

# ELSBETT®

PIONIER DER PFLANZENÖLTECHNIK  
PRESS RELEASE



## Engine conversion saves almost twice truck's gross laden weight in CO<sup>2</sup> emissions annually



Grange Fencing, the UK's largest manufacturer of timber fencing panels, has dramatically reduced the impact of the company's road transport operations on the environment by converting the first vehicle in its fleet to operate on a revolutionary new fuel, making it virtually carbon-neutral and saving almost twice the truck's weight in CO<sup>2</sup> emissions annually.

The Telford-based company, which has a £34-million turnover and employs more than 250 staff at a number of locations, operates the Scania 124L 420 on Verdant Fuel, a technically-excellent, reliable alternative to conventional mineral-oil-based diesel or ordinary biodiesel.

Produced from European-grown oilseeds, Verdant Fuel has no adverse ecological effect when used and initial results from an independent study carried out by a leading climate change consultancy suggest that it reduces CO<sup>2</sup> emissions per vehicle by at least 70%, compared with 1%-2% for a conventional B5 bio-diesel blend. For a typical heavy tractor unit completing 60,000 miles

annually at an average fuel consumption of 7 mpg that equates to an annual CO<sub>2</sub> saving of approximately 80 tonnes, approximately twice the truck's gross laden weight, compared with a conventional diesel fuelled equivalent and with almost zero sulphur dioxide emissions.

Simon Hume, the company's Logistics Manager, explains that environmental considerations are of prime interest to Grange Fencing, which has a well-established reputation for excellence in the fencing industry and supplies major customers such as B & Q and Jewsons. The business, which produces all of its timber products to the high standards required by Forest Stewardship Council guidelines, therefore regards this initiative as a further step towards improving its environmental credentials. Mr Hume comments:

"The Scania completes 125,000 miles per year, mainly on non-stop overnight 'swap and drop' journeys moving fencing panels, posts and other garden products between our sites in Telford and Hull, with additional journeys during the day when it is available. Since the vehicle was converted in July 2007 it has completed approximately 10,000 miles per month on the new fuel, more than 70,000 miles in total, and been totally reliable."

"Before conversion the Scania averaged 9.8 mpg on conventional diesel, a figure which has remained the same. Apart from the cost of fitting the Elsbett system to enable the vehicle to operate on Verdant Fuel, the only additional cost has been that the fuel filters are changed every six weeks, rather than 18 weeks. However, the slight additional expense is insignificant relative to the considerable savings in fuel costs. Verdant fuel is stored in a 4000-litre bunded tank at our Telford depot and the Scania is fitted with the largest-available tanks so that it can complete day and night running without refuelling anywhere else but Telford."

Elsbett's easy-to-install conversion systems are available for trucks with 12-volt or 24-volt electrics. They typically include an electrical fuel pump, coolant-water heat exchanger to pre-warm the fuel, a fuel filter unit and filter control valve with pressure regulator, together with heavy-duty relays, pipe set cabling and instructions for fitting and use. Most installations require an auxiliary tank, which is supplied by the customer due to individual requirements for size, shape, colour and material. Elsbett recommend a minimum capacity of 100 litres for engines over 140kW (190 bhp) and at least 50 litres for others.

Commenting on the success of the system, Simon Hume said: "The Elsbett conversion took less than a day to install and using it does not involve any compromises. We are looking to purchase two additional vehicles of a similar configuration on the basis that they can be converted using the Elsbett system and operate on Verdant Fuel, which we believe provides significant environmental benefits of which our customers will approve. We are also looking at how this technology can be applied to other vehicles in our fleet."

James Scruby of Elsbett UK adds: "We are noticing a significant increase in demand to convert diesel engines to operate on Verdant Fuel. The cost of fitting

one of our systems to a typical HGV will be recouped in less than a year through fuel cost savings. In April 2008 the Road Transport Fuels Obligation (RTFO) will lead to an additional price benefit of 10 Pence per litre in favour of this type of fuel, making it the cheapest sustainable fuel option, after an initial investment. Above all, the carbon dioxide savings make a real difference. On average, Elsbett-equipped trucks save twice their gross laden weight in CO<sub>2</sub> during every year of operation.”

Further details about Elsbett and its product range are available from Elsbett UK on 020 7925 3384, or visit [www.elsbett.com](http://www.elsbett.com). Further information on Verdant Fuels is available at [www.verdantfuels.com](http://www.verdantfuels.com)

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**NOTES FOR EDITORS:**

1.

Elsbett AG launched the first commercial vegetable-oil-fuelled engine in 1977 and carried out the first conversion of standard diesel cars to operate on vegetable oil in 1980. It extended its ground-breaking engine technology to heavy goods vehicles in 1988 and has been converting modern truck engines to run on vegetable oil since 2001. The commercial availability of this technology, combined with changes in legislation, mean that what was once a niche market is enjoying rapid and sustained growth. Elsbett has already converted more than 3000 trucks to operate on this super-clean fuel, the largest operator being a fleet in Germany which has 250 of its 800-strong truck fleet operating on vegetable oil, with an excellent record of reliability.

2.

Verdant Fuel has a number of key advantages over conventional diesel:

- High calorific value: highest energy density of all renewable fuels
- When burned, it emits less particles
- The particle emission is less harmful to health
- It is liquid in form and thus easy to store, transport and handle
- Its handling does not require special care
- It is neither flammable, nor explosive and does not release toxic gases
- It does not cause environmental damage if accidentally spilt
- It is produced directly by nature and does not have to be transformed
- It does not have adverse ecological effects when used
- It does not contain sulphur and therefore does not cause acid rain when used
- It has a full-cycle CO<sub>2</sub> footprint which is more than 70% lower than diesel, a figure which has been independently assessed by a leading climate change consultancy
- Verdant Fuel can be supplied to customer depots or private homes in special containers that fulfil all the environmental requirements. As the number of users grows, a network of refuelling locations will be expanded.

3.

Photographs are available to illustrate this press release. Please contact Jo Bowron or Diana Wells at Kendalls Communications on 01394 610022.