

Dear AddFuel,

With reference to our telephone discussion today, I would just like to confirm we have been regularly using FCC Fuel conditioner in the trawlers of our fishing fleet in South Australia since 2005. From the beginning we noticed an almost immediate improvement in the smoothness of the engine at idle and while underway. The fuel filters were lasting longer and there was no longer any water build-up in the fuel tanks.

With the engines able to run more efficiently there has been reduced black smoke and soot in the engine oil.

Because of these benefits we have been able to extend the intervals between servicing, greatly reducing downtime. We were told that FCC also removes carbon build-up from the cylinder head, we can confirm this on the few occasions where we have lifted off the cylinder heads to find them unbelievably free of carbon.

For the same reason we have found that the injector pump and nozzles are also clean and without any gum or resin accumulating. We do not want to put our fleet or crew at risk out at sea because of a fuel problem so we make sure that all our boats are regularly dosed with FCC Fuel conditioner at each refuelling on average 40k every 2 weeks. FCC being biodegradable, and non-flammable gives it added environmental and safety advantages.

Last year we removed one of our vessels main engines being a CAT 3512, @ 740 kw with some 120,000 hours running on the clock, the engine was sent to Caterpillars for complete rebuild. This was done at the Caterpillars Adelaide C.R.C, {component rebuild centre} the engine was completely dismantled, rebuilt and refitted back into the vessel.

Normal rebuild running hours for an engine of this kw rating would be at around the 50,000 hours yet we had done some 120,000 hours without any major overhauls. The only addition from our end being FCC fuel treatment being used. The engine had a prolonged life whilst we were able to service less.

Please note the original crank shaft was still within Caterpillar's safe reuse specifications and was refitted back into the original engine block, the engine is now back in operation.

The nature of our operations makes it very difficult to establish any fuel savings, but we can only assume that with our engines running this efficiently, that fuel savings are very real.

We have no hesitation in strongly recommending this product to any commercial operator whether they work offshore, on the land or below ground. Thank you



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