

DIESELCURE - FAQ

Q Where can Dieselcure be used?

A Dieselcure is suitable for any diesel-fueled application, including trucks, buses, farm equipment, construction and mining equipment, generators, compressors and bulk storage tanks.

Q What is the shelf life of Dieselcure?

A 60 months from date of manufacture.

Q What is the ideal application rate?

A For best performance, treat at every fill or when filling a bulk tank. At a minimum, apply once per month or during each scheduled maintenance interval.

Q How long will treated diesel stay treated?

A Reapply every 3 months to standing fuel.

Q What is the maximum time between applications?

A Max 6-month interval between applications.

Q How does water get into diesel?

A Diesel naturally attracts water and is mainly introduced via condensation inside fuel tanks due to temperature changes. However, water can also be introduced due to poor tank sealing allowing rain/humidity to enter, contaminated fuel deliveries from storage or transport, long storage times without proper maintenance or leaking or damaged fuel systems.

Q Is water an issue in gasoline as well?

A Yes, but not as much. Gasoline is not as hygroscopic as diesel fuel, and although condensation does occur in gasoline tanks, moisture is not absorbed into suspension in the fuel to the same extent as it is in diesel fuel.

Q What negatives are linked to using Dieselcure?

A None known.

Q Can you use this in injector cleaning machines?

A Yes, you can add this to the fuel that circulates in Diesel injector cleaning machines

Q What are biocides?

A Biocides are designed to kill bacteria and other microorganisms that may already be present in fuel. Unlike Dieselcure, they do not remove water from the fuel and do not address other water-related concerns such as reduced lubricity, corrosion, poor combustion, or increased equipment wear.

Q What are the disadvantages to using biocides?

A Once microbial contamination has been killed, the fuel system should be cleaned and drained. In many cases this step is not completed, allowing dead microbes to remain in the system where they can form sludge and contribute to filter blockages.

Over time, microbial contamination may become less susceptible to repeated use of the same biocide, reducing effectiveness. Biocides require careful handling and disposal due to their toxicity and are subject to increasing environmental regulations.

Q How is Dieselcure different to a biocide?

A There is NO BIOCIDES in Dieselcure and it does not directly kill microbes. Dieselcure removes the microbes habitat (water) and their food source (resin created by acid degrading the fuel). Finally, it dissolves the dead matter leaving the fuel completely clean.

Q Will Dieselcure prevent diesel from freezing?

A Moisture contamination in diesel fuel at extremely low temperatures is what leads to freezing and poor winter performance. By treating the moisture content with Dieselcure, the freezing point of the water is greatly reduced.

Q Why is bio-diesel more prone to problems?

A Bio-diesel is more hygroscopic than standard diesel, meaning it absorbs moisture from the environment faster. As it absorbs more moisture faster, all the problems caused by moisture are accelerated.

Q How do you know if your diesel is bio-diesel?

A Diesel fuel in Canada contains a small percentage of biodiesel/renewable content, federally mandated since 2011. The blend level varies by province due to additional provincial requirements.

Q What savings will I get from using Dieselcure?

A Savings will vary from operation to operation, but the cost of treating fuel is negligible compared to the potential costs associated with repairs and unplanned downtime due to excessive wear from water contamination.

While the main benefit of Dieselcure is protecting the fuel system and improving equipment reliability, case studies have shown fuel consumption improvements of **7% to 13%**. Any fuel savings achieved are an added benefit on top of the maintenance, reliability, and equipment protection advantages.

Q What is the best way of carrying out a trial?

A Ideally the product should be used for a complete service period, this will allow you to inspect filters, emissions and fuel consumption before and after use of Dieselcure. To ensure accurate and measurable results, identify the specific vehicles, equipment, or fuel tanks that will be included in the trial and establish a clear baseline prior to treatment. A minimum of four vehicles/equipment/tanks should be used as part of a trial/field test/POC. When trialing Dieselcure, it is best to base decisions on an identifiable trend of results, rather than a single, one-off result. To see the maximum benefit of Dieselcure, start the trial with a double or triple dose depending on the severity of the issues you are facing, and re-apply at every refuel thereafter.

Q Will you guarantee that it is safe to use and will not harm my engine?

A Diesel fuel specification conformity is a requirement of all OEMs in order to maintain the validity of engine warranties. Dieselcure has been tested by independent laboratories, and in all cases, diesel fuel treated with Dieselcure at the recommended mixing ratio has been found to conform to global diesel fuel specifications. This guarantees the absolute safety of using Dieselcure, as part of any preventative maintenance, or fuel quality management program.

Q Do any manufacturers approve Dieselcure?

A Yes - Approvals from MTU Friedrichshafen GMBH/Detroit Diesel

Q How can this small can treat so much fuel?

A Dieselcure does not treat the fuel, it treats the contamination and this is why it can treat so much.