

Technical Information

Federal Ultra-Low Sulfur Content Requirements



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In September 2006, new emissions standards went into effect in the United States mandating the use of ultra-low sulfur diesel (ULSD) for on-road use of diesel fuel. Sulfur has traditionally been added to diesel fuel as a lubricity agent (increases the fuel's lubrication properties). However, it is also a primary cause of air pollution and dirty emissions. The move to lower sulfur content is expected to substantially lower emissions of particulate matter from diesel engines, lowering overall pollution levels. The EPA mandated the use of ULSD fuel in model year 2007 and newer highway 1 diesel fuel engines.

This new regulation applies to all diesel fuel, diesel fuel additives and distillate fuels blended with diesel for on-road use. As a fuel additive that can be used in diesel engines, Xtreme Fuel Treatment™ falls within the scope of the new regulation which affects the way we must label the product. As of June 1, 2006 all manufacturers and retailers were required to label diesel fuel and diesel fuel additives with EPA-authorized language disclosing whether the product complies or does not comply with the sulfur content guidelines. Under the new regulations, the allowable sulfur content for ULSD is 15 parts per million (ppm). This is much lower than the previous standard for low sulfur diesel (LSD) at 500 ppm. The formulation of Xtreme Fuel Treatment™ as it sits in the bottle contains 200 ppm of sulfur. Therefore, in order to meet regulatory requirements Syntek Global includes the following in its label:

"This diesel fuel additive does not comply with federal ultra-low sulfur content requirements for use in model year 2007 and newer diesel motor vehicles."

POINT: When Xtreme Fuel Treatment™ is added to diesel fuel at the recommended concentrations (¼ to ½ oz. of XFT to 20 gallons of fuel) the ppm concentration falls substantially within the federal ultra-low sulfur content requirement of 15 ppm of sulfur. Diesel engines made before 2007 do not have ceramic injectors and require more lubrication than later models. Xtreme Fuel Treatment™ should be used to protect and lubricate the fuel injectors in all types of diesel engines.