

**ENVIROX**

Since the World Health Organisation last year confirmed diesel exhaust fumes as carcinogenic, the spotlight has fallen on measures to reduce emissions. Requirements such as the London LEZ have already led to many vehicles being retrofitted with Diesel Particulate Filters (DPFs). The Euro 6 emissions limit is expected to make almost all new buses and coaches factory fitted with a soot filter:

In June, the government set up a £5m fund to reduce pollution from buses outside of London through methods such as retrofitting vehicles with DPFs. Local Transport Minister Norman Baker announced: "Improving air quality is important for the coalition government. This £5m scheme will help clean up emissions from older buses in some of our most polluted urban areas."

To keep the exhaust clean of particulates, however, the DPF itself needs to be kept clean. But the

filter will rapidly block up unless a process called regeneration occurs to clear out the soot which it is designed to trap. Soot or carbon particles will burn away, like charcoal on a BBQ, provided they reach a temperature of around 600°C. Vehicles which regularly run at high speed and carry significant loads produce enough heat in their exhaust gases to achieve this but this is not always the case.

Operational problems with DPFs related to premature blocking continue, particularly in slow urban driving cycles like London where the exhaust gases do not reach the necessary temperature for a sufficient part of the operating cycle to regenerate the filter. Even in the absence of actual blocking problems, fuel economy tends to worsen because the engine has to work harder against the back pressure caused by soot build up.

Specifically designed to help deal with this situation, Envirox DPF Assist is the latest development from Energenics Europe, the



**DPF assist comes in 500ml bottles capable of treating 1,000litrs of fuel**

Oxford based producer of the well-known nanotechnology fuel additive Envirox. Regular Envirox is mainly targeted at saving fuel and is usually supplied in drum quantities to bus depots where it is injected into bulk diesel fuel. This has had a high profile in the UK bus industry since Stagecoach adopted it nationally in 2005, followed more recently by East Yorkshire and others.

However, at higher dose levels the active cerium oxide nanocatalyst in Envirox will perform as an effective Fuel Borne Catalyst (FBC), a well

established class of fuel additives which have a proven history of regenerating DPFs. It works by:

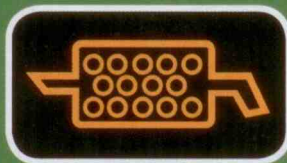
- Decreasing the level of soot particles produced during combustion.
- Significantly lowering the temperature the exhaust gases need to reach to burn off the trapped soot particles in the DPF.
- It also includes a strong dose of the detergent additive chemistry used by premium fuel retailers to clean fuel injectors and preserve optimal spray patterns.

Envirox DPF Assist is supplied in a convenient 500ml bottle with a 25ml dispensing chamber which is well matched to the dosing recommendations. The concentrated formula means one bottle will treat up to 1,000 litres of diesel and deliver fuel savings approximately double its cost.

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**NEW Fuel Treatment for Particulate Filter regeneration**



**Envirox™ DPF ASSIST**

Envirox™ DPF Assist is a new Fuel Treatment for regenerating Diesel Particulate Filters (DPFs). It is a fuel borne catalyst formulation that helps to burn off the trapped soot particles that build up in DPFs. It can both help to clear a blocked DPF and protect against future blockage.

For more information email **info@energenics.co.uk** Or call **01865 233010**

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