

## **Tadger Group Newsletter, August, 2005**

<http://www.tadgergroup.com/>

Hello Tadger Users, dealers, and agents!

It's been a while, but we're back with our newsletter.

If you have news, views, reviews, or simply want to say hi, please contact your agent or us via [support@tadgergroup.com](mailto:support@tadgergroup.com)

### **Recent Events**

**July 22-24** in Fergus, ON.

This annual three-day outdoor Fergus Truck Show attracts over 50,000 people. Plenty dropped by the Tadger booth in the Arena Exhibitor section.

And the winners from our Fergus Truck Show:  
Draw winner for 1 Diesel Tadger - Mark Hartig  
Draw winner for 1 Gas Tadger - John Deterling  
Most putts in a row 1st place - Mike Schmiedtke  
Most putts in a row, 2nd place - Bob McNeil

### **Welcome new customers enjoying the benefits of lower fuel costs, lower emissions, and higher power:**

Great Canadian Coach: Tour Bus Co.

Acos Group: German Long Haul Trucking Co.

### **Customer profile**

You and your company name belong here!

We want to feature you in this newsletter. We'll even do the writing, you simply tell us about your company, and what you're experiencing with Tadger

To be featured in our monthly newsletter, please contact your agent or us directly:  
[support@tadgergroup.com](mailto:support@tadgergroup.com)

### **Industry News**

While oil companies say they're working to meet guidelines for ultra-low sulfur fuel (ULSF), which intend to reduce the sulfur content of diesel fuel from 500ppm (parts per million) to 15ppm by summer 2006, their recent attempts to lobby for relaxed standards has captured the attention of engine manufacturers.

Engine makers are partnering with oil companies in helping them achieve the standard, but they seem to have adopted a hard-line stance on the 15ppm (parts per million) sulfur content of diesel fuel limit due to be met in 2007.

It's one thing for oil firms to produce ULSF in a lab; and another to maintain the 15ppm level throughout the supply chain. Every time it's handled a couple ppm or greater is added.

ULSF produced at lower than 15ppm will travel through "dead spaces", where valves isolate branches of the pipeline. Once there, it can mix with remnants of other products, and alter the sulfur content. Under such conditions ULSF could rapidly become 15 or 20ppm.

Oil companies must anticipate how much sulfur will be added during distribution, and manufacture the diesel accordingly.

Regardless of what comes out the end of the pipeline, if it's higher than 15ppm it won't be sold to the on-highway sector. That fuel can be shipped off to the off-highway market. (Sulfur levels for off-highway engine fuel are scheduled to fall from 3,000 to 500ppm in 2007, and to 15ppm by 2010).

### **Latest test results**

We've recently completed five new road trials:

**Brinks Canada:** Five Tadger trucks and five Control trucks in a five-month trial saw a 9.4% fuel savings, meaning \$61.00 per month per truck; total savings \$1,525.

**McQ Handling:** Nine Tadger trucks and nine Control trucks in a two- month trial saw a 7.4% fuel saving, or \$240.00/month/truck; total savings \$4,320.

**Great Canadian Coach:** Four Tadger buses and four Control buses in an eight-month trial realized 3.5% fuel savings, or \$117.00/month/bus; total savings \$3,744.

**Acos Group (Germany):** Six Tadger trucks and 6 Control trucks in a three-month trial saw 2.1% fuel savings, or €72.00 Euro/month/truck; total savings €1,296.

**Walker Transport:** Four Tadger trucks and four Control trucks in a seven-month trial realized 3.3% fuel savings, or \$176.00/month/truck; total savings \$4,928.

To those who say, "Three per cent isn't much", we offer the total savings of the above five firms: \$15,813, and that's *before* we convert the Euro to dollars!

The total savings is only on vehicles with Tadger installed. These companies will be saving a *LOT* more once ALL of their vehicles are Tadgered.

Eventually the reports will be posted "Recent Case Studies" section of our website. If you'd like copies of any of these reports, please e-mail us [support@tadgergroup.com](mailto:support@tadgergroup.com).

**Quote of the Month**

"I'm slightly afraid of publishing these results, as they appear almost unbelievable," said John Mogford, Tadger President, after learning of a Southwestern Ontario farmer whose consumption on his tractor went from 7 gallons/hour to 4.5 gallons/hour after installing the Tadger.

**Future events**

Diesel Exhaust: Partnering with Stakeholders to Reduce Emissions

**October 6-7, 2005**, Oak Brook, IL

For more events please see [www.tadgergroup.com](http://www.tadgergroup.com)