

DIESEL FUEL CONDITIONER

Specifications

Specification	Value		Explanation
Flash Point, °C	159.0		The flash point is the temperature at which Milligan's DFC will start to ignite.
*Cold Flow - Gelling Point, °C	- 14.0		The temperature at which Milligan's DFC will begin to gel in pure form. See further explanation below.
Sulphur Content, ppm	<3		The sulphur content meets the new Ultra Low Sulphur Diesel requirements. See further explanation below.
Cetane Number	>53		Milligan's DFC has a cetane number approximately 10 points higher than diesel fuel. One engine manufacturer (Ford) recommends the use of a cetane boost to assist the DPF system.
Lubricity Testing, MROCLE	Base Fuel (No DFC)	With Milligan's DFC	Milligan's DFC has been tested in three different fuel companies' fuels. Milligan has utilized the MROCLE system, developed at the University of Saskatchewan, to show the lubricity of both base fuel and DFC added fuel. The higher number indicates there is more lubricity in the fuel. See the graph on the reverse side as well.
Fuel Company A	0.883	1.211	
Fuel Company B	0.733	0.870	
Fuel Company C	0.751	1.045	

*Milligan's Diesel Fuel Conditioner (DFC) is a concentrate. Once blended with diesel fuel, effects on cold flow are insignificant.

Diesel Particulate Filters (DPFs)

Recent changes to diesel engines have raised concerns on the sulphur content of, not only the fuel, but also fuel conditioners. Sulphur can be very damaging to some of the new components in the post 2007 model engines, as these vehicles are likely to be equipped with a Diesel Particulate Filter (DPF). Milligan's DFC is made from Canola Bio-diesel, so the sulphur content is well below the maximum requirements for diesel fuel. The National Renewable Energy Laboratory (NREL) study, Biodiesel Effects on Diesel Particle Filter Performance, has demonstrated that blends of bio-diesel as low as 5% (B5) reduce the required temperature for soot combustion. This means, with bio-diesel blends there is less chance of the DPF plugging with soot and having to be cleaned or replaced. This also shows that bio-diesel will actually reduce the regeneration rate of the DPF, therefore prolonging the life of the filter. As Milligan's DFC is made from Canola Bio-diesel these properties are carried forward.



Engine Manufacturer Warranty

Nearly all engine manufacturers have authorized the use of bio-diesel in their engines, some up to a B20 blend. Milligan's DFC, like bio-diesel, is made from 100% Canola and inherits many of the benefits that bio-diesel offers. While posing no risk to your engine or fuel system, Milligan's DFC offers better lubricity than bio-diesel. At a treatment rate of 1:1000, the lubricity increases by 32% on average. Milligan's DFC also meets the emissions standards for Ultra Low Sulphur Diesel, making it safe to use in any of the new engines.

Milligan's DFC is Quality Guaranteed

Quality assurance is #1 at Milligan Bio-Tech, therefore we are confident to stand behind our products. Milligan Bio-Tech Inc. guarantees that proper use of our Diesel Fuel Conditioner will not damage your engine. Join the thousands of people who have experienced the benefits of this Natural Protection™. Further information on Milligan, our Quality Guarantee or any of our products is available at www.milliganbiotech.com.



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M-ROCLE Test for Diesel Fuel Lubricity

Compares results with and without Milligan's Diesel Fuel Conditioner (DFC)
The longer bars indicate more lubricity

