

## **DAMAGE ARISING from "very high Pressure common rail" FUEL SYSTEMS.**

Some interesting information for any operator with an engine working with the VERY High Pressure "common-rail" diesel fuel system.

=====

- Many Bitron Customers, have been telling me about their friends who have fuel problems in their 2013 and later engines. It appears that every operator of a machine with this "very high pressure" fuel system should be ADDING Bitron "GENESIS" D110 Diesel Treatment to their fuel. Some fuel treatments in the marketplace can "Demobb" the moisture, or, remove the Soluble Zinc. However, ONLY Bitron D110 GENESIS Diesel Treatment WILL do BOTH. It appears that 120,000 klms is when most injectors fail. (depends on the condition of all the fuel purchased, up to these Klms).

The Bitron D110 will "demobb" the water from diesel. Leaves the excess water in the tank or the water trap. A droplet of water in the injectors of the latest "common-rail fuel system" will wreck the injectors from the expansion of the water into steam (17 times by volume) from excessive heat in the Injectors.

Unlike carbonaceous deposits which can be removed relatively easily with solvent based fuel treatments, the Soluble Zinc deposits in all diesel fuel, require specialised detergent systems to remove them, and prevent further deposit formation. The Soluble Zinc deposits, solidify, under the very high pressure and extreme heat, in the "common rail injector" fuel system. This consequently wrecks the very fine tolerances in the injector nozzles. The Bitron D110 GENESIS Diesel Treatment, utilises the latest in detergent technology to destroy and prevent deposit formation. Bitron D110 Genesis Diesel Treatment WILL prevent Deposit build-up.

Bitron D110 Genesis Diesel Treatment WILL clean the fuel to "PRISTINE" Condition. No Filtration Equipment is capable of doing the same. As the zinc is soluble it will pass through all types of fuel filters.

The first "tell tale" problem, is demonstrated as an increase in fuel consumption. By this time, it is TOO late for the Bitron D110 to do it's work.

If the engines keep operating, with this "excess fuel" blasting into the combustion chamber (under VERY HIGH pressure), WILL, increase in excessive heat, and "burn a hole in the piston".

**This, then becomes a complete engine rebuild or replacement. VERY, VERY expensive out come, that could have been AVOIDED by ADDING the Bitron Genesis D110 Diesel Treatment to the fuel, early in the life of the engine in the vehicle or machine.**

**Bitron D110 GENESIS Diesel Treatment should be ADDED to the fuel tank as early as possible to avoid this VERY EXPENSIVE repair.**

=====

**To purchase your Bitron Genesis D110 Diesel Treatment:-**

**PLEASE CONTACT :-- Brian Rogers:- Mob.:- 0413 771 090 E-mail:- brian@brianrogers.net  
Web Site:-- [www.savefuelaustralia.com](http://www.savefuelaustralia.com)**

**BITRON'S Statement is:--**

**MONEY cannot buy the INSURANCE you get**

**from ADDING the BITRON Treatments**

**to your VEHICLES and MACHINERY.**