



Salutations David

I thought I'd let you know what's happening with the fuel saving device you fitted to the car. I haven't contacted you for a while, as I've been very busy, (you'll deduce that from the miles I've covered) and I wanted a little time to make sure things were consistent (in terms of filling up and usage).

I adopted the NRMA recommended method of refuelling and calculating, which is:

- It's easy to work out your car's fuel consumption.
- Next time you fill up, wait for the nozzle to click and stop pumping fuel into your car's tank
- Then give it a few seconds for the fuel to settle, and top the tank up until the nozzle clicks again
- The shape of some fuel tanks and filler necks sometimes means that the tank will take another litre or two, after the nozzle clicks off the first time, before it's actually full
- Use this procedure while you're doing your consumption calculations and they'll be accurate, because your tank will always be filled to the same level each time. Don't, however, overfill it to the point where petrol is visible in the filler neck itself.

There's no need to note how many litres the tank takes at this stage.

- Set your car's trip meter to zero, and go about your normal driving routine
- Next time you fill up, record how many litres your car has used and divide this by the distance shown on your tripmeter, for a consumption figure expressed in litres per 100 km, the standard quoted in Australia.

Here's an example: Your car's tank takes 46.8 litres when you fill it up. The tripmeter shows 365 kilometres. Divide the kilometres driven by 100, to get, in this case, 3.65. Then divide the litres used by this number -- so here the calculation is 46.8 divided by 3.65 -- and you get a consumption rate of 12.8 litres per 100 kilometres.

I also switched fuel types at the end of March, changing from premium unleaded to standard unleaded. As you know, the vehicle is a 2006 build, 2007 delivered BF Ford Falcon XR6 Turbo Sedan. Apart from your device, two extra power points (for a fridge and iPod) and a tow bar, no other alterations have been made to the car.

The stated government fuel consumption figure is 12.5 litres per 100 kilometres, which is a far better than the indicated consumption when I first took delivery of the car (a low mileage - 17,850kms - second hand vehicle). At that stage, the trip meter indicated the car had a range of 375kms for a full tank of fuel (68 litres), which equated to 18.33 litres per 100kms. However, I was in the retail car industry for some 15 years and knew very well that the sales people and technicians would have been having fun with it and therefore I would dramatically reduce that fuel consumption figure.

The main advantage of the 4.0litre six cylinder Falcon XR6 Turbo, is that you have the power and torque of a large V8, with far better fuel consumption. In practical terms, this equates to an enormous safety margin for overtaking and absolute ease in towing.

The car is based in the small village of Dowerin in Western Australia, 165kms from the capital city of Perth, however I am constantly on the road on business between the two places. The route I use is also constant - Dowerin to Perth via Goomalling and the Great Eastern Highway, with a mix of suburban and CBD miles during the usual business day. I should also point out that I have very deliberately NOT altered my driving habits - I'm a "press-on" sort of bloke.

For obvious reasons, one must be careful about specifying exact cruising speeds and obviously I try to adhere to the gazetted limits (and always do so passing through small towns), however on the open quiet roads, I have occasionally accidentally found myself cruising over the limit. Again one must be careful in what one says, however it would be extremely easy with this particular engine, to pull out and pass a B-Train at 100km/h and find yourself doing 160km/h as you pass the prime mover. You'd actually be on the brakes as you tuck back in. Currently my annual average is 57,000kms per year and that doesn't include weekend travel sometimes spent on my motorbike, or in my classic car. Now there's a point, maybe we should put them in both of those? They're going to do the Matso's Run in the Kimberley in mid May! Anyhow, that's the picture for my average day on the road.

As you're aware, the device was installed on Monday 25th February in Adelaide and I immediately set off across the desert for Western Australia. Although I did take readings and early results were promising - refuelling at Ceduna, indicated 10.6 litres per 100kms, I also had a "bit of fun" now and then, so I decided that I'd wait until I was back in my routine before collating what I felt would be usable data, then just a week after I came home, I had to fly to New Zealand for several days. However I've now had over a month back to my regular schedule and mate the results are bloody interesting. These are my figures for the period 27th March 2008 - 16th April 2008.

27th March: 86.6 litres 869.4kms = 9.96 litres per 100kms

30th March: 42.85 litres 408.4kms = 8.85 litres per 100kms

3rd April: 15.2 litres 122.9kms = 12.36 litres per 100kms

5th April: 33.15 litres 336.1kms = 9.86 litres per 100kms

6th April: 49.11 litres 471.5kms = 10.42 litres per 100kms

8th April: 43.34 litres 398.5kms = 10.87 litres per 100kms

10th April: 34 litres 350.5kms = 9.70 litres per 100kms

11th April: 34 litres 352.8kms = 9.64 litres per 100kms

12th April: 45.31 litres 439kms = 9.14 litres per 100kms

15th April: 43.77 litres 433kms = 10.11 litres per 100kms

16th April: 34.31 litres 349.44kms = 9.82 litres per 100kms

16th April: 45.84 litres 480kms = 9.55 litres per 100kms

Before and during my 10,377.8km trip over east, whenever I refuelled, the trip computer would indicate I had a range of 575kms. Currently, when I refuel, the computer tells me I have a range of 659kms. Not only that, I've switched to standard unleaded (some 10c per litre cheaper) with no discernible drop in performance and slightly better fuel consumption again!

In other words, the cost of filling the car has dropped by 10c per litre and on business miles, that's an enormous advantage, plus I am getting another 85kms out of each tank of fuel. This car's average fuel consumption has dropped from 11.83 litres per 100kms to 10.02 litre per 100kms AND I'm saving \$6.80 every time I fill up. If your claims about reduced emissions are also correct and I have no way of ascertaining this, then every car in Australia should be fitted with this device. Mate if it works with diesel engines, you deserve an AM!

Certainly it would take longer for a small car or motorbike to justify the \$400.00 fitted price, but medium, larger and 4WD vehicle owners and fleet operators would be insane not to fit this device.

David, I should point out that I am not a scientist, nor am I a qualified technician, however I have spent most of my life involved with cars and machinery and driven well in excess of two million kilometres, possibly more You were right about this device. I don't for one minute understand how, or why, but it works.

I am more than happy for you to quote me, or use this email to promote your product. I am also happy to take calls and emails from people (within reason!) to reiterate my experience. Congratulations, can I please have them installed in the motorbike and the classic car!

Cheers
Greg Ross

