
FUEL STABILITY

PRI-D: PRESERVES FRESH FUEL RESTORES DEGRADED FUEL

How PRI-D Stabilizes Fuel: The minute diesel fuel exits the pipeline from the refinery, it begins to age and deteriorate. Depending on a variety of factors, the extent to which a diesel degrades is highly variable.

In recent years more and more refineries are adding nitrate-based cetane improvement additives, now proven to accelerate degradation. Many diesel fuel streams are also blended with small amounts of light cycle oil (LCO), which also contributes to degradation. The result? Degraded fuel with poor ignition quality and a tendency to foul fuel systems and engines with damaging carbon deposits.

PRI's research staff has developed a series of very powerful stability chemistries that are incorporated into **PRI-D** to prevent fuel degradation for all diesel fuels.

Additionally, **PRI-D** is formulated to reverse the effects of severe degradation.

These capabilities have been proven, time and time again, in standard ASTM laboratory testing for accelerated stability. In these tests, fuel is heated and oxygenated for 16 hours, then filtered. Residue produced by instability is filtered and weighed in terms of milligrams per 100 millileters. Below are results of some of the many hundreds of tests conducted on **PRI-D** over the years.

PRI-D STABILITY TESTS

FUEL	BASELINE	PRI-D TREATED	% IMPROVEMENT
<i>Exxon – Miami FL</i>	<i>21.80</i>	<i>3.50</i>	<i>84</i>
<i>California “Red”</i>	<i>8.00</i>	<i>1.00</i>	<i>87</i>
<i>New Mexico #2</i>	<i>4.00</i>	<i>1.00</i>	<i>75</i>
<i>EPA Diesel</i>	<i>3.49</i>	<i>0.17</i>	<i>95</i>
<i>CARB Diesel</i>	<i>0.43</i>	<i>0.20</i>	<i>53</i>
<i>CARB Diesel</i>	<i>0.90</i>	<i>0.40</i>	<i>55</i>
<i>CARB ULSD Diesel</i>	<i>0.30</i>	<i>0.20</i>	<i>33</i>

