



Change Fuel

Explanatory material

Talk at the time of the interview for obtaining a patent

A patent examiner said, “Patent applications for hydrated fuel have been made in the past. There were thousands. But there is water in it No one could prove that. You can you prove it?” I was asked. Bring commercial fuel and claim it’s water fuel it seems that there were many people. Is there a pocket there? Take out the additive from the do you mean? he asked. Add water to the prepared light oil, then add the additive shake the test tube several times and place it in front of the examiner. Vinegar after a few seconds, the bubbles disappeared, and a completely transparent water-combustible fees have appeared.

The examiner who saw the test tube said, “Amazing, this is the first time I’ve seen it.”

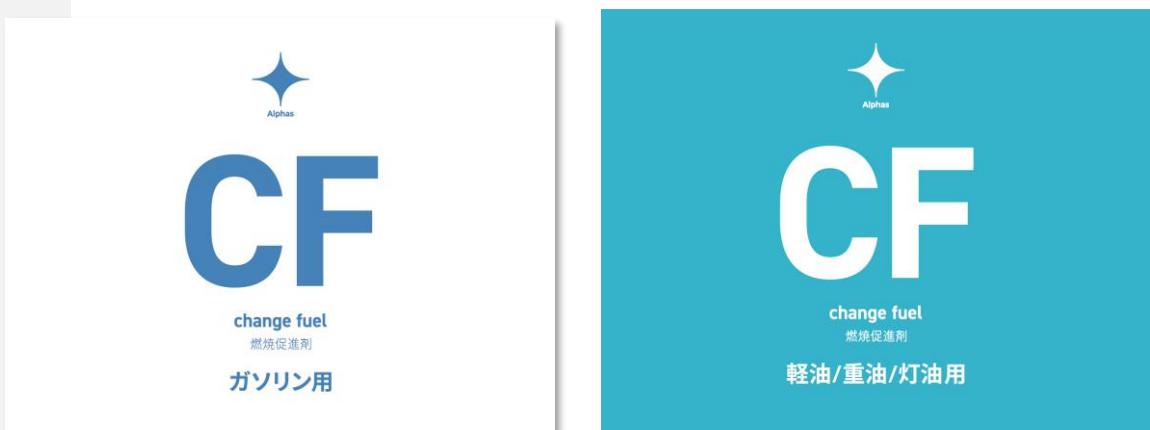
The voice that seems to be squeezing out and the expression of surprise I still remember it vividly. And “I wanted to issue such a patent from Japan” He said.

- | | |
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| 2~10 | Many benefits |
| | <p>2 Improvement of fuel efficiency
3~4 Injectors, DPFs, EGR Reduction of cleaning costs, maintenance costs, and replacement costs
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About CF

change fuel is an additive that is added to liquid petroleum fuels.

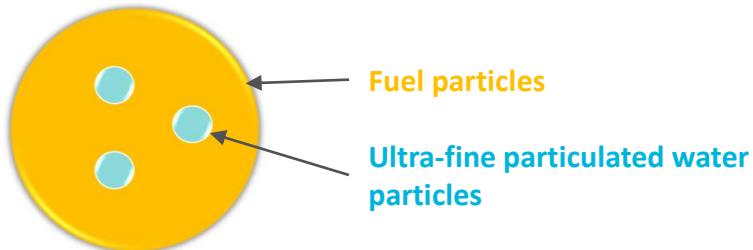
It can be used for gasoline, diesel oil, heavy oil, kerosene, and anything else that is liquid petroleum fuel



* Patent No. 5933071
Additive for hydrofuel,
and method for producing
the same

* Patent No. 5786162
Hydrogenated fuel and
method for producing the
same

The most characteristic is that the water particles in the fuel are made into ultrafine particles and wrapped in fuel particles. * Patented technology



When burned in this state, ultrafine particulate water particles cause a



So, how can this patented technology help us?

There are two main advantages when using it.

Many benefits

1. Significant cost savings
2. Reduction of environmental pollutants
3. Carbon Offsets

1, Specific items

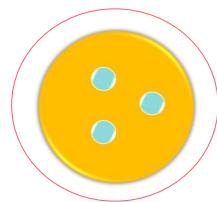
Reduction of fuel costs by improving fuel efficiency

Reduction of cleaning, maintenance, and replacement costs for injectors, DPFs, EGRs, etc.

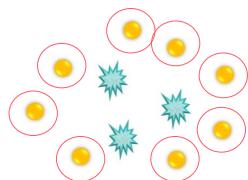
In the future, greenhouse gas emissions (especially CO₂) will be subject to regulation, and a levy will be imposed on trading companies and oil distributors that handle fossil fuels. In order to avoid the levy, it is necessary to introduce new equipment (such as equipment for fuels other than petroleum fuels) (in order for greenhouse gas emissions not to exceed the default value), but CF is cost-effective because it only requires a charge for the amount added.

Fuel cost improvement

Why does fuel economy improve?



When CF is placed in the fuel tank, the water particles are ultrafine and encased in the fuel particles. In this state, fuel is injected into the cylinders. The water particles in the fuel particles undergo a vaporization explosion (1) before the fuel burns, and the explosion causes the fuel particles to become finer, increasing the surface area by several thousand times.



Increased surface area

As the surface area increases thousands of times, the area of contact with oxygen also increases. In addition, since each fuel particle is finely granulated, it is difficult for the core to remain during combustion. This makes it possible to burn close to complete combustion. This is the reason for the improvement in fuel economy.

(1) The reason why the vaporization explosion occurs before the combustion of the fuel is that the boiling point of water is lower than the ignition temperature of the fuel. The air in the combustion chamber is compressed, and the temperature exceeds the boiling point of water before ignition, so a steam explosion occurs before combustion occurs.

**CO₂削減の
理由**

Improved fuel efficiency reduces the amount of fuel used, which in turn reduces CO₂ emissions.

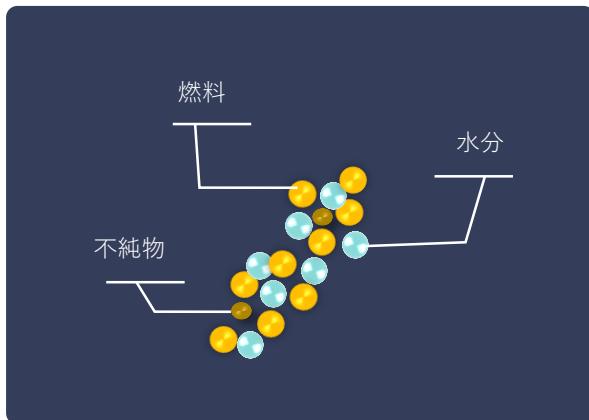
← What about CO₂?
Continued on page 8

Injectors, DPFs, EGR

Reduction of cleaning, maintenance, and replacement costs

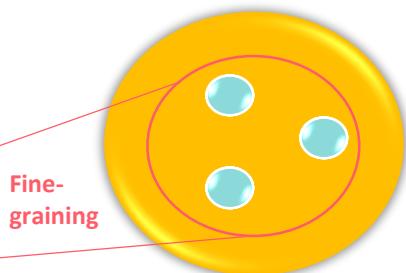
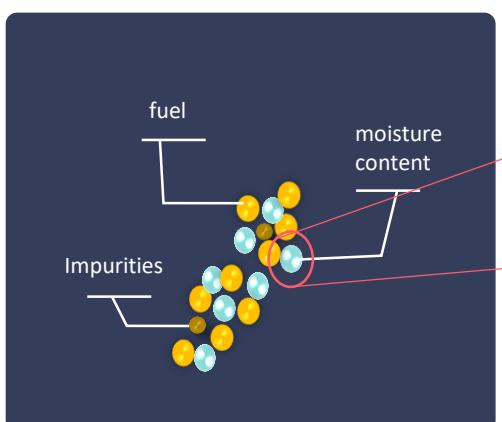
Inside the injector (a device that injects fuel into the cylinder)

It has a stain called varnish on it. This is dirt formed by the combination of fuel, moisture, and impurities, and inhibits the normal injection of fuel.



A photo of the injector
after using CF can be
found on page 20. →

The photo shows the varnish stuck inside the injector. CF can disassemble and erase not only the varnish inside the injector but also the varnish suspended in the fuel. This is because [water] among the fuels, moisture, and impurities that make up the varnish is ultrafine particles and incorporated into the fuel particles by CF, so the varnish cannot exist.



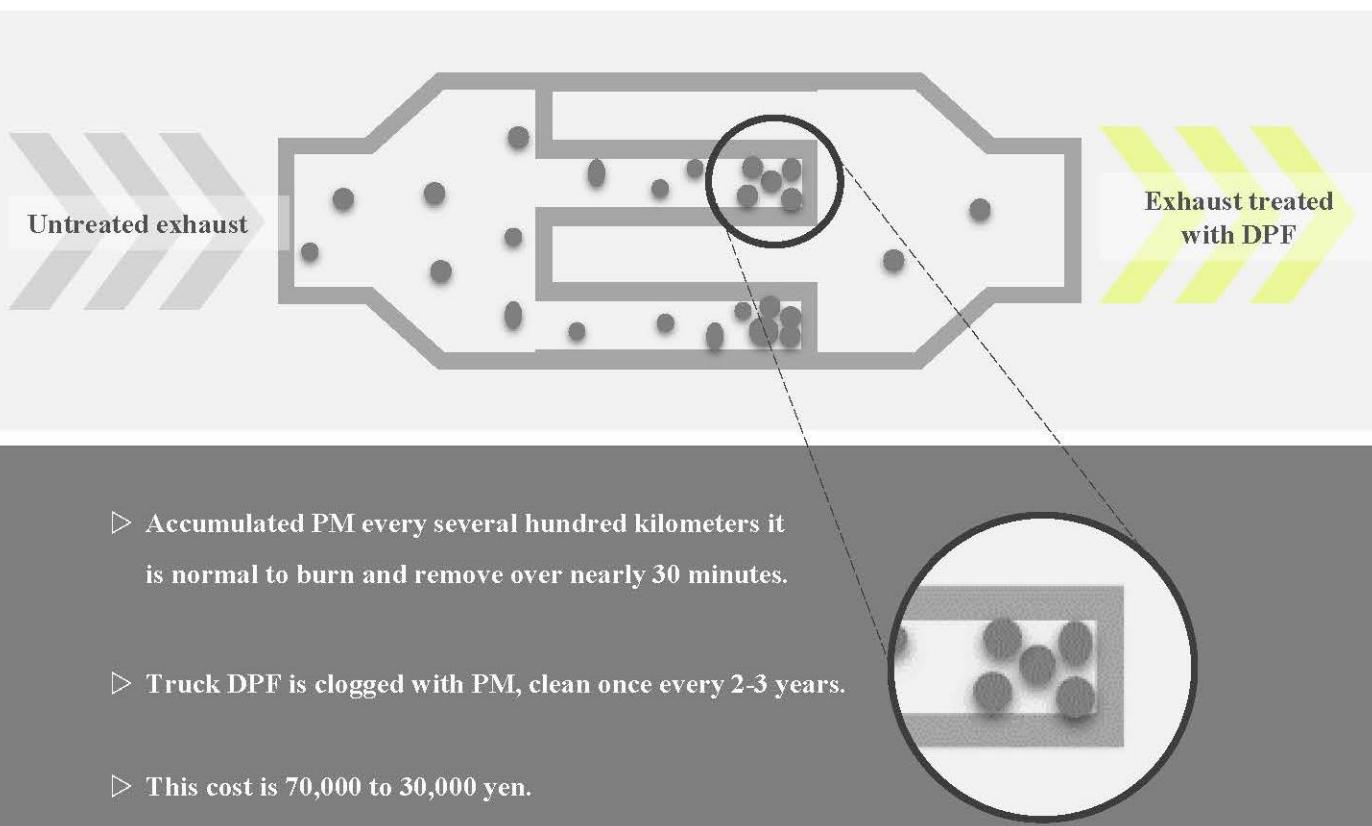
It is finely granulated and encased in fuel particles
= Since the moisture in the figure on the left
disappears,
Ceases to exist as a varnish.

DPFs play the role of filters that control the emission of PM, which is an environmental pollutant. If the DPF is not regularly maintained, such as soot burning, PM will continue to accumulate, and if left untreated, there is a risk of failure. And it turns out that most of this PM is varnish burnt residue.

As mentioned above, the varnish is a technology that makes CF water ultrafine and incorporates it into fuel particles, so it can no longer exist in the fuel, so incomplete combustion caused by varnish is less likely to occur, and the generation of PM is suppressed. Since almost no PM is generated in the first place, the amount of PM accumulated in the DPF is greatly reduced, the frequency of soot burning, etc. is reduced, and maintenance costs (2) are reduced.

(2) In some cases, replacement costs exceeding 1 million yen may be required.

DPF : Measures to remove PM (soot and dust) in exhaust gas



EGR (which adjusts the air-fuel ratio by circulating exhaust gases once emitted) is very dirty because it recirculates the intake air containing PM itself and is exposed to PM many times.

CF suppresses the generation of PM, so it remains clean.

CO₂ measures that do not require installation costs

- Reducing environmental pollutants is costly

Reducing greenhouse gas emissions is a global issue, and it is a global standard that regulations are becoming stricter year by year, but how many companies and countries can actually adapt to these regulations?

In Japan, carbon neutrality will become mandatory from 2028. The Ministry of Economy, Trade and Industry (METI) intends to impose a levy based on the emissions of each fuel.

Taking the EU, which is currently focusing on reducing greenhouse gas emissions, the shipping sector accounts for about 13% of the total greenhouse gas emissions. As a countermeasure, the EU tried to convert fuel to LNG-compatible tankers, but LNG-compatible tankers cost too much to prepare at about 10 billion yen (average value at the time of new tanker construction), so this problem remains stagnant and has not been resolved.

In addition, emerging countries that use old facilities emit more greenhouse gases than other countries, and they do not have the money to install equipment to reduce greenhouse gases.

Even in Japan, small and medium-sized companies that handle boilers, truck and bus companies, etc., need a large amount of money to introduce new equipment suitable for reducing greenhouse gases into each and every one of them. (3)

CF solves these problems by simply adding a very small amount of fuel to the existing equipment and engine.

(5) Each fuel cell bus is worth about 100 million yen.

CF reduces environmental pollutants (CO₂, NOx, PM)

It's easy, inexpensive, and fast-acting

Easy: just put it in the fuel

Immediate effect: Effective immediately after insertion

Inexpensive: You only need to pay for what you use CF

In many cases, there is a plus in improving fuel efficiency.

- Easy, inexpensive, fast-acting



With CF, there is no need to install new equipment or improve existing equipment. In addition, the use of CF improves fuel efficiency and reduces cleaning, maintenance, and replacement costs for injectors, DPFs, and EGRs, so the cost is ±0, and in many cases it is positive.

And CF is also highly fast-acting and effective from the time you use it. You can feel the difference by comparing the smell of exhaust gas, engine noise, and blowing up before and after additive. (6)



(6) Voices of customers who have actually used the service (Alphas HP)

- Comparison of the introduction of equipment adapted to the reduction of environmental pollutants and the introduction of CF

Associated with the introduction of equipment expenditure¹⁾

By CF Savings

(7) Conditions
The distance traveled in a year was 60,000 キロ
The fuel cost is 3km/L
Fuel ¥150/L
Reduction rate of 15%
Change fuel○ addition rate0.03%

bus
(1 unit)

105,000,000 yen (equipment installation cost)
(Burden on businesses when using subsidies: about 20 million yen ~ 35 million yen)

With an annual mileage of 60,000 km,
Cost reduction of 266,400 yen (7)
= Profitable

Private Vehicles(1 unit)

674~7,100,000 yen (equipment installation cost)
(Burden on businesses when using subsidies: about 3.71 million yen ~ 3.98 million yen)

For an annual mileage of 10,000 km,
Cost reduction of 8,325 yen (8)
= Profitable

(8) Conditions
The distance between the years is 10,000 キロ
The fuel consumption is 16km/L
Fuel ¥150/L
Reduction rate of 15%
Change fuel○ addition rate0.03%

In addition, maintenance costs for DPF, injector, and EGR, and oil deterioration
Prevention and service life of the engine
By prolonging, etc.
It will be a plus.

1) Ministry of Land, Infrastructure, Transport and Tourism."Subsidy for Comprehensive Measures to Improve the Automobile Environment (Project to Promote the Spread of Next-Generation Automobiles for Greening Regional Transportation).Ministry of Land, Infrastructure, Transport and Tourism website.
https://www.mlit.go.jp/jidosha/jidosha_tk1_000003.html, (Reference) 2024-02-08)

Big Benefits

CO/HC with carburetor
Reduction of
verification videos



1. Significant reduction

2. Environmental pollution substance reduction

2, Specific items

- Reduction of NOx • Reduction of CO₂ emissions
Reduction of PM • CO · HC Reduction of (Vehicle Inspection Items)

The problem of NOx (nitrogen oxides) is solved by CF

NOx is one of the environmental pollutants and poses a large risk of health hazards to the human body (mainly respiratory systems). It is also a source of photochemical smog and acid rain. Emissions from automobiles account for more than half of the total, and in Japan, emissions are regulated by the Automobile NOx and PM Law. There are caps on emissions around the world, but it's hard to keep them from being exceeded, and some companies have cheated.

Volkswagen's malware news discovered in 2018. This software reduces NOx emissions only during inspections, and in fact, NOx emissions that exceed the standard value were emitted. This led to the arrest of the president.

CF solves the problem of reducing PM (particulate matter)

PM (especially PM2.5) is a very small particle that penetrates deep into the lungs and bronchi and harms the human body, including the respiratory and circulatory organs. In the summer of 2022, the concentration of PM in India was 30 times higher than the standard value, and the number of patients suspected of pneumonia that month increased by 30% compared to the previous month, which has become a serious social problem.

The leaflet posted on the official website of the All Japan Trucking Association calls for information on DPF troubles. This is to complain to the Ministry of Land, Infrastructure, Transport and Tourism that many trucks are having trouble with DPFs. DPF is one of the parts of diesel vehicles that plays the role of a filter to prevent PM contained in exhaust gas from escaping from the exhaust port, but PM stuck in the DPF does not disappear spontaneously, so the PM adhering to the DPF must be removed. In other words, the trouble of the DPF is the trouble caused by the PM as it is. If the generation of PM is reduced, it is possible to greatly reduce DPF malfunctions and troubles.

It is an environmental problem that must be solved promptly, but the problem is that there is no concrete method to achieve the target values for reducing NOx and PM.

Reducing CO₂ (carbon dioxide) is solved by CF

Problems with CO₂

In order to comply with CO₂ emission regulations, energy-saving equipment has been introduced or replaced with alternative energy, but the biggest problem is that the financial burden is too high. For example, in the EU shipping industry, there is a movement to switch fuel to LNG (liquefied natural gas) in order to reduce CO₂ emissions by 20~30%, but the cost of preparing LNG-compatible tankers is too high, so the problem remains stagnant and has not been resolved.

The root cause of the problem of reducing CO₂ emissions is the enormous cost of changing equipment. It is not possible to cope with emerging countries and small and medium-sized enterprises (SMEs), where many old equipment and engines are used.

The reduction effect can also be applied to carbon credits.
Page 9 →

CF reduces NOx, PM, and CO₂.

Easy, inexpensive, and fast-acting

→ 13 pages of in-house data on reductions

In the case of CF, these problems are solved inexpensively, easily, and immediately. The introduction cost is only the CF price (0.03% of the fuel) for the amount used. There is no need for expensive capital investments. The effect appears immediately after addition.

Products that can contribute to environmental issues

CF can significantly reduce the amount of environmental pollutants and greenhouse gases emitted until a complete transition to energy with a lower burden on the environment, such as renewable energy, can be achieved. It is easy and inexpensive to implement, and the effect is immediate.

Carbon credits can be sold by reducing CO₂ emissions

CO₂ reduced by using CF can be traded as carbon credits. Since the CO₂ reduction effect of CF is due to improved fuel efficiency, it is expected that carbon credit trading will be profitable in addition to reducing fuel costs.

Carbon Neutrality, Carbon Offsets, and Carbon Credits

Q.What is carbon neutrality? A. It's a way of thinking

Carbon neutrality is the idea of maintaining the same level of reduction in greenhouse gas emissions and CO₂ emissions, and aiming to reduce the actual amount of greenhouse gas emissions to close to zero.

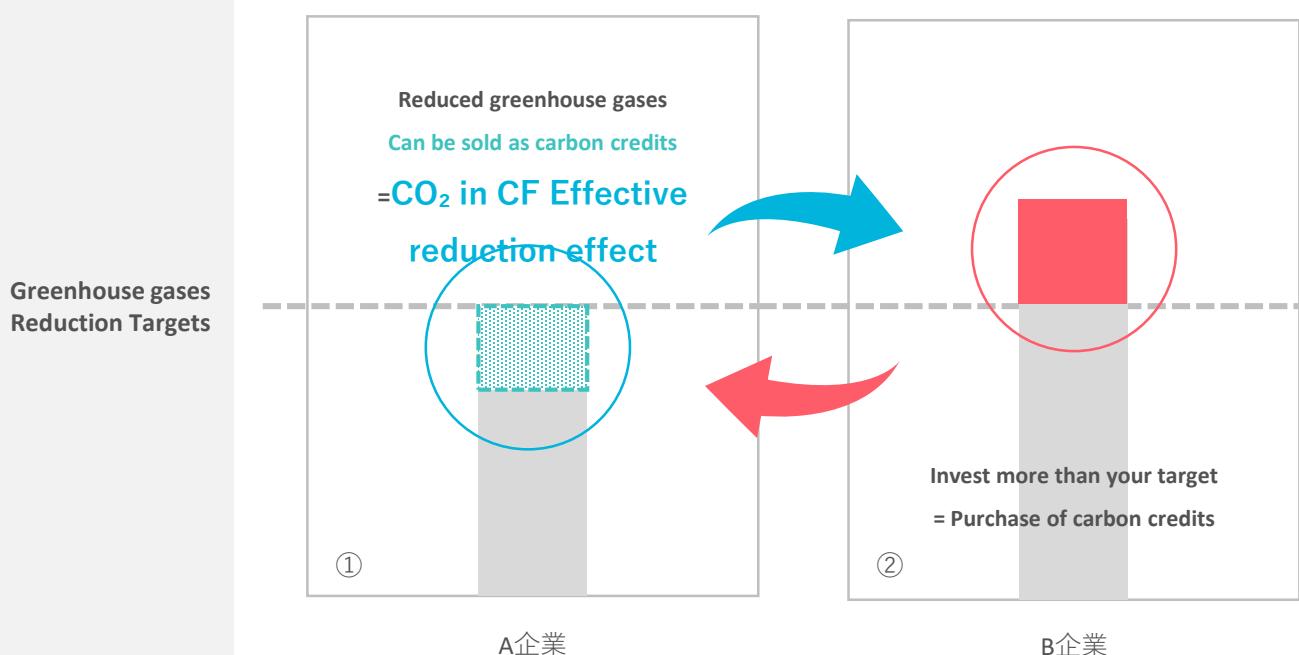
Q.What is carbon offsetting? A. It is a market system that allows you to trade emissions

Carbon offsetting is one of the means to achieve carbon neutrality, and it is a mechanism that allows you to participate in activities to reduce greenhouse gases in the form of investment.

There are two ways to participate.

- (1) If the amount of greenhouse gases emitted falls below the reduction target, the amount of room to be generated will be sold to companies.
- (2) Strive to keep greenhouse gas emissions within the target figures, and invest in reduction activities on a scale equivalent to the greenhouse gases emitted. By investing, the amount of emissions that exceed the target figure and the amount invested in reductions is considered even.

Carbon credits are used to invest in carbon offsets.



Q.What are carbon credits? A.Emission credits

Emission credits traded in the carbon offset market = carbon credits.

Q.How do carbon credits actually relate to CF?

A.Alfas Co., Ltd. has a partnership with Nature-based Solutions.

NbS is one of the types of carbon credits, and is a general incorporated association that certifies voluntary credits. If you apply for certification of carbon credits due to the CO₂ reduction effect of CF by improving fuel efficiency, and if the credit is certified by NbS, you will be able to trade relative carbon credits and trade with overseas.



NbS
home page

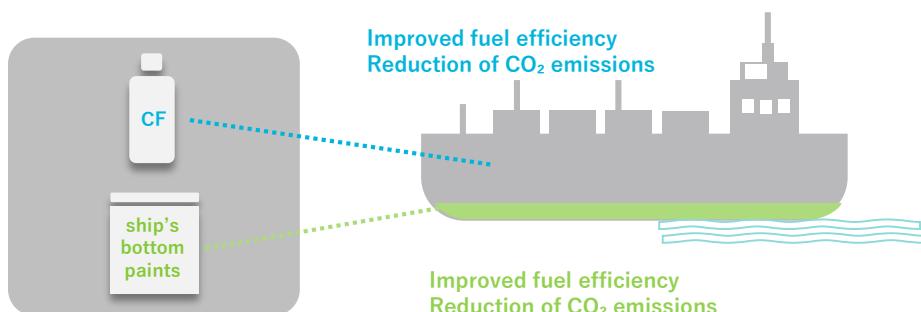
Q.What are the benefits of using carbon credits?

The trading price of carbon credits (as of January 2024) is an average of 3,500 yen per tonne. To take an example of an oil tanker, about 10,000 tons of CO₂ are emitted when traveling between Japan and the Middle East. When CF is added to this oil tanker, if it is reduced by 20%, 2,000 tons will be subject to offset. If you apply it to the market price mentioned above and express it in monetary terms, it will be 7 million yen.

Data required when applying for certification of carbon credits
Page →27

Ship bottom paintFurther CO₂ reduction is possible by using it at the same time

There is also a ship bottom paint that does not adhere to barnacles at all, which was jointly developed with a paint manufacturer by applying CF technology. When combined with this hull paint, it is expected to significantly reduce CO₂ emissions and improve fuel efficiency. We believe that the combination of CF and ship bottom paint can reduce CO₂ emissions by 40~50% according to our forecast.



About PEA and IPA

What is PEA (polyetheramine)?

alkalinity

Swelling rubber gaskets and O-rings

It is aggressive to some coatings used in parts of the fuel system.

If it is used as a fuel preservative during hibernation, such as on a motorcycle, there is a risk of permanent damage to the fuel tank and the part through which the fuel passes. The same applies if you are using it frequently and on a daily basis. Gradually, the condition deteriorates, and as a result, maintenance such as unit and parts replacement is required.

Overuse or overuse can cause problems such as incomplete combustion.

What is IPA (Isopropyl Alcohol)?

Also known as 2-propanol

It is aggressive enough to dissolve against rubbery and resins.

Occurrence of
varnish
How does it
work?
Page →3



PEA and IPA are found in many fuel additives.



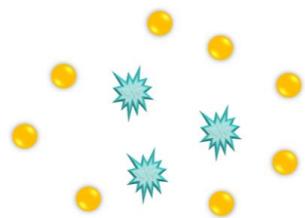
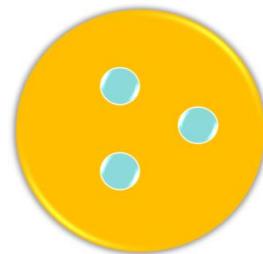
We have posted
a video on
YouTube
explaining the
property
analysis
comparing light
oil containing
CF and ordinary
light oil.

In the case of CF

It does not contain PEA or IPA.

CF does not affect each unit or component, and incomplete combustion is less likely to occur.

The world's first patented technology enables not only removal but also removal of varnish and moisture contained in the fuel tank by making the water that makes up the varnish and sludge in the fuel tank ultra-fine particles. It also has an anti-rust (coating) effect in the fuel tank and in the part where the fuel passes. The water is ultrafine particulated and taken into the fuel particles, and when the fuel is burned, these water molecules cause a vaporization explosion, increasing combustion efficiency and output. In addition, since varnish is also a source of harmful exhaust gases, it can reduce the emission of various harmful components.



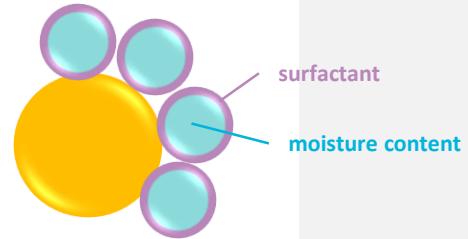
Differences from emulsion fuel

What is an emulsion?

Emulsion = emulsification. It refers to the mixing of water and oil. Mixing water-based and oil-based seasonings, such as dressings, can also be said to be emulsions.

What is emulsion fuel?

It is made by adding water and surfactants to fuels such as heavy oil, light oil, and kerosene and mechanically stirring them at high speed. The water in the fuel is dispersed. In appearance, it is milky white and cloudy.



Disadvantages of emulsion fuel

- Over time, it separates into water and oil
- Since it is a major premise to continue high-speed agitation to prevent separation, special machines and surfactants must be introduced, and the power must be constantly operated.
- When purchasing finished emulsion fuels, they are more expensive than ordinary fuels.
- During combustion, water encased in surfactants is thought to cause PM.

In the case of CF

With the world's first patented technology, water is turned into ultrafine particles and incorporated into fuel particles. Therefore, it does not become milky white. It will be in a transparent state.

Since the water encased in the fuel particles causes a vaporization explosion instead of evaporation, the fuel particles enveloping the moisture become small clusters, increasing the surface area by thousands of times and increasing the contact surface with the air, thereby increasing combustion efficiency. (Water has nowhere to escape and when it becomes hot, it causes a vaporization explosion.) This is impossible unless the water is micronized enough to be taken up by fuel particles, so it can only be done by CF.)

In addition, the water is completely incorporated into the fuel molecules, so they never separate again and do not need to be continuously stirred. Since there is no cost of introducing or maintaining dedicated machines, etc., it is possible to introduce and operate at low cost.



測定結果

令和4年9月26日

アルファス株式会社



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TEL 095-800-5183 FAX 095-800-5775

Email alphaspar9@gmail.com

測定年月日	添加前：令和4年9月21日 / 添加後：令和4年9月25日		
試験名	自動車排気ガス		
測定場所	長崎県西彼杵郡時津町浜田郷 776-13		
測定項目	測定結果、添加前	測定結果、添加後	測定方法
窒素酸化物、NOx (ppm)	45.5	3.6	化学発光法
一酸化炭素、CO (ppm)	853	618	非分散型赤外線吸収法
二酸化炭素、CO2 (%)	15.4	15.4	非分散型赤外線吸収法
酸素、O2 (%)	0.30	0.13	ジルコニア式
備考			
車名：ホンダステップワゴン			
初年度登録：平成15年9月			
原動機の型式：K20A			
走行距離：245953Km			
ガス採取箇所：マフラー排気出口			
試験採取者：松尾 英樹			
検査機器：ホリバ製作所、PG-340 ポータブルガス検知分析機			

測定分析結果報告書

発行年月日:2023年4月27日

受注番号:52100358

ご報告先 : アルファス株式会社 殿

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FAX (075)821-7837

測定分析結果を下記のとおり報告致します。

持込試料については試料受け取り後の工程について責を負います。

件名 油の性状分析

ご依頼者: アルファス株式会社
 試料: 燃料油(軽油) 2点
 試料持込日: 2023年4月11日
 測定分析結果:

測定分析項目	単位	燃料油(軽油)		試験方法
		A	B	
①比重(15°C/4°C)	-	0.8288	0.8286	JIS K 2249-4
②密度(15°C)	g/cm³	0.8287	0.8286	JIS K 2249-1
③セタン指数(JIS法)	-	58.5	58.6	JIS K 2280-5
④引火点(PMCC法)	℃	69.0	69.0	JIS K 2265-3
⑤流動点	℃	-27.5	-30.0	JIS K 2269
⑥動粘度(30°C)	mm²/s	3.667	3.657	JIS K 2283
⑦蒸留:常圧	初留点	℃	171.0	174.5
	10%留出	℃	221.5	220.0
	50%留出	℃	279.0	280.0
	90%留出	℃	332.0	332.0
	終点	℃	355.5	355.0
	残油量	vol%	1.0	1.0
⑧10%残油残留炭素分	mass%	0.03	0.01	JIS K 2270-2
⑨硫黄分(紫外蛍光法)	mg/kg	6	5	JIS K 2541-6
⑩水分(カールフィッシュ法)	mg/kg	606	23	JIS K 2275-3
⑪目詰まり点(CFPP)	℃	-11	-8	JIS K 2288
⑫灰分	mass%	<0.001	<0.001	JIS K 2272
⑬総発熱量(軽油)	J/g	45850	45880	JIS K 2279

注記:本測定分析は外部委託した。

以下余白

承認	確認	作成

Shimadzu Techno-Research, Inc.

(1/1)

性状分析解説
(YouTube)

It was carried out by a shipping company change fuel Economy Verification

株式会社	商店	本社	運行日付 : 2023/05/21 15:15 ID:16847	PAGE : 1/2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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km	時間	荷積	15:15	1386373.2	15:15	1408.8	15:37:19	荷卸	16:15	1387782.0	16:15	0.0	16:37:19	荷積	18:13	1386373.2	18:13	1408.8	18:37:19	荷卸	19:00	1387782.0	19:00	0.0	19:37:19	荷積	20:01	1386373.2	20:01	1408.8	20:37:19	荷卸	20:02	1387782.0	20:02	0.0	21:37:19	休憩	20:02	1386373.2	20:02	1408.8	22:37:19	荷積	21:00	1387782.0	21:00	0.0	23:37:19	荷卸	22:00	1386373.2	22:00	1408.8	24:37:19	荷積	23:00	1387782.0	23:00	0.0	00:37:19	荷卸	00:00	1386373.2	00:00	1408.8	01:37:19	休憩	00:00	1387782.0	00:00	0.0	02:37:19	荷積	01:00	1386373.2	01:00	1408.8	03:37:19	荷卸	02:00	1387782.0	02:00	0.0	04:37:19	休憩	02:00	1386373.2	02:00	1408.8	05:37:19	荷積	03:00	1387782.0	03:00	0.0	06:37:19	荷卸	04:00	1386373.2	04:00	1408.8	07:37:19	休憩	04:00	1387782.0	04:00	0.0	08:37:19	荷積	05:00	1386373.2	05:00	1408.8	09:37:19	荷卸	06:00	1387782.0	06:00	0.0	10:37:19	休憩	06:00	1386373.2	06:00	1408.8	11:37:19	荷積	07:00	1387782.0	07:00	0.0	12:37:19	荷卸	08:00	1386373.2	08:00	1408.8	13:37:19	休憩	08:00	1387782.0	08:00	0.0	14:37:19	荷積	09:00	1386373.2	09:00	1408.8	15:37:19	荷卸	10:00	1387782.0	10:00	0.0	16:37:19	休憩	10:00	1386373.2	10:00	1408.8	17:37:19	荷積	11:00	1387782.0	11:00	0.0	18:37:19	荷卸	12:00	1386373.2	12:00	1408.8	19:37:19	休憩	12:00	1387782.0	12:00	0.0	20:37:19	荷積	13:00	1386373.2	13:00	1408.8	21:37:19	荷卸	14:00	1387782.0	14:00	0.0	22:37:19	休憩	14:00	1386373.2	14:00	1408.8	23:37:19	荷積	15:00	1387782.0	15:00	0.0	00:37:19	荷卸	16:00	1386373.2	16:00	1408.8	01:37:19	休憩	16:00	1387782.0	16:00	0.0	02:37:19	荷積	17:00	1386373.2	17:00	1408.8	03:37:19	荷卸	18:00	1387782.0	18:00	0.0	04:37:19	休憩	18:00	1386373.2	18:00	1408.8	05:37:19	荷積	19:00	1387782.0	19:00	0.0	06:37:19	荷卸	20:00	1386373.2	20:00	1408.8	07:37:19	休憩	20:00	1387782.0	20:00	0.0	08:37:19	荷積	21:00	1386373.2	21:00	1408.8	09:37:19	荷卸	22:00	1387782.0	22:00	0.0	10:37:19	休憩	22:00	1386373.2	22:00	1408.8	11:37:19	荷積	23:00	1387782.0	23:00	0.0	12:37:19	荷卸	00:00	1386373.2	00:00	1408.8	13:37:19	休憩	00:00	1387782.0	00:00	0.0	14:37:19	荷積	01:00	1386373.2	01:00	1408.8	15:37:19	荷卸	02:00	1387782.0	02:00	0.0	16:37:19	休憩	02:00	1386373.2	02:00	1408.8	17:37:19	荷積	03:00	1387782.0	03:00	0.0	18:37:19	荷卸	04:00	1386373.2	04:00	1408.8	19:37:19	休憩	04:00	1387782.0	04:00	0.0	20:37:19	荷積	05:00	1386373.2	05:00	1408.8	21:37:19	荷卸	06:00	1387782.0	06:00	0.0	22:37:19	休憩	06:00	1386373.2	06:00	1408.8	23:37:19	荷積	07:00	1387782.0	07:00	0.0	00:37:19	荷卸	08:00	1386373.2	08:00	1408.8	01:37:19	休憩	08:00	1387782.0	08:00	0.0	02:37:19	荷積	09:00	1386373.2	09:00	1408.8	03:37:19	荷卸	10:00	1387782.0	10:00	0.0	04:37:19	休憩	10:00	1386373.2	10:00	1408.8	05:37:19	荷積	11:00	1387782.0	11:00	0.0	06:37:19	荷卸	12:00	1386373.2	12:00	1408.8	07:37:19	休憩	12:00	1387782.0	12:00	0.0	08:37:19	荷積	13:00	1386373.2	13:00	1408.8	09:37:19	荷卸	14:00	1387782.0	14:00	0.0	10:37:19	休憩	14:00	1386373.2	14:00	1408.8	11:37:19	荷積	15:00	1387782.0	15:00	0.0	12:37:19	荷卸	16:00	1386373.2	16:00	1408.8	13:37:19	休憩	16:00	1387782.0	16:00	0.0	14:37:19	荷積	17:00	1386373.2	17:00	1408.8	15:37:19	荷卸	18:00	1387782.0	18:00	0.0	16:37:19	休憩	18:00	1386373.2	18:00	1408.8	17:37:19	荷積	19:00	1387782.0	19:00	0.0	18:37:19	荷卸	20:00	1386373.2	20:00	1408.8	19:37:19	休憩	20:00	1387782.0	20:00	0.0	20:37:19	荷積	21:00	1386373.2	21:00	1408.8	21:37:19	荷卸	22:00	1387782.0	22:00	0.0	22:37:19	休憩	22:00	1386373.2	22:00	1408.8	23:37:19	荷積	23:00	1387782.0	23:00	0.0	00:37:19	荷卸	00:00	1386373.2	00:00	1408.8	01:37:19	休憩	00:00	1387782.0	00:00	0.0	02:37:19	荷積	01:00	1386373.2	01:00	1408.8	03:37:19	荷卸	02:00	1387782.0	02:00	0.0	04:37:19	休憩	02:00	1386373.2	02:00	1408.8	05:37:19	荷積	03:00	1387782.0	03:00	0.0	06:37:19	荷卸	04:00	1386373.2	04:00	1408.8	07:37:19	休憩	04:00	1387782.0	04:00	0.0	08:37:19	荷積	05:00	1386373.2	05:00	1408.8	09:37:19	荷卸	06:00	1387782.0	06:00	0.0	10:37:19	休憩	06:00	1386373.2	06:00	1408.8	11:37:19	荷積	07:00	1387782.0	07:00	0.0	12:37:19	荷卸	08:00	1386373.2	08:00	1408.8	13:37:19	休憩	08:00	1387782.0	08:00	0.0	14:37:19	荷積	09:00	1386373.2	09:00	1408.8	15:37:19	荷卸	10:00	1387782.0	10:00	0.0	16:37:19	休憩	10:00	1386373.2	10:00	1408.8	17:37:19	荷積	11:00	1387782.0	11:00	0.0	18:37:19	荷卸	12:00	1386373.2	12:00	1408.8	19:37:19	休憩	12:00	1387782.0	12:00	0.0	20:37:19	荷積	13:00	1386373.2	13:00	1408.8	21:37:19	荷卸	14:00	1387782.0	14:00	0.0	22:37:19	休憩	14:00	1386373.2	14:00	1408.8	23:37:19	荷積	15:00	1387782.0	15:00	0.0	00:37:19	荷卸	16:00	1386373.2	16:00	1408.8	01:37:19	休憩	16:00	1387782.0	16:00	0.0	02:37:19	荷積	17:00	1386373.2	17:00	1408.8	03:37:19	荷卸	18:00	1387782.0	18:00	0.0	04:37:19	休憩	18:00	1386373.2	18:00	1408.8	05:37:19	荷積	19:00	1387782.0	19:00	0.0	06:37:19	荷卸	20:00	1386373.2	20:00	1408.8	07:37:19	休憩	20:00	1387782.0	20:00	0.0	08:37:19	荷積	21:00	1386373.2	21:00	1408.8	09:37:19	荷卸	22:00	1387782.0	22:00	0.0	10:37:19	休憩	22:00	1386373.2	22:00	1408.8	11:37:19	荷積	23:00	1387782.0	23:00	0.0	12:37:19	荷卸	00:00	1386373.2	00:00	1408.8	13:37:19	休憩	00:00	1387782.0	00:00	0.0	14:37:19	荷積	01:00	1386373.2	01:00	1408.8	15:37:19	荷卸	02:00	1387782.0	02:00	0.0	16:37:19	休憩	02:00	1386373.2	02:00	1408.8	17:37:19	荷積	03:00	1387782.0	03:00	0.0	18:37:19	荷卸	04:00	1386373.2	04:00	1408.8	19:37:19	休憩	04:00	1387782.0	04:00	0.0	20:37:19	荷積	05:00	1386373.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Fuel economy survey reports conducted by other companies

添加剤 燃費調査報告書

商品名	チェンジ フューエル 軽油	
車両情報	レンジャー 4トン 2014年式	
使用前燃費	5.1	km/ℓ
使用後燃費	5.3	km/ℓ

作成日	2023/10/2
作成者	
発行番号	

	給油日	給油量	ODOメーター	平均燃費	添加量mℓ
1	9/4	80	833,096		100
2	9/5	88	833,523	4.9	40
3	9/6	76	833,951	5.6	40
4	9/7	80	834,378	5.3	40
5	9/8	80	834,804	5.3	40
6	9/9	73	835,239	6.0	40
7	9/10	82	835,664	5.2	40
8	9/13	93	836,131	5.0	50
9	9/14	92	836,609	5.2	45
10	9/15	87	837,034	4.9	40
11	9/16		837,485		40
12	9/17	91	837,936	5.0	45
13	9/18	74	838,363	5.8	40
14	9/19	90	838,789	4.7	45
15	9/20	81	839,216	5.3	40

	給油日	給油量	ODOメーター	平均燃費	添加量mℓ
16	9/21	80	839,642	5.3	40
17	9/22	78	840,069	5.5	40
18	9/23	83			40
19	9/24	76	840,926		40
20	9/25	89	841,352	4.8	40
21	9/26	75	841,778	5.7	40
22	9/27	77	842,204	5.5	40
23					
24					
25					
26					
27					
28					
29					
30					

アンケート結果 5段階評価

エンジン音 アイドリング時	静か
エンジン始動時	かかりやすい
排気臭	変化なし
加速性能	力強い

感想・評価・要望

走行中の音が静かになった。
なめらかな走りになったように感じた。

Protea 10 Ton 2018

Fuel consumption before use: 3.1-3.2 km/l
Fuel consumption after use: 3.1 km/l



Ranger 4 ton 2016

Pre-use fuel consumption 6.2-6.3 km/l
Fuel consumption after use: 6.4 km/l



アンケート結果 5段階評価

エンジン音 アイドリング時	とても静か
エンジン始動時	
排気臭	
加速性能	

アンケート結果 5段階評価

エンジン音 アイドリング時	とても静か
エンジン始動時	
排気臭	
加速性能	

感想・評価・要望

DPR焼く時間が短くなった(20分→5分未満)になった。

感想・評価・要望

- DPRの時間が通常20分程度であるが、2-3分で終了する。
- 9/26及び28日のみ給油後すぐに添加剤注入した後直ちに出発。以外の日は給油後すぐの添加剤注入後、一晩置いた後の出発。

Although the increase in fuel efficiency was not good, the soot burning time of DPR (a PM removal device with a different name from DPF and the function is almost the same) was shortened = It can be seen that the accumulated PM in the DPR could be removed only by adding CF.

As with the fuel economy survey at Protia on the left, the time it takes to burn soot in the DPR is greatly reduced.

Improved fuel efficiency and output with change fuel

Car model	Before introduction	After introduction	Increase in fuel efficiency	Improved output
Nissan march 1400 cc (2023 model)	15.5 km	17.7 km	114%	15%
Nissan Note e-POWER (2018 model)	20.2 km	22.9 km	113%	5%
Nissan Skyline GT 2500cc (2005 model)	12.5 km	15.3 km	122%	10%
Nissan Fairlady Day Z 3700cc (2008 model)	8.2 km	12.6 km	154%	13%
Nissan Moco 660cc (2015 model)	20.9 km	26.4 km	126%	7%
Toyota Stout 2000cc (1972 model)	14.7 km	19.9 km	135%	15%
Toyota Fun Cargo 1500cc (2002 model)	16.0 km	17.8 km	111%	10%
Toyota Prius 1500cc (2004 model)	14.5 km	17.7 km	122%	9%
Alfa Romeo 147 GTA 3200cc (2005 model)	7.9 km	12.6 km	159%	15%
Alfa Romeo 147 GTA 3200cc (2007 model)	8.9 km	14.7 km	165%	15%
Porsche 911RS 3600cc (1989 model)	6.6 km	8.7 km	132%	14%
Chrysler jeep 4000cc (2010 model)	7.4 km	8.9 km	120%	6%
Honda CBX1000 (1986 model)	15.4 km	22.2 km	144%	15%
Honda VTR1000 Recing (2000 model)	9.8 km	13.7 km	140%	10%
Suzuki GSX 900cc (1986 model)	4.5 km	9.9 km	220%	13%
Suzuki GSX750S (1987 model)	14.3 km	19.8 km	138%	15%
Honda SL230 (2003 model)	20.6 km	27.9 km	135%	15%

Cooperating company: Measurement results by a former H mechanic in Miyazaki Prefecture

Inspection method and test results

Inspection method

- Prepare a car in the same conditions
- (Suzuki Alto HA25S)
- Inspecting the compression of two units
- Only one unit puts 10 ml of additive in the engine body and 10 ml in the fuel and idles for 5 minutes
- After that, re-inspect the compress of the car with additives

Inspection results

	No additives	No additives	With additives
Receipt Number	1903		2522
Car name		alto	
Vehicle type		HA25S	
Engine type		K6A	
mileage	78,882km		87,632km
Engine compression (kPa)			
①	1.25	1.25	1.3
②	1.25	1.25	1.3
③	1.25	1.25	1.3

- By adding additives, the compression increased by 0.1 kPa.

※When the compression ratio is high, the explosive force in the combustion chamber increases, so fuel efficiency also increases.

- The varnish around the injector has even been removed
- Changes are observed in the exhaust port on the cylinder head side of the combustion chamber.
- The sludge on the top of the piston is also reduced.

Change fuel is not put in

Suzuki Alto HA25S

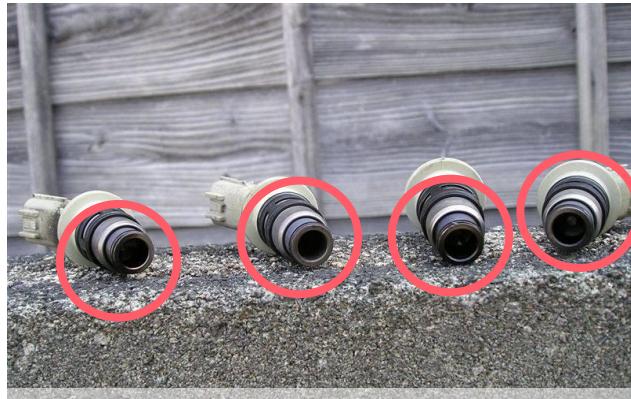


Change fuel

Suzuki Alto HA25S



Cleaning effect



Injectors with varnish stains on them



After putting in Change fuel
Injector idling for a few minutes



Mower spark plug with a cover on it



Mower spark plugs with a cover removed

Plugs covered with poor fuel injection conditions→

Plugs that have improved injection and no longer have a cover



Video of using CF for a lawn mower

I'm posting it on You Tube.

The sound has changed before and after addition.



Change fuel was added to the carburetor car to measure CO (carbon monoxide) and HC (hydrocarbons). (YouTube)

Before addition, CO:0.16%Vol HC:266ppmVol
After addition, CO:0.00%Vol HC:11ppmVol was added.



I used Change Fuel for my Suzuki GSXR750. The blow-up has changed a lot. From 4:09~, we compare before and after addition in an easy-to-understand manner. (YouTube)

投入前



改めてふかした感じの違いは?

投入後





I used Change Fuel for my Suzuki GSXR750. The blow-up has changed a lot. From 4:09~, we compare before and after addition in an easy-to-understand manner. (YouTube)



Experience the effects of Change fuel

We have compiled a list of comments from those who have actually used our products. We will update this page as needed.

➤ Used car sales business

Thank you for your help. I have to tell you a very serious result! Today I drove the Intruder 1500 for 150 km in Seto, Toki, Ena and Toyota with FC. Boss, this is not good!

I was able to complete the climb from Seto to Toki, a series of tight corners with a 9% gradient, without changing gears at 40 km/h in 4th gear. I was able to use the rpm that produced the most torque. This also contributes to safe driving. The fewer gear changes, the more time I have for other driving maneuvers. I was blown away from the start, and enjoyed the maximum torque of the V-twin's large displacement at very low rpm while driving 150 km with ease! And! The fuel consumption, which we were concerned about... went from 12.7 to 16! Isn't this amazing? I think it is natural that this is due to improved combustion efficiency. I think it's even more important that the total driving efficiency has improved because there is less wastage in driving. This FC! For motorcyclists, it's a great way to enjoy the performance of their motorcycles and drive safely, isn't it? Mr. President!

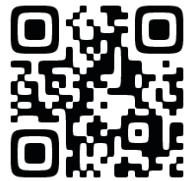
➤ Automobile Dealerships

I put it in my XR250 on a recent vacation. It has a hard time starting cold with low compression + FCR without choke, but after adding it, it started on one cell! Just a few drops in the fuel tank made a drastic difference. I will try it in my car next and report back.

➤ Old Civic manual car

I drive an old civic with a manual transmission. (1) First of all, the sound of the engine has changed. (2) I step on the accelerator less, because I always drive in fixed 3rd gear, but unconsciously I put it in 4th gear. (3) I can feel the change better today than yesterday. (4) I am looking forward to the fuel consumption. I can feel that the gas mileage is getting better even at this point when the tank is only 1/8th full. I will ride a little more. I only put about half of a cup in a 40-liter tank.

Alfas
corporation
home page
Excerpt from
Testimonials
Updated from
time to time



Experience the effects of Change fuel

We have compiled a list of comments from those who have actually used our products. We will update this page as needed.

➤ Mr. A. from Kyoto, Japan (Porsche Macan 2023)

I recently received your product on October 12 and immediately used it on my new car (Porsche Macan 2023). Since then, I have refueled it twice and added it each time. The result after driving about 1,000 km, Fuel consumption improved from 7.8km/l to 9.8km/l. It is an astonishing improvement value of 25.6%, which is a mistake. This additive is really amazing! I am amazed (sweat)(sweat)(sweat)



添加前

添加後

➤ Dattr d22

Fuel consumption has slowed down Smoother running

➤ Honda Accord Euro R

Thank you very much for your help just now! It's an additive by the way, but it really quieted down the exhaust sound and the idling is smooth without any kind of variation lol.

Alfas
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home page
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Experience the effects of Change fuel

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➤ Nissan Fuga 51 with 140,000 km

I feel a distinct difference in extension at low RPMs. The engine sound has become quieter. Knocking is gone.

➤ Alphard (10 series)

Uphill extension is different. I haven't measured it, but I think it's obvious that the fuel consumption has increased.

➤ Daihatsu Tanto

No CF January 20 refueling

Average fuel consumption: 12.8 km/L

Distance traveled 323.2 km ÷ 21.21 L of fuel = 15.24 km/L

Travel route : Shingu Town, Fukuoka Prefecture → Miyakonojo City, Miyazaki Prefecture

Fueled on January 25 with CF

Average fuel consumption: 12.9km/L

Distance traveled: 283.1 km ÷ 16.61 L of fuel = 17.04

km/L Travel route: Miyaki-shi, Nagasaki→Shingu-machi, Fukuoka

Alfas

corporation

home page

Excerpt from

Testimonials

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time to time



Experience the effects of Change fuel

We have compiled a list of comments from those who have actually used our products. We will update this page as needed.

- Used car sales business

Progress of FC effect on Hiace. Combustion 6.8 -> put in sample -> 7.2, put in dedicated FC -> now 8.9 city center only. DPF regeneration, 180 -> 220 -> 298 km, isn't it bad!

Good evening. I drove the Audi Q3 270km to Nagano, Japan. First of all, the car is light at the start, and I did not have to step on the gas pedal as much as usual. I think I usually get 14 or 15 km at best.

Thanks for your hard work. The Crown is almost as eco-friendly as the boss says it is. The mileage is now about 20. It was 16 before.

Good morning. I put in the additive. As soon as I put it in, the torque at the start is different. !! I feel it goes out much more than before. I didn't drive for a day yesterday, but today when I was commuting, I reset the fuel consumption gauge on the monitor and drove.



Continued from above 6.8 -> 7.2 -> 8.9 ->
→ 9.0

Alfas
corporation
home page
Excerpt from
Testimonials
Updated from
time to time

How to use

	tank (ℓ)	The amount added 0.03%		tank (ℓ)	The amount added 0.03%
	1	0.3ml		40	12ml
Mopeds	2	0.6ml		50	15ml
	3	0.9ml		60	18ml
	4	1.2ml		70	21ml
	5	1.5ml		80	24ml
	6	1.8ml		90	27ml
	7	2.1ml	truck	100	30ml
	8	2.4ml		150	45ml
	9	2.7ml		200	60ml
Small Bikes	10	3ml		250	75ml
	15	4.5ml		300	90ml
automobile	20	6ml			
	25	7.5ml			
	30	9ml			

① Be sure to turn off the engine before use. **②** Before opening the refueling cap, be sure to remove static electricity from your body by touching the car body. **③** Add 0.03% of the fuel to the tank before refueling. Do not inject more than 0.1% into the fuel **●** When storing, be sure to seal the container, avoid direct sunlight, and avoid places where the temperature is 40 degrees or higher, and store it upright. **●** When disposing, please use up the contents before throwing it away.

Instructions for use

● Do not use for anything other than its intended purpose. **●** Do not inject more than the specified percentage. **●** If it adheres to a painted surface, wipe it off immediately. **●** Be careful not to get dirt or water when injecting. **●** Imported cars may have a valve (lid) on the fuel port, so be careful when injecting. **●** Do not use with other fuel additives. **●** In the unlikely event that it is swallowed, seek medical advice immediately. **●** If it accidentally gets in your eyes or adheres to your skin, immediately rinse thoroughly with clear water, and if there is any abnormality, consult a doctor.

Usage notes

Rough flow of carbon credit application using CF



For more information

terms and conditions
(e.g. of a license or passport)

requirements

1. It must be possible to identify the vehicle (bus, truck, passenger car) to be registered in the project.
(Documentation showing the license plate number)
2. Fuel must be gasoline or diesel fuel. (Details of fueling at the time of refueling, etc.)

Fuel efficiency before CF addition was obtained 5 times and average fuel efficiency was calculated Verification after CF addition (calculated for each fiscal year during the period covered by certification)

Monitoring Item

definition	unit	summary	detail	frequency
place name	character	survey	number	When giving oil
Classification Number	numeral	survey	number	When giving oil
hiragana	character	survey	number	When giving oil
Individual Numbers	numeral	survey	number	When giving oil
Refueling Day	YYMMDD	survey	Date of refueling	When giving oil
Odometer	km	survey	Total mileage when refueling	When giving oil
mileage	km	survey	Mileage since the last refueling	When giving oil
The amount of oil to be fed	L	survey	Amount refueled	When giving oil

What we would like you to do before monitoring

Identification of monitoring targets: Must be able to identify vehicles to be monitored per verification

1. Photographs showing the license plate number
2. Photographs must be taken with a digital camera and Exif information must not be deleted.
3. Materials that allow calculation of fuel consumption of the subject vehicle (averages of 5 times can be obtained)
4. Monitoring data must be in a state that can be proven not to have been falsified.

At the time of data acquisitionCautions

EVIDENCE: Items that show the use of a combustion accelerator

Items that show the amount of oil refueled and distance traveled

(Example) Take three pictures with a digital camera: (1) CF before addition, (2) scene of CF being added to the fuel tank, and (3) CF after addition.

Proof: Proof that the submitted documents have not been falsified

Specifically, all documents to be submitted should be digital data and entered in the blockchain at the time of submission to prevent tampering, etc. *Electronic stamps are also acceptable.

Overview of Alphas Corporation

**Residence of the club: 6-11-1 Higashi, Fukuoka, Elder Hara-higashi,
Shoya-cho, Fukuoka**

Incorporation: March 2022

Representative Director Katsuro Kinoshita

**Business: Development, manufacture and sale of combustion
accelerators, special solvents, etc.**

Contact us at info@alphas.fun



Company HP

