



MG ROVER  
GROUP

**DUAL FUEL - THE BEST OF BOTH WORLDS**



Congestion  
charging...

### **AVOID CONGESTION, AND CHARGES**

The 17th of February, 2003, saw the introduction of congestion charges for vehicles travelling through the increasingly congested heart of London. As cities and towns throughout the UK experience similar traffic problems, many councils are monitoring the London scheme with a view to implementation at a more local level. With weekday charges of £5 for entering the London zone between 7am and 6.30pm, the cost of commuting or visiting the centre of the capital soon mounts up. For instance, if you are a car user entering the London zone on a daily basis, that's over £1,250 you'll pay in congestion charges annually.

Now for the good news. LPG converted and registered vehicles that achieve the PowerShift funding Band 4 classification are eligible for a 100% discount from London's congestion charges. So that you can take advantage of this saving, LPG conversions that meet the Band 4 classification are available on all Rover and MG Models (except TF), including 1.4, 1.6, 1.8 (naturally aspirated) and 2.5 V6 engines.

Cost savings are one thing, but for many London commuters the real benefit of driving an LPG fuelled vehicle in the congestion zone could well be its convenience. Once you've registered, you can drive straight to your destination without the hassle of having to park on the outskirts, wait for a bus or join the crush on the underground. While other car users will have the chore of finding a congestion charging outlet to pay their daily fee, you'll be able to act like congestion charges had never been introduced. It all makes LPG seem like the only sensible solution.

Such discounts from congestion charges could provide a real competitive advantage for any small businesses that require quick and frequent access to the heart of London. Our new range of Car Derived Vans (CDVs) - Rover Commerce and MG Express - both achieve a Band 4 rating on 1.4 engines, and therefore enjoy the 100% discount on congestion charges as well as qualifying for a 60% rebate\* (exc. VAT) on the cost of conversion.

\*Subject to Powershift regulations



**AVOID CONGESTION**



## REFUELLING & DUAL FUEL CAPABILITY

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Dual Fuel is available on all MG or Rover LPG models allowing drivers to run their car on cleaner-burning liquefied petroleum gas.

Dual Fuel means that the vehicle is fitted with both a petrol tank and an LPG tank allowing the driver freedom to choose between the use of the two fuels on their journey.

LPG cars have a specially designed nozzle entrance that's specific to LPG refuelling apparatus, to avoid you filling up with petrol by mistake. You'll find refuelling is a clean and simple process - very similar to filling up with petrol in fact.

On the road, switching from petrol to LPG simply involves the touch of a button. The fuel then flows from the gas tank and maximum efficiency is ensured through accurately regulated gas supply to each cylinder. You will never be short of fuel as the vehicle fuel gauge displays the correct fuel level and will even switch to petrol operation if the gas runs out.

In the UK LPG is currently available at approximately half the cost of petrol or diesel and over 1300 forecourts in the UK now sell LPG, including over 70 in the London area. This number is set to rise over the coming years. Visit [www.powershift.org.uk](http://www.powershift.org.uk) to find your nearest supplier.

LPG cars are currently restricted from using the Eurotunnel to cross the Channel but it is hoped that this will soon be resolved. However, LPG vehicles are welcome on cross Channel ferries.

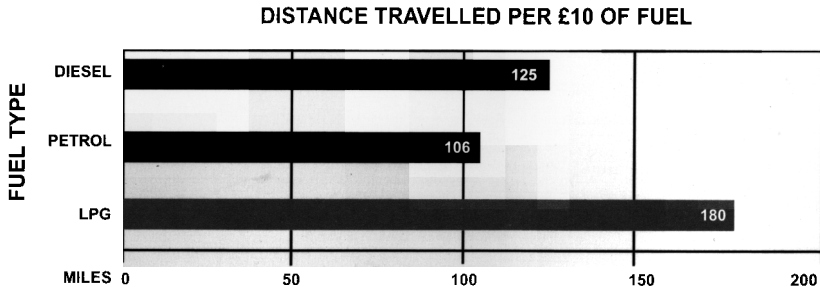
## FUEL COST SAVINGS

Fuel duty on LPG has either been frozen or reduced over the last eight years. With the aim of encouraging increased use of cleaner-burning LPG, the government has committed not to raise this fuel duty until at least 2004.

Petrol and diesel on the other hand have experienced frequent increases in duty, and a comparison of current forecourt fuel prices shows that LPG costs are approximately half those of either petrol or diesel.

The government's dedication to cleaner fuels is well demonstrated by their initiation of the Energy Saving Trust's PowerShift scheme. Thanks to this programme, significant savings towards the costs of conversion are passed on to customers who choose alternative fuels for their vehicles.

Impressive proof of LPG's true value is demonstrated by comparing the distance that each fuel will take you for a fixed outlay.



Source: PowerShift website



## LPG: CUSTOMER SAVINGS

The 60% rebate<sup>#</sup>(exc. VAT) available on the initial £2,150 cost of conversion equates to £1,097.87 leaving a true cost of conversion of £1,052.13. Therefore, the projected savings across the period of ownership considerably outweigh the initial cost involved. A driver travelling into London on a regular basis would enjoy the further saving of £5 per day by being exempt from the recently introduced Congestion Charging scheme. For a driver entering London 200 times a year this represents a further annual saving of £1,000.

Where an MG or Rover currently achieves 30mpg as a normal petrol engine, it could reasonably expect to achieve an equivalent of 22.1mpg on LPG following an MG Rover approved LPG conversion\*.

Whilst this represents a reduction in fuel efficiency, this is more than offset by the markedly lower price of LPG. For example, as shown in the table below a high mileage MG ZS 1.8 driver covering 20,000 miles in a year could see a cost saving of £871 on fuel\*\*, or as much as £2,600 across three years of ownership.

|  |        |
|--|--------|
| <b>MPG ZS 1.8</b>                                      |        |
| MPG of petrol engine (combined)                        | 30.0   |
| MPG of LPG version*                                    | 22.1   |
| Indicative petrol price per litre + (pence)            | 74.9   |
| Indicative LPG price per litre + (pence)               | 34.0   |
| <b>Annual mileage</b>                                  |        |
| Petrol cost  | £2,270 |
| LPG cost   | £1,399 |
| LPG annual saving                                      | £871   |
| <b>Fuel saving across 3 years</b>                      |        |
| Conversion cost  | £2,150 |
| Rebate (60% of conversion exc. VAT)#                   | £1,098 |
| Actual cost  | £1,052 |
| <b>3 year cost saving including cost of conversion</b> |        |
|  | £1,562 |

\* MG Rover estimated figure

\*\*Based on 20,000 miles in a year, 30mpg at average petrol price of 74.9 pence per litre is £2,270. 22.1mpg at average LPG price of 34.0 pence per litre is £1,399. Saving is therefore £871

+ Average price per litre using PowerShift and market data March 2003

# Grant approval must be applied for prior to conversion

## DOING THE WORLD A FAVOUR

Over 6,000 miles, a typical petrol or diesel vehicle will emit roughly its own weight in CO<sub>2</sub> - the main gas implicated in global warming. LPG fuelled vehicles pass less CO<sub>2</sub> and other harmful gases and pollutants into the atmosphere compared with conventional fuels. At a more local level, and in particular when compared with diesel-fuelled cars, conversion to LPG vehicles would also ensure better air quality and a healthier environment now and into the future.

| Emissions          | Effect   | Petrol                   | Diesel                   |
|--------------------|--|--------------------------|--------------------------|
| Hydrocarbons       | Hydrocarbons contribute to global warming  | LPG emits up to 40% less | LPG emits up to 70% less |
| Oxides of Nitrogen | Forms nitrogen dioxide which can have adverse effects on health, contributes to smog formation, acid rain, and can damage vegetation | LPG emits up to 82% less | LPG emits up to 90% less |
| Particulates       | Fine particles enter the lungs and are associated with a range of respiratory and cardiovascular disorders and asthma                | LPG emits up to 50% less | LPG emits up to 95% less |

Source: LPGA, January 2003 Press Release

## SAFETY IN MIND

In the past, some non-approved conversions of vehicles to LPG may have influenced public perception of the safety of the fuel. The fuel tanks supplied with MG or Rover LPG vehicles are typically stronger and more robust than those used in petrol or diesel-fuelled cars. These tanks are designed to withstand high-impact collisions and also possess many in-built safety systems. In the UK, we adhere to the stringent conversion standards laid out in the Liquefied Petroleum Gas Association (LPGA) Code of Practice (Issue 11). In addition, our Dealers undergo comprehensive training before qualifying as approved installers for MG or Rover cars. As a further reassuring feature, LPG contains additives to ensure that its odour can be detected should a fuel tank leak, allowing an appropriate course of action to be taken.



ENVIRONMENTAL BENEFITS

## POWERSHIFT GRANTS CAN SLASH THE COST OF CONVERSION

The total cost of LPG conversion for all eligible MG or Rover vehicles ranges from **£2,150 - £3,225** including VAT, dependant upon derivative. However, that cost can be greatly reduced thanks to the availability of PowerShift grants. These are currently administered by the Energy Saving Trust, whose aim is to promote and establish the use of more environmentally friendly fuels. Band 3 Powershift vehicles qualify for a 50% ( exc.VAT ) award towards the cost of conversion, whilst Band 4 vehicles qualify for a 60% level rebate. Band 4 vehicles also have the added benefit of being exempt from London Congestion Charges. Note that grants are not available retrospectively and must be applied for in advance of making a vehicle purchase. Visit [www.powershift.org.uk](http://www.powershift.org.uk) for full details.

### MG Rover Model Availability

| Rover Availability | ENGINE         | POWERSHIFT FUNDING BAND | 25     | 45     | 75 & TOURER | STREETWISE | ROVER COMMERCE | LEVEL OF REBATE | LONDON CONGESTION CHARGE DISCOUNT* |
|--------------------|----------------|-------------------------|--------|--------|-------------|------------|----------------|-----------------|------------------------------------|
|                    | 1.4 (84Ps) Man | 3                       | £2,150 | —      | —           | —          | £2,150         | £2,150          | 50%                                |
|                    | 4              | £2,350                  | —      | —      | —           | £2,350     | £2,350         | 60%             |                                    |
| 1.4 (103Ps) Man    | 3              | £2,150                  | £2,150 | —      | —           | £2,150     | —              | 50%             | 100%                               |
|                    | 4              | £2,350                  | £2,350 | —      | —           | £2,350     | —              | 60%             |                                    |
| 1.6 Man            | 4              | £2,350                  | £2,350 | —      | —           | —          | —              | 60%             | 100%                               |
| 1.8 Man            | 4              | —                       | £2,350 | £2,150 | —           | —          | —              | 60%             | 100%                               |
| 2.5V6 Man/Auto     | 3              | —                       | —      | —      | £2,575      | —          | —              | 50%             | 100%                               |
|                    | 4              | —                       | —      | —      | £3,225      | —          | —              | 60%             |                                    |

| ENGINE            | POWERSHIFT FUNDING BAND | MG ZR  | MG ZS  | MG ZT & ZT-T | MG EXPRESS | LEVEL OF REBATE | LONDON CONGESTION CHARGE DISCOUNT* |
|-------------------|-------------------------|--------|--------|--------------|------------|-----------------|------------------------------------|
| 1.4 (103Ps) Man   | 3                       | £2,150 | —      | —            | £2,150     |                 |                                    |
|                   | 4                       | £2,350 | —      | —            | £2,350     |                 | 100%                               |
|                   | 4                       | —      | £2,350 | —            | —          |                 |                                    |
| 1.8 (Non VVC) Man | 4                       | £2,350 | £2,350 | £2,150       | —          |                 |                                    |
| 2.5V6 180Ps Auto  | 3                       | —      | —      | £2,575       | —          | 50%             | 100%                               |
|                   | 4                       | —      | —      | £3,225       | —          | 60%             |                                    |
| 2.5V6 190Ps Man   | 3                       | —      | —      | £2,575       | —          | 50%             | 100%                               |
|                   | 4                       | —      | —      | £3,225       | —          | 60%             |                                    |

Amount shown is cost of conversion — Not Available \* Discount on registered conversions

Note: Conversion not available on 1.1, 1.8 Turbo, VVC or 2.5 V6 160Ps

## WARRANTIES AND SERVICING

All new MG or Rover vehicles converted to run on LPG carry a three-year/60,000 mile warranty.

Your existing manufacturer's warranty still applies and runs concurrently with the LPG warranty.

Used vehicles will be covered (LPG related components only) for a period of 12 months or the remainder of the period of their original MG Rover Warranty, whichever is longer, commencing on the date of installation of the LPG system, providing any warranty repairs have been undertaken by an MG Rover Dealership.

All MG Rover main Dealers have been trained to carry out servicing of LPG vehicles. This should be carried out every 12 months / 15,000 miles.

**60%  
GRANT**

**POWERSHIFT GRANTS**

### **EXPERT CONVERSIONS**

All MG Rover Dealers can arrange the supply of an LPG converted MG or Rover vehicle. Some MG Rover Dealers have undergone extensive LPG training and are approved to install LPG systems from their dealerships. If your local MG Rover Dealer is not approved to carry out LPG conversions, then the conversion will be carried out via an LPGA approved installer. The conversion process will add as little as two days to the delivery of the vehicle. Customer involvement in the purchase of an MG or Rover LPG vehicle simply requires a Powershift rebate application to be made prior to the conversion. Our Dealers handle everything else.

### **INSURING PERFORMANCE**

LPG will only marginally affect the performance of the vehicle when converted. A slight difference in acceleration may be present, but for many motorists in everyday driving conditions this will not be noticeable.

Insurance companies should be notified when a vehicle has been converted. They will normally ask if the conversion was carried out through an LPGA approved installer. All conversions carried out via MG Rover Dealers are LPGA approved, resulting in unchanged premiums in many cases.

### **THE NEXT STEP**

For more information on LPG conversions please contact your local MG Rover Dealer.



**INSURANCE & PERFORMANCE**

# MG ROVER LPG PRICE LIST

## From 04th January 2005

| General Information                 |        |             |            |   |               |
|-------------------------------------|--------|-------------|------------|---|---------------|
| Vehicle Availability                | System | Plug & Play | Sequential |   |               |
|                                     | Models |             | MGR 75 1.8 | MGR Van 1.4<br>MGR 25 1.4, 1.6, 1.8<br>MGR 45 1.4, 1.6, 1.8 | MGR V6<br>2.5 |
| Approximate Installation Time (hrs) |        | 10          | 11         | 13  | 16            |
|                                     |        | ← BAND 4 →  |            |   | BAND 3        |

| Customer Information                 |                                     |       |       |       |       |
|--------------------------------------|-------------------------------------|-------|-------|-------|-------|
| Costs & Grants                       | Installed Price (before grant)      | £1935 | £2065 | £2650 | £2430 |
| End user claims back off government. | Powershift Grant                    | £700  | £700  | £700  | £0    |
|                                      | Powershift Grant (Scotland)         | £1000 | £1000 | £1000 | £0    |
|                                      | AutoGas+ Scotland                   | £800  | £800  | £800  | £800  |
|                                      | London Congestion Charge Relief (%) | 100   | 100   | 100   | 0     |

