

... Cold Flow Improver

Use In:

- Diesel Fuel
- Home Heating Oil

Benefits

What benefits will users experience with Cold Flow Improver?

1. Helps prevent paraffin crystals from plugging fuel filters
2. Lowers Cold Filter Plug Point for the fuel
3. Lessens chance of cold weather fuel filter plugging and engine shutdown
4. Reduces need for fuel dilution with kerosene

Questions For Customers

Questions and answers to questions to ask your customers and prospects to determine if they need to treat with a cold flow improver.

Q. Do you have (or have you had) fuel gelling problems in cold weather?

- Cold Flow Improver is essential to preventing this problem

Q. Do you use common rail diesel engines in your fleet or diesel equipment?

- New common rail diesel engines are much more susceptible to the effects of fuel gelling due to higher performance fuel filters. Cold Flow Improver is even more important to use in these situations.

Questions From Customers

Answers to common questions customers may pose about Cold Flow Improver and cold weather diesel use.

Q. When should I add Cold Flow Improver?

A. The most important consideration for adding a cold flow fuel treatment is to make sure it's in the fuel before the fuel gels (i.e. before ambient weather temperatures get cold enough). The best rule of thumb is to add Cold Flow Improver when ambient temperatures are predicted to approach the diesel fuel's Cloud Point (which is typically about 7-10 degrees F above the plug point).

Q. How much improvement will I get with Cold Flow Improver?

A. For cold weather treatment, improvement is determined by the drop in temperature at which the fuel will gel (cold filter plug point). The short answer is, it depends (because of the specific fuel composition). A good estimate is that using the normal treat rate of Cold Flow Improver in #2 diesel fuel will give you about 15 deg F drop in cold filter plug point.

Q. How should I add Cold Flow Improver to my fuel?

A. See the guidelines listed below under Treatment Tips & Recommendations.

Q. Can I add Cold Flow Improver directly to a vehicle fuel tank?

A. Absolutely, there is no problem in doing that.

Q. How often do I need to treat my fuel with Cold Flow Improver?

A. You should only need to treat the fuel once per season. Remember, however, to treat any new fuel that is added to any partially-filled storage tank.

Q. If I need a larger drop in gelling temperature, can I use double or triple the dose to get double or triple the drop?

A. Generally speaking, the more Cold Flow Improver that is in the fuel, the larger the temperature drop. However, it is not a "linear" relationship. Doubling or tripling the dosage will not double or triple the temperature drop, but it will give you a larger drop for those that need it.

Q. If I overtreat with Cold Flow Improver, will it cause any problems?

A. We recommend not to exceed greater than a triple dosage rate of Cold Flow Improver. Adding too much cold flow treatment to diesel fuel can result in problems with waxy elements and deposits separating out of the fuel.

Treatment Tips & Recommendations

1. Treat stored fuel with anti-gel when ambient temperatures approach the fuel's Cloud Point temperature.
2. For fuel used in common rail diesel engines, treat with anti-gel when temperatures approach 5-10 degrees above the Cloud Point.
3. Direct injection into stored fuel is the recommended best practice for product application. Alternatively, splash or slug blending may be used if coupled with fuel circulation to ensure adequate mixing.

Treat Ratios: How much to use?

1. Regular dosage: 1 oz per 8 gallons (1:1000).
2. Do not exceed a dosage rate of 1:300.