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Combination (Mixture) of Carbon Negative Fuel Isobutanol (54 Vol%) with Extra Virgin Olive Oil (3 Vol%), Fuel Carbon Negative Diacetyl Alcohol (3 Vol%) and Carbon Negative Fuel N-Butanol (40 Vol%) for Powering of both Types of the Engines, Gasoline and Diesel Fuel Internal Combustion Engines of Cars and Trucks

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ABSTRACT

The Author has described herein the Carbon Negative fuel mixture composed of the Carbon Negative fuels Isobutanol, n-Butanol and Dicetone Alcohol made from the air CO_2 using Author's proprietary technologies along with the Carbon Negative Extra Virgin Olive Oil. His Carbon Negative fuel mixture with the Extra Virgin Olive Oil is much less expensive compared to the fuels manufactured from petroleum. It is suitable as the Author has found for powering both types of the internal combustion engines: originally powered by Gasoline and by Diesel fuel.

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SHELL has committed attempted murder of the Author after he has given to SHELL his proprietary presentation of fuel Isobutanol manufacture from the air CO_2

Introduction

The growing concerns per the environmental risks associated with the fresh water loss to Space vacuum, energy security dictate the need to use the alternative renewable sources of energy. Of the particular interest is the utilization of the Carbon Negative renewable fuels for the internal combustion engines. For instance, in the European Union, the 2009 Renewable Energy Directive ("RED"), was created to increase the share of renewable energy use from 8.5% in 2005 to 20% by 2020. In December 2018, revised legislation was adopted, the so-called "RED II" [1], which is to be fully implemented by 2030. It states that the share of renewable energy consumption should be increased to at least 32% overall and to 14% in the transportation sector alone. Similarly, in the United States the Renewable Fuel Standard [2], the world's largest existing biofuel program, has been created in 2005 and greatly expanded in 2007. It requires that transportation fuels contain minimum annual amounts of renewables, to be increased each year, with volumetric targets existing for several advanced biofuel types, including biomass-based diesel and biofuels made from cellulosic feedstocks or other renewable sources of carbon like CO_2 [3-6].

The automotive market will face radical change in 2030, according to research by PwC (https://www.pwc.com/). As a result of novel sharing concepts, the stock of cars could fall from 280 to 200 million in Europe and 270 to 212 million in the United States. China, in contrast, is expected to see its vehicle inventory rise to 280 million vehicles in 2030, up from 180 million today [7]. So, now in countries of EU there are 280 million cars, and in the US the number of cars exceeds 270 million. In China the cars amount will increase from 180 million to 280 million cars and trucks.

Why the Author is concerned per these numbers? Not only cars / trucks but also cargo ships and the air planes create the air CO_2 at their exhaust. The amount of air CO_2 might reach over 1,000 ppm National Institute of Occupational Safety and Health (NIOSH) recommends a maximum concentration of CO_2 of 10,000 ppm or up to 1% for the workplace [8-9]. In the Earth's atmosphere the amount of CO_2 was about 416 ppm in April 2021 and it is growing now to above 600. The normal CO_2 levels in fresh air now are approximately above 400 ppm or above 0.04% of the air CO_2 by volume [10,11]. There is the cave of death in Costa Rica's Alajuela Province where the CO_2 causes deaths of the coming in people just due to CO_2 breathing in and https://timesofindia.indiatimes.com/etimes/trending/cave-of-death-where-is-it-located-and-why-is-it-called-so/articleshow/117874586.cms.

As one of heaviest gases of the air gas blend the air CO_2 spreads over the flat surfaces like the natural refuge for the fresh water (from rains, ice/snow melting) Ground and the surfaces of seas /

oceans. The air CO_2 layer gets hot due to the vibration of the CO_2 molecules after they are subjected to Sun light photons and it heats the flat Earth surfaces seas / oceans and the Ground. The heat of the air CO_2 comes from vibration of the CO_2 molecules while the Sun light photons pass nearby causing the air CO_2 molecules to vibrate [12,13]. Vibration causes generation of heat which the air CO_2 passes to the flat surfaces as above. That heat heats the fresh water and that fresh water evaporates to the air. Therefore, this causes the evaporation of the fresh water vapors to the air. There are layers of the Earth atmosphere (mesosphere) which are cold due to their short distance to the outer Space which is vacuum and the temperature there is -270°C (-455°F) [14,15]. Despite of that as the readers possibly know ice dries out and when ice is formed from the fresh water vapors it dries out to the Space vacuum and then in the Space vacuum it travels away from Earth. The evidence of that is the NASA finding of ice and water on the Earth's satellite Moon surface located at the distance of 238.855 miles (384.400 kilometers) from the Earth surface [16]. That distance is the approximate radius of the fresh water vapors in the Space vacuum surrounding Earth. The ice dries out to the Space vacuum and travels away from Earth as on the surface of Moon NASA has found water (when the surface is subjected to the Sun light) and ice [17].

Then Author has predicted at his corporate website http://syngasbiofuelsenergy.com in 2007 (way before NASA has found that in 2010) [5] that in the next 10-15 years from now our planet Earth anticipates the shortness of the fresh water. In such case, again if the Author's projections are correct, there will be the shortage of the crops and the livestock manufacture. All that means the shortage of food World-wide. To partially mitigate that the Author has created the technologies to manufacture Carbon Negative genetically engineered foods the Author would make available very cheap but there are certain business price limits to have the manufacturing process profitable [18-25].

Therefore, the mission of all Author's Corporations is to decrease the fresh water loss to the Space vacuum by replacement of the fuels manufactured from petroleum by the Author's Carbon Negative fuels and Carbon Negative fuel mixtures and to provide the Humankind with enough of genetically engineered foods after their approval by the respective federal agencies.

To fulfill this the Author's Corporate mission the Author manufactures the Carbon Negative fuels and the Carbon Negative fuel mixtures, both originating from the air CO_2, to power the originally Gasoline and Diesel fuel internal combustion engines of cars and trucks. The Author plans to extend his Carbon Negative fuels and Carbon Negative fuel mixtures to the cargo ships and aircrafts. This article describes the use of our new Carbon Negative fuel mixture consisting of the combination of the Carbon Negative fuels manufactured from the concentrated by our proprietary means [5] air CO2 fuel Isobutanol (52 vol%) [15], fuel n-Butanol (40 vol%) [18], fuel Diacetyl Alcohol (DAA) [17] (4 vol%) and the Extra Virgin Olive Oil (4 vol%) (bulk exported from China in 24,000 L flexitanks https://yakutta.com/oil-wholesale/organic-oils/extra-virgin-olive-oil-wholesale/china/; the cost is US128 for 180+ flexitanks) to power the Gasoline and the Diesel fuel powered corporate cars and trucks along with the cars and trucks of our valuable customers. The Author's valuable customers have purchased this fuel mixture at the Author's new type of the gas stations [6] intended to save much of his valuable customers time via offering to sell also the genetically engineered foods and basic home things like Walmart does now (https://247wallst.com/special-report/2023/12/24/10-stores-like-walmart-best-alternatives-and-affordable-options/) [27].

The Author has the following corporate cars / trucks at this moment: the CEO is transported by his driver using the 2025 Porsche Cayenne Coupe (two vehicles). The Author has two of such SUVs at his Corporate garage. In addition to that the Author does have twenty-four 2025 Toyota Camry LE. In addition to said cars the Author's Corporations do own 5 Diesel fuel trucks 2024 Ram 1500 Pickup Lone Star. The Autjhor's Corporations also have purchased 5 heavy duty vehicles Peterbullt to transport the Carbon Negative fuels and Carbon Negative fuel mixtures to his new type of the gas stations [6]. The results of the fuel mileage decrease are reported herein for these cars / trucks along with the results of the fuel mileages decrease in the cars / trucks of the Author's valuable customers had while using the described herein Carbon Negative fuel mixture composed of the combination of the Carbon Negative fuels manufactured from the concentrated by the Author's proprietary means [5] the air CO_2 fuel Isobutanol (52 vol%), fuel n-Butanol (40 vol%) and fuel Diacetyl Alcohol (DAA) [17] (4 vol%) along with the Extra Virgin Olive Oil (4 vol%) to power the Gasoline and the Diesel fuel powered Corporate cars and trucks along with the cars and trucks of the Author's valuable customers.

The Author's Corporations own 5 Diesel fuel trucks 2024 Ram 1500 pickup Lone Star which we have decided to sacrifice for this driving test. For the Diesel tucks 2024 Ram 1500 Pickup Lone Star EPA-estimated fuel economy is stated at 20 miles per gallon city, 25 mpg highway and 22 mpg combined with RWD (which is better than Chevy's base turbo-four cylinder engine). The big trucks the Author's Corporations have also purchased for transportation of the Author's Carbon Negative fuels and Carbon Negative fuel mixtures to the Author's new type of gas s stations [6].

Certified mechanics from respective car dealerships were invited to test the corporate cars to reveal any signs of the unusual cars / trucks driving behavior, they have brought the analyzers of the engines exhaust to detect the levels of produced by our corporate cars / trucks CO, to detect any unusual components of the exhaust gases, etc.

The testing of the corporate cars / trucks has been performed for the distance of driving 10,000 miles combining the highway driving and the city of Brownsville driving. In addition to that the Author also provides the combined fuel mileage as that is provided at the Results and Discussion section of this original article.

The Corporate vehicles tested herein were two 2024 Porsche Cayenne Coupe, twenty-four 2025 Toyota Camry (FWD), five Diesel trucks 2024 Ram 1500 along with five big trucks 2024 Peterbuilt Model 529 for transportation of the carbon negative fuels and Carbon Negative fuel mixtures from the corporate site to the new type of the gas stations [6].

The Author has to note herein that he has used the special remedy to collect information from his valuable customers at his special corporate gas stations [6] of the new type as we have established near the town of Brownsville TX [26]. The remedy the Author has used to convince his valuable customers to share the fuel mileage information with us was the 25 g chocolate cake (https://www.hersheyland.com/recipes/hersheys-perfectly-chocolate-chocolate-cake.html) he has been giving to each of them who has attended his new gas stations [6]. The most important part of the same remedy was the receipt for the mixture of fuel Diacetone Alcohlol [17] and fuel Isobutanol [15] which the Author has started testing using his valuable customers. The receipt at the Author's new type of the gas stations [6] per the purchase of his described herein fuel mixture

contained his request for his valuable customer's Email address and the request to report to the Author their address, the data on their car make and the fuel mileage the car has gotten for that moment alone with the fuel mileage they would get after driving their vehicle for 10,000 miles. Apparently, such customers data will be very difficult to get, but the Author has tried hard and he has gotten certain results the Author describes herein. The bottom of that receipt contained the Author's promise to give out to that customer $300 prize when they would reach 10,000 miles using that described above in this original article mixture as the Author has noted before. Again, the fuel Isobutanol is the component of the Gasoline and the DAA has the much higher ignition energy, about 6 times higher as that has been compared to the diesel fuel combustion energy as the Author has published that before [5]. The Author has noted that the amount of the customers who got that type of the fuel receipt s described above was 13,437 and the Author has gotten the answers per his request from nearly each of his valuable customers. 10,237 people have responded to the Author and their data are given below in this original article (Table 2).

The Author has to note that he purposely did not include the data per the hybrid cars if the manufacturer offers them. He only described herein the cars powered either by Gasoline or by the Diesel fuel and provided herein the fuel mileages for these cars of his valuable customers.

Briefly the Author describes herein the process he has used to manufacture the Diacetone Alcohol form the fuel Acetone obtained from the concentrated by means of [5] air CO_2. The procedure used is described at (https://www.orgsyn.org/demo.aspx?prep=CV1P0199).

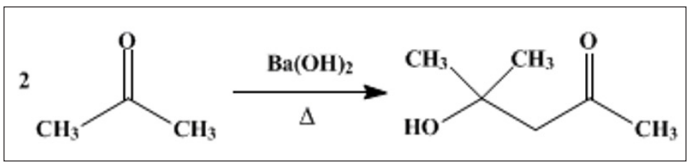

Figure 1: From Fuel Acetone [16]. To Diacetone Alcohol [17].

The industrial process of manufacturing of the Diacetone Alcohol in provided below.

A 2-l. round-bottomed flask is fitted with a rubber stopper carrying a Soxhlet extractor (https://www.sciencedirect.com/topics/biochemistry-genetics-and-molecular-biology/soxhlet-extraction) which is fitted with an efficient reflux condenser (https://www.fishersci.com/us/en/browse/90094031/Reflux-Condensers) 1190 g. (1500 cc., 20.5 moles) of commercial acetone are placed in the flask along with a few pieces of porous plate to produce even boiling. Two of the usual paper thimbles are placed in the extractor (https://github.com/Bioruebe/UniExtract2), one above the other. The lower one is filled nearly full of barium hydroxide; the top one is filled to the level of about three-quarters (as above) of the same substance and the remainder of the space is filled with the glass wool (https://sinoinsulation.com/what-is-glass-wool-the-ultimate-guide-to-uses-safety-standards/). The flask is heated on a steam bath or in an oil bath. The heat is so regulated that the acetone refluxes back into the extractor rapidly. As the reaction proceeds the boiling point of the mixture rises and more steam has to be turned on or the temperature of the oil bath has to be raised. The flask should finally be lowered as far as possible into the cone of the steam bath. The reaction is complete when the liquid no longer boils when heated as hot as possible on the steam bath. This usually requires time of ninety-five to one hundred and twenty hours. The refluxing may be interrupted at any time for as long as desired. Diacetone Alcohol density is 94 g/cm3 (https://pubchem.ncbi.nlm.nih.gov/compound/Diacetone-alcohol) The liquid in the flask has now a specific gravity of about 0.91 g/cm3 (20°C) which corresponds to about 80 per cent of diacetone alcohol. Acetone and diacetone alcohol are in equilibrium with each other. The speed of both reactions is greatly accelerated by the presence of a base. The equilibrium mixture contains only a few % of diacetone alcohol, but the dissociation of diacetone alcohol to acetone proceeds so slowly in the absence of barium hydroxide that it is possible to increase the concentration of the Diacetone Alcohol to 80 % by this procedure. The only loss of material is by volatilization of the acetone through the top of the condenser; this generally amounts to several %. The crude diacetone alcohol is purified by distillation. The 2-l. round-bottomed flask is fitted with a three-bulbed Glinsky fractionating column and a well-cooled condenser (https://www.chem.rochester.edu/notvoodoo/pages/purification.php?page=fractional_distillation).

The flask is heated in an oil bath, the temperature of which is gradually raised to 125°C. The temperature of the bath is held at this point until no more acetone distils over, the temperature at the top of the column registering about 70°C when the process is complete. The recovered acetone, containing a few % of diacetone alcohol, amounts to about 200 g and can be used to prepare more material. The residual liquid has a specific gravity of 0.928 g/cm3 (20°C) and contains about 95 per cent of diacetone alcohol. It is transferred to a 2-L Claisen flask (https://www.sciencemadness.org/smwiki/index.php/Claisen_flask) and distilled under reduced pressure. The final distillation of diacetone alcohol must be carried out under reduced pressure as otherwise some of the material decomposes into acetone (https://www.orgsyn.org/demo.aspx?prep=CV1P0199). A little acetone first comes over and then the diacetone alcohol distils smoothly at 71–74°C/23 mm. The yield is 850 g. (71 % of the theoretical amount based on the total acetone employed). The entire distillation requires about four hours.

As the readers of this original article moist likely guess the Extra Virgin Olive Oil has the trace amounts of water in it and said residual water has to be removed from the resulting Carbon Negative fuel mixture since said water causes corrosion of the cars / trucks fuel system. The industry has already provided the efficient and inexpensive way of the residual water removal (https://www.pall.com/en/food-beverage/food-ingredients/olive-oil-filtration/removal-of-water-from-olive-oil.html#). In brief, Seitz® ZD depth filter media is the key solution for efficient water removal from olive oils. 100% pure cellulose matrix of the sheet media absorbs the water traces inside the cells of the cellulose fibers, while the olive oil passes the filter media during filtration. Any fine particles and haze left is also removed by filtration effects during this process. The use of this media allows a gentle but very effective removal of water traces to the recommended water level in olive oils below 0.2% w/w (SUPRAdisc II ZD Lenticulars).

Results

The Author is not going to be very wordy in this section of his original article. The general notice is that the mixture of his Carbon Negative fuels he has manufactured from the air CO_2 provided him substantial economy of the Carbon Negative fuels compared to the gas or diesel fuel mileages alone for Corporate cars / trucks as the fuel mileage was always greater than that the Author could get for the same cars when he has used Gasoline or Diesel fuel manufactured by the international petroleum corporations from petroleum. The Author has saved a lot of his funds on that.

The Author's Corporations own 5 Diesel fuel trucks 2024 Ram 1500 pickup Lone Star which the Author has decided to sacrifice for this driving test. For the Diesel tucks 2024 Ram 1500 Pickup Lone Star the EPA-estimated fuel economy (https://www.fueleconomy.gov/Feg/bymodel/2024_Ram_1500.shtml) is stated at 20 miles per gallon in city, 25 mpg highway and 22 mpg combined with RWD (which is better than Chevy's base turbo – four-cylinder engine). The Author's Corporations also own 5 big trucks Peterbuilt (https://www.peterbilt.com/) to transport the Carbon Negative fuels and Carbon Negative fuel mixtures to his new type of gas stations [6]. The dealerships have offered their fuel mileage per the Diesel fuel they use: for heavily loaded trucks the highway mileage was stated as 12 mpg, the city gas mileage was 11 mpg, the average fuel mileage was 11,5 mpg (https://www.fuelly.com/truck/peterbilt).

To support the manufactured set of the Carbon Negative fuels and Carbon Negative fuel mixtures the Author has tested them to power both the Gasoline and Diesel fuel cars and trucks. Certified mechanics from the respective car dealerships have been invited to test the Author's Corporate cars to reveal any signs of the unusual cars / trucks driving behavior as that has been stated above. Said mechanics could not detect neither the unusual corporate cars / trucks diving behavior nor the problems with their exhaust gases.

The testing of pf the Author's Corporate cars / trucks has been performed for the distance of driving 10,000 miles combining the highway driving and the city of Brownsville driving, the Author also provides the combined fuel mileages and the Discussion section of this article provides the combined fuel mileage data for our corporate cars / trucks in the Table 1.

The Author has to note herein that he has used the marketing remedy to collect information from our valuable customers at our special corporate gas stations of the new type [6] as we have established near the town of Brownsville TX [13]. The remedy was the 25 g chocolate cake (https://www.hersheyland.com/recipes/hersheys-perfectly-chocolate-chocolate-cake.html). The most important part of the same remedy was the receipt for the mixture of fuel DAA and fuel Isooctane which we have started testing on our valuable customers from that moment. The receipt contained our request for the valuable customer's Email address and the request to report to us that address and the data on their car make and the mileage the car has gotten for that moment. The bottom of that receipt contained our promise to give out to that customer $300 prize when they will reach 10,000 miles using that fuel mixture as we have noted before. Again, the fuel Isooctane is the component of the Gasoline and the DAA has the much higher ignition energy (about 6 times) compared to the diesel fuel as we have published that before [5]. So far, we have noted that the amount of the customers who got that type of the fuel receipt was 10,000 by the date of the submission of this original article.

For testing of the Corporate vehicles, we have invited the mechanics from the respected dealerships to attend our corporate site when the mileage of the cars of our valued customers and the amount of them responded per the statistics we have gotten with the above receipts and the chocolate cakes and cash surprises we have offered to the valuable customers has reached the 10.000 miles and the amount of the customers has reached the number of 10.000. These numbers as well as the data on testing of our corporate vehicles sacrificed for testing of this stated above fuel mixture of fuel Isobutanol (50 vol %), fuel n-Butanol (43 vol%) and the fuel DAA (7 vol%) were used for this original article preparation since we do believe we need to expand the number of the Carbon Negative fuel mixtures we have to offer to our valuable customers Nationwide when we will get the proper investors funding for that increase.

For the Carbon Negative fuel mixture described herein and our corporate Toyota Camry cars the fuel mileage was 32 mpg in the town Brownsville and 36 mpg in a highway. The combined fuel mileage was recorded as 34 mpg. The 2024 Toyota Camry LE had the city of Brownsville fuel mileage 34 mpg and the highway gas mileage 46 mpg. The combined fuel mileage was 44.2 mpg. The Diesel trucks Ram 1500 Lone Star was recorded as the highway fuel mileage 28.8 mpg driving on a highway and 23.8 mpg driving in city of Brownsville. The combined fuel mileage was 26.8 mpg. The Diesel fuel trucks 2024 Ram 1500 Lone Star had the fuel mileage in the city of Brownsville 22.8 mpg, the highway fuel mileage was recorded as 27 mpg, the combined fuel mileage was 25.3 mpg.

The 2024 Toyota Camry LE had the fuel mileage in the city of Brownsville 33 mpg, the highway fuel mileage was recorded as 45 mpg, the combined fuel mileage was recorded as 39 mpg. For the Diesel trucks Ram 1500 Lone Star had the fuel mileage in the city of Brownsville 22.8 mpg, the highway fuel mileage was recorded as 26.8 mpg, the combined fuel mileage was recorded as high as 25.5 mpg.

For the Corporate 2025 Porshe Cayenne Coupe the city of Brownsville fuel mileage was 33 mpg, the highway fuel mileage was as high as 38 mpg, the combined fuel mileage was as high as 35,5 mpg. For the 2025 Toyota Camry LE the city of Brownsville fuel mileage was as high as 58 mpg, the highway fuel mileage was as high as 56 mpg, the combined fuel mileage was as high as 57 mpg. For the trucks Ram 1500 Long Star the city of Brownsville fuel mileage was recorded as high as 28 mpg, the highway fuel mileage was recorded as high as 27 mpg, the combined fuel mileage was as high as 27,5 mpg. The Peterbuilt tracks Model 529 had the fuel mileages as follows: The city fuel mileage was about 14 mpg, the highway fuel mileage was about 15 mpg, the combined fuel mileage was about 14,5 mpg (Table 1).

Table 1 summarizes all the data provided above to make the conclusions if the described herein fuel Carbon Negative fuel mixture provided the best fuel mileage for the corporate vehicles.

Table 1: The Fuel Mileages Provided the Author Per the Carbon Negative Fuel Mixture Use by His Corporate Vehicles Use and the Vehicles of His Valuable Customers (in Brackets the Number of Cars is Indicated)

Car make/year	City fuel mileage, mpg	Highway fuel mileage, mpg	Combined Fuel Mileage, mpg
2024 Porsche Cayenne Coupe (2)	33	38	35,5
2025 Toyota Camry (FWD) (24)	58	56	57
2024 Ram 1500 (5)	28	27	27,5
2024 Peterbuilt Model 529 (5)	14	15	14,5

The customers have responded to the Author's request (as above) providing to the Author the data per their vehicles when the customers have used the described herein Carbon Negative fuel mixture. Table 2 provides these data. The Author has excluded from table 2 the data per the hybrid vehicles since these data do not comply with the Author's requirements and make this original article extremely wordy. The Author has excluded the data on the use of the combined vehicles which his valuable customers also have and they have responded with that information per the Author's request.

Table 2: The Fuel Mileages Provided to the Author by his Valuable Customers (in Brackets the Number of Cars is Indicated)

Car make/year	City fuel mileage, mpg	Highway fuel mileage, mpg	Combined fuel mileage, mpg
2025 Toyota Camry (563)	57	59	58
2024 Toyota Camry (546) V6 (431) V4 (115)	 43 46	 46 52	 44,5 48,5
2023 Toyota Camry (834) V6 (549) V4 (285)	 39 48	 44 46	 41,5 47
2022 Toyota Camry (964) V6 (539) V4 (425)	 46 49	 51 63	 48,5 56
2021 Toyota Camry (378) V6 (179) V4 (199)	 46 44	 43 53	 44,5 49,5
2020 Toyota Camry (563) V6 (384) V4 (179)	 39 46	 42 47	 39 46,5
2018 Toyota Camry (578) V6 (289) V4 (289)	 39 36	 43 45	 41 40,5
2017 Toyota Camry (491) V6 (239) V4 (252)	 38 35	 44 46	 41 40,5
2015 Toyota Camry (321) V6 (163) V4 (198)	 37 34	 43 45	 40 39,5
2014 Toyota Camry (392) V6 (186) V4 (206)	 42,5 44		
2013 Toyota Camry (653) V6 (384) V4 (269)	 43 45	 39 42	 41 43,5
2012 Toyota Camry (449) V6 (253) V4 (196)	 42,4 44,6	 38 41,6	 40,2 43,1
2011 Toyota Camry (593) V6 (293) V4 (300	 43,1 44,9	 39 42,3	 41,05 43,6
2010 Toyota Camry (448) V6 (200) V4 (248)	 42,5 43,8	 38,7 40,2	 40,6 42
2009 Toyota Camry (337) V6 (230) V4 (101)	 41,9 42,8	 39 41	 40,45 41,9

2025 Toyota Corola (293)	51	48,3	49,65
2024 Toyota Corola (865)	50	47,3	48,65
2023 Toyota Corola (549)	50,2	47,4	48,8
2022 Toyota Corola (483)	49	46	47,5
2021 Toyota Corola (831)	48	45,5	46,75
2020 (Toyota Corola (499)	47,5	44,9	46,2
2019 Toyota Corola (537)	47,1	44,2	45,65
2018 Toyota Corola (497)	46,9	43,8	45,35
2017 Toyota Corola (486)	45,9	41,8	43,85
2016 Toyota Corola (534)	45	41	43
2015 Toyota Corola (662)	44,8	41,9	43,35
2013 Toyota Corola (235)	43	40.9	41,95
2024 Hyundai Accent (487)	46	41	43,5
2023 Hyundai Accent (439)	45,3	41	43,15
2022 Hyundai Accent (539)	45	40,8	42.9
2021 Hundai Accent (486)	44,3	40	42,4
2021 Hyndai Accent (491)	43,8	39,1	41,45
2024 Hyundai Ionic (389)	63	55,9	59,45
2023 Hyndai Inonic (435)	63,4	55	59,2
2024 Hyndai Elantra (593)	59	57	58
2023 Hyndai Elantra (439)	58,3	57,9	57,6
2022 Hyndai Elantra (487)	58,2	57,1	57,65
2020 Hyundai Elantra (513)	57.9	56	56,95
2019 Hyndai Elentra (493)	57	55	56
2018 Hyndai Elantra (393)	56	54	55
2017 Hyndai Elantra (439)	55,8	53,9	54,85
2015 Hyndai Elantra (487)	55	53	54
2024 Honda Accord (839)	59	61	60
2023 Honda Accord (495)	58	60	59
2023 Honda Accord (397)	57,3	59,4	58,35
2022 Honda Accord (435)	57,1	59	58,05
2019 Honda Accord (439)	56,4	58	57,2
2015 Honda Accord (513)	56	57	56,5
2009 Honda Accord (239)	49	49	49
2003 Honda Accord (471)	47	47	47
2024 Honda Civic (Diesel engine, 1,6 L) (228)	53	55	54
2023 Honda Civic (Diesel engine,1,6L) (397)	53	55	54
2022 Honda Civic (Diesel engine, 1,6 l) (435)	52,9	54,9	53,9
2018 Honda Civic (Diesel engine, 2,2 L) (439)	50,8	53,8	52,3
2025 RAM 2500 (Diesel 6,7 L engine) (237)	29	19	24
2025 RAM 3500 (Diesel 6,7L engine) (331)	28	19	23,5
2020 RAM 2500 (Diesel 6,7L engine) (339)	28	18	23
2024 Ford Super Duty (6,7L Diesel engin Power Stroke) (338)	26	29	27,5

2023 Ford Super Duty with High Output 6.7L Power Stroke V-8 Turbo Diesel (435)	25,5	28,3	26,9
2020 Ford Superduty with High Output 6.7L Power Stroke V-8 Turbo Diesel (483)	23,1	27,6	25,35

Discussion

The Author wants to mention that the Diesel fuel prices near his Houston Pubic Library at 5830 Westheimer Rd where he has written this original article are above $4.80 per gallon. Therefore, he offers herein his Carbon Negative fuel mixture comprising the Extra Virgin Olive Oil which suits the both types of the combustion engines: originally powered by Gasoline and originally powered by the Diesel Fuel. The Author is going to offer said Carbon Negative fuel mixture at his new type of the gas stations [6] at the cost given above herein and much below the costs at the gas stations selling fuels manufactured by the international and National petroleum corporations. So, his Carbon Negative fuel mixture is cheaper than the fuels at the gas stations selling fuels manufactured by the international and nation al petroleum corporations from petroleum. Per the described herein data the Author trusts that his new Carbon Negative fuel mixture has been suitable for powering the both types of the internal combustion engines, originally Gasoline powered and Diesel fuel powered.

Tables 1 and 2 (above) indicate that the fuel mileages presented in these Tables are much lower (by 10-15%) compared to the fuel mileages for the Gasoline or Diesel fuel in the same cars use alone. The Author is going to sell this Carbon Negative fuel mixture at his new type of the gas stations [6] for only $2,87 per gallon (todays' date is 04/14/2026) which definitely would save a lot of money to his valuable customers. Saving money for the customers is the goal of the Author in addition to his major goal which is the reduction of the air CO_2 content. That would save his customers from the discussed above projects of Mr. Elon Mask and Mr. Jeff Bezos to relocate part of the Humankind to planet different from Earth.

Some authors claim that the fresh water loss to the Space vacuum has reached the catastrophic amounts of the lost fresh water [28]. The current loss figure is equivalent ~25,920 liters per day, or 9,467 m3 per year. The authors claim that over the Earth's planet history the planet has lost the amount of the fresh water is about 42,000 km3 of the fresh water, which is equivalent to about 12 cm of sea level change.

That is why the Author is confident that his valuable customers would definitely help him to reduce the air CO_2 content by purchasing his described herein Carbon Negative fuel mixture. As the Author has seen today the Diesel fuel price at Richmond Avenue in Houston TX was above $5.00 per product gallon at the gas station. Therefore, he trusts he will make significant profits from selling his Carbon Negative fuel mixture containing Olive Oil [29-34].

Declaration of Interests Statement

Ethics Approval and Consent to Participate

The Author has received all the proper documents granting the Ethical Approval and the Consent to Participate from the State of Texas officials. The Author has made sure that the ethical approval and his consent to participate in preparation and submission for publication of this article were properly approved by the respective authorities of the State of Texas.

Consent for Publication

The Author has expressed his complete consent to participate in work with this article and its publication in this Journal.

Availability of Data and Materials

The Author makes all his data and materials herein available for any third party. The data and materials might be obtained from the Author at PO Box 300230, Houston, TX, 77340. If any third party needs any materials used to publish this article, please, do contact the Author.

Competing Interests

This article is another the Author's move in the war which has started by SHELL International Petroleum Corporation some time back by attempted murder of the Author. The people hired by SHELL has totaled the Author's corporate car and did some other illegal things to the Author which have concluded the Author that the war with the international petroleum corporations has started already. No Houston FBI or Houston Police investigation of said attempted murder has happened and this is behind the responsibility of the Texas Governor with all the legal remedies the Author might use in his fight to sue the State and its Governor Gregory Abbott. The attempted murder has the statute of limitations 20 years, and there are jurisdictions above the level of the State of TEXAS. The Author had certain legal problems with the at that time Attorney General of the State of Texas in 2013, now Texas Governor, Greg Abbott and the Author is going to resolve all the legal problems with the Texas Governor and the State of TX (TX Police, FBI, etc.), regardless would he be dismissed from his position or not. The corporate Author's website http://syngasbiofuelsenergy.com was destroyed by the person, the Attorney of Hirsch and Westheimer Law Firm, PC by the last name Levy on December 20, 2020. She belongs to the same family which owned or owns the grocery stores chain named "Fiesta" in Houston Texas. The Author was unable to find a lawyer in Texas to file the respective federal law suit and recover his corporate website, but the Author has the US Constitutional right to recite this website in the references herein. Therefore, the Author has multiple legal problems with the State of Texas and the Author is going to resolve said legal problems at the respective Court level in the US to punish the State of TX and its Governor. The market value of the Author currently is over $1.89 trillion and it is growing daily https://www.mordorintelligence.com/industry-reports/gasoline-as-a-fuel-market/market-size).

The Author is already involved into the war which has been started by the International Petroleum Corporation SHELL. The Author has approached SHELL offering them for the commercialization the proprietary technology of Gasoline or Diesel fuel manufacture from the air CO2, not from petroleum which SHELL and other international petroleum corporation's use. SHELL representative met the Author, got his draft of the at that time in publication article on creation Gasoline from the air CO2 [1,21-24,41,42]. Then SHELL hired two Mexicans to kill Dr. The Author in the car accident, paying the possibly around $6,000 for this dirty job, which has been done in Houston TEXAS at the US59 down South (9494 Southwest Fwy). The Houston FBI and the Houston Police were contacted by the Author multiple times over his mobile phone

however there was no any detailed and thorough Police or the FBI investigation of said attempted murder of the Author since as the Author trusts, both Houston FBI and Houston Police are totally corrupted by the international petroleum corporations. Therefore, any law is not used in the State of Texas to hurt said corporations. Therefore, the Author has to look for the law enforcement outside of the State of Texas, at the National level and he will do that to affect the Texas Governor Abbott for his actions of 2013 and have him resign from his position. Therefore, the Author has conflict of interests with the State of Texas, TEXAS Governor Gregg Abbott, Texas FBI and Texas Police. Since that time more scientific publications of the Author on the Gasoline and Diesel fuel production from the air CO_2 came out. The US patents are extremely expensive. Therefore, the Author uses instead of patents scientific publications. Publications are as good as the US patents each the US patent has to claim something better than the Author already did in his scientific publications. The Author working on the Acetogens-biocatalysts has no any competition in the world because of his prior invention, the electroporation / electrofusion Generator, already sold as a sample (with no right for reproduction) to the US corporation BTX, Inc. / Genetronics, Inc. (San-Diego, CA). Said Generator and the invented by the Author genome tailoring technology make him proud to be with no any competition in the whole World.

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Authors' Contributions

The Author has conducted all the experiments himself. The Author has planned, wrote this original article and edited the written text, including proper placement of the illustrations mentioned which the Author owns. The Author read, edited and approved the final manuscript. The Author is the only owner of all materials disclosed in this original article. The Author has plans to distribute his proprietary products after their approval as needed. The Author might be contacted for the data and materials at PO Box 300230, Houston, TX, 77230, professordrmichaelvtyurin@gmail.com. The Author contributed to the study conception and design. Material preparation, data collection and analysis were performed by the Author. The first draft of the manuscript was written by the Author. The Author read and approved the final manuscript.

The Author has designed the ideology of this article by himself. The Author intends to develop the detailed structure and location of his Carbon Negative corporations to be in charge for the establishing and running testing trials of his inventions he plans to commercialize additionally to his major business of manufacture of Carbon Negative fuels and Carbon Negative genetically engineered foods for the Nationwide distribution.

The Author has conducted all the experiments himself. The Author has planned, wrote this original article and edited the written text, including proper placement of the illustrations mentioned which the Author owns. The Author read, edited and approved the final manuscript. The Author is the only owner of all materials disclosed in this original article. The Author has plans to distribute his proprietary products after their approval as needed. The Author might be contacted for the data and materials at PO Box 300230, Houston, TX, 77230, professordrmichaeltyurin@gmail.com. The Author contributed to the study conception and design. Material preparation, data collection and analysis were performed by the Author. The first draft of the manuscript was written by the Author. The Author read and approved the final manuscript.

The Author has designed the ideology of this article by himself. The Author intends to develop the special structure at his Carbon Negative corporations to be in charge for the establishing and running clinical trials of his inventions he plans to commercialize additionally to his major business of manufacture of Carbon Negative fuels and Carbon Negative genetically engineered foods for the Nationwide distribution.

The Author conceived of the presented idea. The Author developed the theory and performed the computations. The Author verified the analytical methods. The Author investigated therapeutic effects of "Mixture" and supervised the findings of this work. The Author discussed the results and contributed to the final manuscript. The Author carried out the experiment. The Author wrote the manuscript. The Author supervised the project. The Author conceived the original idea. The Author supervised the project. The Author developed the theoretical formalism, performed the analytic calculations and performed the numerical simulations. The Author contributed to the final version of the manuscript. The Author supervised the project. The Author conceived and planned the experiments. The Author carried out the experiments. The Author planned and carried out the simulations. The Author contributed to sample preparation. The Author contributed to the interpretation of the results. The Author took the lead in writing the manuscript. The Author provided critical feedback and helped shape the research, analysis and manuscript. The Author designed the model and the computational framework and analyzed the data. The Author carried out the implementation. The Author performed the calculations. The Author wrote the manuscript. The Author conceived the study and were in charge of overall direction and planning. The Author designed and performed the experiments, derived the models and analyzed the data. The Author wrote the manuscript in consultation with other corporate employees, devised the project, the main conceptual ideas and proof outline. The Author worked out almost all of the technical details, and performed the numerical calculations for the suggested experiment. The Author worked out the bound for quantum mechanics. The Author analyzed the data. The Author wrote the paper. The Author designed and directed the project; the Author performed the experiments; the Author analyzed spectra; the Author. made the simulations; the Author developed the theoretical framework; the Author wrote the article. The Author performed the measurements. The Author. was involved in planning and supervised the work, the Author processed the experimental data, performed the analysis, drafted the manuscript and designed and made the figures.

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Originality-Significance Statement

The Author has wrote this original article based on his originality of the business approach and the existing resistance of the International Petroleum corporation to the technology of manufacturing carbon negative fuels to replace their production of fuels originating from petroleum. The reduction of the air CO2 levels towards the pre-petroleum era of the year 1900 is paramount, since our planet loses fresh water to the outer Space vacuum. NASA has confirmed that in 2010 sating that the Earth has reached the "Point of No Return" to the healthy environmental conditions suitable for life on our planet. The new family of the gas stations selling not only Carbon Negative fuels but also foods for cooking at home and commodity chemicals for the households will save a lot of time for the customers of said new gas stations.

The Author Dr. Michael V. Tyurin is the Author of this original article. In 2017 after tragic death of his wife Prof. Dr. Tyurina Aleksandra Nicolaevna his father Prof. Dr. Tyurin Vladimir Inljich decided to change his first name from "Vladimir" to "Vladislav". Therefore, the Author Dr. MV Tyurin had to change his second name from "Vladimirovich" to "Vladislavovich". ORCID # is 0000-0001-6943-6556. Contact address: Dr. Michael Vladislavovich Tyurin, CEO, Executive Chairman, President Microbial Biocatalyst International, Inc. and Inorgcarbdiesel, Inc. PO Box 300230, Houston, TX 77230. Contact Email professordrmichaelvtyurin@gmail.com.

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