

The Technology • The Science • The Applications • Saving the Environment



## Hydrogen Technology Applications, Inc.

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### The Applications

#### Next Generation of Hybrid Vehicles Using HyTech's HHOS Hybrid Hydrogen Oxygen System

The future of environmentally friendly vehicles has already begun!

*Explore the opportunities and advantages of using Hydrogen Technology Applications, Inc., H<sub>2</sub>O Model 1500 Aquygen™ Gas Generator in an Internal Combustion Engine!*

#### Alternative Fuel or Fuel Additive:



Gas from water! When our breakthrough technology is applied, the resulting Aquygen™ Gas can be used as a primary fuel source or a fuel additive for gasoline, diesel and aircraft turbine engines.

#### Tested in Prototype Vehicles:

Hydrogen Technology Applications, Inc. ("HyTech") has demonstrated and tested its patent pending Hybrid Hydrogen Oxygen System ("HHOS") in two prototype vehicles, a 1994 Ford Escort Wagon and a 1998 Ford Ranger pickup.

### Why Our Gas Is Great for Hybrid Vehicles

- Aquygen™ Gas is capable of storing tremendous amounts of energy that can be released under certain specific conditions. Under these conditions, Aquygen™ Gas will release an estimated 3.1 times the energy levels released by pure Hydrogen or traditional Hydrogen & Oxygen mixtures.



*Denny Klein and his prototype car*

- The Hybrid Hydrogen Oxygen System ("HHOS") can generate sufficient Aquygen™ Gas to enrich a vehicle's traditional fuel supply (gasoline or diesel) so that a net power increase in engine horsepower ("HP") occurs. In the prototype vehicle, it has been estimated that the heavy-duty alternator requires approximately 4 HP of the stock engine's base power load. It has been estimated that the increased energy release of the combustion process utilizing the Aquygen™ Gas enrichment resulted in a net 17 HP gain.
- The HHOS can be installed with very little modification to a standard piston engine. Water and oil operating temperatures are not affected by the HHOS.
- The HHOS has been tested in two different vehicles (the current prototype, which is a 1994 Ford Escort Wagon, and a

**See the findings of the Test Track Events:**

- [Oct. 21, 2003](#)
- [May 19, 2003](#)

For more information regarding the HHOS and the demonstration and test results, please [contact us](#):

**Mr. Denny Klein**  
President

**Mr. Peter Dominici**  
Vice President of Finance & Information

1998 Ford Ranger pickup) and fuel economy increases have ranged from 22.9% to 100% depending upon the amount of electrical energy (amps & volts) that are available for the production of Aquygen™ Gas.

- The HHOS is in patent pending stage with 39 claims pending.
- The HHOS can be sized (i.e., the level of Aquygen™ Gas output required) for smaller or larger engines depending on the horsepower and/or electrical (KW hour) deviations per volume of fuel (gas or diesel) consumed.
- The HHOS enhances proven technology, i.e, the internal combustion engine, which has been proven reliable over trillions of miles for more than 100 years.
- The HHOS can be retrofitted on millions of existing gas and diesel fueled vehicles. Fleet vehicles are being specifically targeted now.
- The HHOS is evolutionary, not revolutionary, as it utilizes the existing refueling infrastructure (gas and diesel stations) and can be the transitional between fossil fueled vehicles of today and the fuel cell vehicles of the future.
- The HHOS would save the automobile industry billions of dollars in retooling costs as compared to fuel cell vehicles.
- The HHOS would create more jobs now; there's a huge retrofit market to tap.
- The HHOS is cost efficient. The economic payback on fleet vehicles could be less than six months!

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