

The SMART Emissions Reducer

An Emissions Catalyst/Thermo Coupler Product



SMART Air Fuel Saver LLC
Go green with the same machine.

A List of Benefits and Comparisons

1. Lowers emissions 50-90%
2. Increases fuel mileage 3-4 mile per gallon*
3. Cleans carbon buildup from inside engine*
4. Reduces engine burn temperature*
5. Increases torque*
6. 7 year lifespan
7. Transfers from an old engine to a new engine of the same type
8. Simple regular maintenance
9. Effective on gasoline, diesel, bio-diesel, propane & natural gas
10. Effective for any kind of combustion engine
11. Low profile placement in engine compartments
12. Independently verified
13. Real world application verified
14. Private and commercial application
15. Affordable price point less than \$1,500.00.**
16. Lease purchase available for financial ease of integration
17. Electronic parts***
18. Moving parts***
19. Caustic chemicals required****
20. Replacement parts necessary during product life

SMART Emissions Reducer

Diesel Particulate Filters

Crankcase Ventilation Systems



* : Results are from real world testing and testimonials only. On going independent research by SMART Air Fuel Saver LLC and independent third party research firms is currently under way.

** : The SMART Emissions Reducer for diesel application up to 14 litre is priced below \$1500.00. Passive DPF's range from \$7-10,000.00. Active DPF's range from \$20-35,000.00.

*** : Electronic and moving parts can void many manufacturer's warranties. Because the SMART Emissions Reducer has neither of these and has been proven to be harmless to an engine's operation (CARB EO D-671), the consumer is protected by the Magnuson Moss Act and manufacturers are required by Federal Law to honor any written warranties.

**** : Many Diesel Particulate Filter Systems require the use of "urea." Although urea is listed in it's Material Safety Data Sheet (MSDS) as stable and non-toxic by itself, it's MSDS also goes on to explain the hazard of urea fumes in a contained area, like a truck cab, closet or storage, due to the fumes released in the form of amonium and carbon dioxide. It further explains that it's extremely corrosive/caustic when in contact with skin and certain metals, even explosive when in contact with sodium hypochlorite (bleach/disinfectant) and calcium hypochlorite (bleach/water treatment.) When combined with either of these two chemicals, urea can spontaneously explode when exposed to air. Another expense of the DPF systems is the added fuel expense for the "regeneration" cycles required to clean out the filters and ash buildup. Passive Regeneration occurs during normal use. Active Regeneration occurs during use, but requires extra fuel to be burned in the exhaust system to heat and oxidize the NOX2. Stationary Regeneration, the most costly of fuel and operation time, forces the vehicle to stop use and remain stationary until the cleaning cycle is complete. The College of Southern Nevada has documented many instances where stationary regeneration has caused exhaust systems to catch fire in their garages due to the excessive temperatures required to properly clean out all the buildup of materials.