



The reductions in carbon monoxide and residual hydrocarbons are confirmation that the combustion efficiency has improved.

- Japanese Automotive Research Institute

## Test data by Japanese Automotive Research Institute

**Date of testing:** 16th December 2002

**Car type:** 1990 NISSAN Q-WBYD21 2600cc Diesel Engine, Manual Transmission

**Test method:** Diesel 10-15 Mode \*

**Operator:** Japanese Automotive Certification Institution

\*10-15 Mode; JVICI measures fixed acceleration, constant speed and slowdown with step changes of parameters at set time.  
The test method is the standard method for determination of fuel consumption shown in the car manual.

	CO (g/km) Carbon monoxide	HC (g/km) Hydrocarbon	Nox (g/km) Nitrogen oxides	CO2 (g/km) Carbon dioxide	Mileage (km/l) 10-15 Mode
Without G-Cylinder	1.199	0.291	0.761	288.0	9.00
With G-Cylinder	1.001	0.106	0.712	264.9	9.90
Fluctuation	-0.198	-0.185	-0.049	-23.1	+0.90
<b>Fuel Saving/ Emissions Reduction</b>	<b>-16.51%</b>	<b>-63.57%</b>	<b>-6.43%</b>	<b>-8.02%</b>	<b>+10.0%</b>

The reductions in carbon monoxide and residual hydrocarbons are confirmation that the combustion efficiency has improved. Though the above-mentioned result is extremely reliable, results vary due to complexity of the factors involved.  
Some of such factors are: traffic jam, road quality, type of tire, vehicle load and driving habits.