



**TRIED AND TESTED**

# FUEL SAVER

A bolt-on wind deflector that should be part of every vanner's kit.

**N**ot in my wildest dreams did I think the Pajero would consume as much fuel as it did on the way up to Kakadu. Previous tests of the 3.2L turbodiesel Pajero Exceed, towing a very similar amount (2400kg) as we did along the Stuart Highway, had it drinking about 17L/100km. To be safe, I budgeted for a little extra consumption, but I was in for a surprise. As part of the trip, we were testing the Aeroplus from caravan accessory company Purpleline. The Aeroplus is a wind-deflector that fixes to a vehicle's roof racks. For the purposes of comparison, we drove *sans* Aeroplus from Port Augusta, SA, to Mataranka, NT, recording diesel consumption and kilometres travelled between each roadhouse.

**AEROPLUS**  
RRP \$225  
More info [www.purpleline.com.au](http://www.purpleline.com.au) or [enquiries@purpleline.com.au](mailto:enquiries@purpleline.com.au)  
RATING ★★★★★

I checked the pressure of the tyres each morning, knowing that running incorrect pressures, especially when towing, can skyrocket fuel consumption. I also did my best to ensure other variables within my control – the amount of water in the van's tanks, etc. – remained consistent throughout. The Pajero's onboard fuel-consumption gauge was erratic throughout the trip to Mataranka, jumping from 21L/100km to as high as 24L/100km – a high reading in anyone's book. In fact, it was high enough to make me wonder if something was wrong with the economy gauge. Regardless, the facts would be borne out when I crunched the numbers. Returning from Kakadu, with the Aeroplus fitted, I filled up in Mataranka and zeroed the trip meter. The Pajero's

economy gauge almost immediately dropped to between 18 and 19L/100km, the reading more stable than before. When the highway was especially flat and smooth, it dropped to 17L/100km. Back in the office, I whipped out the calculator. The result: without the Aeroplus, the Pajero consumed an average of 23.3L/100km. Yes, that seems high, but the numbers don't lie. According to the official figures, with the Aeroplus fitted the Pajero actually used an average of 20.3L/100km – a 3L/100km, or 13 per cent, improvement on our test without the Aeroplus. That's a saving of \$4.80 per 100km, assuming a per-litre diesel cost of \$1.60. It's not hard to see how quickly the Aeroplus would pay for itself. How does the Aeroplus work? Well, it quickly secures easily to your roof bars (we used Rola bars – [www.rola.com.au](http://www.rola.com.au)) and directs the air, as you drive, over the top of your van, thereby reducing drag and improving fuel economy. Visit [www.purpleline.com.au](http://www.purpleline.com.au) for an overview of the aerodynamics involved. Overall, the Aeroplus is an elegant



device that, for my money, should be on the roof of every caravanner's tow vehicle. I was sceptical that it would make any difference at all – but it does.  
– Max Taylor  
**WIN THE AEROPLUS** – See page 32 for details!



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