

## RELIABLE TESTS

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Which are the Protocols to follow to obtain reliable tests?

Test could regard both gas emissions and fuel consumptions

Tests that regard fuel consumptions may be done:

- On road
- In laboratory

On road the Protocol to follow is SAE 1321, issued by the recognised International Society of Engineers. In laboratory it is necessary to avoid the use of engine on bench and to prefer, instead the use dynamometric roll-bench which are capable of simulating those real road conditions and therefore to test at constant speed and using high engine revolutions. The test must respect the particular characteristics of the tested product.

Tests regarding gas emissions may be done in Laboratories endowed of roll-bench and of the equipment used to "weigh" the single gasses in g/km. Therefore those Laboratories used for the HOMOLOGATION of new produced vehicles and/or University Laboratories duly equipped. Any other testing method would lack of scientific sense and therefore couldn't be seriously considered as reliable Reference. Tests on road WITHOUT load, at low engine revolutions, on flat road result to be unacceptable. All tests, which do not simulate real road conditions, are unacceptable.

But the main concept is:

All fuel savers work on the uncombusted. The higher the percentage of uncombusted is, the bigger will be the obtained results.

In which CASES should the tests be considered NULL?

If, during the test on road, the vehicle creates low percentage of unburnt ( not combusted) OBVIOUSLY, also the obtained result will be very low.

If during the test in Lab, using engine put on bench, the fuel tank is more than 4 meters far from the combustion chamber or if the fuel adduction circuit from the fuel tank to the combustion chamber is longer than 6-7 meters, the TEMPORARY dis-aggregation will not resist the distance and the molecules will have the time to re-aggregate.