



CENTRAL NEWS[®]

Quick Kleen

By Blaine Ballentine, Lubrication Engineer

We have a new product called Cen-Pe-Co Quick Kleen. This diesel fuel additive is designed to quickly clean injector deposits. Quick Kleen should be added directly to vehicle tanks. A pint bottle treats 40 gallons of diesel fuel and a gallon treats 320 gallons.

Over the years, it has become apparent that when improvements in engine operation from fuel additives occur slowly, the customer is less likely to notice, and therefore less likely to continue using additives. We wanted a product to provide one-tank cleanup so the client would notice the change in throttle response and continue using one of our other additives. Quick Kleen uses a new technology that cleans both internal injector deposits and nozzle deposits fast.

You may be asking yourself, "How is Quick Kleen different than our other additives?" It is focused only on performance,

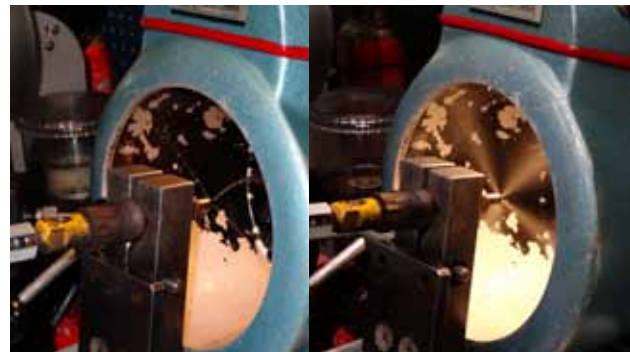


it does not improve cold temperature flow, and it is not recommended for storage. But

containing powerful detergents and cetane improver. It does not increase lubricity,

if injector deposits are the problem, Quick Kleen is the fastest way to remove them.

Injector cleanup is not just about nozzle deposits anymore. The injection system



Injector Spray Before Quick Kleen Injector Spray After Quick Kleen

of choice to deal with current emissions standards is the high pressure common rail, where injection pressures are typically 24,000 to 29,000 PSI. The injector fires as many as five to ten times per stroke. Think about this for a moment. At 1500 RPM, the engine makes one revolution in 1/25th of a second. Combustion occurs during only a few degrees of that 360 degree revolution, and the injector is firing five to ten times. When you think about the speed that the injector pintle has to move, it is easy to understand how the smallest deposit on the pintle, or the slightest hint of stickiness from a deposit in the housing surrounding it would throw off the injection, even if the nozzle is clean.

So, the heat involved in developing and controlling over 24,000 plus PSI of fuel pressure makes the high pressure common rail system more likely to form deposits.

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Snip-Its From The 2013 Na



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The speed of the system makes it less tolerant of deposits.

Even so, modern electronics help keep the engine running as deposits build. Power and fuel economy are lost, but the operator may not even notice. Removing the deposits with Quick Kleen restores power and fuel efficiency quickly enough that the operator can often notice a difference.

Quick Kleen can be sold for fast cleanup prior to using one of our other additives. Shops can use it for diesel engines that are not running properly. If the engine does not run right after a tank of fuel treated with Quick Kleen, the problem is something bigger than injector deposits.

How many times have you run across a fleet manager that wanted the benefits of a fuel additive, but was not confident that his drivers would put an additive in the tank? Adding Quick Kleen to the fuel tank at every service interval cleans injectors and restores fuel economy. It will not provide the benefits of continuous use, but it will save money on fuel and prolong injector life.

Quick Kleen is another tool for your tool box. If the problem is injector deposits in any fuel system, and particularly in high pressure common rail injector systems, Quick Kleen is your biggest hammer.



Working the Cen-Pe-Co booth at The National Farm Machinery Show in Louisville, KY in February 2013 were: *(from L to R) Roy Tooman - OH, Roger Tooman - OH, Gary Knecht - IN, and Duane Tooman - OH)*