



GREEN FUEL CATALYST

Mining and Automotive Applications

For Reduction of Fuel Consumption and Emissions



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Made in USA

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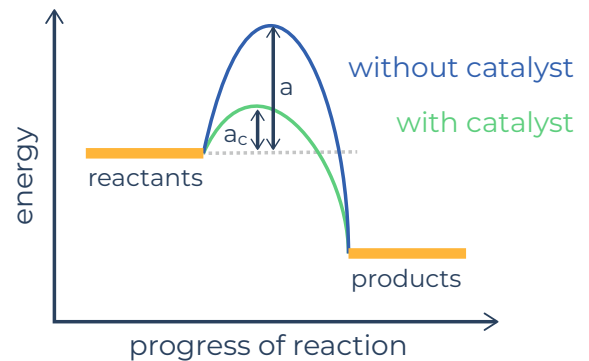
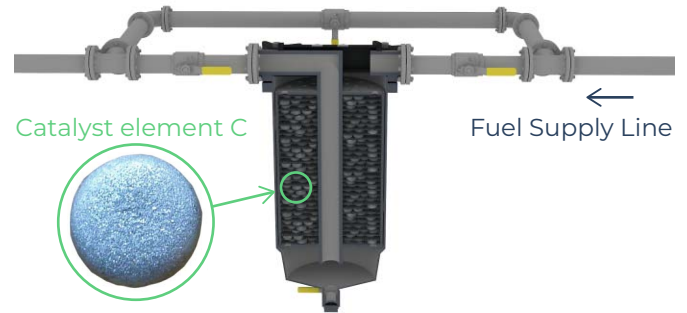


Patented Fitch® fuel catalyst technology

Operating Principle

Patented Fitch® catalyst technology consists of a Heterogeneous Metallic Alloy Composition (HMAC) which reduces activation energy of the chemical combustion reaction.

Catalyst reverses the naturally occurring hydrocarbon fuel biodegradation (Oxidation-Reduction) process by inducing selective hydrogen abstraction and redistribution (Hydrogenation) that promotes selective Oxidation (formation of Alcohols, Aldehydes). Catalyst cracks the aromatic (non-reactive) compounds forming oxygen containing molecules with greater energy yield and higher combustibility.



Catalyst alloy performs at ambient temperatures and pressures, and in the fuel restoration process is not consumed lasting for 10,000 operating hours.

Overview

- ◆ Reformulating all fuel types
- ◆ Average ROI 4 to 6 months
- ◆ No moving parts
- ◆ No electrical hook up
- ◆ No significant pressure loss
- ◆ No magnets
- ◆ No chemical additives
- ◆ No maintenance
- ◆ Easy to install (after fuel filter, before engine or generator)
- ◆ Excellent results on diesel fuel
- ◆ US Coast Guard accepted
- ◆ Military grade and quality
- ◆ UL Listed

Benefits

- ◆ Reduce fuel consumption by over 5 %
- ◆ Reduce carbon footprint and greenhouse gases by over 5 %
- ◆ Reduce bacteria growth
- ◆ Enhance and stimulate combustion
- ◆ Enhance useful energy content
- ◆ Ensure fuel quality during storage
- ◆ Improve fuel lubricity
- ◆ Increase cetane number
- ◆ Improve engine power and torque
- ◆ Lower soot content in the lubricating oil
- ◆ Minimize fuel system maintenance
- ◆ Minimize exhaust system maintenance
- ◆ Reduce carbon build up within engine
- ◆ Extend engine lifetime

Application Range

- ◆ Trucks
- ◆ Buses
- ◆ Construction vehicles
- ◆ Haul Trucks
- ◆ Cranes
- ◆ Cars
- ◆ Any other transportation or industrial application that uses diesel, biodiesel or gasoline



Technical Specification

- ◆ 6063 aluminum .06" housing material
- ◆ Gold automotive enamel finish
- ◆ Maximum pressure rating
600 PSI (41 bar)
- ◆ Up to 757 l/h flow



Technical Specifications

- ◆ Die-cast aluminum head
- ◆ Steel bowl assembly
- ◆ Viton "O" ring seal
- ◆ Wide range of NPT threads
- ◆ Black powder coated components
- ◆ Locking ring collar
- ◆ Designed to withstand 150 PSI (10 bar)
- ◆ Maximum temperature
with Viton "O" ring 437F (225C)
- ◆ Up to 454 l/min flow
- ◆ Manual drain and vent valves
- ◆ Low pressure drop of 1.5 PSI (10 kPa)
- ◆ High pressure units up to 24 bar
available upon request
- ◆ UL Listed



Installation Samples

◆ Novi Sad – Public Transport (Serbia)

4 x Volvo D9L (or D9P)

Engine: 9.4-liter, E3-1

Power: 228 kW, Torque: 1400 Nm,

Fuel Savings: 14.7%



◆ Oil-Dri Corporation (USA)

CAT 349E L – hydraulic excavator

Engine Cat® C13 ACERT™

Power – SAE J1349 295 kW 396 hp

Fuel Savings: 7%



◆ More than 50 000 catalyst installations on trucks (worldwide)

Different type of trucks

Different type of engines

Power: 100 hp – 1500 hp

Fuel Savings: 5-12%



◆ Copper Mine Bor (Serbia)

BELAZ 75306

Engine: Cummins QSK60-C

Power: 2300 hp

Fuel Savings: 7%

