

DIESEL FUEL CONDITIONER

Technical Data

Specification	Lab Tested Value for DFC	Standard Testing & Explanation
Carbon Residue (Mass %)	<=0.032	(ASTM D4530) Measurement of fuel indicates a rough approximation of its tendency to form combustion chamber deposits. These combustion chamber deposits are what drive the frequency and length of DPF regeneration cycles.
Cetane Number	60.7	(ASTM D6890) Measurement of the combustion quality of fuel during compression ignition. In a diesel engine, fuels with higher cetane numbers have shorter ignition delays allowing more time for the fuel combustion process to be completed. This means that higher speed diesel engines operate more effectively with higher cetane number fuels.
Flash Point (°C)	>160	(ASTM D93) This temperature is one measure of the tendency of the test specimen to form a flammable mixture with air. The test method covers the determination of the flash point of petroleum products in the temperature range from 40 to 360°C by a closed cup apparatus.
Pour Point (°C) (of pure product)	-10 (takes on pour point properties of fuel)	(ASTM D97) Lowest temperature at which a liquid can be poured.
Sulfur Content (ppm)	<5.0	(ASTM D7039) Under Sulphur in Diesel Fuel Regulations (SOR/2002-254), the sulphur content of diesel fuel produced or imported was reduced to 15 ppm.
Water & Sediment (% volume)	<0.005	(ASTM D2709) An accumulation of sediment in storage tanks and on filter screens can obstruct the flow of fuel from the tank. Water in fuels can cause corrosion of tanks and equipment as well as provide conditions necessary to support microbiological growth in fuel systems.

PRODUCT FACTS

- Due to hydrocarbon bonding of the feedstock, DFC is stable under pressure and the conditions of engine/fuel systems
- Natural solvent properties aid in the removal of particulate matter that may be built up due to engine wear within the engine and fuel system with the use of low-lubricating fuels
- Performs as a stable lubricating agent that protects moving parts within the fuel system, improving engine/fuel efficiency; thus reduces wear and increasing efficiency



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