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TECHNICAL BULLETIN

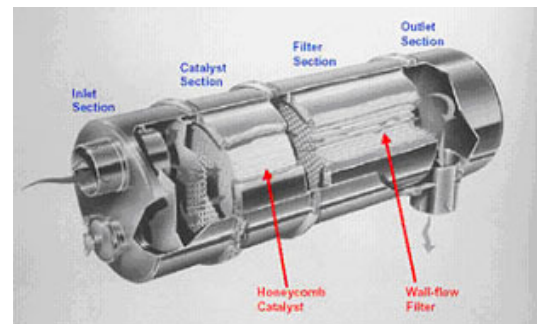
DATE: July 1, 2011

TITLE: **DIESEL FUEL ADDITIVE EFFECT ON DIESEL PARTICULATE FILTERS**

OVERVIEW: E-ZOIL diesel fuel additives will not plug diesel particulate filters.

DESCRIPTION: The Environmental Protection Agency (EPA) has mandated that all engines built after December 31st, 2006 must reduce particulate matter levels to no more than .01g/bhp-hr. Particulate matter (PM) is the term given to solid particles such as soot and ash that are commonly found in diesel exhaust.

DPF The primary method of reducing PM is through the use of a diesel particulate filter (DPF). A DPF is a filtration device made of a porous ceramic or cordierite substrate or metallic filter that physically traps and removes PM from the exhaust stream.



DPF MAINTENANCE Periodic maintenance of the DPF is required to remove the PM that has accumulated over time. This is accomplished through a process called regeneration. There are two types of regeneration, passive and active. Both types involve raising the temperature inside the DPF high enough to combust the accumulated PM and reduce it to ash.

DPF PLUGGING All DPFs are subject to premature plugging because of ash. Ash is a noncombustible material that results from normal engine combustion. **The use of engine oil additives and diesel fuel additives that contain ash will result in premature plugging of the DPF.**

Notice: Regeneration does not remove ash. A DPF plugged with ash must be removed from the vehicle and placed in a cleaning station specifically designed for this purpose.

**E-ZOIL
ADDITIVES**

E-ZOIL diesel fuel additives will not plug diesel particulate filters.
E-ZOIL additives do not contain any raw materials that contain ash. Therefore, E-ZOIL additives do not contribute in any way to diesel particulate filter plugging.

ULSD

Notice: All engines equipped with a DPF should only use ultra low sulfur diesel (ULSD). The use of non-ULSD fuel in an engine equipped with a DPF could prematurely plug the DPF.