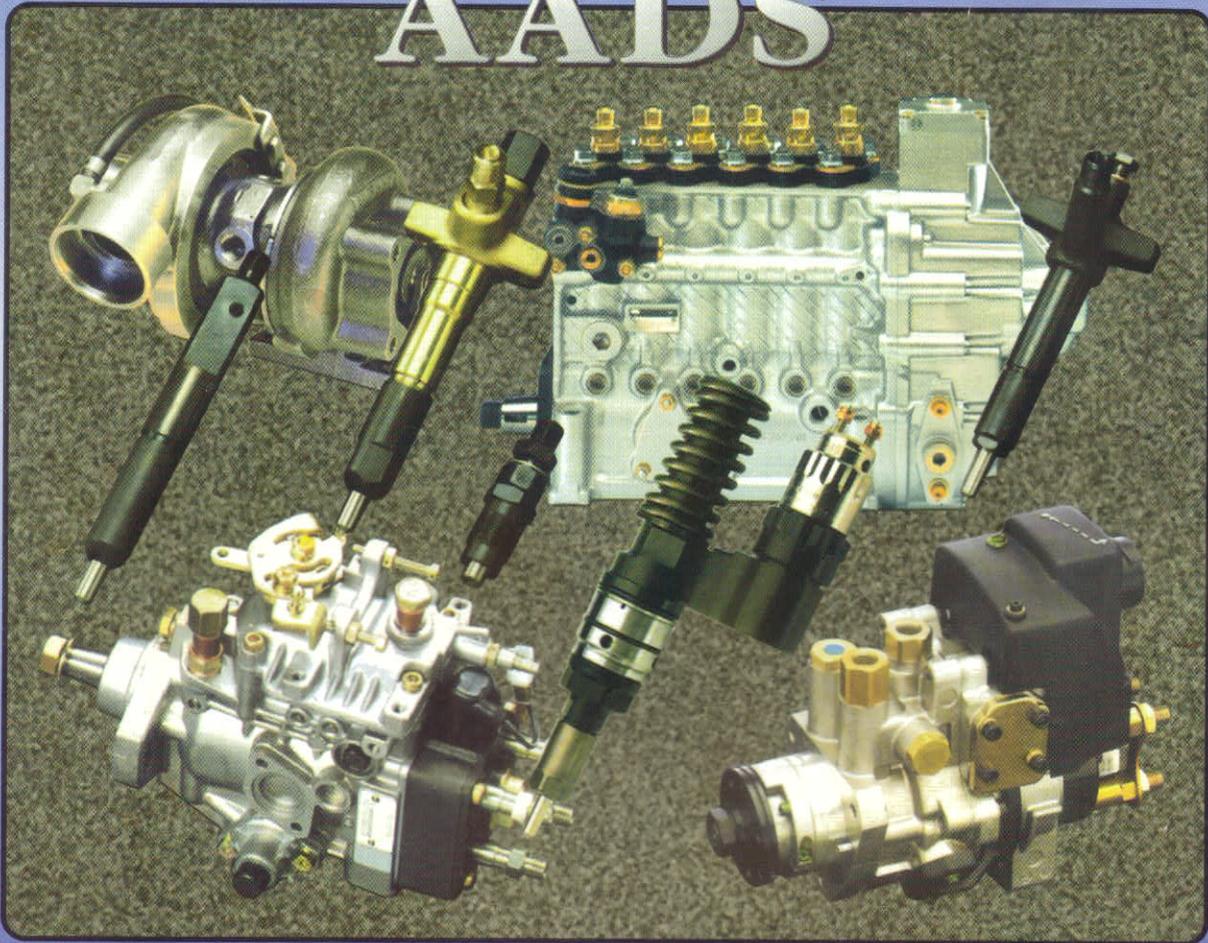


# DIESEL TORQUE

## AADS



NUMBER 66 – JUNE 2001

Official Magazine of the Association of Australasian Diesel Specialists Inc.

Print Post Publication No. PP 326342/0008





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**Board Members**  
Victoria/Tasmania ..... Wayne Baskerville  
New South Wales ..... Alistair Weller  
South Australia ..... Trina Wilkey  
Queensland ..... Andrew Moir  
Western Australia ..... Gavin Jones  
New Zealand ..... Wayne Dunning  
Executive Officer ..... Don Blanksby

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Editor, *Diesel Torque* ..... Mick Ra

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Technical information contained in this magazine is obtained from sources deemed reliable within the industry. However, AADS accepts no responsibility for the accuracy of the information.

## EDITORIAL

### [www.aads.com.au](http://www.aads.com.au)

Have you put this Web address into your Favourites selection yet? If you haven't then I suggest you go and have a look at the Association's Web Site and use it as a tool to assist you in your everyday business operations.

The site has been created by our Executive Officer, Don Blanksby, so that all members of AADS have a means of communication with each other.

It enables you to source up-to-date information on members' addresses, phone and fax numbers, e-mail addresses and a direct link to other members Web Sites where applicable. For instance, did you know you can source, order and receive spare parts from Diesel Distributors Limited in Auckland, New Zealand? All that is required is for you to go to the AADS Web Site, click on to 'LINKS' and then click on to Diesel Distributors. This will take you into their Web Site and you can then select and order your parts as required. How easy is that?

Of course there is more to the Site than that. For instance if you want to find out how many Singapore dollars you can buy with an Australian dollar, or how the Australian dollar has fluctuated over a period of time against other world currencies, click on to 'EVENTS', then go to 'OZ FOREX' foreign exchange services. This will give you all the information you need.

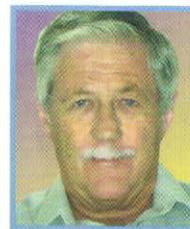
Perhaps the most important area of the site is the Directory of Members. This is kept up-to-date as changes occur in members' details. At the recent National Board meeting it was decided not to re-print the Membership Directory as it becomes out of date too quickly and is also very expensive. All members should now notify the AADS office as soon as any of their details change, so they can be updated immediately.

The most used sections of the Site by members to date are the 'Situations Vacant' and 'Trading Post'. If you need new employees or have a Test Bench for sale here is the place to advertise.

Articles of interest from issues of *Diesel Torque* are there to read, along with current Branch news. Details of coming Conventions are listed. People interested in joining the Association can make application on line and many have done so after reading about the Association and what it stands for in the 'All About AADS' introductory site.

So please, if you haven't done so yet, go and visit our Web Site and I am sure you will find it of interest.

Mick Rankin  
Editor, *Diesel Torque*,  
AADS Inc.



## PRESIDENT'S REPORT

**W**ELCOME to my first President's report. We had our first Board meeting on Saturday 26/5/01 in Melbourne and things are starting to take shape with the change in leadership. John and his team have left things in good order, but we have some challenges in front of us with the Emission laws changes starting to take shape.

At the last Emissions committee meeting we started planning how our members will handle these laws. There is more about this later in the magazine.

I would like to introduce our new Board members. Wayne Dunning from New Zealand, Wayne Baskerville from Victoria, Gavin Jones

from WA, and Andrew Moir from Queensland. I would like to thank Trina Wilkey and Alistair Weller for their continued support.

We have made a few changes to some of the standing committees and have put together a committee for next year's Convention in South Australia. We are considering some changes to the Convention programme, so make sure you keep the time free in March 2002 so you can have a great time with your friends and family. There are always new things to learn and also to be reminded of things that we should not have forgotten.

We are in a great industry and after reading a

report from Perkins, I noted some of the following quotations from it and would like to share them with you.

"There will be an increase in the proportion of diesel engines from the present day by 25 percent over the next 20 years. This would reduce petroleum use by 345,000 barrels a day.

"New clean-diesel power is the technology of the future as much as computerisation, the digital age and fibre optics. It will continue to have a major impact on the global economy.

"As the nations of the world strive to meet the needs of ever growing populations for food, housing, work and care, there will be increasing pressure to develop supporting infrastructures. Diesel power will help to meet these needs."

I had a very interesting weekend in Melbourne

mid May. With some of the other Board members I attended an AFL game at The MCG on a Friday night. Wayne Dunning and myself really did see the grass growing during the game. It appears that the wrong team won, cheating or else the three chaps in the white shirts running on the park had it all wrong. At least that is what we were told during the game. I am not quite sure how it all works, but what I do understand is that some Board members have a passion for the game outside of their pump and chisel workshops.

Mike Hurley,  
President,  
AADS Inc.



## EXECUTIVE OFFICER'S REPORT

At the May AADS Board meeting the new Board outlined strategies to take the Association on **'THE NEXT STEP'** – the theme for the 2002 Convention.

The new committee structures appointed for AADS are outlined below. If any member is interested in serving on a sub committee please contact Don Blanksby on 61 3 9536 3121

### AADS BOARD

President	M. Hurley
Vice Chair	A. Weller – NSW
Members	W. Dunning – NZ W. Baskerville – Vic./Tas. T. Wilkey – SA/NT G. Jones – WA K. Scott – Public Officer J. Brook – Past Chair D. Blanksby – Sect./Treas./E.O.

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Chair	W. Dunning
Vice Chair	M. Hubbard
Sect./Treas.	S. Hersulmann

#### Queensland

Chair	A. Moir
Vice Chair	A. Bourne
Sect./Treas.	L. Richardson

#### New South Wales

Chair	A. Weller
Vice Chair	J. Jamieson
Sect./Treas.	W. Soares

#### Victoria/Tasmania

Chair	W. Baskerville
Vice Chair	G. Rankin
Sect./Treas.	R. Trickey

#### South Australia/Northern Territory

Chair	T. Wilkey
Vice Chair	
Sect./Treas.	

#### Western Australia

Chair	G. Jones
Vice Chair	J. Nicholls
Sect./Treas.	D.L. Vouk

#### 'Young Guns'

Chair	T. Wilkey
Vice Chair	A. Bourne

#### Training

Chair	M. Hurley R. Donoghue J. Moir G. Jones W. Baskerville
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#### Emissions

Chair	A. Weller M. Rankin H. Schnabel J. Brook G. Carli M. Hurley – President
-------	--

#### Finance

Chair	M. Hurley – President D. Blanksby – Treasurer
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## Rules

Chair K. Scott – Public Officer  
D. Blanksby – Secretary  
M. Hurley – President

## Publications

Chair M. Hurley  
Editor M. Rankin

## Website

Chair M. Hurley  
D. Blanksby

## Convention

Chair & Finance M. Hurley – President

Exhibition/  
Advertising/  
Sponsorship D. Blanksby  
K. Scott

Programme/  
Exhibition Chair M. Hurley  
D. Blanksby  
W. Dunning

Social M. Hurley  
T. Wilkey

'Young Guns' B. Keen  
T. Wilkey  
A. Bourne

## MEMBERSHIP

The member directory is available on the web site. Please examine your entry and email AADS if it needs amendment.

We welcome **Federal Diesel Services**, admitted as a **Service Member**.

**Raglan Diesel** has been upgraded to **Service Member**.

## TRAINING

Training has been restructured within AADS. The TEEC will be restructured into a new format titled 'Training Committee', with responsibility for technical and business training.

- **Technical** – To continue with technical training as in the past.
- **Business** – Programmes aimed at management and supervisory training programmes, to be run in conjunction with the Adelaide Convention.

## CONVENTION 2002

The 2002 Convention will be held in the Adelaide Convention Centre. This venue provides a range of hotels of varying prices within walking distance.

- **Theme** – '**AADS – THE NEXT STEP**'.
- **Awards** – To be made on Saturday night.
- **Technical training** – Under bonnet.
- **Business Training** – Software and management.
- **'Young Guns'** – Happy Hour to include pie or other competition.
- **Golf Day** – To be held.

Donald C. Blanksby,  
Executive Officer, AADS Inc.



## QUEENSLAND BRANCH REPORT

**M**ANY Queensland fuel rooms are still reaping the benefits of a heavy workload created by low sulphur diesel. This has kept most shops busy with little time to think of much else. Those in some of the rural areas are still being affected by a down turn in their local economy.

Those that were able to attend the Canberra convention enjoyed the agenda prepared for them, with a great display from the suppliers that had stands. Many were especially impressed with the effort Hartridge put in to present their test equipment. The lunch on Sunday at Parliament House was a fantastic experience, and enjoyed by all that attended.

Again we have been encouraged to stay focussed on the future. To continually upgrade our skills through training and to prepare for new technology by obtaining tooling as it becomes available.

This may seem especially tiring to those that have been in business for many years. If we take some time to reflect on how diesel fuel injection has advanced over the past twenty years, we need to accept that we must change with the times to enable our businesses to flourish. I can think of many types of businesses that have high levels of capital investment with far less personal satisfaction.

Our next Qld. Branch meeting will have been held in Noosa by the time this edition goes to press and I hope we saw you there.

Andrew Moir,  
Queensland Branch Chair,  
AADS Inc.

Portrait of  
Andrew Moir  
not received prior  
to publication.

**WATCH  
THIS  
SPACE!**

## VICTORIAN AND TASMANIAN BRANCH REPORT

**O**UR next meeting will be held at BJ Diesel Fuel Injection on Saturday the 30th June 2001.

We will have the opportunity to hear a talk from Gary Whitfield of BP Australia on the introduction of Low Sulphur Diesel Fuel, the effect it is having on fuel injection pumps and what we can do to inform and satisfy our customers regarding repairs to leaking seals.

John Shanahan, National Sales Manager of Smoke Less Diesel Service, will be presenting a talk on poor quality fuel and how to identify it.

With regards to the recent questionnaire circulated to the Victorian/Tasmanian members, so far I have received a response from 17 members out of the 33 contacted. I feel this is a positive outcome and I thank you for your participation.

I have summarised the results as follows:

### Training requirements

100% of members believe that customer service is important, but only 63% are interested in training.

41% intend to attend AADS training during 2001, but 92% would like to see more AADS training available.

The courses suggested are,

**Delphi:** DPA, DPC, DPS, and DP 200 Series.

**Stanadyne:** DB 4.

**Denso:** EDC, VE+Add-on, R801, R901 Governors.

**Zexel:** EDC VE, VE+Add ons and Governors.

**Bosch:** EDC Inline, EDC VE, VE + Add on.

**Turbochargers:** 66% of members will attend factory training during 2001.

94% of members believe emissions training is necessary and would attend such training if the AADS organised it.

### Tooling and Accessories

4% of members believe they operate Test Benches that meet ISO Standard, although I doubt that 22% of the Test Benches listed by members would meet ISO Standards.

**The Test Benches listed are:**

**Bosch:** 375, 385, 515, and 615, 711, 815.

**Hartridge:** 650,1100, 2500, AVM.

**Magasa:** F120.

82% have a maintenance program for their Test Equipment, which is good to know that this is being monitored.

Most members appear to have a reasonable range of Test injectors at their disposal to perform repairs on the pumps they service.

### Emissions Testing Equipment.

75% of members have vehicle repair facilities, but only 12% currently have a Dynamometer, Smoke Meter or Gas Analyser.

Only 8% believe that they would consider purchasing this equipment within the next (2) Two years.

### Recognition of the Code of Conduct.

I am pleased to inform you that 100% of members already believe they meet the standards of the AADS, although some are unsure of what they are.

75% already sublet out pumps to other pump rooms when they don't have the correct equipment.

I have also been doing some research on the minimum standards of Test Benches as would be acceptable by the Fuel Injection Manufacturers for their Service Dealers.

#### **DELPHI:**

AVM 2-PC, AVM 20-12, AVM 10-8, PGM 10-8, 3000, 2500, 700, and 400 for Rotary pumps only.

#### **BOSCH:**

Bosch will still accept most of its early range of Test Benches, (375, 385, 390, 410) fitted with a modified heavy flywheel for light duty pumps. (270, 500, 515, 604, 704, 707) for medium duty pumps.

I feel that the generally accepted benches would be a 615, 711 or 815 series to perform repairs that most pump rooms would see at this time. EFEP 5, 25, 41 should be put in a museum.

#### **DENSO:**

Denso's own bench or as per Bosch's minimum standard.

Wayne Baskerville,  
Victoria/Tasmania Branch Chair,  
AADS inc.



# NEW ZEALAND BRANCH REPORT

## **NZ BRANCH ANNUAL CONFERENCE**

DATE: Friday 28th - Sunday 30th September

PLACE: Trailways Motor Inn, Nelson

This year we plan to change the format to include seminars on small business management, marketing a small business, computer systems for our industry, networking within the AADS, apprenticeships, emission laws, and technical presentations from diesel fuel injection and turbocharger manufacturers.

For those members who have not had the opportunity to visit Nelson and the Marlborough District before you should not miss this. Further details will be given to you in the next newsletter in July, however, in the meantime plan for this event.

## **BRANCH MEETINGS**

We are required by our constitution to hold three branch meetings per year. Obviously the Annual Conference is one of these and this year we will hold a branch meeting coinciding with training.

## **APPRENTICESHIPS**

The AADS is continuing its role in fostering apprenticeships in the industry. Working closely with the Motor Industry Training Organisation (MITO) to encourage more members to engage apprentices is doing this. MITO is undertaking a review of the current apprentices and we should know the status of these by our first meeting on 8th June.

Matthew Hubbard has taken on the role of coordinating our apprentices so if you have queries on existing apprentices, wish to engage an apprentice, or just want to know about apprenticeships contact Matthew at Raglan Diesel.

We have been extremely fortunate as an industry in the past for the work and input in to apprenticeships by David Boyle of Diesel Services Christchurch. Thank you David from all the members for your time and efforts. Martin Kemp of Diesel Services Auckland has now taken on this role and we ask all the members to support his efforts.

## **EMISSION LAWS**

The new emission laws are now in place and we have had discussions with the M.O.T. to

ensure AADS members are in the 'loop' when smoking diesel vehicles are identified and require repairs. The law known as the '10 second rule' will be the forerunner to future testing for smoking diesel powered vehicles.

A submission will be presented to both the 9th June and 23rd June meetings on this subject for further input from members to formalise emission check and testing by AADS members at the September AGM. Those members not attending the Hamilton or Christchurch meetings will be sent the submission.

Please play an active role in this and have your say for your future.

## **MEMBERSHIP**

We want to increase our membership so all operators in our industry are members of AADS. At the same time we are reviewing all our members to ensure they are in the correct category and they meet the standards set out.

If you know of someone not a member but should be, please approach them to becoming a member.

## **CONSTITUTION**

All members should have received a copy of the latest constitution. If you did not, please contact Don Blanksby and request a copy.

Please read the constitution and understand your association, its goals and also the standards required of all members. Do you meet the standards?

## **SECRETARY/TREASURER**

It is with regret that our ever reliable Secretary/Treasurer for the past six years, Fateh Mohammed from Simms Diesel & Turbo, has resigned his position due to work commitments. As you know Fateh took over the ownership of Simms 100% late last year. Fateh has done a fantastic job for our branch and we are all grateful for his past service. Hopefully he can become involved again at a later date. Sue Herselman from Diesel & Turbo Auckland has agreed to assist with these duties as of now. Thanks Sue for your assistance at short notice.

## **ADVERTISING**

The AADS has decided not to advertise in the Truck and Driver magazine this year. We believe there is more value in the individual members

doing their own advertising. Many of you do this now. We have talked to both the Truck and Driver magazine and the Cam Diesel magazine to give the AADS members a special advertising rate. These magazines will contact you directly to discuss your advertising requirements.

#### **PRESIDENT OF AADS - MIKE HURLEY**

We all congratulate Mike Hurley from Diesel Services Auckland on becoming the first New Zealander to achieve this position. Mike has done an outstanding job as Chairman of our branch and we are sure the AADS will be better off with Mike as President and I am sure the NZ branch will not be neglected by his elevation.

#### **BUS AND COACH ASSOCIATION - DON HOLGATE**

Don Holgate of Pukekohe Diesel and Turbo is to be congratulated on his initiative to provide the NZ Bus and Coach Association with expert advice on diesel fuel injection and turbocharger systems. Don attended meetings in Auckland Wellington and Dunedin with his message on this subject and all members of AADS should benefit from his efforts in promoting our industry. Thanks Don.

#### **FUTURE NEWSLETTER**

We would like to get a newsletter out to all members every second month. Any news or views you have are welcomed.

This will not be a glossy publication but we would appreciate some sponsors. Any ads you have or promotion of your business via this newsletter are welcome at \$50.00 plus g.s.t. per A4 page.

#### **NZ BRANCH CONTACTS**

##### **Sue Herselman**

Diesel & Turbo Auckland Ltd  
Phone: (09) 579-5783 Fax: (09) 525-0775  
P.O. Box 12-850, Penrose, Auckland

##### **Matthew Hubbard**

Raglan Diesel  
Phone: (07) 825-5100 Fax: (07) 825-5150  
P.O. Box 128, Raglan

##### **Wayne Dunning**

Diesel Distributors  
Phone: (09) 525-4300 Fax: (09) 525-4301  
P.O. Box 12-845, Penrose, Auckland

##### **Mike Hurley**

Diesel Services Auckland  
Phone: (09) 525-0830  
Fax: (09) 525-0841  
P.O. Box 12-493, Penrose, Auckland

Wayne Dunning,  
New Zealand Branch Chair,  
AADS Inc.



## **WESTERN AUSTRALIAN BRANCH REPORT**

**A** GENERAL Meeting was held at Atkins Diesel on Saturday February 24 and was well attended with 26 members and some guests present.

Training was first on the agenda and the results of my questionnaire showed that the two-spring injector course was most favoured by the members. John Moir will contact Reg and a date will be set to run this course in conjunction with our AGM.

I am currently trying to get some of this state's non-financial members back on board but have only had success with one so far. This led to questions of me to try to help justify some of the costs of being an AADS member, e.g.: membership, conventions and managerial costs.

It was proposed that WA write a letter to the board raising our concerns. On conventions, a

bi-annual convention was suggested with a local convention every other year to cut down members costs and increase involvement.

'Young Guns' were discussed and Simon Pusey of United Fuel Injection was nominated to head the WA branch of 'Young Guns'. At the meetings end a light lunch was provided and sponsored by Robert Bosch. Members that attended then headed to the Burswood Golf Course for 18 holes sponsored by Atkins Diesel. The day ended with a few drinks as expected and was enjoyed by all.

Gavin Jones  
W.A. Branch Chair,  
AADS Inc.



## NEW SOUTH WALES BRANCH REPORT

**T**HE last NSW branch meeting was held at Bowral. Mr Roger Portlock from Detco was guest speaker.

Many issues were discussed at the meeting including the motion put forward by Mick Rankin at the last convention. This motion was in regard to non-attendance of service members at branch meetings and conventions. The proposal was put to all three meetings in NSW since the AGM in Auckland. The issue was discussed and the general view was that while it was an innovative proposal, there was concern regarding the heavy handed tactics of holding a gun to the head of members. Most felt that the issue should be addressed in some way, but just how and what to do remains a bit of a mystery.

We would all like to see more at these meetings, but of course we are only speaking to the converted, i.e. the ones who already attend. The general feeling at the meeting held at Port Macquarie in November and also at Bowral, was

that we should do something but not do this something. (This is opposite to what is called the 'politicians syllogism', i.e. 'we must do something, this is something, let's do it.')

The NSW branch is to hold its next meeting at Mudgee on July 14, 2001. Mudgee is in the upper Hunter region of NSW and is in the centre of the large NSW wine-growing district. A very short meeting is planned for the Saturday morning with research into red and white wines being conducted all afternoon, through as many wineries as time will permit.

The Port Macquarie meeting is to be held at the Country Comfort Motel on November 10th, 2001. Further information on this later.

Alistair Weller  
NSW Branch Chair  
AADS INC.



## SOUTH AUSTRALIAN BRANCH REPORT

**W**E held a branch fun day on Sunday 29th April 2001 at Murray Bridge. Members could enjoy a round of golf at the Murray Bridge Golf club or alternatively hop on the coach and visit Puzzle Park and Monarto Zoo. It was interesting to note that we had more people on the coach than on the golf course. I think everyone had a good time even though the day ran a bit late. Peter Metrowich was our special guest at the golf day and we were very happy to have him attend.

I would like to take this opportunity to thank Robert Bosch (Aust) and Adelaide Fuel Injection Parts for sponsoring our golf day raffle, prizes and refreshments.

Our major focus at the meeting was to discuss the content of the AADS 2002 Conference to be held in Adelaide. We had discussions on what seminars and speakers would be of interest and a bit on proposed partner tours.

Our state spoke of the need to have training on the use of manufacturer CD-ROMs and the installation as many pump rooms are having difficulty with this.

I issued each member with a copy of the NEPC Pilot Study document for their information and talked a bit about the effects on small country pump rooms and the timing for these sort of measures to take effect on the farmers.

We will hold our next meeting in conjunction with a 10 pin bowling family fun day, meeting and perhaps a service reception training course.

Trina Wilkey  
Branch Chair,  
SA & NT Branch,  
AADS Inc.



## EMISSIONS COMMITTEE REPORT

A MEETING of the Emissions committee was held in Melbourne prior to the board meeting on May 24.

Mr Gary Carli, from Giluma Diesel in Sydney, was invited to the meeting to report on the research carried out by his company, in conjunction with Parsons (Aust.), into the emission problems in Sydney. He outlined the methods used to monitor the levels of pollution in the city, and what may need to be done to rectify these problems.



Mr. Matthew Minchen, from the Victorian EPA, joined the meeting in the afternoon. He explained to us the position of the EPA in Victoria, in relation to emissions and how this will involve the state government and the people of that state.

Much discussion, along the lines of what may be required to be done, how the AADS will be able to help, and where we go from here took place. Not a lot can be decided until the final paper is released and the legislation becomes law.

The NEPC released a discussion paper early November 2000. AADS replied with a submission in late November and the draft copy was released in early March. The paper that is to be placed before the federal government will be released in early June and will be voted on in late June.

Ian Cook, John Brook and myself attended a meeting in Sydney on April 10, 2001, with representatives from Parsons Australia Ltd. (Sydney,) EPA (Canberra), Westbus (Sydney), RTA (Sydney), MAN (Sydney), and people from a number of other areas related to the motor

industry. This meeting addressed many issues relating to the research carried out by Parsons Australia in the last twelve months. With the relevant government bodies they sought to find what levels of emissions are produced by diesels and under what conditions.

Parsons, who were at the convention in Canberra, used Cook's Diesel as the workshop base for repairing the failed fuel injection equipment. They checked, gathered and collated information as to what pollutants and what quantity is emitted from a variety of vehicles within the Sydney area. These vehicles ranged in size from utilities through to very large trucks, operating under Normal City driving conditions.

This information has been put together and may be used as the basis for the software that will need to be adopted in the future, for the checking of emissions from diesel vehicles being tested, using a dynamometer. Further information will be passed on to the board as it comes to hand.

Much is yet to be done in this area and more will be required by the AADS and eventually by members wanting to be involved in the process of repair. This will not be just a 'fix as fail basis', but may be a system that requires each shop, wishing to be a repairer, to be authorised to do so, according to the law as set out in the legislation. Expect further questionnaires in the future regarding these matters.

Whilst in Melbourne we travelled to the workshop of the Melbourne waste collection centre in North Melbourne. Thanks to Chris Misso for his guided tour. All their new vehicles are fitted with a combination of CNG and diesel powered engine. This is a trial by the Victorian government, in an attempt to reduce the emissions in the CBD. This is still under study by the authorities.

Another meeting will be called sometime after the legislation is passed to further plans as to where we go from here.

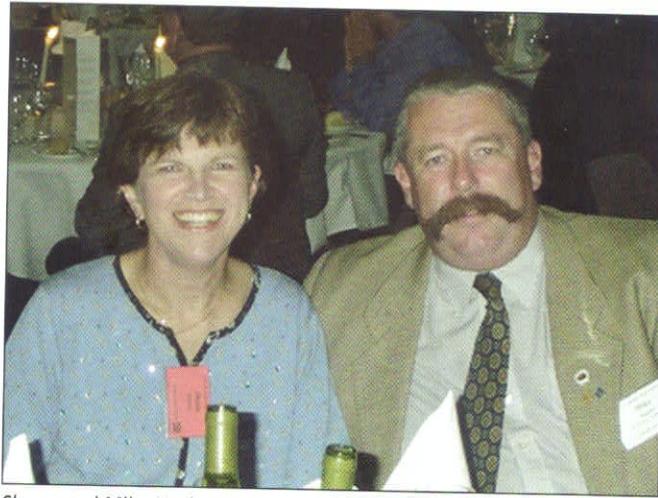
Alistair Weller,  
NSW Branch Chair,  
AADS Inc.



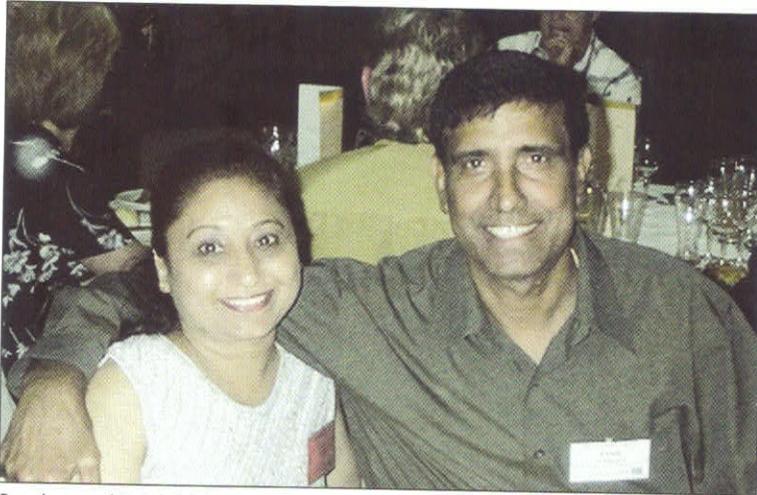
## AADS CONVENTION – CANBERRA



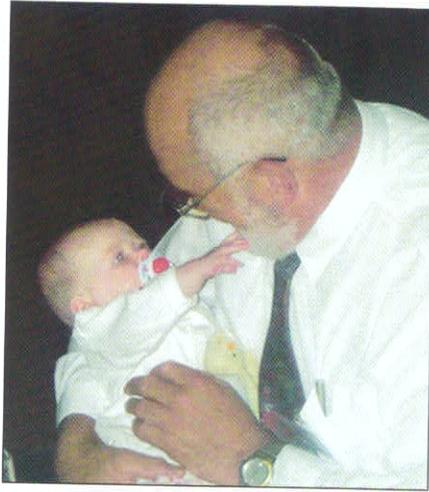
Gary Porter and Julie Hill.



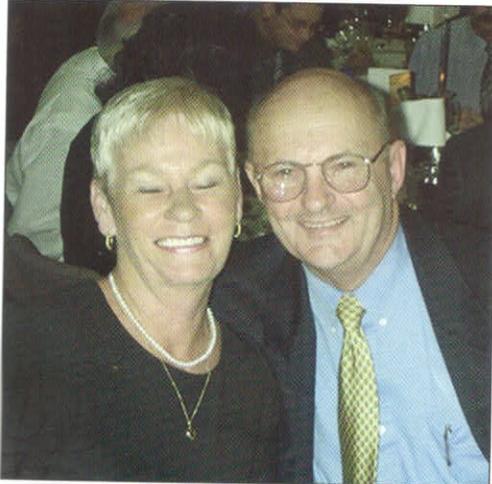
Shona and Mike Hurley.



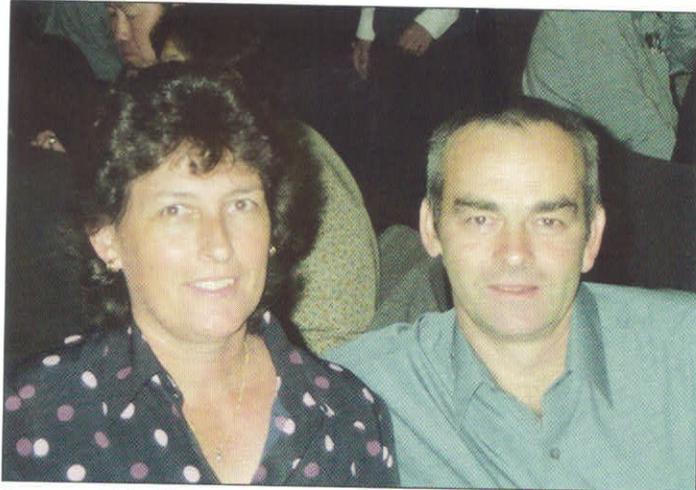
Purnima and Fateh Mohammed.



'Father Christmas' with Emily Rankin.

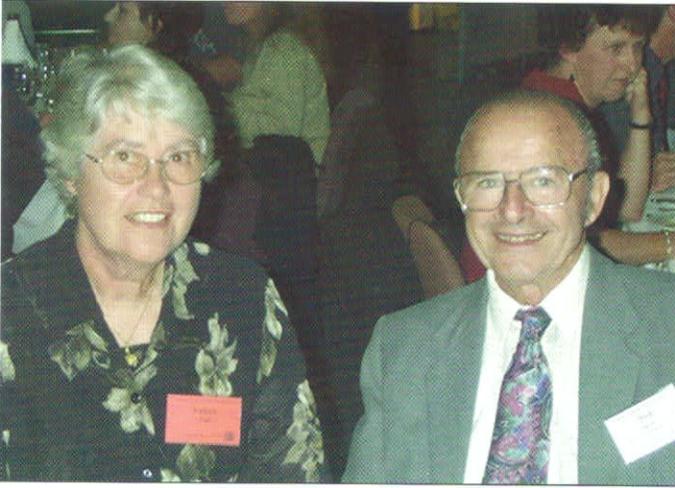


Gail and Mal Whitcombe.

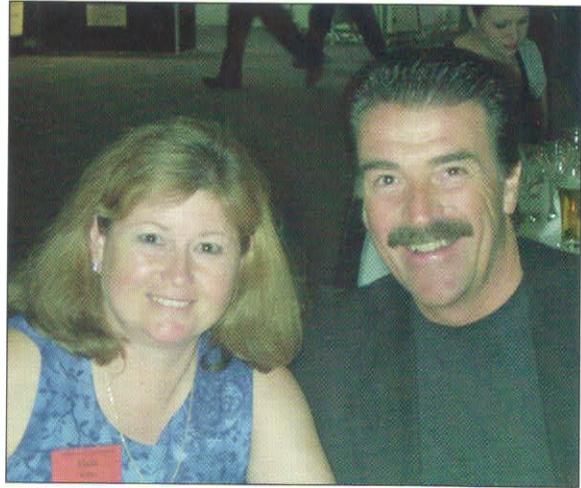


Donna and John White.

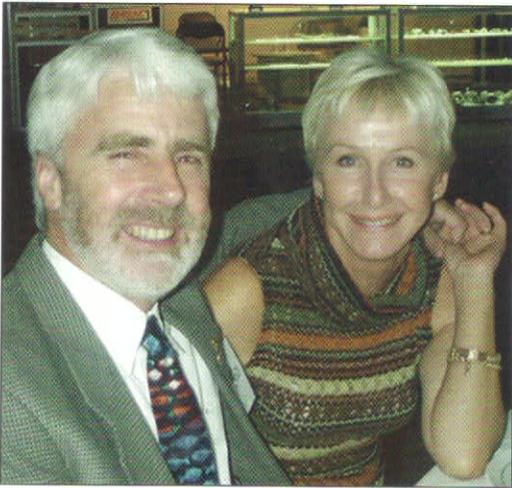
## AADS CONVENTION – CANBERRA



*Valerie Paul and Nick Dines.*



*Elaine and John Walker.*



*Harvey and Annie Reid.*



*Pete Malo and Bob Bentley.*

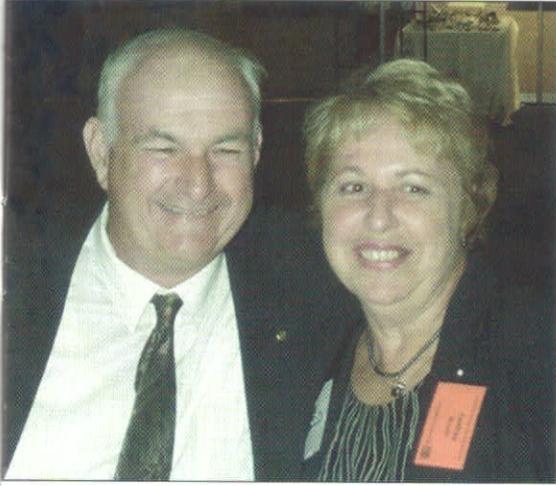


*Paul and Lesley Valencich.*



*Amanda Golding and Aaron Bryant.*

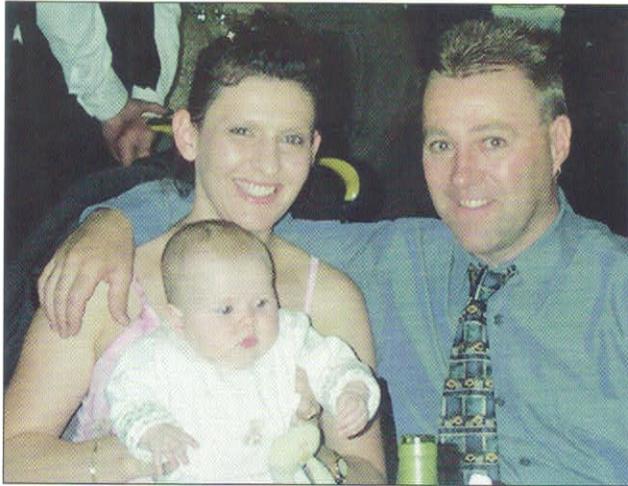
## AADS CONVENTION – CANBERRA



*Merv and Andrea Bryant.*



*Elizabeth and Nick Ho.*



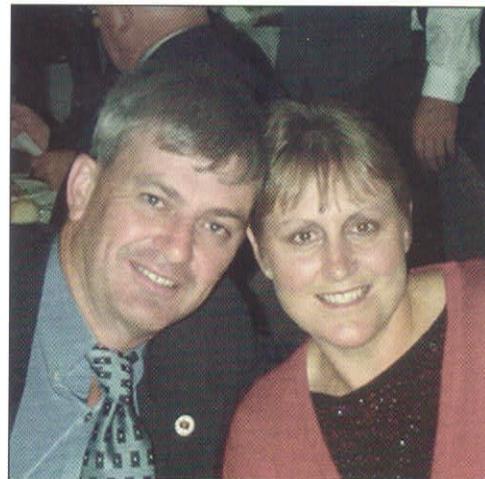
*Veronica, Geoff and Emily Rankin.*



*Jeanette and Raoul Smith.*

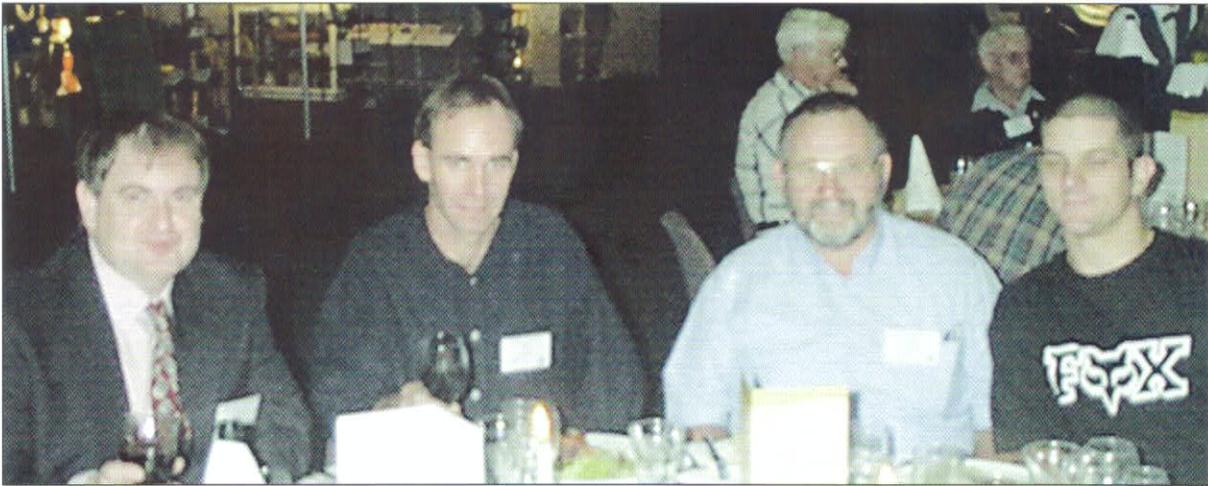


*Don Carnie, Max Gandini and John Townsend.*



*Robert and Jeanette Comer.*

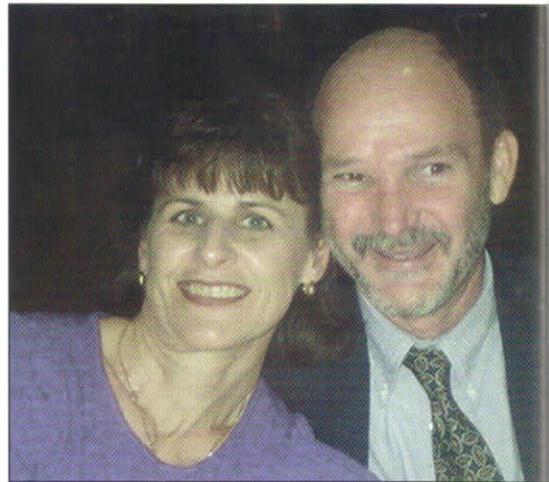
## AADS CONVENTION – CANBERRA



*Graeme Wilkinson, Eric Bishop, Greg Chatfield and Steve Munro*



*Bruce Cornell, Kevin Cripps and John Nicholls.*



*Neva Walden and Bruce Moffat.*



*Cheryl Wilkey and Emily Rankin.*

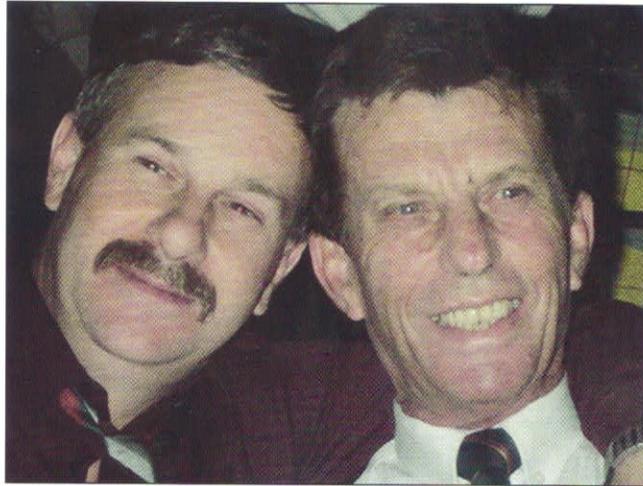


*Carmel Coate and Gail Whitcombe.*

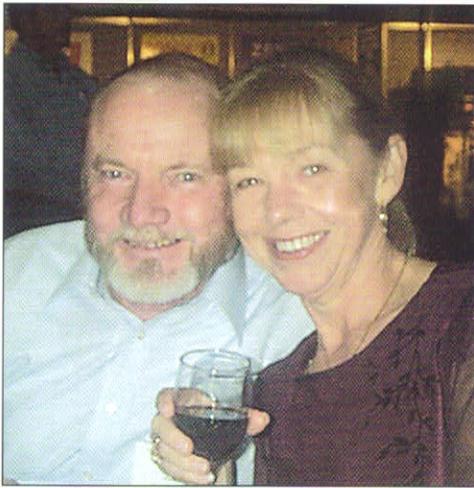
## AADS CONVENTION – CANBERRA



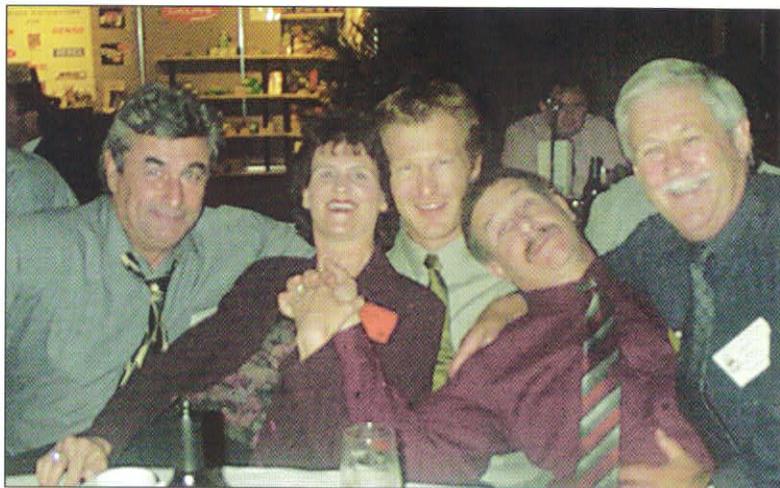
Shirley and John Nicholls with Merv and Andrea Bryant.



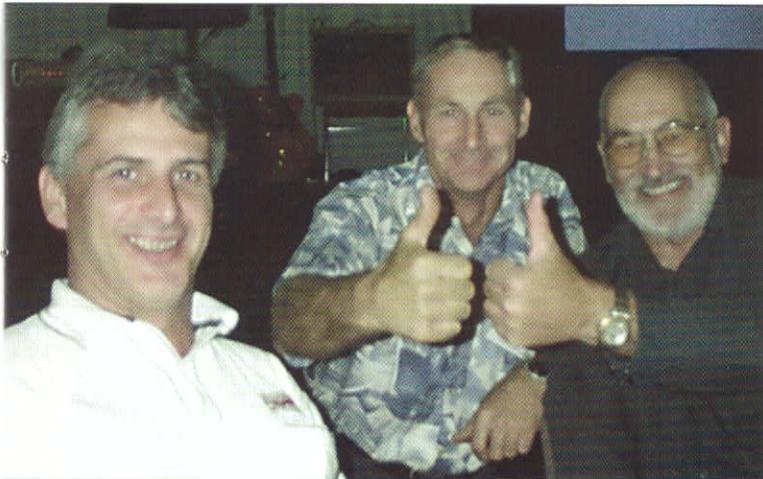
Mike Hogarth and Bruce Cornell.



Jeff and Sylvia Nankervis.



*I think they have had enough!*



Norbet Schueller, Warren Ellis and Horst Schnabel.



Karen Gorey and Mike Hogarth.

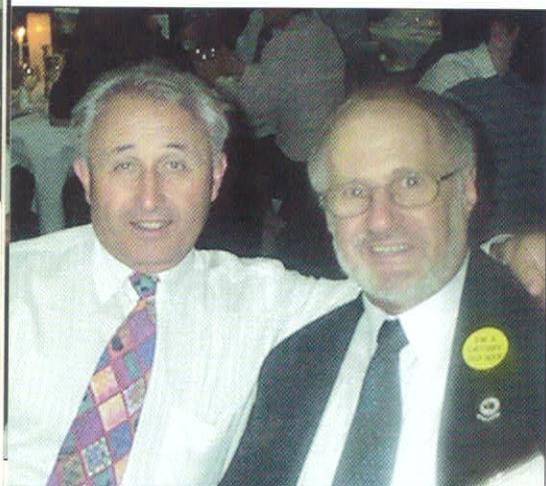
## AADS CONVENTION – CANBERRA



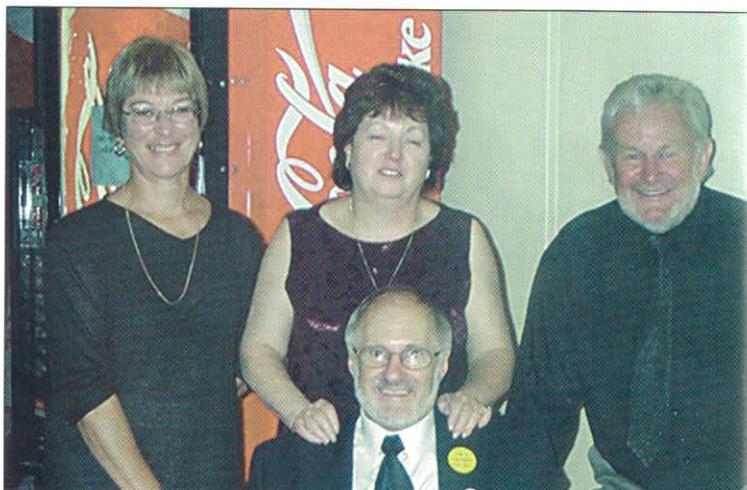
Steve Warburton, Shirley Nicholls and John Moir.



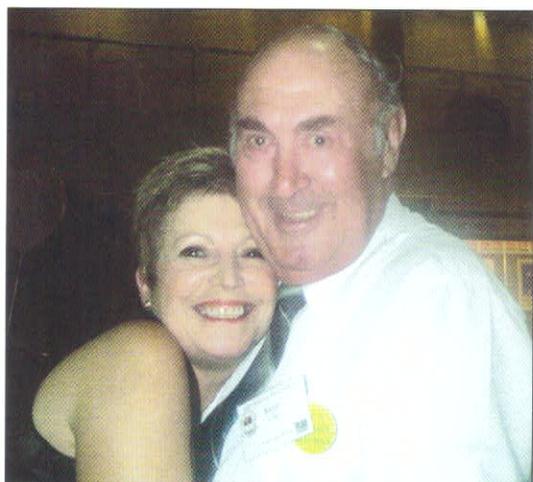
Don and Sue Holgate.



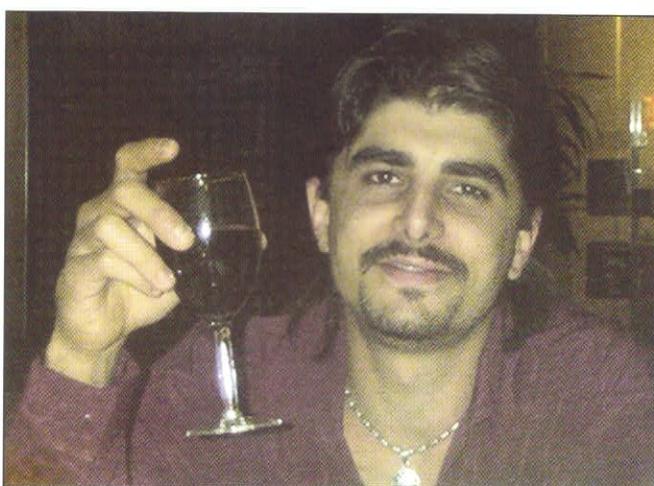
Wayne Dunning and Don Wilkey.



Jeanette and Raoul Smith with Cheryl and Don Wilkey.

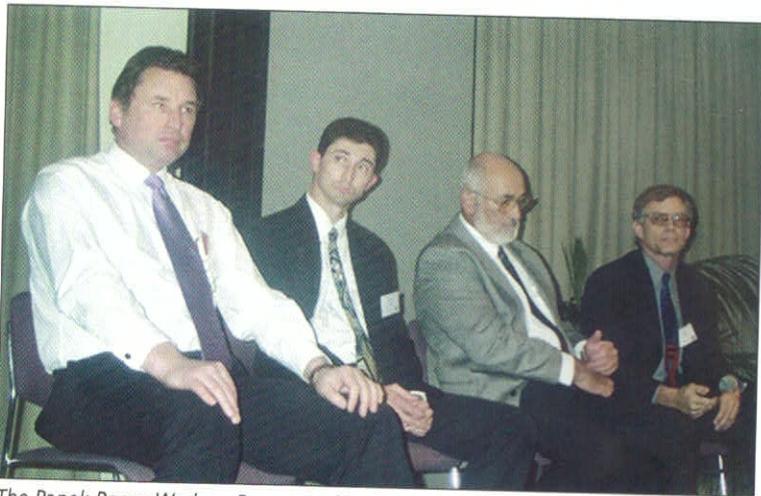


Julie Hogarth and Kevin Cripps.

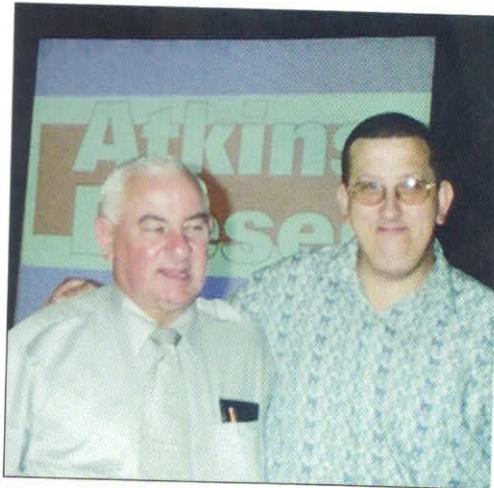


Michael Cuda.

## AADS CONVENTION – CANBERRA



The Panel: Roger Warken, Darren Jenkin, Horst Schnabel and Marc Thompson.



Ken and Evan Scott.



AADS Life Members (from left): Harvey Reid, Keith Jurgs, John Fresser, Kevin Cripps, John Brook, Don Wilkey and Mick Rankin.



'Grumpy Old Men' (from Left): Kevin Cripps, Keith Jurgs, Don Wilkey, Mick Rankin, Bob Bentley, John Nicholls, Jim Lister and Ken Scott.  
(Would the 'Grumpy Old Men' not in the photo please contact Mick Rankin, so we can update our membership list!)

# AADS AWARDS

presented at

## the 2001 Convention – Parliament House, Canberra

**A**T the farewell lunch held in the Great Hall, Parliament House Canberra, presentations and awards were given to the following people.

### John Brook

Retiring President John Brook was awarded Honorary Life Membership of the Association by newly elected President, Mike Hurley, for four years of service in which John guided the Association through some difficult decision making. The Association is now in good order to take the next steps under the guidance of Mike. Well done John.

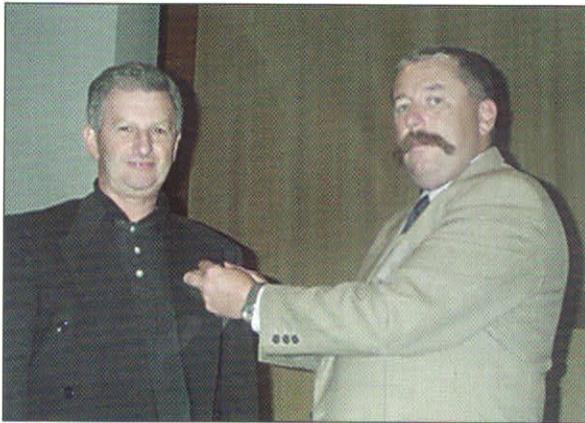
### Reg Donoghue

Reg Donoghue was awarded the Lance Hosking memorial Shield, by John Brook, for his services

to AADS members in teaching and conducting schools on the AADS fuel injection courses. The award is given for outstanding commitment to the Association and Reg now joins Horst Schnabel and Mick Rankin as recipients of this award in memory of the late Lance Hosking.

### The President's Shield for Best Exhibition

Adelaide Fuel Injection Parts won the President's Shield for the best exhibition stand for the third time since its inception at the Perth convention in 1988. President Mike Hurley presented the shield to Paul Wilkey. Paul accepted the award on behalf of the Directors and Staff and thanked them for the dedicated effort they had put into building and staffing the stand.



Mike Hurley presents John Brook with his Life Membership.



Mike Hurley presents Paul Wilkie with the President's Shield for Best Exhibition Stand.



John Brook presents Reg Donoghue with the Lance Hosking Memorial Award.



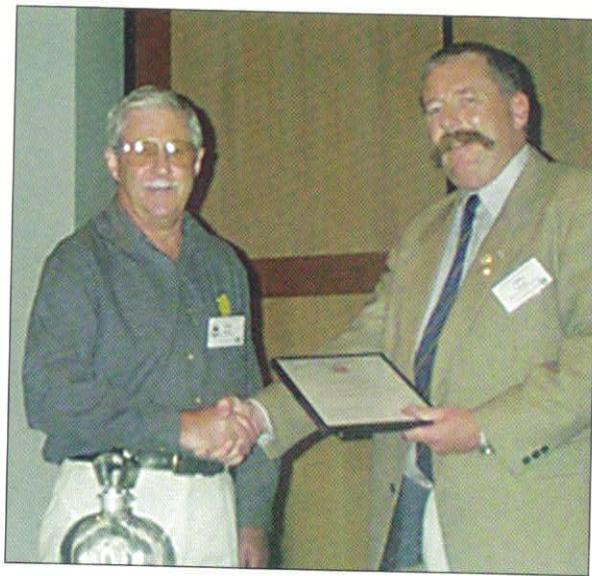
Bob Bentley presents Aaron Bryant with the Arthur Walz Award.

## The AADS Appreciation Award

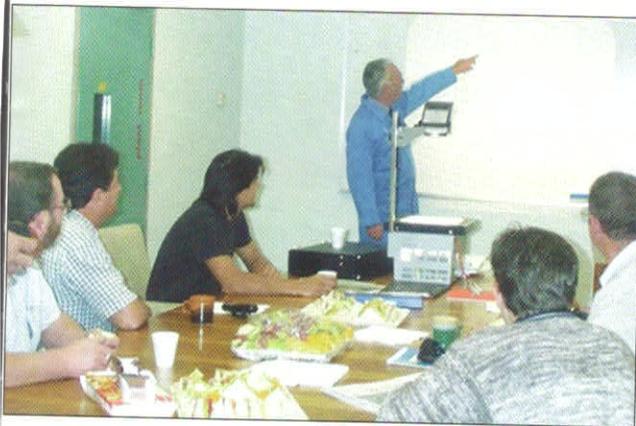
Mick Rankin was presented with the AADS Appreciation award, by Mike Hurley, for his continuing dedicated service to the Association and its membership. This is the second time the award has been presented, the first post-humously to past President and Honorary Life Member Arthur Walz.

## AADS Zexel RLDK Governor School

The most recent AADS School for service members was held during the Convention at the Canberra College of TAFE by AADS trainer Reg Donoghue. There were six trainees in attendance and all passed the course and received their certificates as RLDK trained technicians. Many thanks to Ros Stewart for organising the lunches for the school and for her help in the staging of the very successful golf day (see p.31).



Mike Hurley presents Mick Rankin with the AADS Achievement Award.



Zexel RLDK class being instructed by Reg Donoghue.



Adelaide Fuel Injection Parts PIL – Winners of the President's Shield for Best Exhibition.



The Atkins Diesel stand – runner up in the President's Shield for Best Exhibition.



The Dipaco stand – third in the President's Shield for Best Exhibition.

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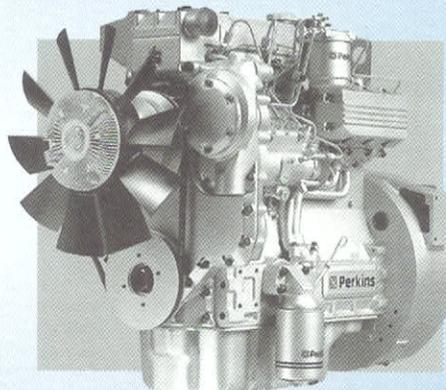
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**H**ANS PIRKEBNER was born in Austria at Greifenburg, in the state of Carinthia. His father was a WW1 Austrian Army Officer and in civilian life, worked in the Law Courts.

Hans has a sister two years older, Josephine (Pepi) and brother Herwig 12 years younger. On 9 May 2001 some of Hans' ashes were interred by his son and daughter and his family, in Austria, in the mountains near the village where he was born.

During the WW2 period, too young for active service, Hans must leave his family in Austria and learn Aircraft Maintenance Engineering at the Dornier Aircraft factory in Germany at Friedrichshafen, on Lake Bodensee. Hans was unable to return to his family until 1945 at the end of the war when he and another boy walked through the mountains back to Austria.

Post War, it was forbidden for Germany and Austria to design and build aircraft so unable to gain work for his specific training, Hans began work for the building of the first electric railway line over the highest mountains in Austria, The Grossglockner (3800m). This was very dangerous work with great risk of avalanches. Hans had excellent ski skills and there were times when he engaged in extremely dangerous rescue missions with successful outcomes that gained media acclaim.

In the '50s Hans worked with Professor Ferry Porsche in the town of Gmünd in Austria. This was an important job as a team member, in the design of the first Porsche 356 Sportscar and Volkswagen. Professor Porsche closed his workshop in Austria and went to Germany. Hans, not wishing to return to Germany, applied to the Dutch airline KLM to work as an Aircraft Engineer. He also made application to migrate to Australia as another option. Australia came up first in 1954.

Upon arrival Hans gained clearance to work at Avalon Aircraft Factory in Geelong. He began to visit friends in Deniliquin and found employment at the local Holden and later Chrysler dealerships. A German migrant operated a business called 'Riverina Diesel Service', which Hans acquired in 1958, later to be registered as Deniliquin Diesel Service Pty. Ltd. A reputation

for excellence and integrity soon developed with Hans's commitment to hard work and keeping long hours. In some circles he gained the affectionate nick name of 'The Golden Spanner'. He ran an extremely orderly and clean workshop.



In the '60s Hans acquired the Volkswagen Franchise. The Volkswagen Beetle was experiencing peak popularity and later the Kombi, making a very busy Sales & Service outlet for him. In 1962 the Mercedes Benz Franchise was also taken on which again, developed into another highly successful component of Hans's business. During this association of 38 years Hans had been formally

presented with a number of awards for Meritorious Service, including Service Dealer of the Year Victoria. In 1968 Hans and his staff provided a Check Point at Gunbar, in isolated western New South Wales, for the London-Sydney Mercedes Benz Rally for the English Army Driving Team

Another extremely successful Sales outlet was provided for Hans with the acquisition of the Subaru Franchise. Sales in this area were so impressive Hans won an overseas trip for two, awarded by Subaru Australia. There is no doubt the Government Contract with the local Department of Water Resources had a great influence on Sales when farmers saw the performance of the ute used by Water Commission Field Staff attending to work on their irrigation properties.

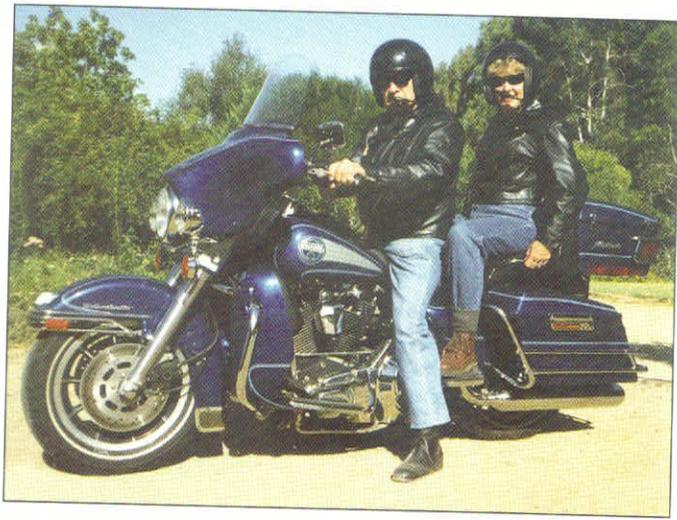
Deniliquin Diesel Service Pty Ltd operated a highly reputable Diesel Fuel Injection Room drawing customers from a very wide radius. This was a mainstay to all the other facets of Hans's versatile business. He kept a well stocked parts section in his Diesel Room and it was not unusual for 'hard-to-acquire parts' to be produced from Hans's stock to this day.

Hans's greatest love was his family. He married Marie in 1974 and his daughter Cara was born in 1977. She works in Sydney as a Business Lending Officer for the National Bank. Jeremy was born in 1981. Having grow-up surrounded by the trades and in constant companionship of his father it was no surprise for Jeremy's wish to be in the Trades. He began his apprenticeship with the local Hot Rod builder, Southern Rod &

Custom in Deniliquin specialising in Spray Painting. On the 11th May 2001 Jeremy received a Victorian Apprenticeship Award, nominated through Coburg TAFE. It pleases the family that Hans knew of this Award as Jeremy had been informed of its impendency in February.

Many people new Hans's humour, gentlemanly ways, kindly and generous disposition. Like many business people, Hans gave back to his community with many discretionary and formal sponsorships. It was not unusual for children to arrive at his showroom to thank him for prize money they won or a note to arrive in the mail thanking him for his support. Many a bride was driven by Hans to the church in the days of his Mercedes Benz ownership, as well as visiting dignitaries to the local Municipality. Hans was one of a number of community minded men who acted as counsellors to single mothers in the days when welfare was less generous and Legacy was the only welfare support to women without husbands.

Content with his life in Australia, Hans only returned to visit his homeland twice – once to



introduce his darling daughter and in later years to introduce his son to his family. Hans allowed himself one personal indulgence and that was his Harley Davidson Ultra Glide he purchased six years ago. He would hit the Riverina Plains on the Harley with the stereo on. The music and ride would provide relaxation for him. Hans's supreme love was his dear children, Cara and Jeremy and it can be said, they are his eternal trophy in life.

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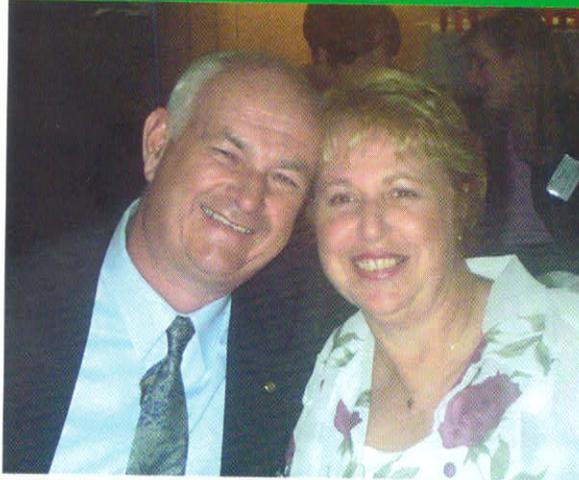
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# Personality Profile

**MERVYN BRYANT**



*Mervyn and Andrea Bryant.*

Bosh, Zexel, Delphi, Stanadyne, Lister, Perkins, Denso and Hatz. They are service members of the AADS and have been regular attendees at AADS conventions since its inception.

Merv and Andrea were married on the 9th of March 1974, the night of the biggest flood on record in Lismore. It did not dampen their love for each other as they have reared three children – Aaron born in April 1977, Melinda in September 1979 and Craig in September 1982. They live in Lindenvale, 15 minutes east of Lismore. Every year since 1979 the family has spent Christmas in the beachside town of Ballina, at the local Caravan Park.

lina, at the local Caravan Park.

Merv has a hobby, which has developed into a second business, although it was not planned that way. It is rearing bees and harvesting their honey for market.

His other pastime is fishing and last Christmas made the local Ballina newspaper 'Fish of the Week' by catching a large Flathead. Merv loves to go North to the Barrier Reef and go deep sea fishing for Coral Trout. He also enjoys recreational shooting.

Merv is a member of the local Rotary Club and is active in a number of community projects.

Merv and Andrea love to travel and have visited England, Germany, France, Italy, America, Singapore and New Zealand.

Their many AADS friends wish them the best for the future in business and their family life.

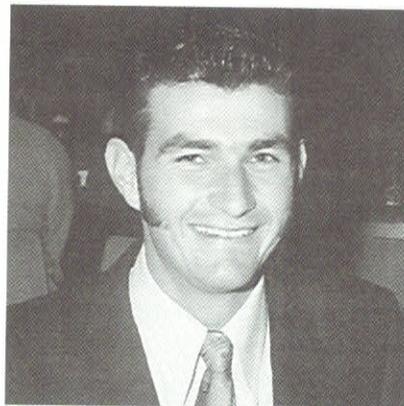
**M**ERVYN Neville Bryant was born on December 14, 1950 at the Lismore Base Hospital in New South Wales. He is the eldest son of Neville (dec.) and Ellen who had seven children, so there was always a lot going on each day in the Bryant household.

Merv first attended school at the Wyrallah Public School. At the end of his primary education he was enrolled at Richmond River High, which coincidentally is right across the road from Lismore Diesel. When catching the bus, Merv's stop was the last chance to top up the water pistols before reaching school.

During 1965, his last year at school, Merv spent time at Lismore Diesel Service doing work experience. He must have become addicted to the diesel fumes because he took up an apprenticeship with Lismore Diesel at the end of the school year, and has been there ever since.

In 1975 Merv purchased Lismore Diesel and has spent the last 36 years building the business into one of the best of its kind in Australia. He employs nine permanent staff, including his son Aaron and they have a first class understanding of the firm's products and services. The business has invested in the latest equipment and technology, which enables them to service all types of fuel injection equipment in their area. In all Merv has now trained 10 apprentices to become fully qualified diesel fuel injection technicians.

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*The younger Mervyn Bryant.*

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## 1. OUTLINE

With radial plunger position-control distributor type fuel injection pumps (hereinafter referred to as VRZ pumps), the fuel is pressurized by two radial plungers positioned axially to the drive shaft.

Fuel injection quantity and timing are precisely controlled by an electronic control unit.

An electronic governor (ie, a GE actuator) utilizes position control to adjust the fuel injection quantity. The timer is a timing control valve (TCV) which utilizes duty control to adjust timing.

Instead of utilizing the previous face cam, the VRZ pump utilizes a cam ring to enable fuel injection at high pressures, making it suitable for small, direct injection diesel engines.

This pump was developed to provide the most suitable fuel injection quantity and injection timing to satisfy the demand for engine reliability, driveability, low smoke, low noise, high output and cleaner exhaust emissions.

## 2. FEATURES

### [1] High pressure injection

The VRZ pump can generate pressure of 85 MPa (approx 850 kgf/cm<sup>2</sup>) demanded by small, fuel efficient, high output, direct injection diesel engines.

### [2] High pressure atomization of fuel injected from the nozzle

Through high pressure injection of fuel, the fuel injected from the nozzle is atomized with a high penetrating force (the fuel droplets penetrate further) and with greater dispersion and distribution (mixing with air is improved) so that combustion is improved. This contributes to cleaner emissions.

### [3] Optimum fuel injection system

Control of fuel injection quantity and fuel injection timing suitable for the engine is performed electronically, enabling lower fuel cost and high output.

### [4] Improved endurance

The components used in the VRZ pump are very resistant to high pressure, ensuring improved endurance.

### [5] Improved engine matching

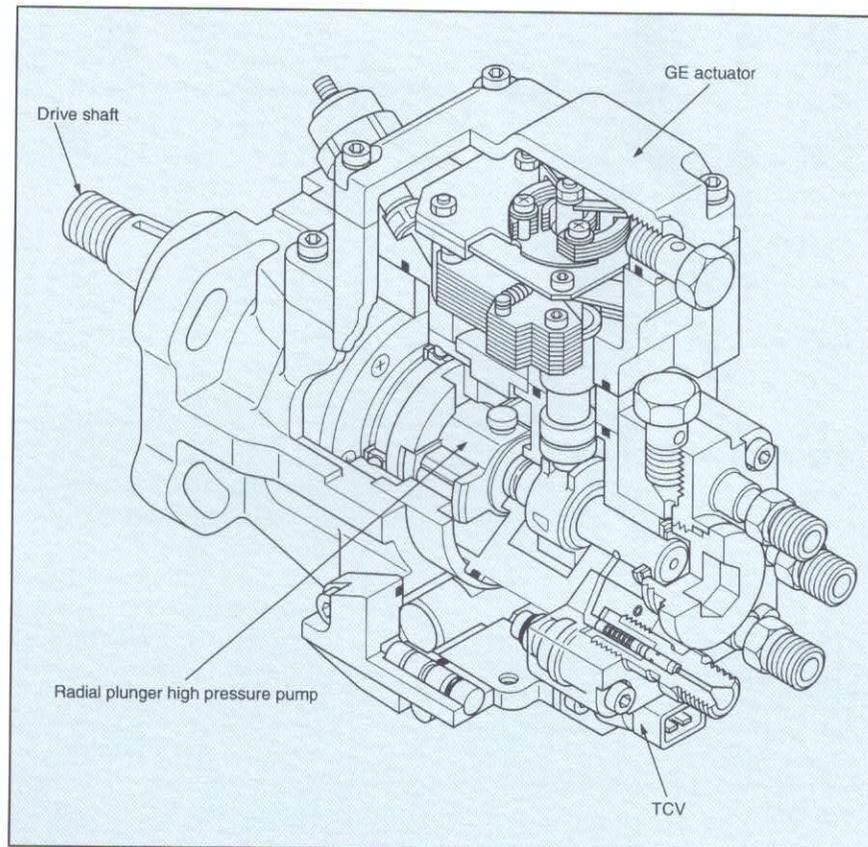
As fuel injection to the engine can be controlled for each cylinder, matching to the engine is improved.

### [6] Minimized cost

As the VRZ utilizes a COVEC-F GE actuator and TCV, its cost has been minimized.

### [7] Improved power performance

As the optimum fuel injection quantity corresponding to accelerator position is controlled



by the GE actuator, increased torque in low accelerator pedal positions is possible, enabling improved power performance.

**[8] Decreased smoke at acceleration**

When fuel injection is increased to increase engine power at acceleration, smoke is usually generated by the excess fuel. The VRZ fuel injection pump, however, accurately controls fuel injection quantity, even in this range, to prevent the generation of smoke without adversely affecting acceleration.

**[9] Additional devices are unnecessary**

Such additional devices as the boost compensator and the aneroid compensator are unnecessary as compensation is made by the control unit based on signals from each sensor. This results in less 'clutter' around the injection pump.

**[10] Self-diagnosis function**

The system includes a self-diagnosis function which displays error codes to facilitate the diagnosis of malfunctions.

**3. SPECIFICATIONS**

<b>Item</b>	<b>Specifications</b>
Injection pump type	VRZ
Applicable vehicles	Passenger vehicles, recreational vehicles, small and medium sized trucks
Applicable number of engine cylinders	4 cylinders, 6 cylinders
Direction of rotation	Clockwise / counter clockwise
Drive method	Gear, Oldham coupling
<b>Injection performance</b> Maximum pump pressure Plunger diameter and number Maximum cam lift  Maximum plunger speed Maximum allowable drive torque	85 MPa {850 kgf/cm <sup>2</sup> } ø 9mm x 2, ø 8.5mm x 2 4 cylinders: 3.7mm 6 cylinders: 3.5mm 1.7 m/second: 1,000 r/min 220 N.m {22.4 kgf.m}
<b>System</b> Minimum drive voltage  Control unit type Battery specification	12V specification: 6.3V 4V specification: 13V Pump control unit 12V specification 24V specification
<b>Standard performance</b> Standard control method  Timing feedback Timer advance range	Fuel injection quantity control: rotary solenoid system, injection quantity adjustment through position control Injection timing control: TCV duty solenoid system, hydraulic timer Timer piston position feedback 4 cylinders: maximum advance angle 14° 6 cylinders: maximum advance angle 10 °
Pump size	Identical to COVEC-F
Weight	Approx 8.0 kg

## 4. FUEL SYSTEM

### (1) Fuel piping system

Centering around the VRZ pump, the fuel piping system consists of a fuel tank, a feed pump, a fuel filter, nozzle holder assemblies and the piping connecting these components.

### (2) Fuel intake

The fuel in the fuel tank is supplied to the injection pump through the fuel inlet by the feed pumps in the fuel tank and the injection pump, after first passing through the fuel filter. The fuel filter is installed to filter the fuel, and also has a sedimentor in the bottom to separate any water from the fuel.

### (3) Regulating fuel feed pressure and delivery pressure

The fuel taken in at the fuel intake port is pressurized by the feed pump inside the injection pump, and is then supplied to the

plunger chamber through the rotor and the control sleeve's suction and spill ports, which control the direction of fuel flow.

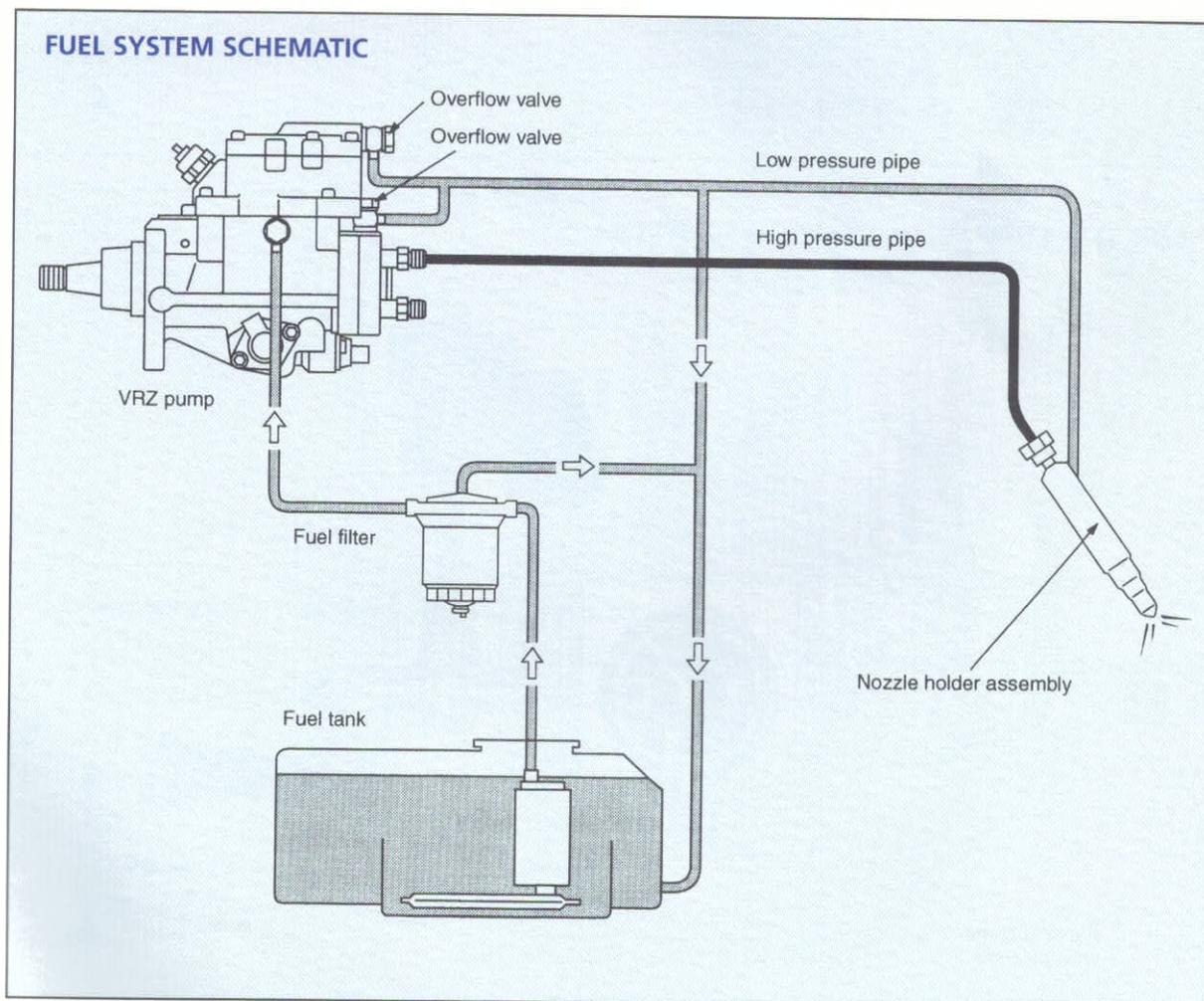
At this time, the fuel pressure is greatest in proportion to pump rotational speed. When it exceeds a specified pressure, excess fuel is returned to the intake side through the regulating valve.

### (4) Fuel pressurization

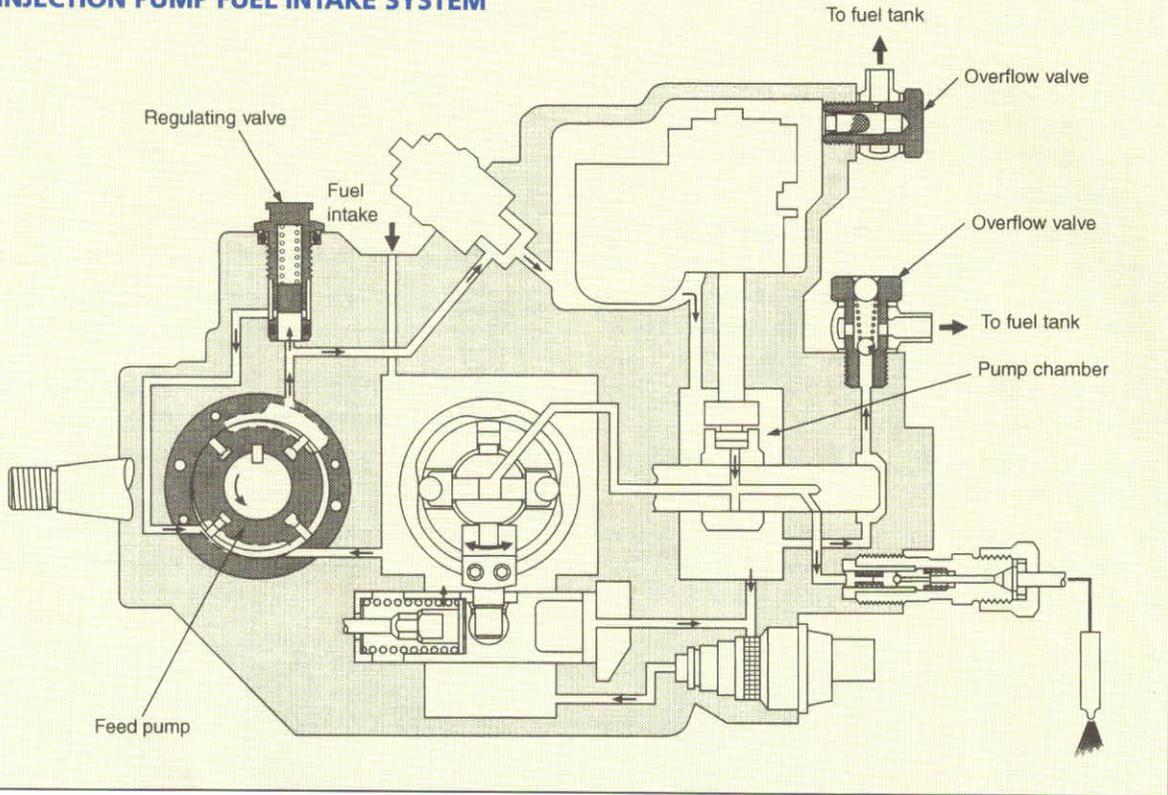
The fuel delivered to the plunger chamber is pressurized by the radial plungers.

### (5) Determining the optimum fuel injection quantity and fuel injection timing

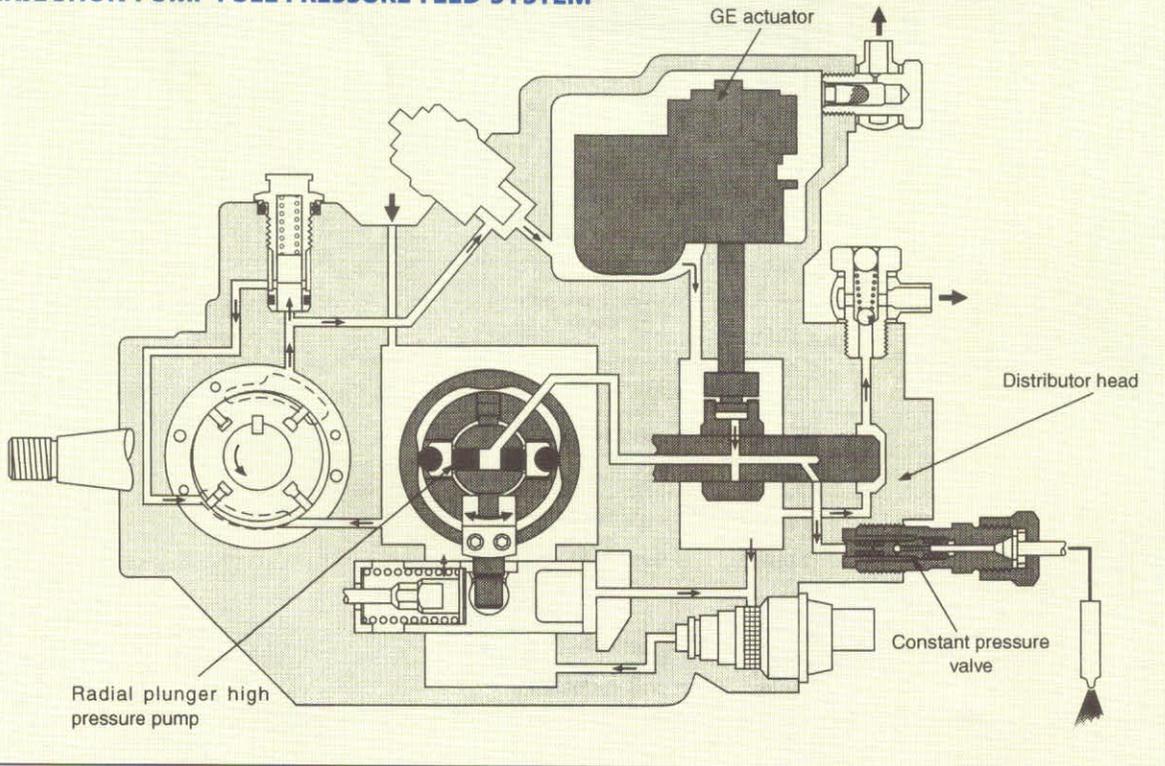
The optimum quantity of fuel pressurized by the radial plungers is pressure fed to the nozzle holder assemblies at the optimum timing by the electronically controlled GE actuator and the TCV (timer).



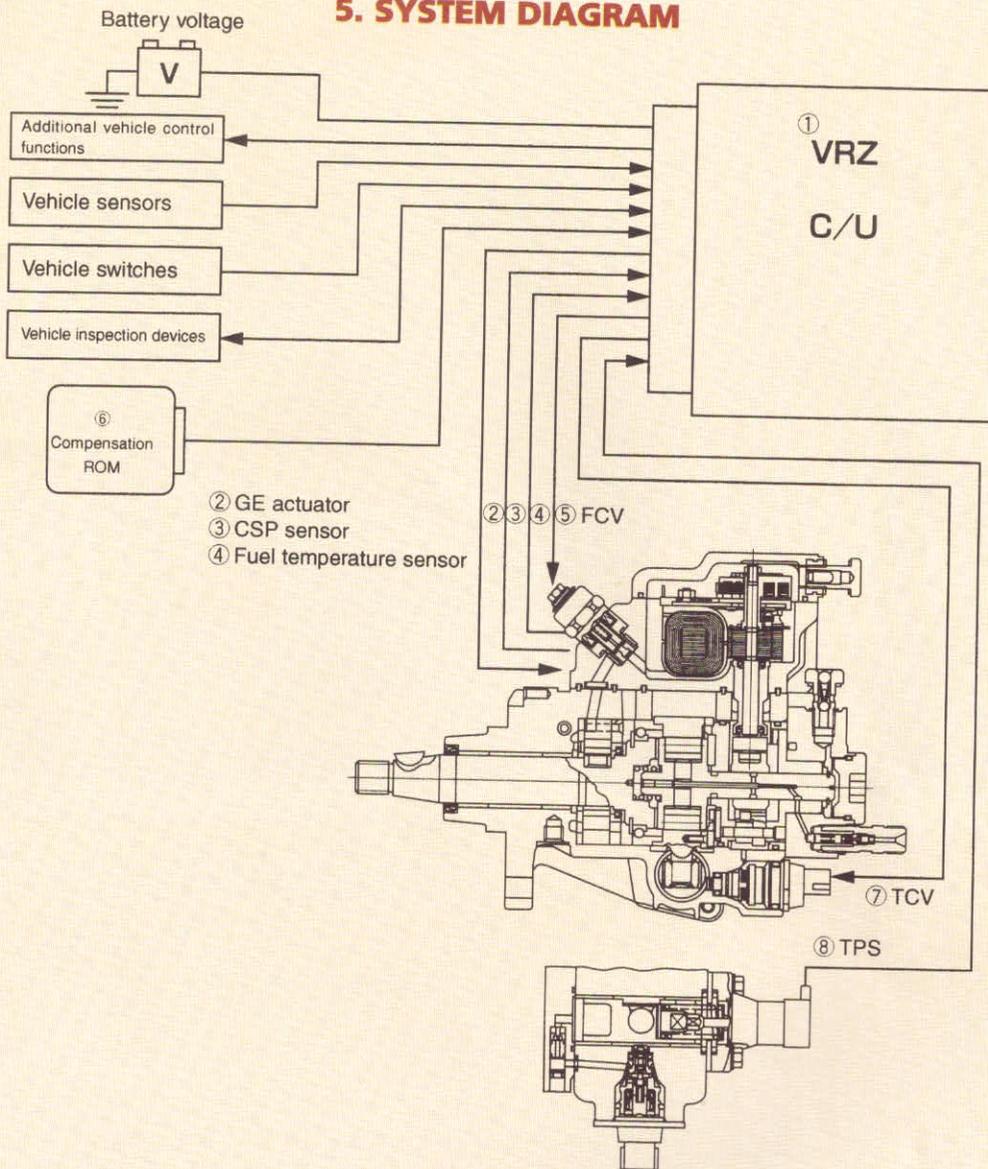
### INJECTION PUMP FUEL INTAKE SYSTEM



### INJECTION PUMP FUEL PRESSURE FEED SYSTEM



## 5. SYSTEM DIAGRAM



No.	Component name	Function
①	C/U (control unit)	Operating environment confirmation, data processing
②	GE actuator	Fuel injection quality control
③	CSP sensor	Detects control sleeve position
④	Fuel temperature sensor	Detects fuel temperature
⑤	FCV	Interrupts fuel supply
⑥	Compensation ROM	Compensation
⑦	TCV	Injection timing control
⑧	TPS	Detects timer piston position

Zexel VRZ Pump feature reproduced courtesy of Jack Holstein, Service Division, Robert Bosch (Aust.) Pty. Ltd.

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## Candid Camera at the Canberra Convention Golf Day



Herbie Foenander and Mike Hogarth  
battling it out for the trophy.



Mike Hogarth – winner of the Golf Day competition –  
his best profile we think!

## Reducing Diesel Emissions – AADS Certificates

Mr Wayne Baskerville of BJ Diesel Fuel Injection Service has passed the *Senior Technician for Diesel Principles Certificate*.

Mr David Webster of Cooma Diesel Service has passed the *Turbo Technician Certificate*.

Mr Gary Russell of Alberts Diesel Service has passed the *FIE Technician Certificate*.

Mr Daryl Bate of Maitland Diesel Service has passed the *FIE Technician Certificate*.

Mr Shawn Pickle of Maitland Diesel Service has passed the *FIE Technician Certificate*.

Mr Garry Russell of Alberts Diesel Service has passed the *RLDK Governor Certificate*.

Mr John Corbett of Capital Diesel Service has passed the *RLDK Governor Certificate*.

Mr Michael Cuda of Cummins Nerco has passed the *RLDK Governor Certificate*.

Mr Daryl Bate of Maitland Diesel Service has passed the *RLDK Governor Certificate*.

Mr Shawn Pickle of Maitland Diesel Service has passed the *RLDK Governor Certificate*.

Mr Mic Hurcurn of Queanbeyan Diesel Service has passed the *RLDK Governor Certificate*.

## POSITION VACANT

A **Diesel Fuel Injection Technician** is required in Gympie, Queensland Sunshine Coast (next to Fraser Island). Applicant must be experienced in a variety of Pumps.

Contact **Ralph Kelly** - (04) 0870 8391 / (07) 5482 7474

## POSITION VACANT

A vacancy exists for a qualified and experienced **DIESEL FUEL INJECTION TECHNICIAN** who is confident in all diesel fuel systems. Third or fourth year apprentices will be considered. Excellent working conditions and wages in our expanding diesel department.

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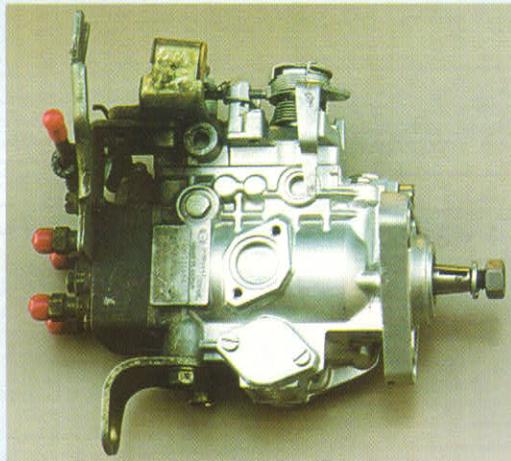
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