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### RFI Keeps Pace With Fast-Moving Diesel Injector Technology

As regulations on carbon emissions around the globe lead original equipment manufacturers (OEMs) to improve the environmental performance of their products, diesel injector technologies are advancing apace, and Germiston-based Reef Fuel Injection Services (RFI) is staying at the cutting edge.

With the recent installation of its second Hartridge test bench, RFI has boosted its capability and can now calibrate the new generation smart Delphi diesel injectors.

“We align ourselves closely with the OEMs in each of our diesel injector lines, so that we can offer a remanufacturing process that is officially certified and gives the customer the peace of mind that their remanufactured unit will last as long as a new one,” says RFI director Andrew Yorke.

What comes out of the OEM-approved repair process is an injector with the same quality and specifications as a new injector from that OEM, says Yorke. Other diesel fuel injection systems for which RFI is an authorised service agent include Bosch, Denso and Stanadyne. All RFI’s repairs are backed by an OEM warranty, and the company also handles warranty claims on behalf of the OEM dealers. RFI is acknowledged as the market leader for the repair of CAT fuel injection systems.

“The new Hartridge bench is part of our ongoing new investment to keep up with world class technology, will double our capacity to repair, remanufacture, test and calibrate Delphi diesel injectors,” says Yorke. “It will also allow us to serve the growing market in Delphi systems, as this brand expands beyond its traditional application in light motor vehicles to larger truck engine applications,”

Yorke says that the remarkable progress of injector technology – while being driven mainly by the global drive to reduce emissions from diesel engines – also brings cost related benefits to customers, including higher efficiencies and lower fuel consumption for end users from the Delphi smart fuel injection system.

“The higher pressures that are being built into modern injection systems produce better atomisation and contribute considerably to the efficiency of the combustion cycle – which in turn improves engine efficiency and diesel consumption rates,” he says, reminding users that it makes economic sense to ensure that all diesel that is put into an engine is properly burnt.

In an interesting illustration of the advances that have taken place in recent decades, the latest Delphi systems are designed to operate with a 2,500 bar injection pressure; this compares with the 240 bar pressure that was normally associated with original mechanical injectors.

Yorke emphasises the importance of the electronically controlled nozzle control valves in the latest smart injector systems, allowing multi-stage injection cycles that further raise burn efficiency within the combustion chamber.

“For RFI, it is part of our mission to stay ahead of the game across the range of fuel injection systems in the market today,” says Yorke, “as the vehicle population in South Africa is fairly small by European or North American standards.”

Remanufacturing diesel injectors – a cost effective option to the replacement with new parts – always requires testing and calibration before a unit can be returned to a customer in an ‘as-new’ condition.

“With access to OEM software, we can generate trim codes that we can feed into the Engine Control Unit (ECU) of the diesel engine, controlling the combustion cycle to achieve best performance results,” he says.

A further advantage of the company’s level of equipment and expertise is that – while generic testing is done using only four test steps – RFI conducts this procedure through 20 or more test steps in an environment that replicates the operating conditions of the engine.

To support customers’ need for quicker repair turnarounds – especially in the long distance and heavy haulage transport segment where downtime is costly – RFI offers a service exchange programme. Remanufactured fuel injectors and fuel pumps are made available for immediate installation, while RFI

undergoes the lengthier process of assessing, analysing and remanufacturing the damaged units, reducing the likely interruption to customers' operations.

Established in 1975, RFI is a subsidiary company of Metric Automotive Engineering, also a well-respected and leading player in the remanufacture of diesel engine components.

RFI PIC 01 : A Caterpillar Acert Heui pump being calibrated at RFI.

RFI PIC 02 : A Delphi smart pump calibration underway at RFI.

RFI PIC 03 : Bosch injector repairs being done at RFI.

RFI PIC 04 : A Denso injector being calibrated at RFI.

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