3/8" NPT Threaded
			8 mm Quick Connect



EPS-8

### EPS-8

Designed for motorcycles, light duty tractors, lawn, garden and smaller turf equipment, small generators, small construction and farm equipment.

Model	KG/cm2	Fuel Flow Range	Connection Types
EPS-8	0 - 3.5	.52 - 6 Liters/Hr 1/8 - 1.5 Gallons/Hr	6 mm Quick Connect



# EPS SERIES

## Applications

### EPS-1

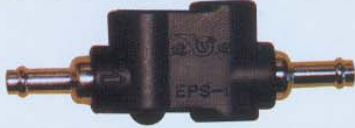















cars  
pickup trucks  
vans  
light duty trucks  
generators  
home heating furnaces  
small farm equipment  
construction equipment  
recreational boats  
off-road vehicles  
turf equipment

### EPS-2

trucks  
tractors  
busses  
larger recreational  
boats  
RVs  
construction equipment  
farm equipment  
industrial machinery

### EPS-8

motorcycles  
small farm equipment  
small garden equipment  
small generators  
construction equipment  
light duty tractors

<p>EPS-1.01 ( φ 6 )</p> 	<p>EPS-1.07 ( φ 14 )</p> 
<p>EPS-1.02 ( φ 7 )</p> 	<p>EPS-1.08 ( M14 )</p> 
<p>EPS-1.03 ( φ 8 )</p> 	<p>EPS-1.09 ( M14 )</p> 
<p>EPS-1.04 ( φ 10 )</p> 	<p>EPS-1.10 ( φ 12 )</p> 
<p>EPS-1.05 ( φ 8 )</p> 	<p>EPS-1.11 ( φ 12 )</p> 
<p>EPS-1.06 ( φ 10 )</p> 	<p>EPS-1.12 ( φ 14 )</p> 
<p>EPS-1.06a ( φ 10/ φ 8 )</p> 	<p>EPS-1.13 ( φ 14 )</p> 
<p>EPS-8.01</p> 	<p>EPS-2.01</p> 



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## EPS Nano Fuel Devices

# EPS-L SERIES



**EPS-LH4A**  
Horizontal Mounting



**EPS-LV2A**  
Vertical Mounting

The EPS-L Series is designed to handle fuel flows from 40 liters (11 gallons) per hour to 720 liters (192 gallons) per hour. This series is best suited for industrial and large fuel consumption applications such as large power generators, marine vessels, locomotives and heavy equipment applications.

The EPS-L Series comes in two configurations. Vertical Mount and Horizontal Mount. Both perform exactly the same but are configured differently to accommodate a variety of installation requirements.

EPS-L was designed for large marine vessels, ocean going freighters, diesel locomotives, construction machinery, large power generators, oil boilers and other fuel-powered machinery and equipment.

Mode		Kg/ cm <sup>2</sup>	Liter/Hr	Gallons/ Hr	Connection	Diameter m/m
Vertical	Horizontal					
EPS-LV1A	EPS-LH1A	0 - 2.5	40-60	11 - 16	Threaded Pipe	1/2"
	EPS-LH1A1	0 - 2.5	40-60	11 - 16	Threaded Pipe	1/2"
EPS-LV1B	EPS-LH1B	0 - 2.5	60-120	16 - 32	Threaded Pipe	1/2"
EPS-LV2A	EPS-LH2A	0 - 2.5	120-180	32 - 48	Threaded Pipe	1/2"
EPS-LV2B	EPS-LH2B	0 - 2.5	180-240	48 - 64	Threaded Pipe	1/2"
EPS-LV3A	EPS-LH3A	0 - 2.5	240-300	64 - 80	Threaded Pipe	3/4"
EPS-LV3B	EPS-LH3B	0 - 2.5	300-360	80 - 96	Threaded Pipe	3/4"
EPS-LV4A	EPS-LH4A	0 - 2.5	360-420	96 - 112	Threaded Pipe	1"
EPS-LV4B	EPS-LH4B	0 - 2.5	420-480	112 - 128	Threaded Pipe	1"
EPS-LV4C	EPS-LH4C	0 - 2.5	480-540	128 - 144	Threaded Pipe	1"
EPS-LV5A	EPS-LH5A	0 - 2.5	540-600	144 - 160	Threaded Pipe	1"
EPS-LV5B	EPS-LH5B	0 - 2.5	600-660	160 - 176	Threaded Pipe	1"
EPS-LV5C	EPS-LH5C	0 - 2.5	660-720	176 - 192	Threaded Pipe	1"

## Applications

large generators  
 locomotives  
 large machinery  
 industrial uses  
 ocean-going vessels  
 oil rigs  
 mining equipment  
 construction equipment  
 construction machinery  
 oil-fired boilers  
 furnaces  
 fishing boats





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**O**lson-EcoLogic Engine Testing Laboratories located in Fullerton, California is a comprehensive, independent, state-of-the-art emission testing facility.

The Quality Management System at the testing facility is registered as being in conformity with ISO 9001:2000 and has received compliance recognition from the California Air Resources Board (CARB) and the US Environmental Protection Agency (EPA).

# EMISSIONS TEST REPORT

## Summary of Generator Test (2/22/06)

The model tested was an SGC0 Thermo-King Generator, a 4 cylinder direct injection diesel engine that drives a brushless generator which can produce up to 15kw power. Testing was conducted at 9KW and 7KW loads, which are the normal operating load conditions while providing power to refrigeration containers. During the test, power was absorbed through a standard load bank. Acquisition of exhaust particulates was made on a filter media.



## Summary of Corrected Exhaust Particulate Reductions

Model SGC0 Thermo-King 4-Cylinder Diesel Engine Generator

### 9KW Steady State Test

Test Type	PM Grams per Test
Baseline	31.4
With EPS-1 Installed	21.2

Results: **Reduction of 32%**

### 7KW Steady State Test

Test Type	PM Grams per Test
Baseline	23.7
With EPS-1 Installed	16.1

Results: **Reduction of 32%**



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## EPS Nano Fuel Devices



**O**lson-EcoLogic provides the capabilities for advanced research, engineering and testing of various aftermarket products and new technologies.

The facility complies with strictly controlled environmental standards and Code of Federal Regulations (CFR) test requirements for CARB and EPA certification, verification, exemption, and compliance testing standards.

### Comparison Emission Testing of EPS-2 (September 13, 2006)

Test vehicle was a Cummins diesel engine, Tractor Model TJ5000 (2005 model year). The odometer measured 21,613 hours at the start of the test.



The vehicle was tested on the O-E chassis dynamometer with inertia set at 8,000 lbs and rear wheel power set to 20HP. The EPA specified heavy duty transient cycle was used for testing under the same conditions without the device installed and with the device installed in series between the fuel filter and the injection pump. Single emission tests were conducted for both baseline and device results.

#### Test Results Summary

			Grams Per Mile	MPG		
Test Type	Date	Engine Hours	HC	No <sub>x</sub>	PM	Fuel Economy
Baseline	9/12/06	21,613	0.432	8.090	5.1	5.98
With EPS-2 Device	9/12/06	21,614	0.328	7.775	4.8	6.28
Percent Improvement			24%	3.9%	5.9%	5%



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**R**ead what some of our customers have to say about EPS Nano Fuel Devices.

## Testimonials

**August 1, 2006**

*I have worked as an owner/operator for Day & Ross Trucking for the last 19 months. Approximately 6 months ago I was given an EPS-2 Nano technology fuel savings device to try on my truck from ESP Environmental Savings Products and Technology Ltd of Kelowna Canada.*

*My truck is a 2004 Kenworth with a 475 Caterpillar engine. Since I have put this unit on, I have noticed some great savings. Forty liters of fuel per day, which is 10%, and as you know for our business this is a great savings.*

*I am extremely happy with this product. There is no maintenance needed. I just put it on and let the product do the rest. This product paid for itself within 2 months. Now I just enjoy all the money I am saving. I highly recommend this product to all fellow truckers.*

*Yours Sincerely,  
Glenn Furbank*

**August 25, 2006**

*I have a 1996 Plymouth Van. Three months ago I installed an EPS-1 device. For the first two tanks of fuel I had very little improvement. But the third tank gave me 5% more savings. At present I average about 415k per tank in the city and 465k on the highway. I used to average 375K per tank on the highway and city. Which is about a 11-20% fuel savings. My van runs on gas with fuel injection. The engine also runs quieter. The unit cleans the engine which alone will increase efficiency.*

*Sincerely,  
John McNeil*