
PRI-D PREVENTS CARBON

PRI-D Extends Exhaust Valve & Piston Overhaul Intervals

How PRI-D Extends Overhaul Intervals: Extensive laboratory studies of diesel fuel behavior in combustion verify that during the second and third stages of combustion, a process called polymerization occurs.

During this process, large, high carbon weight molecular structures are formed. These structures do not fully burn, and form petroleum coke residue in the third combustion stage. This residue forms deposits on engine components, and is exhausted as particulate emissions.

The thermal stability chemistry of **PRI-D** blocks the polymerization process. The large carbon structures are not permitted to form. As a result, the fuel burns more completely. The amount of unburned residue is greatly diminished. Engine components remain clean, and particulate emissions (visible as smoke opacity), are greatly reduced.

With the absence of abrasive hard carbon deposits on components, wear rates are greatly reduced, and times between overhauls extended.



Untreated (150,000 miles)



PRI-D Treated (550,000 miles)

Piston at left, taken from a Los Angeles area public transit bus burning “clean” low sulfur CARB diesel #2, is heavily fouled with hard carbon deposits after only 150,000 miles in service. Piston at right was taken from a North San Diego County Transit bus after more than 550,000 miles in operation, burning **PRI-D** treated CARB diesel #2. The piston appears exactly in the same condition as it was when first recovered, with no cleaning whatsoever. The piston crown is extraordinarily clean, with virtually no carbon deposits.