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Prins backs new report on CO2 savings

A new report, which reveals that dual-fuel engines are the key to cutting CO2 emissions, is supported by Prins UK, the Southampton company which has pioneered much of the development of the technology.

The report, compiled by Ricardo-AEA for the Department for Transport, compared six methods of reducing the environmental impact of HGVs. The dedicated natural gas engines delivered the biggest CO2 savings, but second on the list was a dual fuel engine, which is the quickest and most practical way for a fleet engineer to maximise CO2 savings.

Dual-fuel conversions recorded reductions of between 16 - 40%.

Prins UK is the official importer and distributor of Prins alternative fuel products, with 60 fitting centres in the UK. The company Prins Autogassystemen with headquarters in the Netherlands is world-leader in delivering alternative fuel systems for LPG, CNG and Dieselblend, exporting to 50 countries and has sold thousands of DieselBlend systems worldwide in the last two years.

Will Putter from Prins UK said: "We are delighted with the results of this independent report, which shows that HGVs can be made much more environmentally friendly at an affordable cost."

Reports say the financial savings of a dual-fuel engine over petrol and diesel cover the cost of the conversion technology in as little as two years.

"This is something we have known for some time. Prins Autogassystemen in the Netherlands has spent many years developing the technology," said Will. "And now the time is right to introduce this technology to the UK.

"For the government to recognise these types of technology is great news for the transport industry. We know there are many companies aware of the damage that their vehicles are doing but are unaware of what actions they can take – some have come to accept emissions as a part of business.

"This report proves that this is not how it has to be. Estimated CO2 reductions of around 15% - 40% are significant to companies of all sizes. If that was taken out of the air, within a few years it would go a long way to help the government meet CO2 targets. That's not to mention the fuel savings that can be made by HGV owners, which in this economic climate will help make some businesses operate at a reasonable profit again. "

The Prins DieselBlend system makes it possible to convert diesel engines to dual-fuel engines by means of replacing a certain quantity of diesel by LPG or CNG (liquid petroleum gas and compressed natural gas). The DieselBlend system is installed beside the original engine management system, and is suitable for all common rail diesel engines.



Making use of parameters such as engine speed, turbo pressure, amount of diesel injected, position of the accelerator pedal, engine torque and the temperature of the coolant, the system determines the optimum balance between diesel and LPG or CNG/biomethane.

The technology is very versatile and readily available for more than five different HGV makes and models.

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Prins UK www.prinsautogasuk.co.uk is the sole importer in the UK for Prins alternative CNG/LPG retro fit conversion systems for petrol cars and diesel LCV's and HGV's. Based in Southampton, it has been supplying equipment to a national UK network of 60 installers for over 12 years and specialises in R+D for alternative fuel vehicle solutions.

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