



DL1500T12 (1 Qt.)
DL1500 05 (5 Gal.)

Overview

Pro-Trucker is a great year-round product, but is specifically designed to help fleet vehicles run smoother in the winter months. Pro-Trucker is a premium diesel fuel supplement that cleans up dirty fuel injectors and keeps them clean. It can also be added directly to bulk diesel storage tanks.

Pro-Trucker boosts the cetane number, reduces the minimum operating temperature by up to 15°F to 25°F, and improves the lubricity of diesel fuel. You'll get better fuel economy and reduced emissions.

Features/Benefits



- Cleans and maintains injector tips
- Anti-gel additives lower diesel fuel pour point, improve cold-starting and prevent fuel line, filter and injector clogging
- Reduces emissions – ideal for diesel engines operating in enclosed or confined areas such as mines, warehouses or waste-transfer stations
- Compatible with low-sulfur formula diesel fuel
- Boosts cetane rating 3 to 5 numbers
- Improves fuel economy and performance
- Lubricates fuel pump for longer life
- Anti-foaming and anti-hazing additives
- Special inhibitors protect against rust and corrosion
- Stabilizes fuel for long-term storage

Bulk Storage Tanks



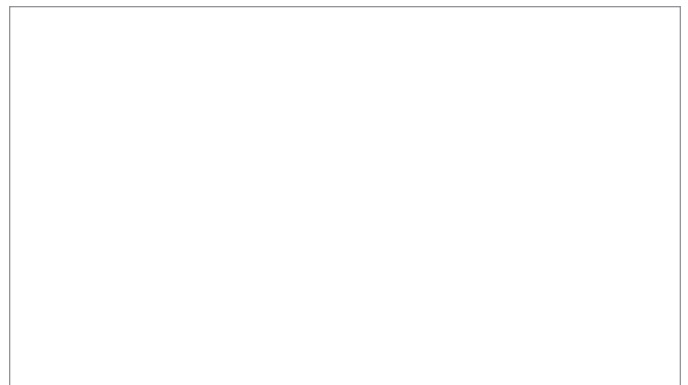
Pro-Trucker can be added directly into storage tanks. A little goes a long way to protect your fuel. Suggested application rates are shown below.

Normal Operation:

Add 1 gallon Pro -Trucker per 2,000 gallons of diesel fuel.

Cold Weather Operation:

Add 1 gallon Pro-Trucker per 1,000 gallons of diesel fuel.



FAQ

Q: What is a cetane rating?

A: Similar to the octane number rating that is applied to gasoline to rate its ignition stability, cetane number is the rating assigned to diesel fuel to rate its combustion quality. While gasoline's octane number signifies its ability to resist auto-ignition (also referred to as pre-ignition, knocking, pinging or detonation), diesel's cetane number is a measure of the fuel's delay of ignition time (the amount of time between the injection of fuel into the combustion chamber and the actual start of combustion of the fuel charge).

Because diesels rely on compression ignition (no spark), the fuel must be able to auto-ignite quickly. A higher cetane number means a shorter ignition delay and more complete combustion of the fuel charge. This translates into a smoother running, better performing engine with more power and fewer harmful emissions.

Q: What is the difference between pour point and cloud point? What is cold filter plugging point?

A: The definitions below are from the SAE Automotive Fuels Handbook. We have included a definition of cold filter plugging point, a European term becoming more common in the US, that is often used interchangeably with cloud point:

- Pour Point – the lowest temperature at which a petroleum product will just flow when tested under standard conditions, as defined in ASTM D 97.
- Cloud Point – the temperature at which a sample of a petroleum product just shows a cloud or haze of wax crystals when it is cooled under standard test conditions, as defined in ASTM D 2500.
- Cold Filter Plugging Point (CFPP) – a measure of the ability of a diesel fuel to operate satisfactorily under cold-weather conditions. The test measures the lowest temperature at which wax separating out of a sample can stop or seriously reduce the flow of fuel through a standard filter under standard test conditions.

Q: Why is lowering a fuel's pour point important?

A: Fuel has a pour point, which is the temperature at which wax-laden fuel will barely flow. A good product like Pro-Trucker should lower the pour point a number of degrees and should reduce or eliminate the tendency for fuel filters to block the fuel flow in low temperatures.

Q: Is Pro Trucker safe to use in the winter?

A: Absolutely. The anti-gel formula and ability to lower the pour point make this an excellent product to use in vehicles and storage tanks during the winter.