

Gulf Coast

AUTO & TRUCK REPAIR

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Marine Maintenance
Loss Analysis
Truck Rental

TECH MEMO

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#1 Diesel is kerosene or jet fuel, not to be used in automotive vehicles. #2 Diesel is what we use over the road, marine and agriculture.

1970s sulfur content was 5000PPM, 1990s 500PPM and since 2006 5PPM

The thinking is> Lowering sulfur content = better emissions or removing sulfur will stop acid rain. This is why we are moving towards NO SULFER DIESEL. Even though Marine and AG diesel may be RED it is still Ultra Low Sulfur (ULS). Red just means NO TAX

ULS has poor lubricity or lubrication properties> it prematurely **damages pumps and injectors**. ULS also gels faster, short storage life, causes injector deposits, takes more efforts to refine, oxidizes, more apt to grow HUM (hydrocarbon utilizing microorganisms) and of course is more expensive than its predecessors. However, ULS lowers emissions and will not clog particulate traps.

You can buy diesel that claims to have special additives to restore lubricity. However, these additives sometimes have to be added at the pipe rack when the fuel is loaded in the tanker, who's to say they ever get loaded?

Some 2011 Audi, VW and Mercedes diesels will inject URIA into the post particle filter exhaust stream to lower the NOx emissions even further. The ratio of URIA to diesel> 2500 gallons of diesel will need 50 gallons of URIA. So yes, owners of these cars will have to maintain their URIA tanks. This is real technology.

TREAT YOUR DIESEL

Regards

Frank Prisco