

# Diesel fuel decontamination unit designed for truck market

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Operators of diesel vehicles which use fuel at the rate of 100 to 500 litres per hour (typically 100 to 500 bhp) can now eliminate breakdowns caused by contaminated fuel by installing a revolutionary fuel decontamination unit developed in NZ, patented in the main industrialised countries, used by the Royal Navy and issued with a NATO part number for one of the range.

Manufactured by De-bug Worldwide Limited, the new

L500 De-Bug unit fills a gap between the L40 and L1000 versions and is suitable for most diesel trucks, loaders and tractors. They work by pumping fuel over three ceramic magnets in series, disrupting the electronic activity of the microbial cells and causing them to die.

De-Bug's Managing Director-Robin Darling, comments that contamination of diesel fuel is becoming an increasing problem in New Zealand, and believes this is probably caused by the

spot market for diesel fuel which often sees a ship's cargo sold several times before eventual delivery, and by ships coming to our shores for delivery or servicing which sometimes bring the contaminating bacteria with them. This was the case with the Lynx fast ferry which runs between Wellington and Picton, which used a De-Bug unit fitted to a fuel pump to initially clean up the contaminated fuel it had picked up during delivery and is now fitted permanently with four L4000 units.

A Perth-based transport company, Finnimores, is currently fitting De-Bug units to all its 700 trucks, as their trials had shown that filter change intervals were extended from 15,000 km to 100,000 km by installing the units. Other benefits are typical fuel savings of two to five percent lower exhaust temperatures, enabling the engine to cope with higher loads, and exhaust emission reductions as a result of more efficient fuel burning. Typical tests conducted in Holland show

drops in smoke emissions of 32.34 percent of a BMW 2.4 litre diesel, 38.56 percent for a Volvo truck and 36.2 percent for a Hino truck.

The L500 costs \$270 including GST (The L40 costs \$90 and the L1000 costs \$378), is warranted for a year, requires only annual draining of any trapped water, is installed in half an hour, comes with fitting instructions and is available from most diesel specialists throughout New Zealand.