

Specifications

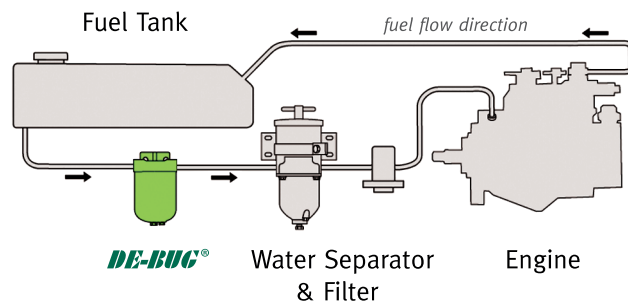
WHICH DE-BUG DO I NEED?

| MODEL # | CONNECTION | HORSEPOWER GUIDE |
|---------------------------------|----------------|------------------|
| L140 | 1/4 NPT | up to 100 |
| L500 | 1/2 NPT | 100 - 300 |
| L1000 | -10 SAE | 250 - 600 |
| L5000+ | -24 SAE | 1000 - 8000 |
| 9600 (Kerbside Pump Unit) | 3/4 NPT or BSP | N/A |

- Model # denotes maximum fuel flow rate of system & return
- L1000 model can be installed in a simple back to back matrix, enabling up to 4000 litres per hour flow rate

EASY INSTALLATION

De-Bug installs as an inline unit between your fuel tank and your filter.



Only the Patented **DE-BUG®** Decontaminator...

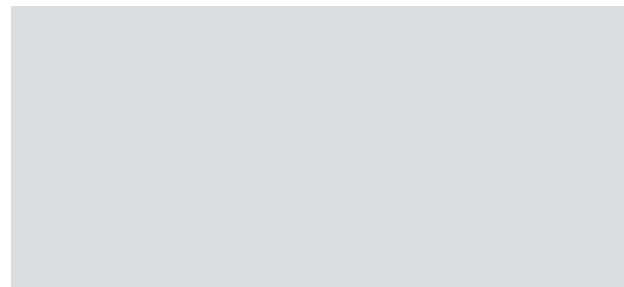
- extends filter life
- ensures better combustion
- increases fuel economy
- protects your injectors
- reduces emissions
- extends engine life
- kills diesel bugs and fungal growth

DE-BUG®

*TRIED, TESTED AND TRUSTED
FOR OVER 20 YEARS.*

FOR MORE INFORMATION VISIT
www.dieselsolutions.co.nz

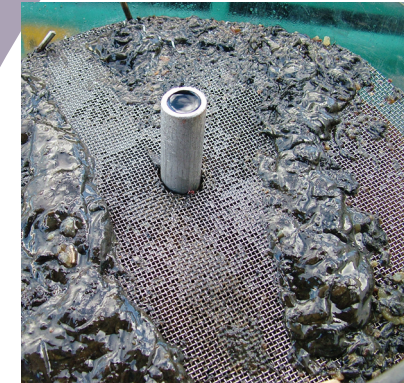
AVAILABLE FROM



PATENTS

USA 5055188 and 5248437
NZ 231876

DIESEL BUG PROBLEM?



DIESEL BUG SOLUTION



The Clean Green Preventative
and Cure for Diesel Bug

DE-BUG®
Made in New Zealand

Diesel Bug Contamination

MICROBIAL CONTAMINATION (DIESEL BUG)

Diesel is an organic fuel and therefore a food to microscopic fungi, yeast and bacteria. There is water for germination, carbon for food, oxygen and sulphur for respiration and trace elements for growth.



IS THIS IN YOUR TANK? WOULD YOU EVEN KNOW?

- The separate independent living cells can grow into a thick colony of fungus able to be seen with the naked eye
- The growth can be very rapid with a single cell multiplying into a 10kg sludge within 24 hours

SYMPTOMS

Odour: like rotten eggs due to the hydrogen sulphide

Colour: fuel is darker

Appearance: murky, slimy or matted gunk

Excess Smoke: incomplete combustion

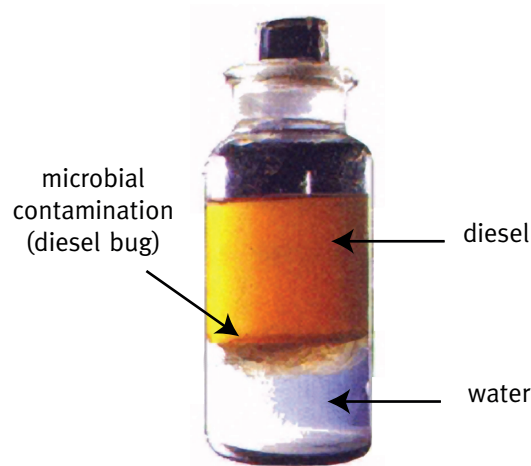
A Sluggish Unresponsive Engine

Corrosion: due to acids produced

Filter Plugging: premature clogged filters

Consequences

- Toxic acids attack the fuel system
- Filters clog to bursting point
- Faulty gauges
- Poor fuel economy
- Toxic smoky exhaust fumes
- Engine starvation
- Reduced horsepower
- Injector nozzles, pumps, fuel tanks and hoses are irreparably damaged



DIESEL BUG SAMPLE: GROWN BY ADDING WATER TO DIESEL AND LEAVING FOR A FEW DAYS

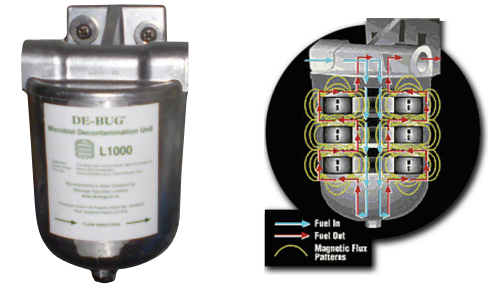
COST

- High ongoing maintenance
- High fuel consumption
- Engines stop at sea
- Trucks break down in remote areas
- Generators breakdown during emergencies
- Costly damage to the fuel system, engine and tank

Solution

The DE-BUG decontaminator is a static inline magnetic killing device. Only a patented De-Bug has the Tri-mag® stack (Three magnets). The unit leads the fuel in and out of a complex oscillating magnetic field in precise proportions to the flow rate. This explodes the bug into tiny microscopic particles that are able to pass through the filter and burn up in the combustion process, helping to reduce emissions and increase HP. The Tri-mag stack and unique flowpath ensure a laboratory kill rate of 98%+ in a single pass*

* ICI Corporate Research Laboratory Bio-Deterioration Service



FURTHER TESTS AND TESTIMONIALS:

- RIVO – Dutch Fishing Research Institute
- Shell NZ
- NZ Fire Service
- Bureau Veritas Marine Division
- Tranz Rail – Interislander Lynx Condor
- SIRIM – Standards of Industrial Research Institute of Malaysia
- Power & Water Authority Australia
- Western Mining Corporation
- Thai Railways
- Shell Deepwater Production – Oil Rig
- Port of Singapore Authority

More testimonials at www.dieselsolutions.co.nz