

Dear Robert

As you know, I had your Eco-Gas system installed in my Diesel powered Musso just before Christmas 2007. I was attracted to your particular system as I am very uncomfortable about sending a flammable LPG/air mix through a red-hot Turbocharger. Unlike some other Diesel/LPG conversion systems, your system of injecting the LPG into the manifold after the turbo avoids this.

Although the Musso uses the older, mechanically injected 2.9 litre, 5 cylinder Mercedes Diesel motor, the results of the conversion have been excellent to say the least. Since early January 2008, we have been travelling around Australia with our caravan, visiting South Australia, Victoria, inland NSW and Tasmania so far.

We have experienced heat (up to 52 degrees!), cold (it snowed in Hobart when we were there), have driven to the top of Mt Wellington near Hobart (almost 1300 metres or 4200 feet high) and crossed the Tasmanian high country, towing the caravan up and down the sides of mountains at up to 800 metres or 2,500 feet above sea level. Whether at sea level or in high country and with, or without, the van on the back of the Musso, the improvement in drivability of the car is incredible. Without the van in tow, 1<sup>st</sup> and 2<sup>nd</sup> gears now seem too short! It almost feels like a petrol powered vehicle to drive. All lethargy (that most Diesels exhibit) is a dim, distant memory and hills can be tackled at least one gear higher than before.

When off-road, the Musso now scrabbles for traction in 2<sup>nd</sup> gear, High Range 4WD on gravel and, in 2WD on gravel, the Traction Control Unit has no show of controlling the power she now has. I always keep good records of fuel usage and costs while travelling. I have worked out that, on average, your Eco-Gas system is saving me the equivalent of between 3 and 4 litres of Diesel per hundred kilometres in reduced fuel usage. With Diesel averaging \$1.50 per litre during our travels, this translates to a saving of about \$5.00 for every hundred K's. Additionally, my average cost per litre for fuel has been reduced by about 10%, saving another \$2 per hundred Kilometres giving an overall saving of about \$70 for every thousand kilometres. Over the 19,000 kilometres we have travelled on this trip to date, that means that I have saved \$1,330 off my fuel bill thanks to your Gas System. Over the 40,000-odd kilometres that the full trip is planned to last, I expect my fuel bill to be about \$3,000 less than it otherwise would have been. I'm sure anyone would agree that this is a considerable saving.

On top of the savings, transformation in the driving of the vehicle needs to be experienced to be appreciated. I have given a few fellow Diesel powered Musso owners a drive of mine while travelling around the country and they cannot believe the difference between my Diesel/LPG powered one and their own straight Diesel versions. The overall results so far for my Musso are 12% improvement in Power and 16% improvement in torque (as measured on a Dyno), 10% reduction in fuel costs (per litre – average cost of Diesel and LPG over the same number of litres of Diesel) and 19% increase in economy.

I am a VERY happy convert to Dual Fuel Diesel/LPG usage. Thank you!

Yours sincerely

Dave H  
WA