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Universal Biodegradable Fuel Conditioner for Diesel, Petrol and Biodiesel

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With **universal applications** this product is suitable for **any combustion engine**

It meets UK, Europe and North American (Canada, USA and Mexico) Fuel Standards meaning it **does not affect your warranty.**

The key benefits are

- Increased Fuel Efficiency by around 10%
(Generally 4% month 1, 8% month 2, 10% month 3 onwards)
- Increased engine performance
- Reduce CO2 emissions by upto 30% - **Less Smoke**
- Reduce particulate matter by over 50%
- Kills diesel bug



How

This is all done by emulsifying the components of fuel pre-combustion (Petrol/Diesel, Ethanol, Water) in the vehicle tank or in the fuel transportation container. It delivers detergents through the engine and increases lubricity by 30%.

Dosage/Dilution

Diesel: 1 Litre to 2,000 litres (1,000 litre IBC conditions 2 million litres of diesel)
Petrol: 1 litre to 1,000 litres (1,000 litre IBC conditions 1 million litres of petrol)

Cost

Diesel it costs around £0.02 to add to a litre
Petrol it costs around £0.04 to add to a litre

Production

The fuel conditioner can be created in **30 days to any amount** needed and then **shipped globally**



Frequently Asked Questions

Q – Is The Fuel Conditioner Biodegradable?

A – The MSDS/SDS prepared by Nouryon states in Section 12.2 that The Fuel Conditioner is readily biodegradable.

Q – Does fuel conditioned with The Fuel Conditioner remain within specification?

A – Yes, Independent Certification agency Bureau Veritas certified that:

EN590 compliant diesel fuel, remained EN590 compliant
EN228 compliant petrol fuel, remained EN228 compliant
EN16709 compliant Bio-Fuel, remained EN16709 compliant

Q – How do I work out how much of The Fuel Conditioner to add?

A – The dosage rate is 1:1000 for petrol, 1:2000 for diesel.

Q – What are the CO₂ reductions

A – CO₂ reductions vary, in a static generator these have been shown to be 30% whereas on a 1.15 million mile study on 27 brand new EURO 6 trucks over 12 months, CO₂ reductions have been 17%.

Q – Can I use The Fuel Conditioner in a bulk tank?

A – Yes, simply add The Fuel Conditioner to the bulk tank just before the bulk delivery is discharged into the tank.

Q – Can I have fuel delivered with The Fuel Conditioner already in the fuel?

A – Yes, we have arrangements with bulk fuel suppliers to deliver fuel already conditioned with The Diesel Conditioner. We can help you make arrangements if your current supplier does not offer this yet.

Q – How will a bulk fuel supplier deliver fuel already conditioned with The Fuel Conditioner?

A – In practice the bulk fuel supplier will add the correct dose of The Fuel Conditioner to the delivery vehicle's tank before filling with the base fuel. This will provide product dispersion through the agitation caused by the fuel flow while filling. Further agitation will be provided through the movement of the fuel through the baffles in the tank during transportation.

Q – Is The Fuel Conditioner a single use, shock treatment for my fuel?

A – No, in fact quite the opposite, The Fuel Conditioner is designed and intended to be used for full time, ongoing fuel conditioning. It is ideally added to bulk fuel deliveries and used fleet wide.



Q – Does The Fuel Conditioner require special mixing into the fuel?

A – No, the product mixes readily with all types of fuel, it is sufficient to add conditioner at the time of filling in the correct ratio. Best practice is to add the correct amount first, then fill the tank to take advantage of the agitation in dispersing the The Fuel Conditioner.

Q – Will using Fuel Diesel Conditioner improve my fuel consumption?

A – Feedback from commercial fleet customers running Euro 6 Heavy Goods Vehicles using The Fuel Conditioner, in a carefully monitored environment, indicate fleet wide average consumption improvement by as much as 8-11%

Q – How does using The Fuel Conditioner improve my fuel consumption?

A – By improving the combustion, using The Fuel Conditioner results in a more complete burn of the fuel, thereby releasing more energy from the fuel consumed.

Q – Will I notice any changes in my vehicle when using The Fuel Conditioner?

A – Yes, anecdotal feedback from vehicle operators is that after a few tanks full of fuel treated with The Fuel Conditioner have been used, they consistently report noticing less vibration, a quieter engine and improved throttle response.

Q – Does conditioning fuel with The Fuel Conditioner improve the lubricity of the fuel?

A – Yes, the Certification agency Bureau Veritas has certified in tests that they conducted that The Fuel Conditioner improved lubricity of the fuel by more than 30%.

Q – Will using The Fuel Conditioner reduce smoke and soot from my exhaust?

A – Results from Independent testing Laboratories and MOT opacity test scores, show reductions in smoke and soot. With the recent increased awareness of the severely adverse health effects of PM2.5. Independently measured reductions in PM2.5 of greater than 60% when using The Fuel Conditioner are highly desirable.

Q – How does using The Fuel Conditioner reduce smoke and soot from my exhaust?

A – By improving the combustion, using The Fuel Conditioner results in a more complete burn of the fuel, essentially burning the soot up and releasing its energy in the combustion chamber.

Q – Will using The Fuel Conditioner affect the Diesel Particulate Filter (DPF) in my vehicle exhaust system?

A – Yes, fleet users of The Fuel Conditioner have found that the life of each vehicle's Diesel Particulate Filter (DPF) has been greatly extended, due to the reduced soot load.



Q – How will The Fuel Conditioner affect the regen cycle of my vehicle?

A – Fleet users of The Fuel Conditioner have found that their vehicles reduce in the frequency that they go into a regen cycle of the vehicles Diesel Particulate Filter (DPF).

Q – Will using The Fuel Conditioner affect the Exhaust Gas Recirculation Valve (EGR valve) in my vehicle exhaust system?

A – Yes, the reduction in soot in the exhaust gasses when using The Fuel Conditioner reduces the soot load on the Exhaust Gas Recirculation Valve (EGR valve) thus reducing the chance of it clogging and sticking.

Q – Will using The Fuel Conditioner cause blockage of my fuel lines?

A – No, in fact quite the opposite, the detergent properties of The Fuel Conditioner gently remove the gums and varnishes that build up in fuel lines. This process happens during the consumption of several tanks of fuel and ongoing use of The Fuel Conditioner keeps the fuel lines clear.

Q – Is The Fuel Conditioner compatible with a vehicle that uses AdBlue?

A – Yes, Feedback from commercial fleet customers running even the latest, Euro 6, Heavy Goods Vehicles using The Fuel Conditioner indicate zero problems with AdBlue systems in any of the vehicles in their fleet.

Q – Can I stop using AdBlue in a vehicle that is using fuel conditioned with The Fuel Conditioner?

A – No, that is not advised, AdBlue is very good at greatly reducing NOx emissions from a diesel exhaust. In fact the two systems complement each other when used together.

Q – Does The Fuel Conditioner require the presence of water in order to work?

A – No, when using The Fuel Conditioner the presence of water is not a requirement, The Fuel Conditioner was especially formulated in order to work even without the presence of any water.

Q – What happens when water enters fuel conditioned with The fuel Conditioner?

A – The Fuel Conditioner emulsifies water into the fuel and will carry it through the fuel filter to be combusted in the engine, effectively removing it from the system

Q – What is the customs commodity code of The Diesel Conditioner?

A – The description supplied by Nouryon for The Fuel Conditioner is HS code 340 290 1090 "Other - Soap, organic surface-active agents, washing preparations, lubricating preparations"

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