



## TECHNICAL DATA SHEET.

TETRALUBE SMOKE-STOP DIESEL TREATMENT.  
DIESEL FUEL ADDITIVE REDUCES SOOT EMISSIONS.

### ■ PRODUCT OVERVIEW

Tetralube Smoke Stop Diesel Treatment is a fuel treatment for diesel engines, which improves the combustion and reduces black smoke formation.

This Treatment improves the combustion and increases the amount of oxygen in the combustion chamber, reducing the formation of black exhaust smoke, especially soot particulates in diesel engines.

### ■ AREAS OF APPLICATION

Increases the engine performance and improves fuel economy.

Lowers the formation of harmful NOX gases during the combustion, as it removes the isolating fouling material in the combustion chamber.

Tetralube Diesel Smoke Stop compensates for the reduced lubricity of low sulphur fuels.

Optimizes the emission test values.

Reduces exhaust smoke up to 45%.

Reduces emissions and odor nuisance.

Completely effective right after running 20-40 Km.

Cleans the entire diesel injection system and makes the engine run smooth.

### ■ PRODUCT DOSAGE & INSTRUCTIONS FOR USE

Add Smoke Stop Diesel Treatment to the fuel tank in reserve or with very little fuel the indicated amount, approximately **5%** of the total capacity of the vehicle's reserve:

**400 ml.** For cars.

**1.000 ml.** For trucks, industrial vehicles, LGV and HGV.

Run 20-40 km in a slightly over-rev (> 3.000 rpm) and refuel later.

If your vehicle will have a technical inspection, add the product a few days before and run normally.

### ■ TYPICAL PHYSICAL PROPERTIES

Base:	Liquid.
Color / appearance:	Purple.
Odor:	Characteristic.
pH at 20 °c:	N. D.
Density at 20 °c:	0.875 ± 0.005 g./cm <sup>3</sup>
Water solubility:	Soluble
Flash point:	15°C (Tag Closed cup ASTM A56)

### ■ PACKAGING

Smoke-Stop Diesel Treatment is supplied in the following formats:

Size	Volume
Can with dispenser	400 ml.
Can with dispenser	1.000 ml.

The information contained in this technical data sheet is based on the results of our research and on our practical experience in the field. All given test data are average values which have been obtained under defined conditions. The installer is responsible for the correct application taking into consideration the specific conditions of the construction site and the final results of the construction process. This may require adjustments to the recommendations given here for standard cases. Specifications made by our employees or representatives which deviate from the specifications contained in any Company literature may not be relied upon in the absence of written confirmation from the Company. The installer must comply with all testing, technical requirement, guidelines, and industry customs at all times. This guideline has been technically revised; all previous versions are invalid.

