AMERICAN ENVIRONMENTAL USA

PRODUCT RANGE CATALOG



6 devices

3 fields

MAG

RANGE · CATALOGUE

Less pollution. Less consumption. Longer life.

TECHNICAL PRINCIPLE

A complete range that tackles combustion at the source: fuel, intake air, industrial boilers and refrigeration. Each device has a precise role, a precise market and a gain measured in official tests.

Combustion vehicles	**MAGN-US, S-MAGN-US, MAGN-AIR and the MAGN-USAIR** pack: treated fuel and air for fuller combustion.
Industry	**MAG-C** fits any diesel, fuel-oil or gas boiler and cuts its pollution, hence the related carbon tax.
Cold chain	**MAG-COOL** stops needless compressor starts: up to 33% energy saved.

Ideal for · Individuals, fleets, industrial users, distributors and cold-chain operators

RANGE MAG · 01/06

MAGN-US

Treat the fuel before it reaches the engine.



-51 %
smoke opacity

10–26 %
fuel saved*

+50 %
oil-change interval

8 000+
gauss

TECHNICAL PRINCIPLE

.

Fitted on the fuel line, MAGN-US sends the fuel through a vortex flow, then a magnetic field above 8,000 gauss. Fuel reaches the combustion chamber neutralised, cleaned and ready to atomise finely.

No static charge	Friction in the hose charges the fuel with static, degrading combustion and raising HC and NOx. The strong magnet dissipates it.
Magnetic filtration	Tank debris is held back before the injectors: less fouling, longer injector life.
Finer atomisation	A finer spray burns more completely: **up to -51% opacity, 10-26%** less fuel.
Cooler engine, protected oil	Less heat, more stable oil: drain interval **50%** beyond the 10,000 km standard.

Ideal for Cars, vans, motorbikes, buses and trucks

AMERICAN ENVIRONMENTAL LLC.· GILBERT AZ · magn-us.com

WHY MAGN-US?

Here are the technical reasons and major advantages of the **MAGN-US** device, combining a **vortex** technology, a magnetic field exceeding **8,000 gauss**, and the **neutralization of static charges**:

1. Technical Reasons (How it Works)

Neutralization of Triboelectric Charges: As fuel flows through the fuel line, friction generates and accumulates electrostatic charges. These charges disrupt the molecular alignment of the fuel and lead to incomplete combustion, which produces nitrogen oxides (NO_x) and unburned hydrocarbons (HC). The **MAGN-US** device instantly neutralizes these static charges upstream of the injection pump thanks to its strong magnetic field.

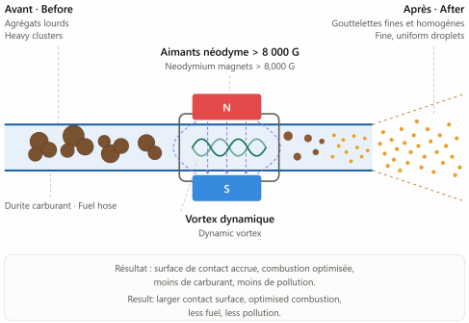
High-Power Magnetic Field (> 8,000 gauss) & Enhanced Atomization: Upon passing through the magnetic field exceeding 8,000 gauss, heavy fuel molecular clusters are polarized, dissociated, and transformed into extremely fine particles. This **greatly enhanced atomization** allows fuel micro-droplets to mix optimally with oxygen, ensuring **superior combustion and a direct reduction in fuel consumption**. In addition, this magnetic field securely traps all metallic debris coming from the fuel tank inside the device, thereby providing long-term protection for the injectors.

Dynamic Vortex Effect: The internal vortex design imparts a swirling helical motion to the fuel, which increases its reactivity and ensures its homogeneous diffusion when injected into the cylinders.

MAGN-US

MAGN-US : une atomisation ultra-fine à la sortie

MAGN-US: ultra-fine atomisation at the outlet



Entrée : carburant brut

Inlet: untreated fuel

Gouttelettes ultra-fines

Ultra-fine droplets

Surface de contact maximale

Maximum contact surface

Carburant mieux atomisé = combustion plus complète, moins de pollution, moins de consommation

Better-atomised fuel = fuller combustion, less pollution, lower consumption

2. Major Advantages

Significant Fuel Savings: Official tests demonstrate a reduction in fuel consumption ranging between **10% and 26%**. (tests on pages 8, 9, 10)

Drastic Reduction in Pollution: A decrease in smoke opacity and polluting emissions of up to **51%**, greatly facilitating technical inspections and compliance with environmental standards.

Protection and Longevity of the Injection System: By securely retaining all debris and impurities from the fuel tank inside the device, **MAGN-US** protects the injectors and high-pressure pump from premature wear, significantly extending their lifespan.

Preservation of Engine Oil: A much cleaner and more complete combustion generates fewer soot particles and localized hot spots, allowing engine oil viscosity and service life to be increased by **50% beyond the standard 10,000 km norm**.

المملكة المغربية
ⵜⴰⴳⵍⴷⵉⵜ ⵏ ⵍⵎⵖⵔⵉⴱ
ROYAUME DU MAROC

MINISTÈRE DE L'ENERGIE, DES MINES ET DE L'ENVIRONNEMENT
DÉPARTEMENT DE L'ENVIRONNEMENT

وزارة الطاقة والمعادن والبيئة - قطاع البيئة
ⵜⴰⵎⴰⵡⴰⵙⵜ ⵏ ⵜⵣⵔⴼⵜ ⴷ ⵜⵣⵔⴼⵜ ⵏ ⵜⵣⵔⴼⵜ - ⵜⴰⵎⴰⵡⴰⵙⵜ

Rapport de tests

Objet : Tests d'un dispositif de réduction des émissions des gaz d'échappement

Présentation de la Technologie :

Magn-US est un dispositif fait en métal réutilisable et conçu pour capturer et réduire les émissions des gaz d'échappement par le passage des molécules d'hydrocarbures, le benzène, naphtalène, le tétrathyle et le taux de soufre par le traitement de fluides au moyen d'un champ magnétique de forte intensité.

Tests :

Au démarrage des tests, des mesures de l'opacité sur 3 véhicules différentes de type diesel, ayant fait l'objet de l'expérience, puis les dispositifs Magn-US ont été installés sur ces 3 véhicules, dont les caractéristiques sont les suivants :

Marque	La date de première mise en circulation	Puissance fiscal
Toyota	23/05/2012	12
Dacia	06/12/2016	6
Volkswagen	15/07/2008	8

Par la suite et après une période de **46 jours** pour le véhicule de type Volkswagen et **49** jours pour les deux autres véhicules, d'autres mesures d'opacité ont été effectuées pour évaluer le degré de performance de ces dispositifs.

Résultats des tests

Les résultats des mesures de l'opacité dans un Centre de Visite Technique (CVT) sur les trois véhicules sont les suivants :

Marque	Test 1			Test 2			Delta Km	Performance (%)
	Date du contrôle	Opacité %	Kilométrage	Date du contrôle	Opacité %	Km		
Toyota	18/01/2020	16,2	340 224	07/03/2020	15,4	344 731	4 507	4,94
Dacia	18/01/2020	31,2	26 963	07/03/2020	22,1	29 693	2 730	29,17
Volkswagen	21/01/2020	41,6	313 827	07/03/2020	20,1	315 641	1 814	51,68

Conclusion :

D'après les résultats de ces premiers tests, on peut déduire que ce dispositif permet de réduire la pollution dû à l'opacités jusqu'à 'a 50% pour les véhicules anciens.

Recommandation :

- Continuer les tests sur le véhicule de type Volkswagen ;
- Installer d'autres dispositifs dans d'autres véhicules du Département ;
- Effectuer les mêmes tests sur certains véhicules du Département de l'Energie et Mines.

KINGDOM OF MOROCCOMINISTRY OF ENERGY, MINES AND ENVIRONMENTDEPARTMENT OF ENVIRONMENT

Test Report Subject: Tests of an exhaust gas emission reduction device Technology Overview: MAGN-US is a reusable metal device designed to capture and reduce exhaust gas emissions by passing hydrocarbon molecules, benzene, naphthalene, tetraethyl, and sulfur content through fluid treatment via a high-intensity magnetic field. Tests:
At the start of the tests, opacity measurements were taken on 3 different diesel-type vehicles selected for the experiment, after which MAGN-US devices were installed on these 3 vehicles, whose characteristics are as follows:

Subsequently, after a period of 46 days for the Volkswagen-type vehicle and 49 days for the other two vehicles, further opacity measurements were carried out to evaluate the performance level of these devices. Test Results
The results of the opacity measurements conducted at a Technical Inspection Center (CVT) on the three vehicles are as follows:

Make	Initial Opacity (%)	Opacity w/ MAGN-US (%)	Reduction (%)
Toyota	16.2%	15.4%	**-4.94%**
Dacia	31.2%	22.1%	**-29.17%**
Volkswagen	41.6%	20.1%	**-51.68%**

Conclusion: Based on the results of these initial tests, it can be deduced that this device reduces pollution due to opacity by up to 50% for older vehicles.
Recommendation:

- Continue testing on the Volkswagen-type vehicle;
- Install additional devices in other vehicles of the Department;
- Conduct the same tests on selected vehicles of the Department of Energy and Mines.

MINISTERE DE L'ECONOMIE, DE L'EMPLOI
ET DU DEVELOPPEMENT DURABLE

SECRETARIAT GENERAL .

CENTRE NATIONAL ANTI-POLLUTION
Etablissement Public à caractère Administratif et Scientifiqu
B.P. 3241 tel : 241 058057 ou 07900608
Libreville (Gabon)

Libreville, le 16 .10. 2017

N°.....179.....MEEDD/SG/CNAP

Note
A la Haute Attention de
Monsieur le ministre
LIBREVILLE

J'ai l'honneur de soumettre à votre Haute Autorité la présente fiche technique relative au projet 'SUPERTECH' dont l'entreprise Générale World Engineering (GWE) envisage de vulgariser l'utilisation en vue de lutter contre la pollution atmosphérique.

OBJET :	Mise en œuvre du projet **SUPER-TECHNOLOGIE ANTI-POLLUTION** au Gabon, c'est une nouvelle technologie à équiper sur les véhicules automobiles à moteurs, indispensable dans la lutte contre la pollution issue des gaz d'échappements des voitures et autres engins motorisés, distribuée par l'entreprise Start-up la SARL **Général World Engineering (GWE)** basée à Libreville.
Présentation de la Technologie Filtre MAGN-US	C'est un filtre anti-pollution. fait en métal réutilisable, (yttrium chromé inoxydable et résistant et de l'aimant néodyme de puissance environ 60 gausse) Fabriqué par la société : **HYPNOW – FRANCE**
Usages Techniques :	Ce dispositif est conçu pour capturer et réduire le passage des molécules d'hydrocarbures, le benzène, naphtalène, le tétrastyle et le taux de soufre qui sont des composants des carburants réduire leur participation massifs à la combustion dans le moteur. Les taux relevés de manière globale, d'après nos analyses sont : **90%** des émissions des suies, **80%** de réduction des émissions de co2, **23** à **26%** en consommation de carburant, selon les différents véhicules sur lesquels les filtres ont été montés, Sur une durée expérimentale de six (6) mois. Aucun inconvénient n'a été relevé sur les moteurs.
Importance du Filtre	Cette Technologie est utilisé déjà en France, en ASIE, AFRIQUE DU NORD, en ALLEMAGNE ET AUX ETATS UNIES selon la communication eue avec **Mr CARDON** un distributeur Français à Paris. Cette technologie permet de réduire à cet effet le taux d'émission des calamines, des gaz polluants, les dioxines et furanes issue des pots d'échappement des moteurs, qui non

MINISTRY OF ECONOMY, EMPLOYMENT AND SUSTAINABLE DEVELOPMENT GENERAL SECRETARIAT NATIONAL ANTI-POLLUTION CENTER Public Administrative and Scientific Institution P.O. Box 3241 I Tel: 241 058057 or 07900608 Libreville (Gabon)

ABONESE REPUBLIC Union - Work - Justice
Libreville, October 16, 2017
No. 179/MEEDD/SG/CNAP

Memo
For the High Attention of The **Minister LIBREVILLE**
I have the honor to submit to your High Authority this technical sheet regarding the "SUPERTECH" project, which the company Générale World Engineering (GWE) plans to promote in order to combat air pollution.

SUBJECT:
Implementation of the **SUPER-TECHNOLOGY ANTI-POLLUTION** project in Gabon. This is a new technology to be fitted onto motor vehicles, essential in the fight against pollution from exhaust gases of cars and other motorized engines, distributed by the startup company SARL Général World Engineering (GWE), based in Libreville.

Overview of the MAGN-US Filter Technology
It is an anti-pollution filter made of reusable metal (durable stainless yttrium-chrome and a neodymium magnet with a strength of approximately 60 gauss), manufactured by the company: HYPNOW – FRANCE.

Technical Uses:
According to our analyses, the overall rates recorded are: **90% reduction in soot emissions, 80% reduction in CO_2** emissions, and **23% to 26% reduction in fuel consumption,** depending on the different vehicles on which the filters were installed, over an experimental period of six **(6) months**

A FUEL CONSUMPTION WITHOUT MAGN-US

5- RESULTATS

5.1 Première phase : Avant MAGN-US

5.1.1 Consommation en carburant

Le suivi d'un cycle, part du remplissage du réservoir (relevé du kilométrage) et le passage au rouge du réservoir (relevé du kilométrage).

Tableau 3 : Paramètres liés aux véhicules tests avant la pose du MAGN-US

N° du véhicule	D66 632	D66 633	7176 HU 01	D66 635
Kilométrage en début de cycle (Km)	46731	106227	128891	144477
Kilométrage (Km) en fin de cycle	47094	106612	129456	145060
Distance parcouru	363	385	565	583
Capacité du réservoir (Litres)	33,72	36,73	53,28	50,67
Puissance	5	5	9	9
Consommation moyenne Litres/100 Km	**9,3**	**9,5**	**9,4**	**8,7**

A FUEL CONSUMPTION WITH MAGN-US

5.2 Deuxième phase : Après la pose du MAGN-US

5.2.1 Consommation en carburant

Ce cycle est définit juste après la pose de l'équipement MAGN-US
Le suivi d'un cycle, part du remplissage du réservoir (relevé du kilométrage) et le passage au rouge du réservoir (relevé du kilométrage).

Tableau 4 : Paramètres liés aux véhicules tests, 2ieme cycle

N° du véhicule	D66 632	D66 633	7176 HU 01	D66 635
Kilométrage en début de test (Km)	47094	106612	129463	145458
Kilométrage (Km) en fin de test	47567	107099	130209	146294
Distance parcouru	473	487	746	836
Capacité du réservoir (Litres)	33,32	36,82	53,14	50,67
Puissance (chvx)	5	5	9	
Consommation moyenne Litres/100 Km	**7,05**	**7,56**	**7,1**	**6,06**
	-24,2 %	-20,4 %	-24,7 %	-30,3 %

Technical capacity of MAGN-US to reduce vehicle exhaust gas pollutants and fuel consumption

Summary

The Ivorian Anti-Pollution Center (CIAPOL), a technical body of MINSEDD, was instructed to evaluate the technical capacity of **MAGN-US** to reduce pollution from vehicle exhaust gases. Tests conducted on four vehicles over four (04) weeks demonstrated a significant reduction in pollutant concentrations (nitrogen monoxide: NO; carbon monoxide: CO) resulting from fuel combustion.

The tests demonstrate the effectiveness of the Magn-us device in reducing exhaust gas pollutant levels and achieving a fuel consumption reduction ranging from 20% to 30%.

MINISTERE DE L'ENVIRONNEMENT
ET DU DEVELOPPEMENT DURABLE
CENTRE IVOIRIEN ANTIPOLLUTION

REPUBLIQUE DE COTE D'IVOIRE
Union-Discipline-Travail

Rapport d'évaluation

Capacité technique du MAGN-US à réduire les polluants des gaz d'échappement de véhicules et leur consommation de carburant

Résumé

Le Centre Ivoirien Anti-Pollution (CIAPOL), structure technique du MINSEDD, a été instruit à l'effet d'évaluer la capacité technique du MAGN-US à réduire la pollution par les gaz d'échappement des véhicules. Les tests effectués sur quatre véhicules durant quatre (04) semaines ont permis de constater une bonne réduction des concentrations des polluants (monoxyde d'azote : NO ; monoxyde de carbone CO) issus de la combustion du carburant.

Les tests montrent l'efficacité de l'équipement Magn-us à réduire le taux des polluants des gaz d'échappements et une réduction de la consommation en carburant allant de 20% à 30%.

Approuvé par :

Rédigé par :

MINISTRY OF ENVIRONMENT AND SUSTAINABLE DEVELOPMENT IVORIAN ANTI-POLLUTION CENTER (CIAPOL)
REPUBLIC OF CÔTE D'IVOIRE *Union - Discipline - Work*
Evaluation Report

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MAGN-US

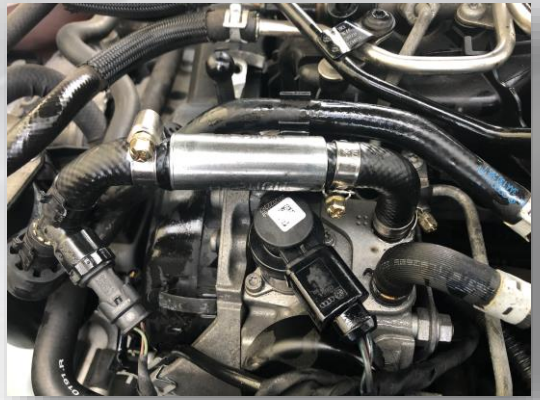

MAGN-US
MAG 1


MAGN-US
AE-MAG2


MAGN-US
AE-MAG3


MAGN-US
AE-MAGPro


MAGN-US




MAGN-US
MAGN-US
MAGN-US
MAGN-US

RANGE MAG · 02/06

S-MAGN-US

The answer for the dirtiest engines.



×2



TREATMENT CAPACITY

TECHNICAL PRINCIPLE

Same vortex and magnetic technology as **MAGN-US**, with twice the treatment capacity, sized for high-flow, high-emission engines where the reduction potential is greatest.

Double treatment — The fuel receives twice the conditioning before combustion.

Target: heavy emitters — Trucks, heavy machinery, older engines, high-use fleets.

Same benefits, amplified — Lower emissions and consumption, protected injectors, longer-lasting oil.

Ideal for · Trucks, construction machinery, captive fleets, older engines

S-MAGN-US


S-MAGN-US


MAGN-US
AE-MAG2
MAGN-US
AE-MAG2


MAGN-US
AE-MAG3
MAGN-US
AE-MAG3


MAGN-US
AE - MAG 2
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MAGN-US
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S-MAGN-US

Mounting **two MAGN-US** in series doubles the processing of fuel before it reaches the injectors. The advantage is especially for engines that consume a lot or pollute a lot.

More exposure: the fuel passes through two magnetic fields of more than **16,000 gauss** and two successive vortex zones. The treatment is therefore more complete.

No more flow to process: a heavy vehicle, a machine or a large diesel passes a lot of fuel through the hose. Two devices handle this flow better than one alone.

An enhanced effect on old engines: when the engine is old and pollutes a lot, the profit margin is greater. This is the same reasoning as for S-MAGN-US, presented as the double treatment of MAGN-US.

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RANGE MAG · 03/06

MAGN-AIR

A vortex of air for complete combustion.



1 g : 15 g

ideal fuel : air

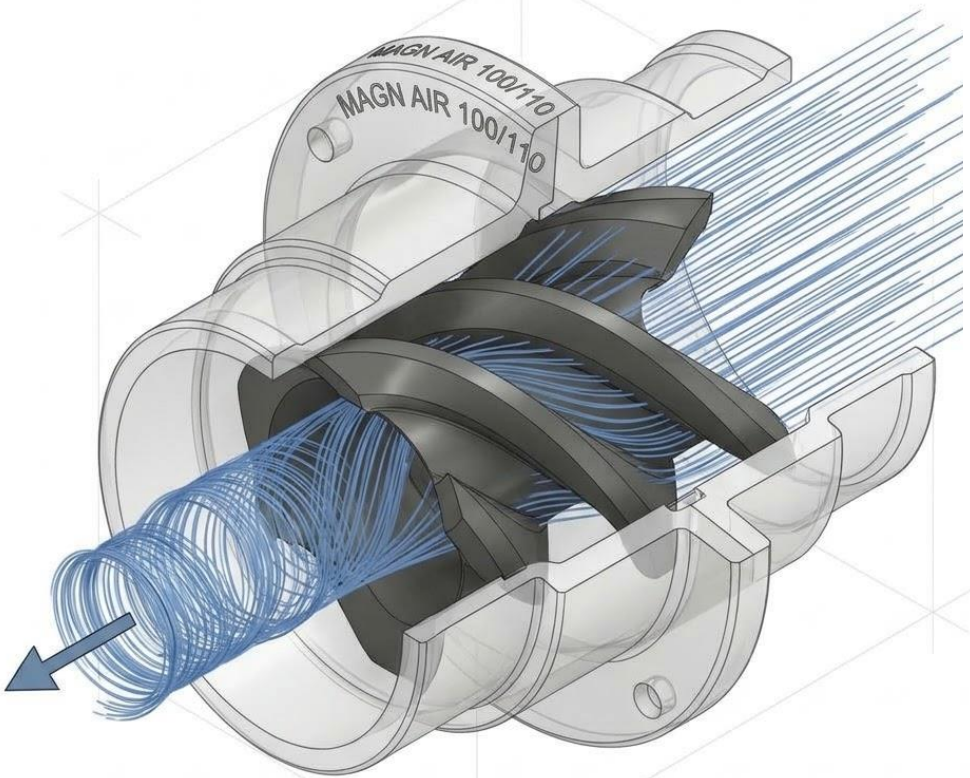


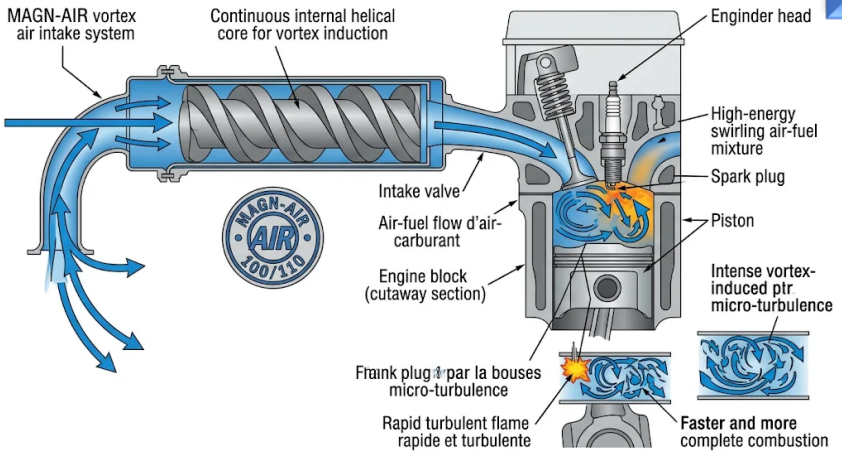
TECHNICAL PRINCIPLE

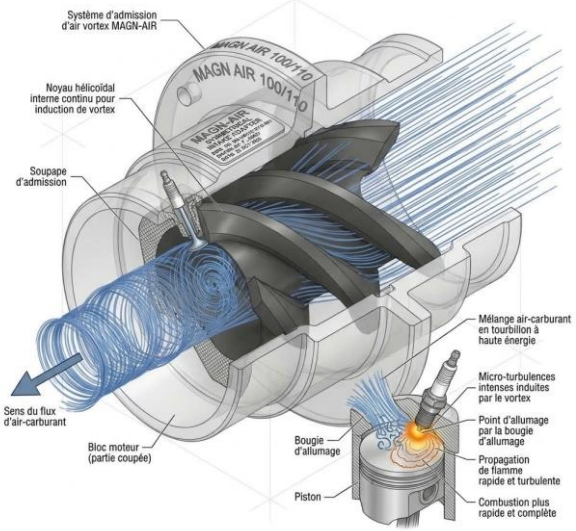
Fitted inside the intake hose between air filter and engine, MAGN-AIR turns the linear airflow into a vortex. Air enters the cylinder more efficiently and mixes better with the fuel.

Air is 95% of the mix	About 15 g of air per 1 g of fuel: intake matters as much as injection.
More air in the cylinder	. The vortex raises the air intake and completes combustion.
Simple fit, immediate effect	. Slides into the intake hose, no engine modification.

· **Ideal for** · All combustion vehicles, alone or with MAGN-US


MAGN AIR 100/110
MAGN AIR 100/110


MAGN-AIR vortex air intake system
Continuous internal helical core for vortex induction
Enginder head
High-energy swirling air-fuel mixture
Spark plug
Intake valve
Air-fuel flow d'air-carburant
Piston
Engine block (cutaway section)
Intense vortex-induced ptr micro-turbulence
Frank plug par la bouses micro-turbulence
Rapid turbulent flame rapide et turbulente
Faster and more complete combustion


Système d'admission d'air vortex MAGN-AIR
Noyau hélicoïdal interne continu pour induction de vortex
Soupape d'admission
Sens du flux d'air-carburant
Bloc moteur (partie coupée)
Bougie d'allumage
Piston
Mélange air-carburant en tourbillon à haute énergie
Micro-turbulences intenses induites par le vortex
Point d'allumage par la bougie d'allumage
Propagation de flamme rapide et turbulente
Combustion plus rapide et complète

VORTEX EFFECT

The introduction of an air vortex into the combustion chamber, generated by devices like the **MAGN-AIR,** provides major thermodynamic and mechanical benefits for internal combustion engines:

Enhanced Air-Fuel Homogeneity: The swirling motion thoroughly blends air and fuel molecules together, creating a high-energy mixture ready for optimal combustion.

Intense Micro-Turbulence: The vortex induces powerful micro-turbulences around the spark plug ignition point, which dramatically accelerates the flame front propagation across the cylinder.

Complete and Faster Combustion: By ensuring every droplet of fuel interacts effectively with oxygen, the combustion process becomes significantly faster and fully completed, leaving virtually no unburned hydrocarbons.

Lower Emissions and Reduced Consumption: Complete combustion directly translates to a notable drop in fuel consumption and a sharp reduction in pollutant emissions and smoke opacity.
Optimized Thermal Management: The engine burns fuel more efficiently, preventing localized thermal stress and ensuring smoother, more stable operation.

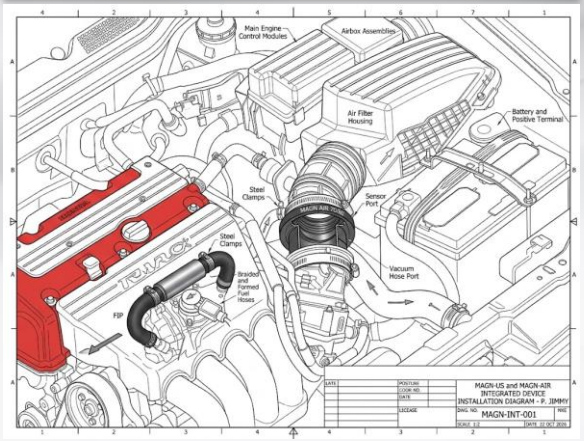

MAGN AIR 50/60
MAGN AIR 70/80
MAGN AIR 70/80
MAGN AIR 70/80
MAGN AIR 70/80
MAGN AIR 70/80
MAGN-AIR
MAGN AIR 90/100
MAGN AIR 100/110


MAGN AIR 70/80
MAGN AIR 70/80

RANGE MAG · 04/06

MAGN-USAIR

The fuel + air pack: combustion optimised on both sides.



2 on 1

ONE SINGLE BOX

TECHNICAL PRINCIPLE

Two complementary devices in one box: MAGN-US conditions the fuel, MAGN-AIR optimises the intake air. Both flows meet in the cylinder under the best mixing conditions.

Fuel + air synergy	Better-atomised fuel and better-admitted air: maximum emission-reduction lever.
One box, one reference	. A single offer to sell, order and install.
The complete offer	For those who want to act on the whole combustion chain of a vehicle.

Ideal for Demanding customers, fleets, resellers and installers

MAGN-USAIR


MAGN-USAIR
Performance Pack Bundle
MAGN-US D60
MAGN-US
AE - MAG 2


MAGN-USAIR
Performance Pack Bundle
MAGN-US D60
MAGN-US
AE - MAG 3

Why choose the MAGN-USAIR Pack and what are its benefits?

Dual Synergistic Action (100% Optimized Combustion): While **MAGN-US** neutralizes triboelectric static charges and finely atomizes fuel via its > 8,000 gauss magnetic field and internal vortex, **MAGN-AIR** imparts a high-energy helical swirl to the intake air. Combining ultra-fine fuel micro-droplets with turbulent intake air ensures an ideal air-fuel ratio and near-complete combustion.

Maximized Fuel Savings: The combined effect of both technologies pushes efficiency to its peak, reducing fuel consumption by **10% to 26%**.

Drastic Reduction in Pollutant Emissions: Complete combustion eliminates unburned hydrocarbons and lowers smoke opacity by up to **51%**, ensuring full compliance with strict environmental and inspection standards.

Improved Torque, Responsiveness, and Driveability: Faster, more uniform flame propagation enhances thermal efficiency, delivering smoother engine operation and sharper throttle response at low RPMs.

Comprehensive Engine & Injection Protection: MAGN-US magnetically traps tank debris to safeguard injectors and the high-pressure pump, while cleaner combustion prevents carbon buildup (EGR valve, DPF, turbo) and extends engine oil life by **50% beyond the standard 10,000 km interval**.

All-in-One Ready-to-Install Bundle: The presentation case brings both devices and precision adapters together for a straightforward, non-invasive installation.

MAGN-USAIR

RANGE MAG · 05/06

MAG-C

MAGN-US technology for industrial boilers.



3

combustibles : fuels: diesel, fuel-oil, gas

TECHNICAL PRINCIPLE

MAG-C applies the MAGN-US principle to burner feed lines: fuel is conditioned before combustion for fuller combustion and lower pollutant emissions.

Fits any boiler	Installs on all diesel, fuel-oil or gas industrial boilers.
Less pollution, lower tax	Since January 2026 several countries apply a carbon tax: cutting emissions cuts the tax due.
A CSR asset	A concrete, measurable step to shrink a site's footprint.

Ideal for · Factories, food industry, hotels, hospitals, sites with a boiler room

The MAG-C Device and its Benefits for Industrial Operators

Engineered from the proven **MAGN-US** technology (high-power magnetic field exceeding 8,000 gauss combined with a dynamic vortex effect), **MAG-C** is not meant for vehicles—it is specifically designed for **industrial boilers** running on **diesel, heavy/heating fuel oil, or gas**:

Substantial Reduction in Year-End Carbon Tax: By directly cutting fossil fuel consumption and CO_2 emissions, **MAG-C** enables industrial facilities to significantly lower their annual carbon tax bill.

Enhanced Atomization and Complete Combustion: The high-intensity magnetic field breaks down heavy molecular fuel clusters and neutralizes static charges, delivering ultra-fine fuel atomization at the burner nozzle and maximizing thermal efficiency.

Major Energy Cost Savings: Optimized combustion directly reduces fuel burn rates, providing a rapid return on investment for high-consumption industrial heating and steam systems.

Drastic Reduction in Pollutants and Soot: Significantly lowers unburned hydrocarbons, soot buildup, nitrogen oxides (NO_x), and smoke opacity, ensuring seamless compliance with strict industrial emissions regulations.

Burner Protection and Lower Maintenance Costs: By magnetically trapping fuel impurities and preventing carbon fouling inside combustion chambers and heat exchangers, **MAG-C** extends nozzle lifespan and reduces cleaning and maintenance downtime.


MAG-C
MAG-C150




MAG-C
MAG-C150


MAG-C
MAG-C100
Lamborghini


CHAUDIÈRES
Guillot
MAG-C


MAG-C
MAG-C200


MAGN-US
MAG-C050


MAGN-US
MAG-C034


MAGN-US
MAG-C100


MAG—C
MAG-C200
MAG-C
MAG-C 200




MAGN-US
MAG-C150


MAGN-US
MAG-C200

RANGE MAG · 06/06

MAG-COOL

Stop paying for cooling you don't need.





-33 %

energy, up to*

MAG-COOL®

SMART REFRIGERATION ENERGY SAVER

TECHNICAL PRINCIPLE

A refrigeration probe reads the air: each time the door opens, warm air starts the compressor though the food has not warmed. MAG-COOL wraps the probe in a food-grade gel that follows the setpoint chosen by the operator.

No more needless starts	With the door open, the compressor restarts only if temperature has really changed.
Up to 33% energy	Saving recorded in official tests, visible on the electricity bill.
One probe, one device	Fits on each probe: cold room, fridge, display case, reefer truck.

Ideal for · **Cold rooms, supermarkets, catering, refrigerated transport**

Smart Optimization for Commercial & Industrial Refrigeration

Engineered with a **high-performance food-grade thermal gel**, **MAG-COOL** fits directly onto the temperature sensor probe of **cold rooms, commercial refrigerators, and refrigerated trucks** to intelligently regulate compressor cycles:

Up to 33% Electricity Savings: By mimicking the actual thermal inertia of stored food rather than reacting to sudden fluctuations in air temperature, **MAG-COOL** dramatically lowers the power consumption of refrigeration units.

Elimination of Unnecessary Compressor Starts: Every time a door opens, warm air rushes in briefly without warming the stored goods. **MAG-COOL**'s thermal gel stabilizes the sensor reading, preventing needless, energy-draining compressor kick-ins.

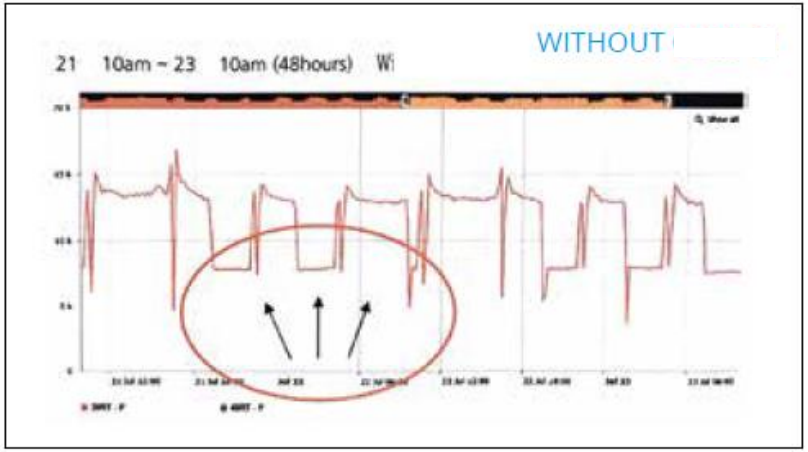
Extended Equipment Lifespan: By significantly reducing frequent on/off short-cycling, the device minimizes mechanical wear on the compressor and cuts maintenance and repair costs.

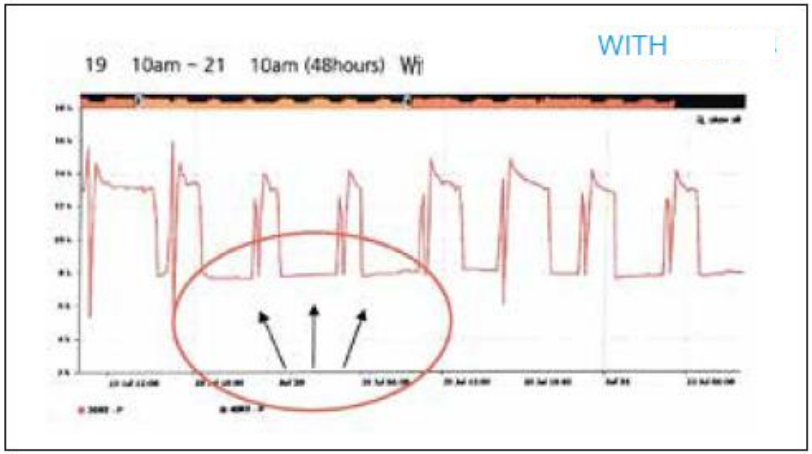
Optimal Product Preservation & Thermal Stability: The core temperature of perishable goods remains steady, preventing thermal shock, excessive frost buildup, and ensuring unbroken cold-chain integrity.

Fast, Simple & 100% Safe Installation: Made with non-toxic, food-grade gel, **MAG-COOL** installs onto the existing probe in seconds with no power shutdown or technical modifications required.

MAG COOL

COLD ROOM TEST












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