

# 2410 BTU<sup>+</sup> TOTAL TREAT DIESEL FUEL IMPROVER SCHOOL DISTRICT IN NORTH CENTRAL WASHINGTON

School Bus Fleet • SIC 8211 Elementary & Secondary Schools

## BTU<sup>+</sup> Increased fuel mileage from 8 mpg to 10.3 mpg



**CUSTOMER TESTIMONIAL**

### **CUSTOMER PROFILE**

This School District, located in North Central Washington State, operates 20 diesel school buses of various makes. The District puts on approximately 300,000 miles a year, in a climate that ranges from the low 90's at the start of the school year, to well below zero during the bleak winter months. They have benefited from a variety of LE lubricants over the years.

### **AREA OF INTEREST**

In 2004 the District discussed a problem they were seeing with deteriorating diesel fuel quality with their LE Lubrication Consultant John Kowsky, Jr.

### **LE SOLUTION**

John recommended 2410 BTU<sup>+</sup> Total Treat Diesel Fuel Improver to address the problem with the quality of diesel fuel.

### **CUSTOMER COST SAVINGS**

The Transportation Supervisor began to implement 2410 BTU<sup>+</sup> Total Treat into the small fleet of buses; however, in order to get a real assessment of any noticeable difference observed, he didn't inform the drivers of the buses that he had begun treating their fuel. Some interesting things began to occur. The first thing that was brought to his attention was, when various drivers started stopping by to tell him, "Something's wrong with this bus . . ."

**LUBRICATION  
ENGINEERS<sup>®</sup>, Inc.**

Leaders in Lubricants



300 Bailey Ave · Fort Worth, TX · Phone: 800-537-7683 817-916-3200  
FAX: 800-228-1143 817-820-0027 · [www.le-inc.com](http://www.le-inc.com)

LI70587  
12-29-06

*It's not taking as much diesel as it normally does when I stop at the card-lock to fuel up."*

The buses pick up students at the schools, while parked "elephant-style," that is one right up close to the bus in front of it.

With the busses idling in place, diesel fumes and smoke were a very visible problem. One driver was overheard chiding another driver after the confidential inclusion of BTU<sup>+</sup> in the fleet with, *"You must have gotten your bus tuned up . . . It's not smoking any more while we're in line behind you."*

Eventually, it was determined that the District could go an additional day between refueling the buses. With a 5-

day-a-week school schedule, that is a huge financial savings to this smaller School District.

Figures confirmed by the Transportation Supervisor included diesel fuel consumption improvement from *"In the 8 mpg range before, to 10.3 mpg after using BTU<sup>+</sup> to treat the fuel."*

This District has since invited John Kowsky, Jr. and LE Northwest to speak at the monthly Regional Transportation Meetings, in order that other Washington School Districts might begin to also benefit from this fine product. With the recent mandate of Ultra Low Sulphur Diesel (ULSD) taking effect, BTU<sup>+</sup> is now a **MUST HAVE** for Washington School Districts, no matter what their size.

Lubrication Engineers would like to thank the School District and LE Lubrication Consultant John Kowsky, Jr with LE Northwest, for providing the information to prepare this report.



**John Kowsky, Jr.**