



CarbonTreat™ removes carbon buildup from transit buses

Costly repairs and injector failures were becoming an all too common problem for a Pennsylvania transit authority. In the last year, the company spent over \$35,000 on injector repairs. Needless to say, the maintenance team was eager to reduce fuel system issues experienced by the fleet.

Every 6,000 miles the fleet's oil and filters are changed as required by federal mandates. Fuel treatment was sometimes used in a handful of buses. Despite the inconsistent use of fuel treatments, the company was willing to test Schaeffer's fuel additives.

Five Gillig Low Floor Buses were tested for six months: (2) 2011 models, (2) 2007 models, and (1) 1999 model. Because of the number of newer buses being tested, we recommended our CarbonTreat™ Premium Summer Fuel Additive. During the test, the buses also used our Supreme 7000™ 15W-40 Synthetic Plus Engine Oil, All-Trans Supreme® Automatic Transmission Fluid and Supreme Gear Lube.

Before using Schaeffer's products, all fluids and filters were collected and documented for comparison to Schaeffer's. To ensure test consistency, the same maintenance people refueled the designated buses and added the correct ration of CarbonTreat™ at the end of each day. At each interval, fuel filters were changed and documented.

Bus 104: 2011 Gillig Low Floor Bus with Cummins ISL Engine and Fram P10780 Filter



Sept. 9, 2015 – no fuel treatment; 6000 miles on the filter. Carbon and grit are evident in the filter, which indicates buildup in the fuel system. The filter was changed, and the fuel was treated with CarbonTreat™.



Nov. 15, 2015 – the first oil change since using CarbonTreat™; 6,130 miles on the filter. CarbonTreat™ has flushed out grit and carbon that has formed over the years. The first filter change after using our fuel additives is important – the treatment is fast-acting. The filter was changed, and fuel treatment with CarbonTreat™ was continued.



Jan. 19, 2016 – the second oil change since using CarbonTreat™; 5,273 miles on the filter. The filter shows significantly less carbon and grit. Schaeffer's advanced detergency additives give CarbonTreat™ the extra strength it needs to provide lasting keep-clean performance.

Bus 510: 1999 Gillig Low Floor Bus with Detroit Diesel Engine and Fram CS7772B Filter



Sept. 24, 2015 – 3,243 miles on the filter; no fuel treatment. The filter was changed, and the fuel was treated with CarbonTreat™.

Nov. 27, 2015 – 5,996 miles on filter; the first oil and filter change since the fuel was treated with CarbonTreat™.

Feb. 18, 2016 – 5,879 miles on filter; the second oil and filter change since the fuel was treated with CarbonTreat™.

Bus 727: 2007 Gillig Low Floor Bus with Cummins ISL Engine and Fram PS8687 Filter



Sept. 1, 2015 – 6,000 miles on the filter; no fuel treatment. The filter was changed, and the fuel was treated with CarbonTreat™.

Nov. 5, 2015 – 5,752 miles on filter; the first oil and filter change since the fuel was treated with CarbonTreat™.

Jan. 27, 2016 – 6,384 miles on filter; the second oil and filter change since the fuel was treated with CarbonTreat™.

March 26, 2016 – 5,822 miles on filter; the third oil and filter change since the fuel was treated with CarbonTreat™.

Results

10 months later initial results are showing no injector issues for the test buses treated with CarbonTreat™. The company says cleaner fuel systems will make a significant difference moving forward. They continue to work with their Schaeffer sales rep to monitor performance and treat more buses over to CarbonTreat™.