

ISSUE 107: SEPTEMBER 2011

DIESEL TORQUE

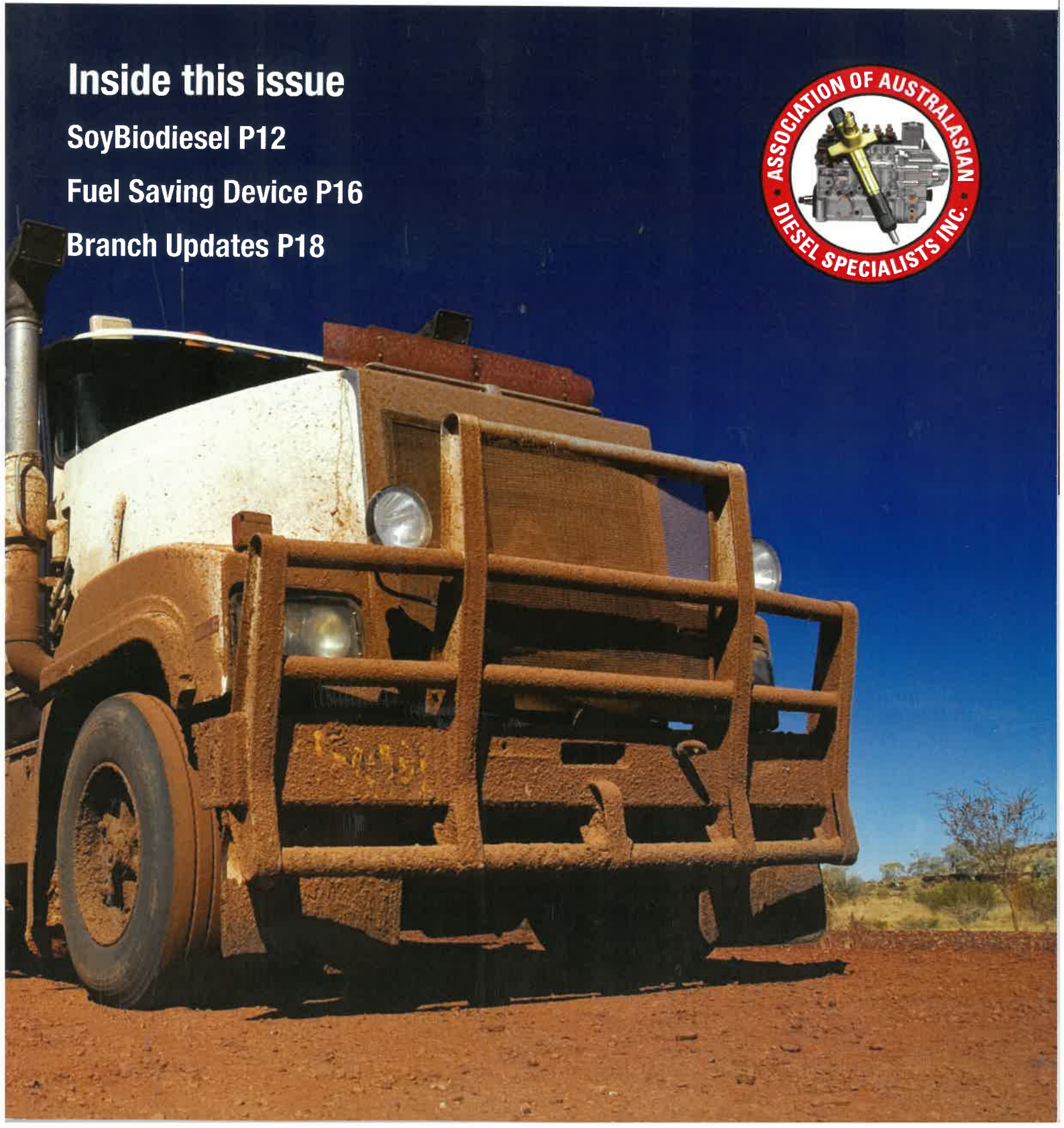
OFFICIAL MAGAZINE OF THE ASSOCIATION OF AUSTRALASIAN DIESEL SPECIALISTS INC. (AADS)

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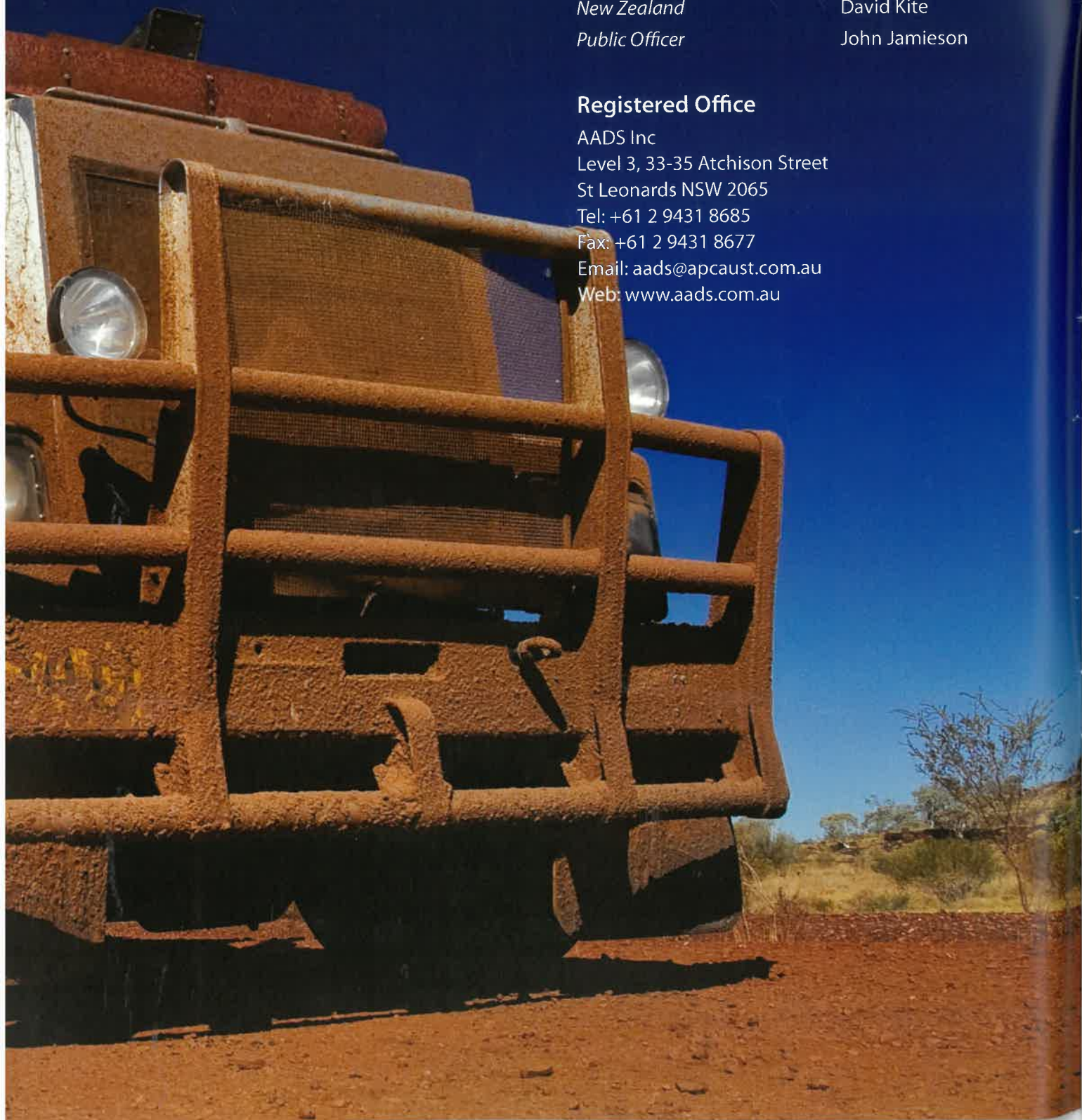


AADS Board of Management

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<i>Immediate Past President</i>	Don Wilkey
<i>Treasurer</i>	Lloyd Richardson
<i>Victoria/Tasmania</i>	Graeme Wilkinson
<i>New South Wales</i>	Neil Quick
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<i>Queensland</i>	Walter Vrbancic
<i>Western Australia</i>	Gavin Jones
<i>New Zealand</i>	David Kite
<i>Public Officer</i>	John Jamieson

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Technical information contained in this magazine is obtained from sources deemed reliable with in the industry. However, AADS accepts no responsibility for the accuracy of this information.

President's Report



The time has come to put pen to paper and vote on your new Constitution. The Constitution we have at present has stood the test of time and has worked well since it was first put in place. We have made some changes to it over the years which have been good and

bad. But as with all things, there comes a time when we need to make changes that will take us forward for the next period of time.

The Board has spent a lot of time and effort on this. We have looked at all the past workings and also how we see things moving to the future, this is why we have put the new Constitution together. Please make sure you read it and then cast your vote the way you see The Association moving into the next few decades.

I guess I can liken it to the way our service industry has changed over the past few years, we are all seeing the changes in our workshops on a daily basis, we are all taking stock of what new equipment to buy and I guess some may also have a tear in their eye for the old equipment that needs to go to scrap as it is no longer used daily, weekly or even yearly. We have to move forward and leave some things in the past. It is time that we take hold of our Association and have our Service Members running the Association for the Service Members.

On a lighter note, plans are well underway for Fiji. It will be a mix of business and pleasure so make sure when the registration forms come out that you get in early. It is a great spot so take some extra time and make a holiday out of this as well. For those of you who have not been to Fiji before, it is a great place and the people are great and they make you feel so welcome. Get your passport dusted off, and if you don't have one or yours has expired, then get the paper work done and be ready for a great time in Fiji. Bula.

I hope winter has been kind to all and you have all seen a lift in sales with hard starting engines etc. It is always a great time to make some extra dollars. It is always good when your customers call and are asking for help, rather than have to try and get them to spend that extra dollar.

That's all for now and please make sure you cast your vote for The Constitution and I look forward to see you all and I mean all in Fiji.

Mike Hurley
AADS President

Treasurer's Report



AADS would like to welcome to its Committee Lloyd Richardson.

As this is my first Report as the Treasurer, I would like to thank those who voted me in at the March AGM, which was held at the Adelaide Conference.

Members should now have received their invoice for the 2011/2012 Membership period, which are now due. If you haven't already received your invoice, please contact Kerry at the Secretariat on 02 9431 8685 or aads@apcaust.com.au as soon as possible to confirm your contact details and obtain another copy.

Many members have already paid their subscriptions – thank you to all that have paid. I stress, please don't forget to identify which company you're from when making payments so correct payments are being allocated to the correct member!!!

From both a financial and delegate perspective, the 2011 Adelaide AADS Conference was a success. Despite a much lower delegate attendance than previous years, the conference has still run at a healthy surplus. Due to some outstanding monies, the exact financial statement will be forthcoming in the December issue of *Diesel Torque*.

Next year we will be heading off to Fiji for our 2012 Conference, which will be run, once again, by the team from Conference Action. I strongly encourage you all to come along to what is shaping up to be a great event in a fabulous location with some exciting points of difference from the usual annual conference. Bring along your family and combine a fantastic industry networking opportunity with your next family holiday!

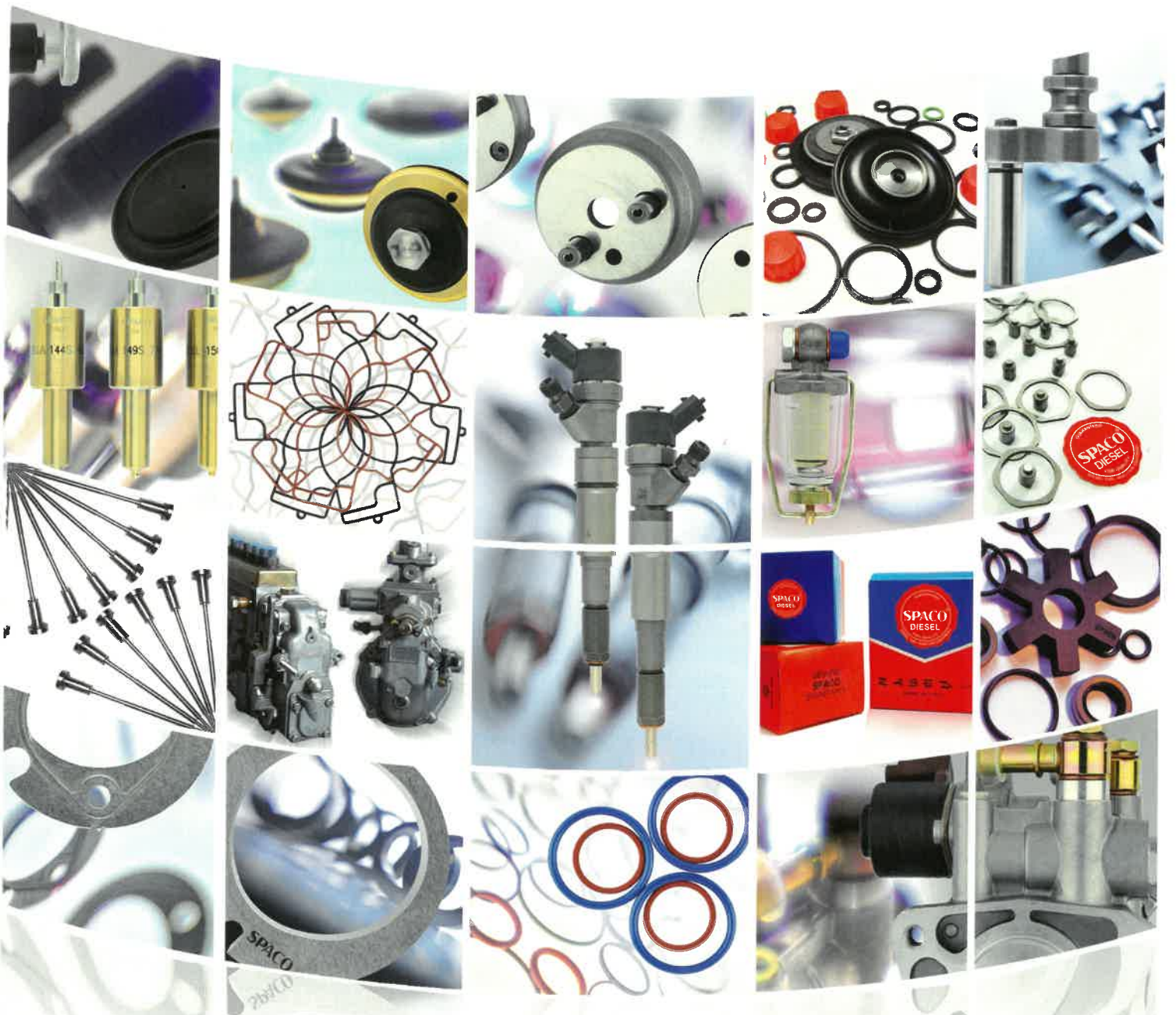
Don't forget to login to the AADS website regularly: www.aads.com.au. The more you use and comment on its functionality, the more we can change and the better it will become!!!

More importantly, please go on there to ensure that the details that are listed on the website are up-to-date. You've paid for the website, and it is, after all, a valuable e-marketing tool for your business – make the most of this resource!!!

Lloyd Richardson
National Treasurer
AADS Inc

SPACO DIESEL

Components For Diesel Fuel Injection Pumps



50th ANNIVERSARY
1961-2011



Manufactured By **R.A.S.E.D.** s.p.a
Via Padova, 183, Milano, Italy E-mail: info@rased.it
Tel: + 39 02 27 22 161 Fax: + 39 02 25 67 974
Web: www.spacodiesel.com / www.rased.it



We've reached the Crossroads

Since the publication of my article "Where is AADS heading?" in the June issue of Diesel Torque, a meeting of the Board was held on 14th July at which several amendments were made to the draft revised constitution that was released in March this year. The Board also decided to submit its final version of a revised constitution to a postal ballot of all voting members.

Because I did not get any feedback from any of the Board members on my version of a revised constitution that I had e-mailed to each of them individually in April, I have often wondered if any of them took the time to actually read it. I guess it is one of those things that only time will tell.

Has the executive officer been instructed to ensure that the revision of the current constitution is being carried out in accordance with its Rules 35 and 29? Hopefully the postal ballot paper will provide voting members with appropriate options.

Does the Board consider that this matter is now a fait accompli?

Will any voting member/s be allowed to submit further amendments and/or alterations?

Do we continue along the road that has stood the test of time (35 years) or diverge down an unknown road that is being promoted as the way to go? **It will now be up to the eligible voting members to decide.**

AADS has been unique since it was founded because, not only has its membership always been open to all facets of the diesel industry, the organisation has **always been run by and for the benefit of its servicing sector.** For instance, over the years AADS had constantly

negotiated the cost of parts with the Australian representatives of DFIE manufacturers in order to support and justify the cost of repairing DFIE for the benefit of the end users which had the flow-on effect of maintaining the viability of the servicing sector. **So where is the problem with AADS to continue being run as it has from day one by its service members for the benefit of the diesel industry as a whole?**

Apparently we are not going to know what amendments have actually been made by the Board until we receive our ballot paper. This is not good enough, why haven't the amendments been posted on the AADS website for our information? Isn't this one of the reasons why the website was originally set-up? In fact, I don't believe that the website is being efficiently used at all with news for members especially the 'Members Only' section where minutes of any meetings should be posted as soon as possible after they have been held.

When we do finally get to see the list of amendments made by the Board, it will be interesting to see if they have actually rectified the error of composing clauses in the draft that had used a mix of NSW and Commonwealth laws. **Because AADS is incorporated in NSW, its constitution must always comply with the laws that are specified in the NSW Associations Incorporation Act 2009 and Associations Incorporation Regulation 2010.**

Did the Board do anything about rectifying the voting rights of financial members? Morally and democratically all members who have paid their relevant membership dues in full should be entitled to have full voting rights on all matters relating to the running of an organisation. Is there any reason why this should not be the case with AADS? To restrict voting to service members only is in itself an undemocratic way of encouraging membership particularly when you take into consideration that **AADS service members have never been at the head of the queue of the diesel specialists but instead are right at the tail-end.**

Who then are the diesel specialists that AADS was formed to represent and be the spokesperson for at all

levels including government? Apart from the service members of AADS, there is a whole range of businesses actually involved in the diesel industry. For instance, hasn't the diesel industry always been dependent on the research and development work on DFIE being done by the various DFIE manufacturers and passed on to us via their distributor networks? Therefore, don't their Australian representatives qualify as being the first diesel specialists? Don't the same criteria apply to the manufacturers of test benches, turbochargers and diagnostic equipment? Because they can and do contribute to the benefit of all AADS members in many ways, shouldn't they all be classed as diesel specialists in their own right and eligible for admission as voting members?

What will AADS do if, in the not too distant future, some parts of diesel fuel injection equipment were to become entirely reliant on unit and/or part replacement rather than being overhauled and/or serviced? Current trends indicate that this is a distinct possibility and not just 'wishful thinking'. Would this mean the end of overhauling, servicing and testing of some DFIE as we know it today?

Has the Board made provision in its membership categories for admitting into membership those persons who do not possess DFIE servicing facilities but are proficient in the use of equipment that diagnoses faults in engine control systems and electronic DFIE? If not already, they will be recognised as diesel specialists in the not too distant future.

There is also a need to bear in mind that, in a lot of instances these days, dealers who market diesel powered vehicles and/or equipment are becoming involved by training members of their workshop staff in the use of diagnostic equipment to determine if there is a fault in the electronic DFIE system that can be repaired within their own workshops or to pre-determine if there is a need for the services of a DFIE specialist service centre. These workshop staff should be encouraged to become members of AADS so that they will learn the value of knowing the location of their nearest DFIE service member if one is needed.

I suggest that you very carefully read through the revised constitution already in your hands and the amendments that were made to it by the Board on 14th July that will be accompanying the ballot paper that is being sent to you. Then, before casting your vote, ensure that you discuss any matters of concern with fellow members and/or your local Board member.

As mentioned in my article in the June issue of Diesel Torque, I have written my version of a revised constitution that complies with NSW law and should meet the needs of AADS well into the future. If requested, I will send a copy of this constitution by email to anyone who wants one. Just call me on 08 8296 2977 or e-mail me on jurgskl@zipworld.com.au and request a copy.

On the other hand, there is an alternative. The postal ballot paper should provide members with the right to maintain the status quo by allowing them to cast a formal vote rejecting outright any or all of the proposals to revise the existing constitution. **Finally, whatever you decide, please ensure that you cast a formal vote because each formal vote is going to be vital in determining this matter one way or the other.** For the information of all members, the constitution was last officially amended on 24 November 1994.

Yours in service,

Keith Jurgs (Honorary Life member)

Tel: 08 8296 2977

Email: jurgskl@zipworld.com.au

Do you have something to say? Email: aads@apcaust.com.au

Dear Sir/s,

All of the members should have cause for concern over the position of Treasurer that has been listed as a Board member in issues of Diesel Torque since 2008. The reason for concern is that no such position should actually exist in the composition of the Board because it has not been defined as such in Rule 15.1 of the current Constitution that appears on the website.

How many voting members and particularly Board members realize that as a result the Board has obviously been in breach of the Association's Constitution since sometime in 2008? No doubt any members reading this letter will be wondering how this was allowed to happen.

It apparently all began with the discovery by the Board of the mismanagement of the Association's finances before and after the Convention that was held at the Royal Pines Resort on the Gold Coast in 2007 by whoever had been appointed to the role of Executive Officer at the time. Naturally this discovery would have been of great concern to the Board at that time. Fortunately, a member (who was a qualified accountant) offered to sort out the problems with the financial records. The Board gratefully accepted this offer and, in accordance with Rule 17.1.5, it decided to co-opt the member onto the Board until such time as the financial records had been straightened out. This decision complied with the requirements of the Constitution.

The breach of the Rules occurred when the Board made a decision to create the position of Treasurer on the Board sometime during 2008. Unfortunately the Board did not take into consideration that under Rule 15.1 there was not any provision for such a position. In order for such a position to be established, the Constitution would need to have been amended as defined in Rules 29.1 and 35. The necessary amendment had never been effected, therefore the pseudo position of Treasurer has always been in breach of the Rules and consequently invalid.

The co-opted member eventually sorted out the Association's finances and, for all intents and purposes, should have tendered his resignation to the Board when

Australian Professional Centre (APC) were appointed sometime in 2008 to fill the role and duties of Executive Officer (now known as the Secretariat) replacing PAMS who had previously been appointed. Following the appointment of APC, were there two (2) people looking after the Association's financial affairs from sometime in 2008 until the beginning of this year? It would be interesting to find out whether or not this was the case. The co-opted member did in due course resign from his role as a co-opted Board member prior to this year's Convention.

The Board is now continuing to breach the Association's Constitution with its recent appointment of another member to the pseudo position of Treasurer as shown in June's issue of Diesel Torque.

For the information of all members, Rule 35.1 of the Constitution registered with the Department reads as follows – "The statement of Objects and/or any of these Rules may only be amended, added to or rescinded by a special resolution vide Rule 29.1 (specifying such alterations) being submitted to all voting members by postal ballot".

By carefully reading the above wording (particularly the underlined parts), it is quite obvious that there is no provision in Rule 35.1 that gives the Board the authority to have the existing registered Constitution revised and/or re-written. A revision of the Constitution can only be carried out if all voting members (at a special general meeting or by postal ballot) pass a resolution stating the reasons why there is a need for a review of the Constitution and authorising the Board to do so.

In view of the foregoing, the re-written and/or revised Constitution that was released by the Board at the AGM last March and further amended by the Board at a meeting held in July are in breach of the Rules and, at law, could be found to be illegal.

I trust that your members will accept the above comments in the spirit in which they have been written so that they all realize the importance of having at least a working knowledge of the Association's Constitution.

Yours in service,

Keith Jurgs (Honorary Life member)

Tel: 08 8296 2977

Email: jurgskl@zipworld.com.au

FUEL INJECTION FOR THE BODY AND SOUL

Leonie's Guilt Free Cheesecake



Here is a recipe for divine and delicious, nearly fat free, gluten free and guilt free, summer yummy cheese-cake. Time taken is minimal also.

INGREDIENTS

250 x 2 packs Philly cheese
250 x 1 pack ricotta, low fat
3 eggs
40ml vanilla essence
3 tablespoons Splenda sugar substitute
1 punnet strawberries or blueberries
4 teaspoons honey
1 glass Chardonnay (Kimmy)

METHOD

Blend cheeses, vanilla, sugar, and eggs.

This can then be poured into either an eight inch pan, lined with baking paper, or for individuals a tray of eight to ten mini bar cake large Muffin pans.

Remember to cut a piece for the bottom so they don't stick if using individual trays.

Bake at 160°C until it has risen, and cracks start to appear, about 65mins.

Allow to cool in the oven. Pour wine and enjoy.

When your glass is empty, mash the fruit with the Honey and pour over top of cheesecakes and if you like a sprig of mint for garnish!

Too easy!

You can be a little generous with some portions and not stick to quantities, e.g. the wine.

And like every good cafe says religiously now...Enjoy.

GCG TURBOS

We are pleased to announce the release of the first comprehensive Passenger Vehicle & Light Commercial Turbocharger applications catalogue here in Australia, after months of research and collating the 61 page catalogue is now available for free distribution.

This catalogue references all OE Manufacturers with turbocharged vehicles from A-Z, indicating year, horsepower, engine size and model, and of course the applicable turbocharger found on the OE application. This is a useful guide for every work shop in Australia, and will be seen as the Bible for the industry over the coming years.

FREE copies are available by contacting GCG Turbo's on 1300TURBOS or sales@gcg.com.au

GCG TURBOS
AUTOMOTIVE & LIGHT COMMERCIAL - EDITION 1

TURBO SOLUTIONS

Important Notice on Warranties Against Defects

Australian Competition & Consumer Commission (ACCC)

The Australian Consumer Law (ACL) was introduced as a single national consumer law on 1 January this year. The ACL is supported by the Competition and Consumer Regulations 2010 (the Regulations) which contain additional requirements that businesses must follow to comply with the ACL, including requirements relating to voluntary warranties against defects offered by businesses.

Suppliers or manufacturers regularly offer voluntary warranties, or sometimes referred to as manufacturers warranty with their goods as a way to distinguish their product from others in order to gain a competitive advantage. These promises are called warranties against defects under the ACL.

As from 1 January 2012 a business must not offer a warranty against defects unless it complies with the following requirements:

- **Concisely state:**
 - a) what the person giving the warranty must do so to honour the warranty.
 - b) what the consumer must do to be entitled to claim.
- **Include the following statement:**

"Our goods come with guarantees that cannot be excluded under the ACL. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure".
- **Prominently state**, in relation to the person giving the warranty, the person's name, business address, telephone number and email address (if any).
- State the period or periods within which a defect in the goods or services to which the warranty relates must appear if the consumer is to be entitled to claim the warranty.
- **Set out the procedure** for claiming under the warranty including the address to which the claim may be sent.
- **State who** will bear the expense of claiming the warranty and if the expense is to be borne by the person who gives the warranty, how the consumer can claim expenses incurred in making the claim.
- **State that** the benefits to the consumer given by the warranty are in addition to other rights and remedies of the consumer under a law in relation to goods or services to which the warranty relates.

It is important to note that 'warranties against defects' are provided in addition to consumer guarantees, and do not displace them.

You can access further information on warranties against defects at:
www.accc.gov.au/content/index.phtml/itemId/996742

This link provides information material relating to the warranties against defects requirements for businesses.

The ACCC invites you to pass this information on to your members, or anyone else you think should know this information. We also encourage you to include it in any periodicals, newsletter or website updates you may provide to members. If you would like additional information for inclusion in such updates, please let us know.

If you need more help or advice on this issue, you may contact the ACCC Infocentre on 1300 302 502 or the ACCC Small Business Helpline on 1300 302 021.

If you would like to subscribe to receive free regular updates from the ACCC on small business issues please fill in the application form opposite and either email to smallbusinessinfo@accc.gov.au or fax to (03) 9663 3699.



Australian
Competition &
Consumer
Commission

Subscription form

ACCC Small Business Information Network

The ACCC Small Business Information Network is a free information service keeping subscribers informed of recent trade practices updates which relate to the small business sector.

SUBSCRIBER DETAILS:

Name

Organisation/business

Position

Postal address

Telephone number

Facsimile number

Email

Please Note: All correspondence will be sent via email.

Please tick the appropriate box to describe the nature of your business/role:

- | | |
|---|--|
| <input type="checkbox"/> retailer | <input type="checkbox"/> legal adviser |
| <input type="checkbox"/> wholesaler/distributor | <input type="checkbox"/> government agency |
| <input type="checkbox"/> business association | <input type="checkbox"/> other, please specify _____ |
| <input type="checkbox"/> business adviser | |

Please indicate the industry you operate in (if applicable)

Privacy

The information supplied by you on this form will not be released or used for any purpose other than to notify you of ACCC franchising information network updates.

Send your completed form to:

Australian Competition and Consumer Commission

PO Box 520, Melbourne Vic 3001

or fax to (03) 9663 3699

or email smallbusinessinfo@acc.gov.au

For help or more information, call the ACCC Infocentre on **1300 302 502**.



Soybiodiesel®

Enhancing the food supply and fuel independence of Australia

Immediate and substantial emissions reduction can be achieved by simply transitioning from straight fossil fuel to Soybiodiesel® use in any diesel application. Without change to existing infrastructure, without the need for engine modification and at no extra cost of purchase Soybiodiesel® use will deliver a simple and effective method of achieving reduction targets and a healthier environment for the future.

National Biofuels Group Pty Ltd ("NBG") www.natbiogroup.com is an Australian Company headquartered in Sydney with its subsidiary located at Port Kembla NSW, National Biodiesel Ltd ("NB") www.natbiodiesel.com.au. NBG has a firm commitment to "enhancing the food supply and fuel independence of Australia".

The choice of Soybean as a feedstock for biodiesel production positions NB as an Australian manufacturer that does not compete with food crops within this new

industry. Rather it expands them. The evolving issues of future agricultural sustainability represent a challenge as well as an opportunity. Food security has been identified as a global phenomenon several years ago. Its growing prevalence provides the backdrop to the NB production opportunity which closely aligns with Australia's energy security as a core theme and will help reduce our Nation's reliance on foreign oil.

NB, having chosen Soybeans as the feedstock of choice due to the outstanding quality of the derived biodiesel, and the extensive synergies this staple protein source brings to the Australian economy, is set to become the largest biodiesel producer in Australia. Additionally, NB will become one of the largest Agri-Processing entities in Australasia. NB is not looking to "rock the apple cart" in rice and cotton growing areas expecting that much of the expanded soybean cropping would come from using soy as a rotational crop rather than competing directly with rice and cottons for land and water. As a

What is Biodiesel?

- Biodiesel is a clean burning alternative diesel fuel, produced from renewable resources
- Biodiesel can be manufactured from a variety of feedstocks including virgin vegetable oils; tropical seeds; animal fats; and used cooking oils (UCO)
- Biodiesel is made through a process called transesterification which separates the glycerine molecule from the feedstock oil/fat
- Chemical Name: FAME = Fatty Acid Methyl Ester

Why Soybeans?

- Primary source of protein meal globally
- Food Accredited –4:1 (Food to Fuel ratio)
- Positive Energy Yield of 4.56:1 (the highest of all Biodiesel feedstocks)
- SBM constitutes 80% of our Port Kembla production
- SBM produced will supply the Australian market
- Consistent quality feedstock oil for Biodiesel production
- Most widely used feedstock oil for the production of BQ-9000 Biodiesel

- Replacement of SBM imports from South America into Australia
- Over 12 Billion litres Biodiesel consumed in USA –(85% Soybiodiesel®)

Operational Benefits

- Reduce GHG and CO₂ emissions/footprint across group operations
- Improved Workplace Health and Safety Benefits
- Reduced Exhaust Odour and Particulate Matter
- Seamless Transition from Petroleum Diesel
- No Additional Infrastructure Costs
- Approved Product for use

Terminology

- B5: Diesel containing 5% Biodiesel
- B20: Diesel containing 20% Biodiesel
- B100: 100% Biodiesel
- Feedstock: Oil or fat used to produce Biodiesel
- CFPP: Cold Filter Plugging Point



legume it adds nitrogen to the soil naturally and could provide a disease break for existing crops.

There are a number of businesses throughout the Country that have already adopted Soydiesel® as the preferred fuel source for their operations, not only for the many benefits this premium biodiesel delivers but also as an adjunct and commitment to fostering rural agricultural growth within Australia. NB is expanding its Soybiodiesel® distribution to an increasing customer base commensurate with an increased awareness as to the many benefits that this premium quality fuel delivers.

Soybiodiesel® and Soydiesel® blends are currently available and being bulk distributed in NSW, Queensland, ACT and Victoria.

".....Refuelling Solutions have successfully trialed and operated its Sydney fleet on a B20 blend of Soybiodiesel and as a result have instigated a new "Future Fuels" strategy endorsing Soybiodiesel as a new product to market for our group of companies."

Gregory Strom, Refuelling Solutions Group

".....as a result of a field trip to the US, we became exposed to soy based biodiesel being used over there and we were surprised at how many organisations were using it and furthermore, how trouble free and favourable soy based biodiesel is."

Mark Robson, Robson Civil Projects



Jon Stanhope MLA
CHIEF MINISTER

MINISTER FOR TRANSPORT MINISTER FOR TERRITORY AND MUNICIPAL SERVICES
MINISTER FOR BUSINESS AND ECONOMIC DEVELOPMENT MINISTER FOR LAND AND PROPERTY SERVICES
MINISTER FOR ABORIGINAL AND TORRES STRAIT ISLANDER AFFAIRS
MINISTER FOR THE ARTS AND HERITAGE
MEMBER FOR GINNINDERRA

MEDIA RELEASE

152/11

4 April 2011

WASTE MANAGEMENT COMPANY CLEANS UP

Chief Minister and Minister for Territory and Municipal Services Jon Stanhope today praised the initiative of SITA Environmental Solutions in moving to adopt cleaner fuels for its trucks.

“One of the ACT Government’s main targets in creating a cleaner Canberra is reducing transport-related greenhouse gas emissions and I am pleased to see SITA helping us achieve this aim.”

SITA has announced that its Hume Service Centre has been installed with a 26,500 litre tank that will provide its fleet of 21 collection vehicles and four light vehicles with premium quality soybiodiesel B20, a naturally-derived diesel substitute.

This follows on from the introduction of soybiodiesel at its Campbelltown Service Centre in Sydney in January which provides fuel to 21 recycling and general waste collection vehicles.

SITA estimates that the use of the soybiodiesel at the Hume will see an annual reduction of 270 tonnes of CO2 equivalent emissions, the same as taking 65 cars off Canberra’s roads each year.

Greenhouse gas emissions from transport represent about one quarter of the ACT’s total emissions, second only to those from electricity generation.

The ACT Government already has in place several strategies to reduce emissions from transport. The Sustainable Transport Plan sets a target of having 20% of journeys to work made using sustainable transport modes by 2011, and 30% by 2026.

The Government is also supporting the introduction of an electric vehicle network in Canberra, is introducing low emission vehicles into the ACTION bus network and has instituted lower stamp duties for new low emission cars through the Green Vehicles Duty Scheme.

“Through these kinds of initiatives, the Government is leading the way in helping the ACT’s transport network become as clean and sustainable as possible,” Mr Stanhope said.

“But this is not something we can do alone which is why it is encouraging to see major companies such as SITA also pitching in.”

Statement Ends

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NEW RELEASE

Meeting the Needs of Heavy Commercial Diesels



Delphi, the supplier of choice for many of the world's leading commercial vehicle manufacturers, has recently released its remanufactured Electronic Unit Injector (EUI) exchange program for Caterpillar 3406E, Cummins Celect, and Detroit Diesel Series 50 and 60 engine applications, into the Australian and New Zealand aftermarkets.

With an extensive network and customer base in North America and around the world, including many of the leading OE manufacturers such as Volvo, Mack Trucks, Paccar, Caterpillar, Cummins, Detroit Diesel, John Deere, Case New Holland and Agco, Delphi is proud of its OE heritage and customer focused approach.

Delphi's remanufactured EUI program offers high quality parts that can be used with the same confidence manufacturers have in original equipment applications.

Delphi's superior remanufacturing expertise is gained from years of partnership with major OE diesel manufacturers, making them the perfect choice to produce remanufactured products for diesel fuel injection components such as EUI. Highly trained technicians and engineers remanufacture and test all products in Delphi's USA ISO9001:2008 certified compliant facility to ensure the highest quality in each and every remanufactured injector. To further prove Delphi's confidence in its products, all Delphi remanufactured products have a minimum twelve

month warranty policy to further enhance the product range.

"After ten successful years of remanufacturing in the USA and distribution throughout North America and Europe, Delphi is now looking to expand the availability of the product range to markets where Caterpillar, Cummins and Detroit Diesel are well established.

Australia in particular has a very large engine parc of these brands, which will give the aftermarket a world class remanufactured alternative," says Wayne Dunning, Chief Executive of Diesel Distributors who distribute Delphi Diesel products in Australia and New Zealand.

"The range of this Delphi remanufactured EUI product is available throughout Australia and New Zealand from all Delphi diesel fuel injection Service Dealers and from Heavy Commercial aftermarket resellers."

Fuel-saving device wins gold for Frank Will

A Deakin University invention that uses waste heat to slash car fuel consumption has been recognised with a Gold Award by the Society of Automotive Engineers Australasia (SAE-A).



Geelong-based engineering researcher, Frank Will, received the SAE-A Automotive Excellence Gold Award from the Victorian Manufacturing Minister, Richard Dalla-Riva, at a presentation dinner in Melbourne this month.

Mr Will said that he felt blessed to win this prestigious award, especially considering his invention was compared with entries from some of Australia's – and even the world's – largest automotive companies including Robert Bosch and GM Holden.

"This award is not only acknowledgement for my work but for my family and colleagues who have supported me. Without them the invention would not have been possible," Mr Will said.

"I am sure that this award will help to generate even more interest in the system so that it can be put into production much faster."

The winning system invented by Mr Will and his team uses waste heat to reduce car engine friction by warming the engine oil to its optimal operating

temperature. The prototype has demonstrated fuel consumption savings of more than seven per cent.

Car engines typically waste about 80 per cent of the fuel consumed, with only 20 per cent of the fuel's energy used to drive the car forward and the rest is lost as heat.

Mr Will believes the Deakin system – which is tentatively named OVER7™ – represents a smarter approach to vehicle engine design.

"One of the most important features of our system is that it doesn't have to heat all the oil in the sump. Instead, it heats the active oil in the engine lubrication system making the overall heat transfer process much more efficient," Mr Will said.

"The system also has the potential to be retrofitted to existing engines and we don't think it will require big changes to fit it.

"We also think the system will be suitable for a range of vehicles, including diesels, hybrids and alternative fuels."

The research team is now working on further testing with car manufacturers and their suppliers to optimise the technology to best suit their needs.

"One of the most important features of our system is that it doesn't have to heat all the oil in the sump. Instead, it heats the active oil in the engine lubrication system making the overall heat transfer process much more efficient"

Fresh science boot camp for Frank Will: www.deakin.edu.au/research/stories/2011/07/07/fresh-science

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Branch Updates



Leanne Coleman *QLD Branch*



With the floods and cyclones behind us, our Queensland spirit is still strong. Maybe that's because we won the State of Origin!

For some wholesome news, the industry seems to be moving again which is great after all the natural disasters here and in the world. It's refreshing to hear some positives in the diesel fuel injection industry.

For any of you that have been affected or know someone that has I can only hope that they are now over the worst.

We are in the process of organising a Queensland meeting which will be held in late September. It's been a while since a Queensland meeting so we would appreciate all members making the time to attend. Further details will be provided. At this stage there is no real activity to report with QLD members.

Until then, that's all from Queensland!





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Neil Quick *NSW Chairman*



Hi everyone. I have been talking to a few shops and it appears that the majority of members are booked out for weeks which is good to see in this economical climate. It would be a good idea to put some monies away and save to register to have a relaxing 2012

AADS Conference in Fiji. Let ones hair down with good company and forget about work for awhile.

NSW will conduct its next member meeting/AGM on the 5th November 2011 in Orange. I encourage as many members as possible to attend but you will have to get in early for your accommodation. It appears Orange and the surrounding district is having a bit of a mining boom and the different mines seem to be grabbing all the spare accommodation. This would have to be good for the district and the shops in that area so let's hope it continues.

I also encourage any members that have any technical advice/ info or anything that they want to say to put pen to paper and send it to the secretariat. This will help the magazine to continue with hopefully some useful information.

David Kite *NZ Chairman*



By the time Diesel torque comes out we will have had our New Zealand annual conference. So, to all our sponsors : Simms, Diesel Distributors, Ventura, Alltech, Bosch and Denso. A big thank-you for your input. To those that have helped me with the organising,

Thank You.

The last few months have been busy for me, organising the conference and running my business so I haven't had much of a chance to do anything else. The AADS has been trying to give some money away to assist with apprentice training, I have requested people with apprentices to contact me but have had no response.

I hope to have this discussion among other topics at the Annual General Meeting.

Thats all for now, will put together some pictures and a write up on how the conference in New Plymouth went.

A man goes into a restaurant and is seated. All the waitresses are gorgeous. A particularly voluptuous waitress wearing a very short skirt and legs that won't quit came to his table and asked if he was ready to order, "What would you like, sir?"

He looks at the menu and then scans her beautiful frame top to bottom, then answers, "A quickie."

The waitress turns and walks away in disgust.

After she regains her composure she returns and asks again, "What would you like, sir?"

Again the man thoroughly checks her out and again answers, "A quickie, please."

This time her anger takes over, she reaches over and slaps him across the face with a resounding "SMACK!" and storms away.

A man sitting at the next table leans over and whispers, "Um, I think it's pronounced 'quiche!'"

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MTQ — Melbourne
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United Fuel Injection — Perth
Walz Diesel — Sydney
West End Diesel — Sydney

Common Rail Pump—DFP3 Australia

AG Diesel — Melbourne

Common Rail Injector C2i Euro III

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Diesel Australia — Brisbane
United Fuel Injection — Perth
West End Diesel — Sydney

Common Rail Injector—C3i Euro IV

Diesel Australia (Nov 2010) — Brisbane

Electronic Unit Injector—A and AO Series Australia

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B and M Fuel Injection — Sydney
Fremantle Fuel Injection — Fremantle
Highway Diesel — Brisbane
Lismore Diesel — Lismore
Sydney Diesel Centre — Sydney
United Fuel Injection — Perth
Walz Diesel — Sydney
West End Diesel — Sydney

Electronic Unit Injector—E1

Highway Diesel — Brisbane
Lismore Diesel — Lismore

Common Rail Pump—DFP1 New Zealand

Alltech Diesel — Auckland
Diesel Progress — Palmerston North
Diesel Services — Auckland
Diesel and Turbo — Wellington



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Diesel Distributors Training 2011

Service Dealer Training

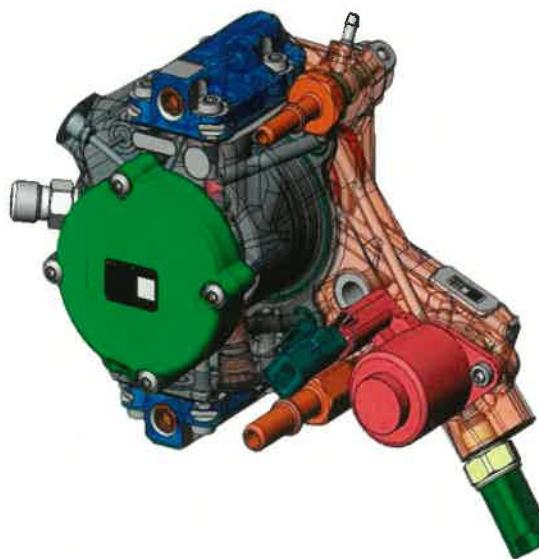
It has been a busy but productive year for the Diesel Distributors Training Centre with a number of courses taking place throughout 2011. The emphasis of this year's training was on the Delphi and Stanadyne service dealer networks and bringing members up to speed with current and latest fuel injection technologies.

STANADYNE[®]



It is a prerequisite for Stanadyne Service Dealers to employ one certified technician and with staff changes over the years it was necessary for a number of dealers to attend training. As a result Diesel Distributors offered Stanadyne Service Dealer training consisting of a three day course in April, June and September. Stanadyne courses are based on its factory training and are particularly useful for apprentices as they cover basic diesel engine/fuel system fundamentals as well Stanadyne's DB4 and Target range of mechanical pumps.

Delphi Service Dealer training featured two five day blocks covering a comprehensive range of Delphi products. Topics included DP200 and DP210, Common Rail Systems and Electronic Unit Injector. The subjects were fairly in depth covering all aspects from principles



of operation to service and calibration. Next year we hope to provide dealer training on two new Delphi products, DFP3.0 Common Rail Pump and E1 Electronic Unit Injector making use of Delphi IRIS software.

Unfortunately we have provided little in the way of Allmakes training this year except to release a web document on the repair and test of Denso Common Rail Injectors. This can be downloaded via the Diesel Distributors website.

In general training for 2011 has been a success with quality courses delivered and high attendance. The importance of training cannot be emphasised enough

and we are currently planning courses for the 2012 calendar year. Add value and confidence to your business and staff by attending a course next year.

Delphi Decentralised Factory Training

Decentralised training by representatives from Delphi and Hartridge Ltd was hosted by Diesel Distributors in August of this year.

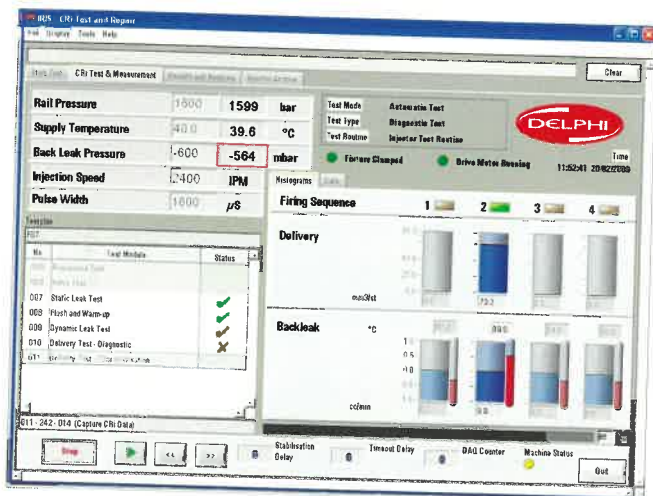
Run over two weeks the event was attended by service dealers from the Australian, New Zealand and Asia Pacific regions. The importance of training is recognised by Delphi and this event provided the opportunity to view the latest in Delphi products and authorised repair solutions as well as the recent equipment releases from Hartridge.

These included technologies for:

- DP200 and DP210
- E1 and E3 Series Electronic Unit Injector
- HB401 Automatic Pressure Control (CR Pump)
- DFP3.0 Common Rail Pump
- DFI1.0 Common Rail Injector

More importantly the event showcased Delphi's new calibration software - IRIS. This was originally released in 2007 solely for calibration of common rail injectors on the Hartridge Cri-PC Test Stand. This format was further expanded to encompass Electronic Unit Injector calibration and more recently the calibration of both common rail pumps and injectors on AVM2-PC Test Stands.

IRIS provides authorised calibration and diagnostic data for both common rail pump and injector. It also enables the generation of C2i and C3i calibration codes, a feature used on Delphi common rail injectors. A key aspect of the IRIS software is its automated test plans which provides operators with ease of use and reduced test times.



DIESEL TORQUE

OFFICIAL MAGAZINE OF THE ASSOCIATION OF AUSTRALASIAN DIESEL SPECIALISTS INC. (AADS)

Editorials Required

Diesel Torque is your magazine. Currently most articles are submitted by your respective State Chairmen and members of the National Committee.

We would encourage the members to submit any articles of interest that everyone would enjoy reading. It does not necessarily have to be technical, diesel or turbo oriented. We are looking for articles of interest across the board to all who read our magazine. Write an article of interest, find an article that you think would help others and submit it to your State Chairman for publication.

- All submissions can be sent to the following email address aads@apcaust.com.au
- All pictures should be sent separate from text, preferably in jpg format and all articles written in Word.
Do not embed images into the word document.

Help yourselves to your own magazine and think how you can contribute to make it something that is of interest to your fellow members. This is your association, make it a success. We look forward to receiving your contribution for the next publication.

**Help Yourself,
It's Yours.**



Apprentice Training

At our last Board Meeting, all the State Chairmen agreed to contact their Training Organisations and find out who the AADS need to write to so we can get a hold on who is who in the zoo.

This is the first approach and then State by State we will start moving up the ladder. This will enable us to get a full understanding of what is going on and this way it should, in the end, lead us to the top of the pile. We are hoping that this will be one organisation so that we can then work from the top down and get the training that our apprentices do to be recognised by each State and the National Body if indeed there is one.

We know this will take some time to get there and then back down to the State level, but we see it is the only way to cover all bases. There is no way to short cut this because if we do, we will end up on the wrong track in one State or more and be back where we started from.

Mike Hurley
President

Cellarmasters
PASSIONATE ABOUT WINE



AADS has recently subscribed to the Cellarmaster Community Network, to give members access to great wine at great prices. All the big brands are on offer, together with a number of boutique wines and exclusive labels.

AADS Members get a \$50 discount voucher for wines on the Cellarmasters website plus 5% discount on further orders to already discounted prices.

Check the AADS website for more details on this offer!

**COMING UP – NEXT ISSUE
OF DIESEL TORQUE**

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**AADS
MEMBER PROFILE**

We strongly encourage you to submit an entry for a member profile. It's a good way to advertise your business through this medium.

This section will detail items including the following:

- Name of business and Owner/ Manager
- A brief history of the Owner/ Manager – including qualifications, work experience etc
- A photo of the business employees/ workshop
- What does the business specialise in?
- How long has the business been established?
- How many staff does the business have?
- Where are they located?
- Any other interesting facts about the business

**Please submit all entries and information to the AADS Secretariat:
aads@apcaust.com.au**



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