



SCHOOL BUS RNG PROGRAM

CNG DIESEL ASSIST KITS

up to
Annual
Savings

\$25,000

*Based on fleet size



Money Saving Features

- ✓ Reduce Fuel Costs
- ✓ Longer Range Capacity
- ✓ Prolong Maintenance Times

Benefits

- ✓ Does Not Void Warranty
- ✓ Reduce Carbon Footprint
- ✓ Compressor Fuel Station on Site

Technical Information
GES.ENERGY

info@ges.energy
(405) 913-4370



FAQ | TECHNICAL FEATURES:

How does this affect OEM/manufacturer's warranties?

GES technology does not change the base diesel engine design and warranties the RNG Assist System components for one year after installation. Industry documentation and regulations cite the following in regard to the effects of an approved aftermarket technology on OEM warranties:

- Magnusson-Moss Warranty Act of 1975 says the consumer has the freedom to choose aftermarket parts and upgrades without having the OEM warranty voided.
- The Federal Trade Commission (FTC) issued a Consumer Alert in January 2011, confirming that it is in fact illegal to void warranties or deny coverage for the use of an aftermarket part.
- EPA Alternate Fuel Conversions final rule published on April 8, 2011 states, "The clean alternative fuel conversion manufacturer would normally be held accountable for fixing problems that occur as the result of conversion..." "The OEM would generally retain any parts or systems that retain their original function following conversion and are unaffected by the conversion."

What happens to the engine operation if RNG supply is exhausted or lost?

If the CNG/RNG supply is lost or depleted, the GES Assist system automatically changes over from Assist Fuel to diesel-only operation. There is no range anxiety or lost time. When CNG/RNGs pressure is restored, the process seamlessly returns back to Assist Fuel operation. Engines with GES Assist Fuel System will not run exclusively on CNG/RNG natural gas.

The GES ASSIST system operates as a stand alone device and requires no alteration to the OEM fuel strategy. Gas injection will enhance the diesel combustion safely and smoothly, liberating more power from the diesel charge. This increased efficiency is derived from a more complete combustion of the diesel charge; thus reducing waste diesel that normally forms soot (particulate). Throttle response will be crisper and the increased economy is derived from less throttle being required to do the same work as on straight diesel operation. The OEM fuel assembly is not altered; therefore, should the gas cylinder become depleted, the engine will once again run to OEM spec. The system is fully automatic. The driver is not required to switch back and forth.

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Ready to talk?
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