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# FleetWatch

OCTOBER 2005

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**NISSAN DIESEL**



## Algae-X gets the nod

**T**he persistent poor quality of diesel that is claimed to be compromising the new technology engines which require high standards of fuel has prompted one of the country's leading vehicle transporters, Van Tonder Transport Services, to fit diesel conditioning systems to its fleet of MAN trucks.

Initially sceptical about the performance of Algae-X as a diesel conditioner - because so many products have claimed to solve the problem but not delivered - Flippie van Tonder was pleasantly surprised at the outcome.

"At first I was not interested but after running a series of tests we found that the in-line fuel conditioners reduced exhaust gas temperatures by up to 50° C, reduced fuel consumption by an average of six percent and served to enhance engine life expectancy."

A decision was taken to find some clarification by means of a dyno test which proved a slight increase in power at slightly lower revs. A second MAN TGA was then fitted with an Algae-X unit on the basis of a before and after fuel consumption test and an improvement of about 6% was achieved. "We are more than happy to share our findings with other interested parties," said Van Tonder.

In the light of these results, Van Tonder has taken the decision to fit the total fleet with Algae-X technology "We have made the decision to fit the units to new



▲ **YOU CAN** bet that the owner of a rig as magnificent as this won't fit any old 'junk' onto his units. It's obvious that Algae-X has made the right impressions in this fleet.



**A fuel consumption test showed a reduction of 6%!**

vehicles knowing that the return on investment in fuel saving alone is rapid," he said, adding that the fact that Algae-X eliminates harmful emissions was a bonus in preventing pollution of the environment.

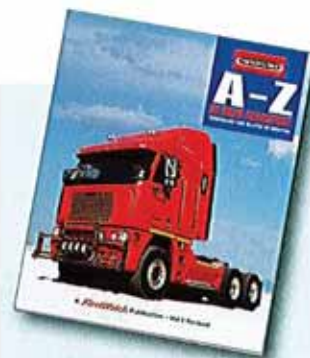
Van Tonder Transport Services is passionate about being the best specialised grain transporter in SA conveying 40 000 tonnes of grain per month. The

▲ **AN ALGAE-X** unit fitted onto one of Van Tonder's rigs.

maintenance of its fleet plays a major role in fulfilling this goal and the company employs highly skilled technicians who are kept up to date on the latest technologies that are introduced.

"We are perfectionists and set our own high standards in the belief that to offer high service to our customers, it is important to keep our vehicles on the road and not in the workshop."

What's that saying about the proof of the pudding? □



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## Tremcard Clarification

In the Dangerous Goods Special Interest Report in our August 2005 edition, we quoted Eddie Crane of EC Logistics as saying that the CEFIC Tremcard will be replaced by the TREC. Crane says this is not the case:

"The TREC requirements have been created in SANS 10232.4 which was published in December 2004. The TREC has not yet been brought into legislation as there are a number of issues that still need to be finalised. The main issue is the accreditation of the creator of the TREC. Until the TREC has been approved and brought into law via the Govt. Gazette, the only legal tremcard is the CEFIC Tremcard. Once the TREC has been brought into law, there will be two legal Transport Emergency Card versions available: The CEFIC Tremcard and the locally produced TREC."

Thanks for clearing that up for us Eddie. □