



GROWMARK announces Dieselelex Gold reformulation

Today's diesel engines are much different than those produced 20, 10, or even five years ago. Tougher emissions standards and the prevalence of ultra low sulfur diesel (ULSD) fuel and biodiesel, mean these engines are better for the environment than ever before.

However, these changes have led to some issues with the way the engines perform. Termed Internal Diesel Injector Deposits (IDID), the phenomenon can best be described as "sticky deposits." The use of cleaner fuels and the emission-friendly High Pressure Common Rail (HPCR) system can cause waxy deposits to build up on the diesel injectors, leading to poor performance.

"The new diesel engine technology has much tighter tolerances than ever before, which is good for reducing emissions but allows deposits to build up on the injectors differently than before," said Mark Dehner, GROWMARK marketing manager, refined & renewable fuels. "To ensure that we are providing the best possible diesel fuel to our customers, we decided to look at our flagship fuel, Dieselelex Gold, and reformulate it to better meet these new demands."

Dieselex Gold, developed in 1952, contains a combination of cetane improver, detergency, lubricity improver, oxidation and corrosion inhibitors, demulsifiers, stabilizing agents and moisture control chemistry which addresses problems specific to #2 diesel fuel. Variable fuels and HPCR technology require a different chemistry which has been created in the reformulated version of the fuel.

Four specific areas were upgraded: detergency, corrosion inhibitors, stabilizing agents, and demulsifiers. In combination, these work together to fight IDID and improve the performance of ULSD and biodiesel blended fuels.

"Our new chemistry will take care of both old and new deposits in diesel engines," Dehner said. "We are confident that the new formulation of Dieselelex Gold will clean up dirty injectors and keep them clean with continued use. Customers should see improvements in fuel economy and restoration of lost horsepower."

For more information on the reformulation, contact **your local FS**.

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