

# **INSTALLATION MANUAL**

## **NE-S1, Sjm-S D; Sjm-S**

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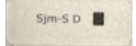
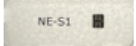

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## INSTALLATION MANUAL NE-S1, Sjm-S D; Sjm-S

### 1. OVERVIEW:

Fuel Catalyst			Fuel Type							Field of effect				Placement						
			Benzin / Gasoline	Diesel	Gas	Wasserstoff / Hydrogen	Kerosin / Kerosene	...	Fuel	Oil	Mechanic	...	Tank			Batterie-Kabel		USB	...	
													Kunststoff / Plastic	Metall / Iron	Aluminium	Minus Kabel	Plus Kabel	USB	...	
<b>2024</b>	R7		X								X	-	-		X	X	-	X		
<b>2025</b>	Sjm-S D		-	X	-	-	-		X	-	-				-	-	-	-	X	-
	Sjm-S		X	-	-	-	-		X	-	-				-	-	-	-	X	-
	NE-S1		X	X	(x)	(x)	(x)		X	-	-			X	X	X	X	X	-	-
<b>....</b>	USB-Stick		X	X	(x)	(x)	(x)		X	-	-			-	-	-	-	-	-	X

<a href="#">Video Installation Guide</a>	<b>Legend/Explication:</b>	
	-	not applicable
	x	probably applicable
	(x)	probably applicable, not tested
	X	application confirmed & tested

The installation requires no special knowledge and can be performed by anyone.

- Full Activation:**  
 Our chips reach their full efficiency within 7 days of installation.  
 Active driving for at least 2 hours per day after installation is required to activate the chips. Please be patient.  
 If you don't see results after 7 days of driving, contact us or your dealer for support.
- Automatic Operation:**  
 After installation, the chips begin working automatically. No additional pairing steps are required.
- Reusability:**  
 Chips can be transferred to another vehicle. Please remove them carefully to avoid damage.

### Tree things can impair the function of our chips:

- **Mechanical destruction - Cutting into pieces.**

- **Exposure to extreme electromagnetic radiation.**

We had cases where our Catalyst plates were no longer functional. This was in connection with airport scanners, but also in laboratories, because they were exposed to extreme electromagnetic radiation there.

We have not yet carried out level measurements to precisely declare the dangerous extent of the radiation.

In general: Where it is safe for the human body, it is also safe for our Catalyst plates.

- **Vehicle-mounted electronics**

Vehicles contain sensors and processing programs of varying quality, leading to varying results.

## 2. General installation

### Installation Detail Product Sjm-S D

Application area: **only Diesel engines**

Installation **Battery positive cable** (red, usually thicker cable)

For details, refer to the corresponding sub-chapter on detailed installation.

### Installation Detail Product Sjm-S

Application area: **only Gasoline engines**

Installation **Battery positive cable** (red, usually thicker cable)

For details, refer to the corresponding sub-chapter on detailed installation.

### Installation Detail Product NE-S1

Application area: **Gasoline & Diesel engines**

Installation **Battery negative cable** (usually black) & **Fuel tank**

For details, refer to the corresponding sub-chapter on detailed installation.

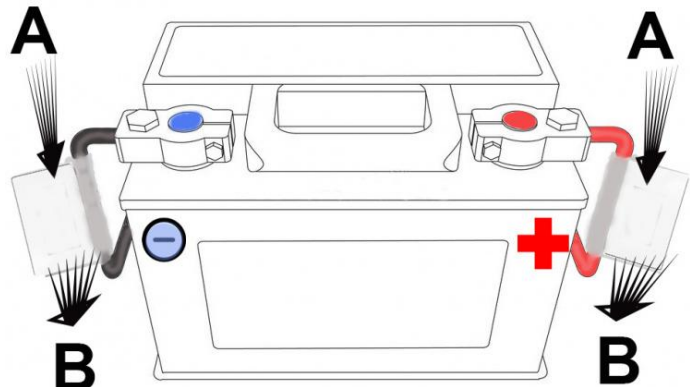
**Caution:** For **aluminum tanks**, first connect the SE-S1 to the battery cable.

Drive for 7 days and then determine the reduction in fuel consumption.

You can then attach the chip to the aluminum tank and see if fuel consumption continues to increase (in this case, please remove this chip from the tank) or decreases.

### 3. INSTALLATION DETAIL INSTALLATION-SITE SPECIFIC

We have different types of chips that need to be installed in different places but ultimately achieve the same effect. Here is a schematic representation of how our device transmits information via the battery cable to the fuel.



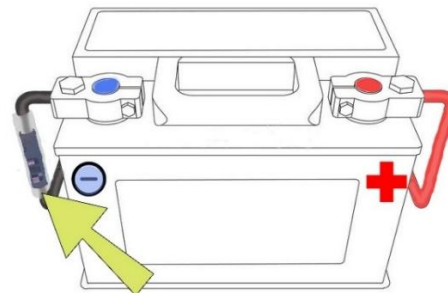
#### Installation on the Battery Negative Cable

Application case: **NE-S1 for Gasoline & Diesel engines and Sjm-S for Gasoline engines**

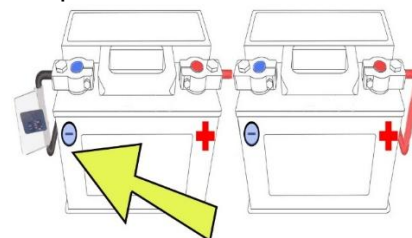
1. Remove chip from paper backing.
2. Place the chip so that the **letters face the cable**. The other orientation of the chip and the distance to the connection can be arbitrary.
3. Wrap/attach the chip around the battery negative cable (often black) (See illustration)
4. Wrap/stick insulating tape (not aluminum) over it for additional protection.

If there are two batteries in the car, you must attach the Catalyst plates to the cables leading to the vehicle, not to those that directly connect the two batteries.

Do not remove the insulation from the cables!



Chip can be bent!



#### Installation on the Battery Positive Cable

Application case: **Sjm-S D for Diesel engines**

The installation is like what is described above. The only difference is that the chip must be attached to the **positive cable** (often red and thicker).

#### Installation on the Fuel Tank

Application case: **NE-S1 for Gasoline & Diesel engines**

The NE-S1 Catalyst plate can be installed on **tanks made of any material**.

Place the chip so that the **letters point towards the tank**.

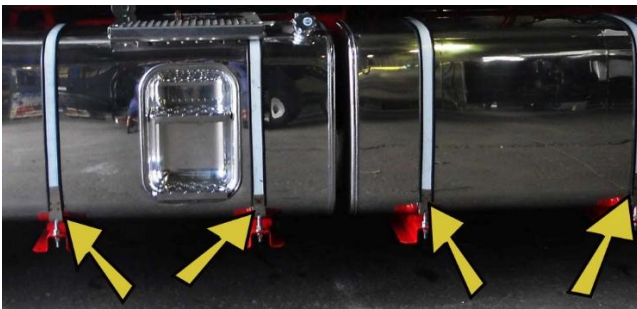
**Please inform your supplier if you have aluminum tanks.**

**Cars: 1 Catalyst plate.**

Attach the NE-S1 to the outside of the fuel tank at any point **near the bottom of the tank** using any adhesive or tape so that the devices can continue charging even when the fuel in the tank is low.

**Trucks: 2 Catalyst plates for tank sizes over 90 centimeters.**

Attach the catalyst plates underneath the mounting tape that secures the fuel tanks and secure them with insulating tape. Place the plates between the tape and the fuel tank.



To do this, loosen the straps, attach the catalyst plate underneath to the tank, and then apply one or two layers of adhesive tape (for additional protection) and retighten the straps.

**If the truck has multiple fuel tanks, separate catalyst plates must be installed on each tank.** Ideally, this should be closer to the center of the tank (the catalyst plate's range is 0.5m). For larger fuel tanks, where the distance from the catalyst plate's installation location to the tank's edge is more than 0.5m, the use of multiple catalyst plates may be considered.

**4. GENERAL CONDITIONS**

- **Protection & Flexibility:**

The chips can be additionally covered with plastic or metal covers (not aluminum) to protect them from external damage. They are flexible and can be installed in any position (vertical, horizontal, etc.).

- **Chemical Exposure:**

Like all plastics, the chips can degrade if exposed to large amounts of gasoline, oil, or solvents for extended periods. Do not immerse the chips in these liquids.

- **Reusability:**

The catalytic converter chips can be transferred to another vehicle. To maintain their functionality, be careful not to damage them during removal.

- **Lifespan & Maintenance:**

The guaranteed lifespan is 10 years. Unless destroyed by weather or improper handling, their service life is unlimited. The chips are maintenance-free and resistant to normal contamination.

- **Environmental Conditions:**

The chips operate in a temperature range of -65°C to +110°C and are splash-proof and water-resistant.

- **Important information:**

Avoid mechanical damage and breakage.

- **Installation & Effect:**

No additional connection steps are required; commissioning occurs automatically after installation and reaches full efficiency within 7 days. The full effect on the fuel also depends on the distance between the tank and the installation point, as well as the amount of fuel to be modified.

## **5. IMPORTANT NOTES FOR PRECISE TEST RESULTS**

Would you like to see how much our fuel-saving devices can help your car or truck?

We recommend two test drives of at least approximately 100 km – once without and once with catalyst pads, under as similar conditions as possible.

### **Method 1: Using OBFCM data (for newer European vehicles)**

If your vehicle is intended for the European market from 2021 onwards, you can use OBFCM (On-Board Fuel Consumption Monitoring) data.

Get an OBFCM-compatible OBD2 scanner: You need a small device that plugs into your vehicle's OBD2 port. We recommend the MUCAR BT200 PRO (approximately €40-50). Any other OBD2 scanner with OBFCM functionality will also work. Complete the two test drives following our instructions and read the fuel consumption results with the OBD2 scanner.

### **Method 2: Measurement at the gas station (for all other vehicles)**

For all other vehicles, measure consumption directly at the gas station. Please note the following:

#### **Refueling Process and Fuel Quantity**

- **Definition "fill to the brim":**

Always fill the tank until the fuel is visibly emerging from the filler neck. The clicking of the fuel pump nozzle is not a reliable measure, as the fill level can vary.

- **Check tank tightness:**

In some vehicles, complete filling to the brim is not possible due to leaks. Check for fuel leakage; such vehicles are not suitable for precise tests.

- **Avoid air pockets:**

Especially in passenger cars, air pockets can remain in the tank. Fill the tank to the brim and then wait five minutes for the fill level to stabilize. If the fuel level drops, continuously refill until no more air escapes. This can take up to 15 minutes. In some vehicles, a bleed button on the fuel filler neck helps to speed up the process.

- **Engine off when refueling:**

Always refuel with the engine off. Otherwise, the running engine distorts the fill level and precise refilling is impossible.

- **Preparation for the second test:**

Fully fill the tank 12 hours in advance before the second test. Shortly before the actual test, refill to the brim again to ensure maximum activation of the fuel by our device.

### **Driving Conditions and Environment**

- **Consistent driving style:**

Drive at a constant speed during the tests, without heavy braking or overtaking. On busy roads where this is difficult, the test should be scheduled during a less traffic-intensive time.

- **Use cruise control:**

If your vehicle has cruise control, use it for consistent driving during the test.

- **Same conditions:**

Conduct both tests under conditions that are as similar as possible:

- **Engine temperature:** Warm up the engine evenly before both tests.
- **Outside temperature:** Try to perform the tests at similar temperatures. If necessary, utilize temperature differences between day and night.
- **Weather:** Test twice in dry weather, as wet roads affect consumption. Tests in the rain are difficult due to varying conditions.
- **Tires:** Ensure constant tire pressure and use the same tires for both tests, as these influence fuel consumption.

### **Fuel and Filling Station**

- **Single Source:**

For both tests, use the same fuel pump and filling station. Even with potential variations in the pump's measurement accuracy, this will not affect the percentage of savings.

- **Homogeneous Fuel:**

Whenever possible, use fuel from the same filling station network. Different providers can supply varying fuel qualities, which may influence consumption.

### **Result Check**

- If you don't notice any savings despite considering all of these points, check your average fuel consumption during normal driving. If you still don't see any savings, please contact your dealer to have the chips replaced.

## **6. IMPORTANT INFORMATION**

Our devices don't change the fuel properties immediately, but gradually over a few hours. For maximum efficiency and maximum savings, we therefore recommend refueling when approximately 25 percent of the fuel remains, rather than waiting until the tank is empty. The old fuel mixes with the new fuel, and the new fuel is structured/activated more quickly.

### **Why You Need to Measure Consumption Without Our Device First**

Our device generates a micro-emission that is transferred not only to the fuel but also to vehicle components. These components themselves also become a source of radiation. After the device is removed from the vehicle, the vehicle components continue to radiate and affect the fuel for about a month. Therefore, if you want to recheck the efficiency of our device, first measure the fuel consumption without our catalyst plate and then with our catalyst plate, at least one month apart.

If you do the opposite, the vehicle components will continue to affect the fuel, and you will get an inaccurate result. Therefore, **ALWAYS measure first without our device and then with our device.**

## 7. Consumption measurement protocol

### Fahrzeug Identifikation:

Fahrzeug Marke & Modell & JG VW Passat Variant GTE 1.4 TSI PHEV 156PS/115kW, 2023  
 Motor kennzeichen WVWZZZ3CZPE022211  
 Kraftstoff Benzin / Hybrid  
 Kennzeichen AG 301144  
 Fahrgestellnummer WVWZZZ3CZPE022211

### Musterdaten:

Echte Daten vom Testfahrzeug:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

### Tracking Referenzfahrten:

	Datum	KM-Stand	Aktivität	Betankung (Liter)	Fahrstrecke (KM)	Bemerkungen
Referenz Werte <b>ohne Catalyst</b>	-----	-----	Tanken	-----	-----	Volltankung bis zum Hals befüllen.
	-----	-----	Tanken	-----	-----	Start Testfahrt, Tank bis zum Hals befüllt.
	-----	-----	Fahren & Tanken	-----	-----	
	-----	-----	Fahren & Tanken	-----	-----	
	-----	-----	Fahren & Tanken	-----	-----	
	-----	-----	Fahren & Tanken	-----	-----	Ende Testfahrt
	-----	-----	Tanken	-----	-----	Volltankung (bis zum Hals befüllen)
			<b>Total Verbrauch</b>	-----	-----	
			<b>Total Fahrstrecke</b>	-----	-----	
<b>Total ohne Catalyst</b>			<b>Berechnung (Verbrauch/100KM)</b>	-----	-----	
<hr/>						
<b>Fahrzeugvorbereitung</b> für Test mit Catalyst	-----	-----	Einbau des Catalysten	-----	-----	Beginn der 7-Tage-Aktivierungsphase.
	-----	-----	Wartezeit 7 Tag	-----	-----	
	-----	-----	Testbetankung	-----	-----	Volltankung, bis zum Hals befüllen.
	-----	-----	Testbetankung	-----	-----	Tank 12 Stunden vor Testfahrt befüllen (Aktivierung maximieren)
Referenz Werte <b>mit Catalyst</b>	-----	-----	Fahren & Tanken	-----	-----	Start Testfahrt, Tank bis zum Hals befüllt.
	-----	-----	Fahren & Tanken	-----	-----	
	-----	-----	Fahren & Tanken	-----	-----	
	-----	-----	Fahren & Tanken	-----	-----	
	-----	-----	Fahren & Tanken	-----	-----	Ende Testfahrt
	-----	-----	Tanken	-----	-----	Volltankung (bis zum Hals befüllen)
				<b>Total Verbrauch</b>	-----	-----
			<b>Total Fahrstrecke</b>	-----	-----	
<b>Total mit Catalyst</b>			<b>Berechnung (Verbrauch/100KM)</b>	-----	-----	

Ohne genaue Protokollierung kann der Vorgang nicht nachgeprüft und folglich nicht auf Einsparungen reagiert werden ! Danke fürs Verständnis.