

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-247
Relating to Exemptions Under Section 27156
of the Vehicle Code

POWERBURN USA, INC.
POWERBURN DEVICE

WHEREAS, Vehicle Code Section 27156 and Title 13 California Code of Regulations (hereafter "CCR") Section 2222(e), authorize the California Air Resources Board (ARB) and its Executive Officer to exempt add-on and modified parts from the prohibitions of Vehicle Code Section 27156.

WHEREAS, Powerburn USA, Inc. has applied to the ARB for exemption from the prohibitions of Vehicle Code Section 27156 for the Powerburn device, models 120 (2.0L or less), 130 (2.0L-3.5L), 185 (3.5L-7.0L) and 2 units of 185 (7.0L or greater).

WHEREAS, pursuant to the authority vested in the Executive Officer by Health and Safety Code Section 39515 and in the Chief, Mobile Source Division by Health and Safety Code Section 39516 and Executive Order G-45-5, the Air Resources Board finds:

1. The Powerburn is an add-on device that is attached to the fuel line in a motor vehicle.
2. The fuel line is part of the required motor vehicle pollution control system.
3. The Powerburn is intended for use with a required pollution control system.
4. The Powerburn by being installed in the fuel line alters the original design of a motor vehicle pollution control system.
5. The Powerburn is a device subject to the prohibitions of Vehicle Code Section 27156 and an add-on part as defined by 13 CCR Section 1900(b)(1).
6. The Powerburn does not reduce the effectiveness of any required motor vehicle pollution control device.
7. The Air Resources Board, in the exercise of technical judgement, is aware of no basis on which the Powerburn will provide either a decrease in emission or an increase in fuel economy.
8. It has not been determined what effect use of the Powerburn may have on any warranty, either expressed or implied, by the manufacturer of a motor vehicle on which the device is installed.

9. The Powerburn is not a certified motor vehicle pollution control device pursuant to Health and Safety Code Section 43644.
10. The Air Resources Board by granting an exemption to Powerburn USA, Inc. for the Powerburn does not recommend or endorse in any way the Powerburn for emissions reduction, fuel economy, or any other purpose.

IT IS HEREBY RESOLVED that the Powerburn is exempt from the prohibitions of Vehicle Code Section 27156 for installation on 1992 and earlier model-year vehicles powered with gasoline and diesel internal combustion engines subject to the following conditions:

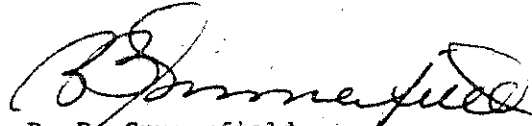
1. This exemption shall not apply to any device, apparatus, or mechanism advertised, offered for sale or sold with, or installed on, a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.
2. No changes are permitted to the device as described in the application for exemption. Any changes to the device, applicable model year, or other factors addressed in this order must be evaluated and approved by the Air Resources Board prior to marketing in California.
3. Marketing of this device using an identification other than that shown in this Executive Order or marketing of this device for an application other than those listed in Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of this product shall not be construed as an exemption to sell, offer for sale, or advertise any component of the product as an individual device.
4. Any oral or written references to this Executive Order or its content by the Powerburn USA, Inc., its principals, agents, employees, distributors, dealers, or other representatives must include the disclaimer that the Executive Order or the exemption it provides is not an endorsement or approval of any fuel economy or emissions reduction claims for the Powerburn and is only a finding that the device is exempt from the prohibitions of Vehicle Code Section 27156.
5. No claim of any kind, such as "Approved by the Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

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Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a ten-day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination after hearing that grounds for revocation exist.

Executed at El Monte, California, this 23rd day of March, 1992.



R. B. Summerfield
Assistant Division Chief
Mobile Source Division

State of California
AIR RESOURCES BOARD

EVALUATION OF POWERBURN USA, INC.'S POWERBURN DEVICE
FOR EXEMPTION FROM THE PROHIBITIONS OF VEHICLE CODE SECTION
27156 IN ACCORDANCE WITH SECTION 2222, TITLE 13, OF THE
CALIFORNIA ADMINISTRATIVE CODE

March 1992

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by

Mobile Source Division
State of California
Air Resources Board
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(This report has been reviewed by the staff of the California Air Resources Board and approved for publication. Approval does not signify that the contents necessarily reflect the views and policies of the Air Resources Board, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.)

SUMMARY

Powerburn USA, Inc., of 7316 Encelia Drive, La Jolla, California 92037, has applied for exemption from the prohibitions in Section 27156 of the California Vehicle Code for the Powerburn device, models 120, 130 and 185. The device is designed for installation on 1992 and older model-year gasoline and diesel powered vehicles.

Previously the Air Resources Board (ARB) exempted three similar devices; "Moleculator Fuel Energizer" and the "Fuel Dominator" by Internal Energy Management Corporation, the "Top Eliminator" by Top Eliminator, Inc., and the "Ecolizer" by Emissions Technology, Inc.. Based on the engineering evaluation of the Powerburn device and exemptions issued for the devices that operate in a manner similar to the Powerburn, the staff believes that the Powerburn will not have any adverse effects on the exhaust emissions from gasoline and diesel powered vehicles.

The staff recommends that the Powerburn device, models 120, 130 and 185, be exempted from the prohibitions in Vehicle Code Section 27156 and that Executive Order D-247 be issued.

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I. INTRODUCTION

Powerburn USA, Inc., of 7316 Encelia Drive, La Jolla, California 92037, has applied for an exemption from the prohibitions of Vehicle Code Section (VC) 27156 for the Powerburn device. The device is designed for installation on 1992 and older model-year gasoline and diesel powered vehicles. The applicant submitted installation instructions and specifications of the device for the Air Resources Board's (ARB) evaluation.

II. CONCLUSIONS

Previously, the ARB exempted three similar devices; "Moleculator Fuel Energizer" and the "Fuel Dominator" by Internal Energy Management Corporation, the "Top Eliminator" by Top Eliminator, Inc., and the "Ecolizer" by Emissions Technology, Inc.. Based on the engineering evaluation of the device and the exemptions issued to other devices that operate in a manner similar to the Powerburn, the staff has determined the Powerburn will not have any adverse effects on the exhaust emissions from gasoline and diesel powered vehicles.

III. RECOMMENDATION

The staff recommends that Powerburn USA, Inc. be granted an exemption from the prohibitions in California Vehicle Code Section 27156 for the Powerburn device, models 120, 130 and 185, and that Executive Order D-247 be issued.

IV. DEVICE DESCRIPTION

The Powerburn is a cylindrical shape device designed for installation in series with the vehicle's fuel line. The Powerburn consists of an outer cartridge which contains a ferrite core and metal alloy cones. The cartridge is approximately 6.25 inches in length and 1.00 inch in diameter. The Powerburn device is available in three sizes, models 120, 130 and 185, depending on the vehicle engine sizes. The device's installation instructions and an engineering drawing are shown in Appendices A and B respectively.

V. DISCUSSION

Powerburn USA, Inc. claims that the Powerburn, when installed on a vehicle's fuel line, electro-chemically and electro-magnetically reacts with the hydrocarbons in the fuel. The manufacturer also claims this device improves vehicle performance, reduces fuel consumption, increases engine power, reduces toxic emissions, prolongs engine life and extends engine oil life. The ARB did not perform any testing on the device to substantiate the claims made by the manufacturer. However, it is the staff's opinion that the technical principles underlying the stated function of the device are not capable of producing any effects on emissions and fuel economy.

The ARB previously exempted three similar devices; "Moleculator Fuel Energizer" and the "Fuel Dominator" by Internal Energy Management Corporation, the "Top Eliminator" by Top Eliminator, Inc., and the "Ecolizer" by Emissions Technology, Inc.. Because of previous exemptions issued to similar devices with the same operating principle as the Powerburn and the fact that qualifying for an exemption is based on not adversely affecting exhaust emissions, the staff recommends that Powerburn USA, Inc. be granted an exemption as requested.

APPENDIX

Re: Fitting Instructions' -

The Powerburn fuel unit is fitted to both diesel and gasoline engines. To gain maximum results from the unit it is fitted to the main fuel line as close to the carburetor or injection system as possible. For vehicles utilizing rubber hose, the hose is placed or fitted to each end of the unit into a "Standard Barb" utilizing a metal clamp at each end or a "Push on Barb" not requiring any hose clamps, the latter being the more preferable of the two.

For vehicles utilizing a metal fuel line, the line is cut in two sections' equivalent in length to that of the unit keeping as close to the carburetor or injection system as possible. Either end of the metal line is then fitted into the unit using a "Flareless Tube Nut & Ferrule". The other alternative to this method would be to secure rubber hose to the metal line fastening it with metal hose clamps, then securing the other ends' of the rubber hose to a "Standard Barb" or "Push on Barb" as previously stated.

Once the fuel line has been fitted with the unit it may then be fastened to the engine or pertaining walls' using the two brackets' provided.

cc: MRJ 4292.

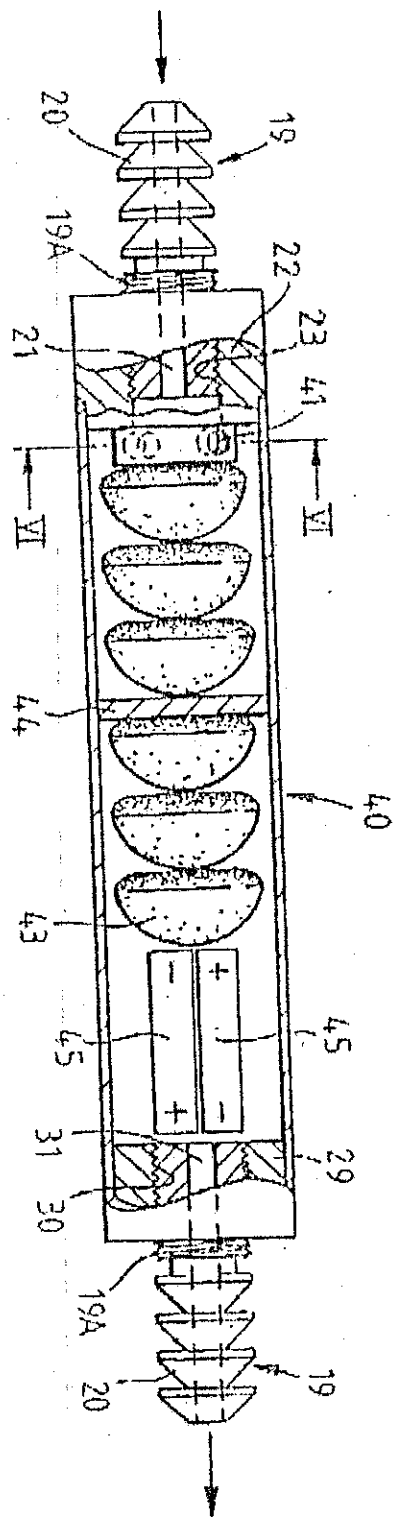


Fig. 3.