

A Precious Way To Save Fuel

by Jeff Zimmerman
Journal Staff

It's a rather incredible story involving a much desired scientific breakthrough and the travails of bringing it to the marketplace. There's also a subplot involving attempts of others to bury the product so it will never, see the light of day. The device is called the "Gasaver" and has recently been patented by a Brookline inventor named Joel Robinson. He claims the Gasaver increases automotive mileage by about 20 percent and decreases harmful emissions. But he also admits he is having a heck of a time marketing it. "I'm an inventor," Robinson said, sitting among piles of scientific papers and journals in the Brookline basement he uses as his office and factory, "I really don't know much about marketing." In fact, he said he is searching for a real hot-shot to sell this device to an American public that desperately wants it. The trouble is unless you subscribe to a few trade publications that Robinson has advertised in or happen to hear him on some late night radio show, chances are you've never heard of the Gasaver. The circumstances of the invention are almost as odd as its current "factory." Robinson had been working on a device using manganese to improve mileage, without much success. Then, in what seems like a scene out of "The Graduate," a chemist mentioned the magic word ... platinum now, platinum is a precious metal selling for about \$600 an ounce. It hardly seems the most economical catalyst for increasing mileage. But Robinson knew about platinum's special chemical properties. The catalytic converter in the exhaust system is coated with platinum which, through a chemical reaction, causes unburned gas fumes to be more fully burned before being expelled as exhaust. Robinson reasoned that if he could find a way to introduce platinum into an internal combustion engine, it would produce less polluting carbon monoxide and unburned hydrocarbon residue, and more power per unit of fuel. It only took Robinson a few months to convert the concept into a working device that meters platinum into the engine. A simple plastic bottle strapped to the engine holds and meters the flow of the platinum solution. A T-connector and rubber hose connects it to one of the engine's air intakes. Once in the engine, the platinum allows the fuel to burn more efficiently. Robinson will sell you a kit with enough platinum to drive 30,000 miles. If your car gets less than 40 miles per gallon, the 20 percent in gas savings should more than offset the cost of the Gasaver. For example, a car owner who gets 10 miles per gallon should net a savings of more than \$600 for every 30,000 miles.

You might think the inventor of such a device would have the automobile companies beating a path to his door. Robinson has no doubt car manufacturers are aware of his work, but thus far only Komatsu has sent a representative to the Brookline factory. According to Robinson, Komatsu is the Japanese equivalent of Caterpillar. Robinson does say that he was offered \$200,000 a year to sell the device to a company that wanted to take it off the market until it was further refined. He says the offer came through a third party so he won't disclose its source. He won't even play 20 questions. When asked if anyone other than a major oil company would have reason to make such an offer, he responds with a big Cheshire grin. Robinson won't take the offer. It's one thing to sell a child," he said. "It's another thing to bury one." Robinson has sold about 12,000 of the devices through a mostly word-of-mouth campaign. He guarantees full satisfaction or your money back. You don't even have to return the platinum" just the device. So far his return rate is less than one percent. One of Robinson's biggest problems in cracking the mass consumer market has been natural skepticism of devices reputed to improve gas mileage. **Harry Hyde, a respected member of the auto racing community for more than 30 years and former manager of such great as Bobby Unser and Gordon Johncock,** has tried a number of these devices in his North Carolina lab. **"Ninety-nine out of 100 of these - devices are, you'll pardon the expression, bullshit," Hyde said. "This is the one out of 100 that isn't."** For awhile Hyde sold the devices, but eventually found he just didn't have the time. "Basically it gives a cleaner burn which protects the engines and increases mileage," Hyde said. "The only trouble I found was sometimes the bottle breaks or it gets clogged, but I haven't talked to Robinson for a couple years. I understand he made some improvements." Indeed, Robinson has made a number of improvements. Each time, he replaces all devices out in the field free of charge. He also asks his customers to keep records of their mileage in order to build his data record. Thus far he has been unable to get any well known lab or government agency to test the device. He did run a controlled test with Management Transportation Corp. of Medford. They placed the device on 15 of their station wagons used as school buses. On average the cars showed a 28.3 percent increase in gas mileage. Though one car showed a 12 percent decrease. Robinson notes each car is different and mileage may vary because of a number of uncontrolled variables. "I don't understand the results;" Richard Zimmerman president of the bus company, said. "But I believe them." Zimmerman has not installed the devices in all of his vehicles. He said he would like to, but has run into personal problems in dealing with Robinson. The inventor speaks with a booming staccato delivery that some may find abrasive. He readily admits he is no master of marketing. Some of his sales troubles seem to stem from a fear the device may be stolen, despite his patent. He also wishes to be careful to avoid dealings or claims that might injure the product's future.

We ask: THE CLEAN AIR ACT: TO BE OR NOX TO BE?

BOSTON Feb. 17 /PRNewswire/ -- The Clean Air Act, legislated to reduce NOx (nitrogen oxide) emissions from diesel engines and signed into law by President Bush, just went into effect January 1, 1998. NOx is produced when nitrogen and oxygen from the air are brought together at the high temperatures of combustion chambers. Lowering flame temperatures by retarding the timing will decrease NOx, but will increase soot emissions which is not an acceptable solution. The only known way to reduce NOx and soot emissions simultaneously from diesel engines is to add microscopic quantities of platinum and rhodium to the air and fuel entering the combustion chambers. The platinum burns the soot to CO₂ while the rhodium reduces the NOx back to nitrogen and oxygen. This is identical to the chemistry of the catalytic converter in a gasoline vehicle where the platinum of the catalytic converter burns the CO to CO₂, and the rhodium reduces the NOx back to nitrogen and oxygen. But, you cannot use a catalytic converter with diesel because the unburned fuel is not a vapor like CO. Soot is a solid. The moment the soot would begin to enter a catalytic converter, the passageways of the converter would get clogged, and the engine will stop functioning. The simple technology of adding platinum and rhodium to the air and fuel entering an engine was developed by National Fuelsaver Corp. of Boston and is described in U.S. patent 5,085,841 and in SAE paper 891634. It applies the platinum and rhodium chemistry of catalytic converters to the combustion chambers of both gasoline and diesel engines. In 1979, National Fuelsaver began marketing their Platinum Gasaver which adds platinum, rhodium and rhenium to the air and fuel entering a gasoline engine. The platinum catalyzes the CO to burn inside the engine, converting this pollutant into 22% more miles per gallon, while cleaning out the carbon for longer engine life. The rhodium reduces the NOx and the rhenium raises the octane of the gasoline, making premium fuel unnecessary. The vested interests have fought the proliferation of this technology since 1977 because it reduces fuel consumption significantly.

Years of experience have shown us that consumers have two major concerns: credibility and security. A customer who is certain that there is no risk, is more apt to purchase, Our credibility is attested to by five years of Federal Consumer Protection Agency studies which concluded that fuel savings from the use of the Gasaver meet and exceed all mileage claims. The consumer's security is protected by a uniform refund policy throughout the distribution network, All distributors must offer an unconditional money back guarantee for the first four months following a retail purchase. The distributor may return all defective and /or units returned by customers. National Fuelsaver Corporation will replace them at no cost to the distributor. Customer returns must be accompanied with proof of refund and purchase.

BURN YOUR GASOLINE IN THE ENGINE WHERE IT GUARANTEES HIGHER M.P.G ! 22% FUEL SAVINGS

GOVERNMENT CONFIRMS THE GASAVER.....WORKS !

By injecting small amounts of Platinum and Rhodium into the combustion chamber, **GASAVER** improves combustion efficiency to the 90% range (that's 22% above the 68% most engines achieve). Does this, sound too good to be true? The, US Consumer Protection Agency thought so too! So they took the inventor, Joel Robinson, to court. After five years of US Government study, Mr. Robinson won his case with flying colors. In fact the case was so convincing that the Federal Judge ruled that the US Government must pay Mr. Robinson's legal expenses and so they awarded him \$22,747.51. On February 24, 1984, after 5 years of study, the Consumer Protection Department of the U.S, Government concluded:

1. The **GASAVER** brings about more complete combustion and better gas mileage in automobile engines by means of platinum catalysis.
2. The **GASAVER** 22% fuel savings when applied properly to a gasoline engine.
3. A Federal Judge concluded this study by stating, "Independent testing shows greater fuel savings with The **GASAVER** than the 22% claimed by its developer National Fuelsaver Corp."

100 % SATISFACTION - MONEY BACK GUARANTEE

GASAVER HELPS UNLEADED FUELS PERFORM LIKE LEADED!

The **GASAVER** works by injecting a small quantity of Platinum and Rhodium into your engine. The value of platinum for aiding combustion is well known because of its use in a catalytic converter and has been studied thoroughly by the Brookhaven National Laboratory and Mobil Oil. Besides aiding combustion, and thereby giving you better gas mileage, Platinum greatly reduces or eliminates carbon deposits. The abrasive action of carbon in your engine is the leading cause of engine wear, and by eliminating it, engine life is increased dramatically. The Rhodium works by increasing the octane of gas. The **GASAVER** has received a U.S. Patent for raising the octane of fuel, so your engine will perform better without the use of more expensive fuels. This benefit can be especially valuable.

The Gasaver also meets all Federal and state Emissions standards.

EASY TO INSTALL

The **GASAVER** can be installed by almost anyone in minutes. It needs only to be connected to one vacuum hose. The Hose and Tee adapter (everything you need) are supplied.

Purchase **GASAVER** today and get better gas mileage, reduced carbon, reduced engine wear, and increased octane. All of these benefits are guaranteed, so trying **GASAVER** is RISK FREE to you.

Mr. Joel Robinson
National Fuelsaver Corp.
P.O, Box 695
Brookline Village, MA 02147

Dear Mr. Robinson:

This is in response to your telephone conversation with Dean Ross of my staff on June 10, 1985 in which you requested confirmation that approval of your product (the Platinum FUELSAVER/GASAVER) by the California Air Resources Board (CARB) is accepted nationally by the Environmental Protection Agency. As you may know, section 203(a)(3)(A) of the Clean Air Act (Act), as amended, prohibits any person from removing or rendering inoperative any emission control device or element of design installed on or in a motor vehicle or motor vehicle engine prior to its sale and-delivery to an ultimate purchaser, and prohibits a dealer or manufacturer from knowingly removing or rendering inoperative any such device or element of-design after such sale and delivery and the causing thereof. The maximum civil penalty for a violation of this section is \$10, 000 Section 2,03(a)(3)(B) of the Act prohibits fleet operators and persons engaged in the business of servicing, repairing, selling, leasing, or trading motor vehicles or motor vehicle engines from knowingly removing or rendering inoperative any emission control device or element of design installed on or in a motor vehicle or motor vehicle engine. After its sale and delivery to the ultimate purchaser and the causing thereof. The maximum civil penalty for a violation of this section is \$2,500. Mobile Source Enforcement Memorandum No. 1A (copy enclosed) sets out the policy of the Environmental Protection Agency (EPA) with regard to enforcement of the tampering prohibition in pertinent part as follows: "1. Unless and until otherwise stated, the Environmental Protection Agency will not regard the following acts, when performed by a dealer, to constitute violations of section 203(a)(3) of the Act: (b) Use of a non original equipment aftermarket part or system as an add-on, auxiliary, augmenting, or secondary part or system, if the dealer has a reasonable basis for... knowing that such use does not adversely affect emissions performance; 3. For purpose of clauses (1b) and (1c), a reasonable basis for knowing that a given act will not adversely affect emissions performance exists if: (a) the dealer knows of emissions tests which have been performed according to testing procedures prescribed in 40 CFR 85 [now 40 CFR 861 showing that the act does not cause similar vehicles or engines to fail to meet applicable emission standards for their useful lives (5 years or 50,000 miles in the case of light-duty vehicles);or (b) the part or system manufacturer represents in writing that tests as described in (a) have been performed with similar results; or (c) a Federal, State or local environmental control agency expressly represents that a reasonable basis exists. (This provision is limited to the geographic area over which the State or local agency has jurisdiction.)" The term "dealer" in Memorandum 1A applies to new car dealers, fleet operators, and persons engaged in the business of servicing, repairing, selling, leasing, or trading motor vehicles or motor vehicle engines. The Platinum FUELSAVER/GASAVER falls within category I(b) of the memorandum as ad-on, auxiliary, augmenting, or secondary part or system.. A person would not be regarded as violating the Federal tampering prohibition if he has a reasonable basis for knowing that the use of this system will not adversely affect emissions performance as described in paragraphs 3(a)-(c) of Memorandum 1A. EPA does not issue exemptions or approvals concerning the use of aftermarket products.

By Frank Wicks-

The biggest problem in our business is the 10,000 people out there who are selling water-injection systems, " Joel Robinson says of the fuel-saving industry. Robinson, a Massachusetts resident and inventor of a legitimate fuel-saving device called, appropriately enough, "Gasaver," complains that the gimmick-type gas savings devices that are on the market make it difficult for those who make genuine breakthroughs in this field. "There are 101 water-injection systems around, but they're all phonies. Can you tell me why water would help combustion? Water puts fire out; it doesn't help it to burn better," Robinson says. Another gas-saving gimmick that recently surfaced involved a man who claimed that for 10 dollars he would install a device which, he said, would increase mileage by 25 percent. Unfortunately, it turned out that all he would do was attach a rubber cord to the gaspedal and anchor it below the dashboard, thus making it more difficult to press down the accelerator. It's not too difficult to believe Robinson when he says, "Whenever we start, talking to anyone about our method, we have to give them 10 minutes to stop laughing before we can explain why it works."Actually, the Gasaver operates on a principle long recognized by chemists and engineers. However, it wasn't until recently that Robinson's invention made it possible to successfully apply this principle to the automobile. When gasoline is burned in the standard internal-combustion engine, usually only about 70 percent of it will burn effectively. The remaining 30 percent, which is lost, contains two basic items: hydrocarbons (gas vapor that did not burn), and carbon monoxide (partially burned gasoline). In 1974, automobile manufacturers began installing catalytic converters on all new cars. The catalytic converter, working on the same principle as Robinson's Gasaver, burns the hydrocarbons and carbon monoxide by bringing them into contact with platinum at

combustion temperatures. This process promotes a more thorough and complete burning, thus producing fewer pollutants. Unfortunately this process takes place outside of the engine, and the energy produced is lost; actually, it robs the engine of energy because of the "back-pressure" it produces. Gasaver's West Coast distributor, Jack Leopold of Torrance, explained how the Gasaver works. "The Gasaver injects a platinum vapor directly into the engine where the catalytic action of the platinum promotes faster and more complete combustion - with 15 to 25 percent savings in gasoline. Robinson added, "We're not doing anything new chemically; we're simply changing the location of where the process occurs." The platinum-injection system coats the engine surfaces in a gradual process. The longer the process is continued, the less energy is lost in the exhaust. Although results can be seen almost immediately, Leopold says the process won't reach its full capacity until after about 1800 miles. Robinson, a graduate of Boston University as an industrial engineer who has successfully applied the catalytic process tool-burning furnaces in industrial facilities, says chemists have been trying to introduce platinum into the engine for years. "Theoretically," he says, "there are three ways to use the platinum. One is to paint the surfaces with it like they do with the catalytic converter. However, it is not possible to coat engine parts. The second way is to add it to gas, but the chemists haven't figured how to do that yet. In our method, we bring the platinum into the engine with the incoming air. "If either of the first two methods were possible, it would demand the use of unleaded gas. Lead immediately destroys the effect of platinum, and that's why catalytic converters need unleaded gas. But our process can be retrofitted to old cars and can use leaded gas." Dr. Herbert Kaesz, professor of chemistry at UCLA, confirmed the fact that the Gasaver is based on established chemical principles. "The idea is a sound one. I'm just surprised that they are the only ones on the market with it . . . I'm going to put one on my car." Now that a gallon of gas has reached a dollar in price, the Gasaver might seem like a logical replacement for the catalytic converter. However, neither Robinson nor Leopold profess any desire in challenging the powers that be. Robinson says that while the general public may be hesitant to try out the device, those people in the technical community have been his best customers. "So far, most of our customers have been engineers because they understand the principles behind it." On a recent trip to San Francisco, Easy Reader staff member Robert Triptow took the opportunity to test the Gasaver on his Volkswagen. Driving an unloaded car up Highway 5 without the device, he used two tankfuls of gas and averaged 27 miles per gallon. On his return trip, Triptow took the longer route down Highway 101. With the device attached and the car loaded with belongings he had picked up, he used just under two tankfuls and averaged 32 miles per gallon. Although his mileage increased by over 18 percent, according to Gasaver's promoters, his future mileage should increase even more as the engine parts gradually become coated with the platinum molecules.

February 23, 1990
Technologies, Ltd.
P.O. Box 25324
Albuquerque, NM 87125

Dear Mr. Gimple

Since our discussion the other day, I thought I would bring you up to date on my equipment which utilizes Platinum Vapor Injection (PVI). You may recall from my previous correspondence that the PVI was installed 7/20/86 on my Kenworth 18-wheeler at 167,555 miles. I now have 566,250 miles, giving me 398,695 miles with your PVI unit installed on the 400-HP Caterpillar 3406 diesel engine. Shortly after installation of your unit, I noticed reductions in smell, noise, and vibration. Additionally, the oil samples taken at 8/20/86, 12/30/86, and 5/12/87 showed contaminant reductions for soot, oxides, nitrates, and sulfur to all, be at the zero or negligible levels. As a result, I was able to extend my oil change interval from 15,000 to 20,000 miles. At 266,210 miles, the 15 cylinder broke the compression ring, and the engine had to be overhauled. When the head was removed, there was NO hard carbon buildup on the valves, pistons, or rings. The rings, which you now have, have not been cleaned. They were only wiped with solvent and there was no carbon to be cleaned off. As you know, on February 21, 1990, I had the head removed for engine work (unrelated to the use of your product). The pictures taken at that time, especially the ones of the cylinder heads and exhaust port, show the complete absence of any carbon. When you can read the numbers on top of each valve, you certainly have a clean cylinder head. These pictures, taken after nearly 400,000 miles of PVI use, continue to confirm the product's capability to keep an engine clean as new internally. I also put your Platinum Vapor injector device on the diesel Thermo-King refrigeration unit on my trailer. The unit was installed on 9/10/86. Within the first ten minutes after installation, the

engine started to run more smoothly with less smoke. After running for twenty minutes, I stopped the engine and waited five minutes. Then I turned the thermostat to the maximum cold setting and restarted the engine. Under normal conditions when this is performed, the engine starts under such a heavy load that the engine starts slowly and is badly over-fueled, causing heavy, black smoke and extreme vibration. As you know, this is not an accepted method of re-starting a refrigeration unit. With your PVI device on, I started the engine to test for smoke and vibration, and to my total surprise, the smoke was approximately one-half and the vibration was less than .one-half. I repeated this procedure after three minutes running and the engine started more easily and with less smoke and vibration. Eventually, the smoke and vibration were almost gone, and the pre-combustion knock was much less than normal. The required major maintenance on the reefer engine is 10,7000 'hours, which consists of removing the head to remove the carbon buildup on the head and valves and to replace all necessary parts, including the injectors. My unit was running so smoothly that I kept using it without doing the 10,000-hour maintenance because my oil consumption had dropped from one gallon for 105 t* 115 hours to one gallon for approximately 500 hours. There being no smoke or vibration to be concerned with, I ran the unit to 14,500 hours. I was worried that the rack on the top end was getting some looseness, so I had the unit checked for tune-up. The injectors were pulled and inspected for carbon deposit and wear. Usually the injectors cannot be pulled, even at 10,000 hours, because of the carbon buildup on them. Mine not only were pulled, but only needed adjustment, not replacement. My unit was tested after tune-up against the readings of a brand new unit. To everyone's surprise, my unit, with 14,500 hours, checked just as efficient or better than a brand new unit and without the smoke, vibration, and smell. it now has over 16,000 hours. Since it continues to run without vibration, smoke, or any increases in fuel and oil usage, I do not plan to overhaul before 25,000 hours. I personally believe that any device that cleans the engine on the top side while cleaning the oil on the bottom side, thereby reducing all pollution's of the diesel engine, cannot be labeled as "no good" by anyone in their right mind. After all, owners of diesel trucks, cars, and pick-ups need and deserve all the service and benefits that it is possible to get. More important than the service and benefits of the truck engine are the all important facts that:

- 1) The smell is reduced to a negligible level.
- 2) The smoke is all but eliminated, and with that goes the air pollution complaint about the diesel truck engine.
- 3) Removal of the sulfur from the engine oil and the fuel oil during combustion is the most significant because all of us have to breathe the air.

As a concerned truck owner, I look forward to the time that all diesel engines are using your device.

Keep up the good work.

Technologies Ltd.

Mr. Thomas Silver, Chief Deputy
Office of Supervisor Michael Antonovich
County of Los Angeles
500 W. Temple St., Room 869
Los Angeles, CA 90012
Re: Platinum Vapor Injection

Dear Mr. Silver:

In connection with the demonstration project currently being conducted on 15 vehicles owned by

County of Los- Angeles, you have requested that we provide estimates of cost savings which can reasonably be expected as a result of the installation of the PVI on the County's diesel vehicles. We have been unable to obtain from the County the necessary data to make these estimates for your specific fleet of vehicles. This information includes fuel consumption (per vehicle), oil consumption (per vehicle), oil change interval, tune-up interval, fuel injector life span, major overhaul intervals, average engine life for each fleet of vehicles, and maintenance labor costs. We have, however, been able to estimate these cost savings for the Public Service Company of New Mexico diesel fleet. These estimates are attached and entitled "Maintenance Expense Reductions (Diesel). The estimated savings to, County of Los Angeles will not be identical to those estimated, to PNM. However, we believe the economic to the County of Los Angeles, is, illustrated by the cost savings figures provided to PNM. In fact, the savings to the County may be greater because of higher costs in Los Angeles than in Albuquerque.

As you know, these cost savings estimates do not include the significant economic and health benefits, which result from the reduction of pollution. Likewise, these estimates do not include the budgetary savings, which will be realized by the Southern California taxpayers due to the substantially reduced budget, which will be required by the SCAQMD in the event the P.V.I. is installed on all vehicles in California. Enclosed is a summary of the test results obtained by Valley Detroit Diesel Allison on May 15 and 16. All tests were conducted by Jim Leslie of Valley and were observed by Reno McElvain of Holmes & Narver Services, Inc. Also enclosed are the test results from five Sheriff's buses and five County vehicles. All of these results, were observed and approved in writing by County employees and employees of Holmes & Narver. You will note that the simultaneous reductions in smoke, oxides of nitrogen (NOX), and carbon monoxide (CO) are significant.

You have requested that we consider installing the P.V.I. on one or more of the County's gasoline vehicles. At this time, we are not able to accommodate your request. Enclosed is a copy of a letter we received from the California Air Resources Board. You will note that CARB has not consented to a demonstration project on vehicles owned by the County. This position by CARB is regrettable in light of the urgency of the California air quality problem. As you know, our technology does not "modify a vehicles emission control system" which would subject the technology to the jurisdiction of CARB. This fact notwithstanding, however, we are not inclined at this time to take any action contrary to the CARB letter.

At such time as CARB consents to the installation of the P.V.I. on gasoline vehicles we will be anxious to work with you to conduct a demonstration project similar to the one presently being completed on the County's diesel vehicles. Because of the insistence by CARB that we must obtain an executive order for gasoline vehicles, please be advised that we will be submitting to CARB our application for this executive order within the next couple of weeks. Until this executive order is issued, we are committed to devoting our total efforts and resources to the installation of the P.V.I. on diesel vehicles in California.

As President Bush stated in his Inaugural Address, in regard to our environmental crisis, further debate and study must stop. All of us must commit ourselves to decisive action. The significant benefits which result from use of the P.V.I. have been documented clearly and authoritatively. We look forward to working with Supervisor Antonovich to bring the innovative technology of the Platinum Vapor Injector to the citizens of the State of California.

If you have any questions or need additional information, please call me.

Platinum Gasaver Will Not Void Automobile Manufactures Warranty

05/06/91
Aaron Flynn
224 California St.
Newton, MA 02158
GMC Truck
ATTN: John R, Jones
31 Judson St.
Pontiac, MI 48342-1607-01

Dear Sirs,

I am planning on putting an after-market add on device called "Platinum Gasaver" onto some of your vehicles, and would like to verify how it affects the warranty. It is my understanding that if damage were to occur because of the use of this or any other after-market device, that the warranty would not cover that repair cost. The warranty as a whole is not affected, only that portion which pertains to the damaged area and is limited to that incident. If there is no damage the warranty is not affected. I want to be sure I thoroughly understand how your warranty policy works regarding after sale add on devices. Please provide a detailed explanation of your companies policy in this area,

Sincerely,
Aaron Flynn

March 30, 1991
Mr. Aaron Flynn
227 California St
Newton MA 01510
Acura Automobile Division
American Honda Motor Co., Inc.

Dear Mr. Flynn:

Thank you for your recent letter to our office regarding installation of the Platinum Gasaver on Acura vehicles, Acura has not tested this product on any of our vehicles so we are unable to determine the long term effects of its use. Under the terms of the New Car Limited Warranty, Acura will repair or replace at its option, any factory-installed part that is defective in material or factory workmanship under normal use, The installation of the Platinum Gasaver on our products will not void the New car Limited Warranty provided that it does not damage any components of the vehicle that it is installed on. If it is determined that installation of the Platinum Gasaver has caused damage to the vehicles components then Acura will be unable to provide any warranty coverage for that damage, If you have any further question please give us a call (800) 382-2238 between 8:30 a.m. and 5:00 p.m. Pacific Standard Time,

Thank you for allowing us the opportunity to address your concerns.

Sincerely ,
AMERICAN HONDA MOTOR., INC
ACURA DIVISION
David T. Newallis
Acura Customer Relations

BMW of North America, Inc.

March 29, 1991
Mr. Aaron Flynn
227 California St.
Newton, Massachusetts 02158

Dear Mr. Flynn:

Please be advised we are in receipt of your correspondence dated March 25, 1991 in reference to the warranty coverage provided with your vehicle. The installation of any aftermarket device that is the direct cause of a component failure voids the warranty coverage for that component. If this device does not adversely effect or damage any of the components of your vehicle it will not effect your warranty. We sincerely hope that we have satisfactorily addressed your question and concerns.

Sincerely,
BMW Of North America, INC,
Richard . J Modafferi
Consumer Services Representative
Eastern Region
RJM/es
Eastern Region
BMW Plaza
Montvale, New Jersey 07645
Telephone
(201) 573-2100
Fax
201-930-8402

American Honda Motor Co., inc.

Automobile Service Division
555 Old County Road
Windsor Locks, CT 06096 a
(203) 627-591
April 8, 1991

Mr. Aaron Flynn
227 California St
Newton, MA 01510

Dear Mr., Flynn:

Our office is in receipt of your inquiry dated March 25, 1991. We would like to take this opportunity to reply. Your understanding of how aft6rmarket products affect factory warranties is correct. Use of any non-Honda product, by itself, does not invalidate any factory warranty on your automobile. However, if an aftermarket product causes a problem to occur, any required repair would not be covered by warranty. For example, if an aftermarket alarm is installed and causes electrical problems, the factory warranty will not pay to correct those problems. While our response is brief, . we hope it is sufficient for your purposes. Should you have further questions, please do not hesitate to contact this office,

Sincerely,
AMERICAN HONDA MOTOR CO,
Al Simon
Customer Relations Specialist
Reference #AO9910328005
Ford Parts and Service Division

May 9, 1991
Mr. Aaron Flynn
227 California St.
Newton, MA 012158

Dear Mr. Flynn:

This is in reply to your letter of May 6, 1991, requesting information on our Ford warranty as it relates to the Platinum Gasaver. Ford's position on the use of the Platinum Gasaver or any other non-Ford product and the effect on the Ford vehicle warranty is as follows: The use of the Platinum Gasaver will not void the Ford vehicle warranty. If, however, the use of the Platinum Gasaver causes a Ford part to fail, the cost of the repair is not covered by the Ford vehicle warranty. You will have to look to the seller of the Platinum Gasaver for repair of the affected parts as well as any related damage. We trust this information will assist you.

Sincerely,
C. D. Sirola
Warranty Payment & Adm. Dept.
GMC TRUCK

May 8, 1991
Mr. Aaron Flynn
227 California St.
Newton, MA 012158

Dear Mr. Flynn:

In response to your letter of May 6, 1991, the following is the position of GMC Truck Division regarding aftermarket installations: GMC Truck Division neither approves nor disapproves of aftermarket installations on its products. It must be noted; however, that modifications, alterations, or additions to GMC Truck products require a clear position to the retail customer regarding warranty responsibility. GMC Truck warrants its vehicles "as manufactured" including dealer installations of General Motors accessories. Any failure of a GMC Truck item resulting from alteration, modification, or addition of non-GM components will not be covered under the GMC Truck warranty. The failure, if attributed to the aftermarket installation, will be the responsibility of the aftermarket installer or manufacturer.

Sincerely,
J. R. Jones
National Warranty Manager
JRJ: la
S1281ALA.MAY
cc: R. Becker
GMC Truck Division
General Motors Corporation, 31 Judson Street, Pontiac, Michigan 48342-2230
Tel: 313-456-5000, B-396-5000
GMC Truck... Leaders in innovative products and services, providing customer value with a personal touch.

Chevrolet Customer Assistance Center

MR., AARON FLYNN
227 California St
Newton, MA 02158
APRIL 3rd 1991
RE: 91LO158"166

DEAR MR., FLYNN:

THANK YOU FOR YOUR RECENT LETTER CONCERNING THE EFFECT OF AFTER MARKET PRODUCTS ON CHEVROLET MOTOR DIVISION'S LIMITED NEW VEHICLE WARRANTY. CHEVROLET'S WARRANTY COVERS REPAIRS TO CORRECT ANY DEFECT IN MATERIAL OR WORKMANSHIP OF THE VEHICLE OCCURRING DURING THE WARRANTY PERIOD, DAMAGE OR CORROSION DUE TO ACCIDENTS MISS USE OR ALTERATIONS ARE NOT COVERED BY THE LIMITED NEW VEHICLE WARRANTY, WE HOPE THIS INFORMATION IS HELPFUL TO YOU. IF YOU HAVE ANY ADDITIONAL QUESTIONS PLEASE CONTACT THIS OFFICE AT THE TOLL-FREE NUMBER LISTED BELOW,
MLG/0025

SINCERELY
M L GARMAN
CUSTOMER ASSISTANCE DEPARTMENT

City of Santa Fe. New Mexico
P.O. Box 909
Santa Fe, NM 87504
Attn: John Gonzales.
Residential Route Foreman

Dear Mr. Gonzales:

This is in response to your telephone inquiry concerning the use of a platinum injection system, manufactured by Technologies Limited, on Caterpillar engines. When auxiliary devices and accessories made by other manufacturers are used on Caterpillar equipment. The Caterpillar warranty is not affected simply because of such use. The Caterpillar warranty continues to cover defects caused by our material or workmanship. Failures resulting from the installation or usage of auxiliary devices or accessories are not Caterpillar factory defects and therefore are not covered by Caterpillar's warranty.

Caterpillar is not in a position to evaluate the many auxiliary devices and accessories promoted by other manufacturers and their effect on Caterpillar products. Installation or use of such items is at the discretion of the equipment owner who assumes all risk for the effects resulting from their usage.

Finally, Caterpillar has not authorized the use of its trade name or trademarks in a manner, which implies an endorsement of the Technologies Ltd. product.

Very truly yours,
Attorney
Caterpillar Inc.
Pegrima
Telephone: (309) 675-5795
cc: Mr. William Oaks, Rust Tractor, Albuquerque, NM

Garrey Carruthers
Office of the Governor
State of New Mexico

May 25, 1988
Mr. Fo Farland
Chairman of the Board
Technologies, Ltd.
P.O. Box 25324
Albuquerque, New Mexico 87125

Dear Mr. Farland:

I wanted you to know how pleased I was to be allowed to personally observe the testing of your diesel unit on the City of Albuquerque SunTran buses on May 12, 1988. The elimination of the eye irritation and offensive diesel smell and the reduction of the smoke resulting from the use of your unit was impressive. If I had not seen these results, I would have been hard pressed to believe them.

I have reviewed the written test results, which have been collected since May 12, 1988. These results continue to be very impressive and support my own observations. It is understood that the City of Albuquerque is continuing to test your unit on the buses and the refuse department vehicles.

It is obvious that your diesel unit presents a dramatic breakthrough in dealing with the brown cloud and diesel pollution problem. This is a significant problem, which mandates a meaningful response and action from both the public and private sectors.

Please continue to keep me personally advised in regard to all future developments.

The Pilot-News

Opinions

Monday, October 9, 1989

Comments from the Crossroads

Maybe we should all check out this device

- By David Horn P-N Columnist -

Advertisements never appear on this page. So this column isn't an ad. But Sometimes a new product is so revolutionary it deserves editorial comment. Gasaver, invented by Joel Robinson, technical director of National Fuel Saver Corporation, is something you should know about. Gasaver operates on the same chemistry as the catalytic converter, but instead of merely reducing pollution, it also cuts fuel consumption about 22 percent. Like you, I was skeptical about such a claim. Wouldn't a 22 percent reduction in fuel consumption mean big savings for industrial users, or even schools? To find out, the affluent Concord School Corporation tested Gasaver devices on 27 vehicles (mostly buses) during the 1982-83 school year. When results were tallied, the school had saved \$14,000 in fuel costs over the previous year.

Why haven't we heard more about Gasaver? Not surprisingly, it's been tied up in litigation. Said one company spokesman, "Originally, the major oil companies wanted to buy our patent outright, but we included a clause requiring, that they market the product and not hide it on a shelf. They would not agree, and since they couldn't stop us by buying our patent, they charged us with false claims about the product." The result was an exhaustive (no pun intended) government study of Gasaver by the Consumer Protection Agency. It confirmed that Gasaver offers 22 percent fuel savings when applied properly to a gasoline engine. bringing about more complete combustion and better gas mileage in automobile engines by means of platinum, catalysis. Claims made for Gasaver were found to be "100 percent accurate" and the firm was awarded \$22,747.00 by the federal courts. In a speech to the American Chemical Society, inventor Joel Robinson explained briefly how Gasaver works. "For every 6 pound gallon of gasoline entering an engine, almost four pounds of carbon monoxide are emitted. About 17 years ago, the federal government decided to do something about the ecology by ordering auto makers to burn all fuel before it left the tailpipe," he said That's when auto makers began installing catalytic converters.

"We all know that a catalytic converter is nothing more than a muffler whose insides have been coated with platinum. We all know why platinum was chosen. When unburned fuel comes in contact with platinum, that fuel will burn when it ordinarily wouldn't have burnt." In other words, your car has a small furnace sitting under the floor which burns one third of the fuel you buy, releasing its heat and energy into the atmosphere instead of into the power train. Meanwhile, unburned fuel still accumulates as an abrasive carbon deposit scraping away your cars cylinder walls and sometimes causing engine knock and ping. How can Gasaver remedy these problems? After a ten-minute installation, it releases microscopic quantities of platinum directly into the air-fuel mixture entering, the engine. With platinum in the flame zone (instead of in the tailpipe) the percentage of fuel burned in the engine jumps from 68 percent to 90 percent. That means 22 percent less fuel is needed to drive the same distance. Gasaver can be used with, leaded or unleaded fuel, and meets emission standards in all fifty states. So far, National Fulesaver Corporation has sold about 150,000 Gasaver units. And what about that school in Concord ! Contacted by phone last week, a spokesman told me "we're still using Gasaver on our buses, and we are adding it to it to every new vehicle we purchase.