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Information about the „Diesel-Bounding-Process“ of „egm international“, Papenburg

egm has developed a „Diesel-Bounding-Technology“ by which a 1:1-mixture of liquid water and Diesel is in a four-step process first emulsified, the emulsion is passed through a „spiral-reactor“, a residence pipe and a cavitation reactor, to yield as products a water/Diesel mixture in the ratio of ca. 1.26:0.74, as well as hydrogen. This implies that according to the following equation (1) about 26 % of the introduced water is transferred directly into Diesel, at room temperature, with slightly increased pressure of about 2 barg, and almost negligible energy input. The formation of hydrogen (H_2) besides Diesel is experimentally confirmed.



In a report (Process Witnessing Report from 24.05.2014) about tests of a technical plant at the University of Abu Dhabi, the internationally renowned company Intertek (P.O. Box 4660, Sharjah, United Arab Emirates) confirmed, after taking calibrated mass balances, that in a test run an input of 2300 l of water and 1900 l of Diesel (in total 4200 l) yielded 1700 l of water and 2400 l of Diesel, i.e. a total of 4100 l, implying a loss of 2.38 % from the input. From this, a transformation of $(2300 - 1700) \cdot 100 / 2300 = 26.1$ % of water to Diesel results, according to equation (1), in which also a possible mechanism for the transformation is sketched: According to equation (1), the oxygen atom of a water molecule H_2O is transformed into a carbon atom, resulting in the chemically instable compound $H_2C|$ which can polymerize, yielding hydrocarbon compounds $H_{2n}C_n$, which for $n \geq 5$ result in liquid Diesel, containing dissolved hydrogen (besides gaseous hydrogen which still has to be verified). No emission of radioactive gamma radiation could be observed, and the expected emission of anti-electron-neutrinos (ν_e) was not looked for. D_2 or He were so-far not detected. The obtained Diesel contains no free water, shows an increased flash point, exhibits an increased specific energy content, and yields significantly reduced emissions in Diesel engines.

From a viewpoint of modern physics the transformation of water to Diesel, according to equation (1), is impossible. A mass balance of the involved nuclei of oxygen, carbon, and hydrogen, for example, shows that for the transformation of one mol of water (i.e. 18 g H_2O) an energy input is necessary, according to $\Delta m = C + 4H - O = 12.0038156 + 4 \cdot 1.0081451 - 16 = 0.036 \text{ g}/(18 \text{ g } H_2O)$. This corresponds to a power consumption of at least $0.036 \cdot 10^{-3} \cdot c^2 / 10 = 3 \cdot 10^{12} \text{ Watt}$, because 18 g of water can be transformed in less than 10 s in the process. A power consumption of $\geq 3 \cdot 10^{12} \text{ Watt}$ is in the order of magnitude of a nuclear power station, and present-day thermodynamics does not allow a reaction according to (1) at all.

On the other hand, research in „*subtle matter*“, i.e. a spatially extended field-like form of electromagnetically non-visible, quantized matter with *weighable real macroscopic mass*, the existence of which I have proven in the past decades, shows that on this basis such a required energy input in egm's process is possible. As experimental evidence reveals, the intensity of this form of subtle matter is increased significantly in the „spiral-reactor“ and subtle matter is bound in high intensity to the water/Diesel-emulsion. This yields a high energy input, and leads in addition to an extended thermodynamics so that reaction (1) can proceed spontaneously. A global field of this form of matter with a total mass of about 10^{18} kg can serve as a source of subtle matter. The existence of such a global field results from an analysis and quantitative explanation of the observed and so-far scientifically not understood acceleration anomalies of NASA spacecraft NEAR Shoemaker at a fly-by manoeuvre around Earth. Furthermore, forms of subtle matter can give explanations of dark energy and dark matter in the Universe as so-far unknown, new sources of energy.



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